



The JALM Challenge

a multi-club supersprint

Results

organised for financial members of

Jaguar Car Club of Victoria
Alfa Romeo Owners Club of Australia
Lotus Club of Victoria
Maserati Club of Australia

Calder Park

Sunday, April 11, 1999

CAMS Permit No: V98/1104/02

| JALM Club | Start Point | Best Time | Outright Place | Class | Class Place | Driver Name | Make & Model |
|------------|-------------|----------------|----------------|-------|-------------|----------------------|---------------------------|
| Maserati | 28 | 1:03.23 | 1 | 4 | 1 | FROUDE, SIMON | Porsche 911 Carrera RS |
| Jaguar | 26 | 1:03.47 | 2 | 5 | 1 | RODDY, MICHAEL | Jaguar XJS |
| Maserati | 30 | 1:05.51 | 3 | 4 | 2 | PIVA, ROMANO | Porsche 911E |
| Lotus | 18 | 1:05.52 | 4 | 5 | 2 | CATLIN, LEN | Robnell Cobra |
| Maserati | 28 | 1:05.80 | 5 | 4 | 3 | POWER, BRIAN | Porsche 993 RSCS |
| Maserati | 16 | 1:06.36 | 6 | 4 | 4 | DOWNARD, MICHAEL | Porsche 928 GT |
| Maserati | 30 | 1:07.35 | 7 | 4 | 5 | FISICARO, ROBERT | Lotus S4s |
| Maserati | 20 | 1:07.89 | 8 | 4 | 6 | BOTTERILL, SCOTT | Porsche 964 Carrera RS |
| Maserati | 30 | 1:09.14 | 9 | 1 | 1 | PETTETT, ALAN | PRB Clubman |
| Maserati | 16 | 1:09.16 | 10 | 5 | 3 | BATCHELOR, RICHARD | Porsche 930 Turbo |
| Maserati | 24 | 1:09.34 | 11 | 4 | 7 | HALL, SELWYN | Porsche 911 Carrera |
| Jaguar | 30 | 1:09.41 | 12 | 5 | 4 | GRAINGER, KEITH | Jaguar XJSI |
| Maserati | 8 | 1:09.43 | 13 | 4 | 8 | HONG, SAMUEL | Nissan Skyline GTR |
| Jaguar | 15 | 1:10.10 | 14 | 5 | 5 | CALDWELL, PHILLIP | Jaguar XJS |
| Alfa Romeo | 10 | 1:10.18 | 15 | 1 | 2 | PETTETT, ROBERT | PRB Clubman |
| Jaguar | 15 | 1:10.50 | 16 | 5 | 6 | ROSE, TREVOR | Jaguar XJSI |
| Lotus | 18 | 1:10.74 | 17 | 1 | 3 | HODGES, ROHAN | Lotus Elan |
| Maserati | 28 | 1:10.84 | 18 | 5 | 7 | BRANDI, DEANO | Porsche 930 Turbo |
| Maserati | 30 | 1:10.89 | 19 | 4 | 9 | LACK, STEPHEN | Nissan GTiR |
| Maserati | 30 | 1:10.90 | 20 | 4 | 10 | SAWYER, PETER | Subaru WRX |
| Lotus | 8 | 1:11.03 | 21 | 2 | 1 | NILSEN, MARK | Lotus Elise |
| Maserati | 22 | 1:11.38 | 22 | 1 | 4 | STRAUSS, PETER | Lotus Europa S2 |
| Lotus | 22 | 1:11.90 | 23 | 2 | 2 | REID, DAVID | Lotus Elise |
| Lotus | 22 | 1:11.92 | 24 | 2 | 3 | McKEMMISH, DARREN | Fraser Clubman |
| Jaguar | 8 | 1:12.04 | 25 | 5 | 8 | DICKINSON, NEVILLE | Jaguar XJS |
| Maserati | 26 | 1:12.21 | 26 | 4 | 11 | GREGORY, ANDREW | Maserati Ghibli Cup |
| Lotus | 11 | 1:12.27 | 27 | 1 | 5 | KING, JOHN | Lotus Super 7 |
| Lotus | 13 | 1:12.49 | 28 | 2 | 4 | NOWLAN, PETER | Lotus Europa |
| Maserati | 24 | 1:12.56 | 29 | 4 | 12 | CASERTA, PETER | Subaru WRX |
| Maserati | 0 | 1:12.64 | 30 | 4 | 13 | FOO, THOMAS | Subaru WRX |
| Jaguar | 17 | 1:12.73 | 31 | 4 | 14 | ZAZRYN, PAUL | Jaguar XJ6 Sprinter |
| Alfa Romeo | 10 | 1:12.79 | 32 | 4 | 15 | RUDD, IAN | Subaru WRX |
| Alfa Romeo | 17 | 1:12.94 | 33 | 4 | 16 | MORGAN, JODIE | Subaru Imprezza WRX |
| Alfa Romeo | 16 | 1:12.95 | 35 | 4 | 18 | MORGAN, FRANK | BMW M3 |
| Maserati | 0 | 1:12.95 | 34 | 4 | 17 | YEOH, STANLEY | Mitsubishi Lancer GSR |
| Lotus | 11 | 1:13.13 | 36 | 2 | 5 | MELDRUM, KYRAN | Ford Escort Twin Cam |
| Maserati | 30 | 1:13.20 | 37 | 2 | 6 | HARDY, JOHN | Fraser Clubman |
| Lotus | 11 | 1:13.35 | 38 | 4 | 19 | BUTTERWORTH, IVAN | Lotus Esprit S4s |
| Maserati | 30 | 1:13.56 | 39 | 4 | 20 | EDMONDS, GUY | Nissan 200 SX |
| Lotus | 18 | 1:14.24 | 40 | 1 | 6 | NG, NICK | PRB Clubman |
| Lotus | 22 | 1:14.33 | 41 | 1 | 7 | KING, STUART | Westfield SE W |
| Maserati | 24 | 1:14.34 | 42 | 1 | 8 | OGG, ANDREW | Ford Escort Twin Cam |
| Alfa Romeo | 14 | 1:15.61 | 43 | 2 | 7 | CANNY, BRIAN | Alfa Romeo GTV |
| Maserati | 24 | 1:15.69 | 44 | 4 | 21 | MILNE, BRUCE | Audi A4 TQ |
| Alfa Romeo | 8 | 1:15.93 | 45 | 3 | 1 | PONCHARD, MICHAEL | Alfa Romeo 90 |
| Alfa Romeo | 11 | 1:15.94 | 46 | 2 | 8 | PICKARD, JAMES | Alfa Romeo Sud Veloce Ti |
| Jaguar | 6 | 1:16.12 | 47 | 4 | 22 | GRIGOR, HAYDN | Jaguar XJ6 Sprinter |
| Maserati | 0 | 1:16.39 | 48 | 1 | 9 | LIANG, KENNETH | Honda Civic VTiR |
| Alfa Romeo | 4 | 1:16.69 | 49 | 2 | 9 | CANNY, STEVE | Alfa Romeo GTV |
| Lotus | 14 | 1:16.87 | 50 | 2 | 10 | HILL, PETER | Lotus Elan |
| Jaguar | 13 | 1:16.97 | 51 | 4 | 23 | MARTIN, JOHN | Jaguar XJ6 Sprinter |
| Maserati | 0 | 1:17.05 | 52 | 4 | 24 | CHENG, ANDY | Subaru Imprezza WRX |
| Maserati | 0 | 1:17.49 | 53 | 2 | 11 | TAN, EDWARD | Subaru Imprezza WRX |
| Alfa Romeo | 9 | 1:17.51 | 54 | 2 | 12 | FLOYD, JOHN | Alfa Romeo Giulietta |
| Lotus | 11 | 1:17.82 | 55 | 1 | 10 | PERN, ROGER | Lotus 23B (Replica) |
| Alfa Romeo | 17 | 1:18.65 | 56 | 1 | 11 | SPICER, ROBERT | Alfa Romeo Sud Ti |
| Alfa Romeo | 12 | 1:18.72 | 57 | 1 | 12 | PIGNATARO, RAY | Alfa Romeo Sud Ti |
| Maserati | 0 | 1:19.58 | 58 | 4 | 25 | LOUGHER, ROBERT | Mazda RX7 |
| Lotus | 10 | 1:19.59 | 59 | 2 | 13 | SEYMOUR, TERENCE | Peugeot 205 GTI |
| Alfa Romeo | 15 | 1:19.67 | 60 | 2 | 14 | ARMSTRONG, CHRIS | Alfa Romeo GTV |
| Jaguar | 9 | 1:20.10 | 61 | 4 | 26 | MILLIKIN, PETER | Jaguar XJ6 Series 1 |
| Maserati | 0 | 1:20.23 | 62 | 2 | 15 | MAZZEO, SAM | Alfa Romeo Alfetta GTV |
| Maserati | 0 | 1:20.60 | 63 | 2 | 16 | CASE, MICK | Peugeot 205 GTI |
| Lotus | 14 | 1:20.63 | 64 | 1 | 13 | PACKHAM, DAVID | Westfield Clubman SE Wide |
| Maserati | 0 | 1:20.70 | 65 | 1 | 14 | GIANG, FREDERICK | Honda Civic VTiR |
| Alfa Romeo | 6 | 1:20.75 | 66 | 2 | 17 | GRIFFIN, NARELLE | Alfa Romeo GTV |
| Alfa Romeo | 11 | 1:21.08 | 67 | 2 | 18 | DAILEY, DAVID | Alfa Romeo Alfetta GTV |
| Lotus | 9 | 1:21.32 | 68 | 1 | 15 | MELDRUM, JASON | Ford Escort |
| Jaguar | 7 | 1:23.95 | 69 | 4 | 27 | MASLIN, TIM | Jaguar 420 |
| Jaguar | 8 | 1:26.99 | 70 | 5 | 9 | SCHENDZIELORZ, HEINZ | Jaguar XJ12 |
| Jaguar | 3 | 1:30.23 | 71 | 5 | 10 | COOK, GRAHAM | Jaguar XJS |
| Alfa Romeo | 0 | <i>retired</i> | 72 | 2 | | TWOMEY, DAVID | Alfa Romeo GTAM |
| Maserati | 0 | <i>retired</i> | 73 | 4 | | LOZO, LUCAS | Audi A4 Quattro |
| Maserati | 0 | <i>retired</i> | 74 | 5 | | BALODIS, OJARS | Porsche 944 Turbo |
| Maserati | 0 | <i>retired</i> | 75 | 2 | | ADAMSON, GEORGE | Audi A4 20V |
| Alfa Romeo | 0 | <i>dnr</i> | 76 | 4 | | McCONNELL, DAVID | Mazda RX7 |
| Jaguar | 0 | <i>dnr</i> | 77 | 1 | | KERR, ROGER | Amaroo Clubman |
| Lotus | 0 | <i>dnr</i> | 78 | 1 | | HOWELL, ALFRED | Westfield SE 1 Wide |
| Maserati | 0 | <i>dnr</i> | 79 | 4 | | KIM, WINSTON | Ferrari 355 |
| Maserati | 0 | <i>dnr</i> | 80 | 4 | | PLACENTINO, FRANCIS | Ferrari 355 |

| # | JALM Group | Total Points | JALM Club | Best Time | Outright Place | Class | Class Place | Driver Name | Year | Make & Model | Capacity | Best Session Time | | | Session 1 | | | Session 2 | | | Session 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | | | | | | | | | | | 1 | 2 | 3 | Lap 1 | Lap 2 | Lap 3 | Lap 1 | Lap 2 | Lap 3 | Lap 1 | Lap 2 | Lap 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>T = Turbo</i> | | | | | | | | | | | | | | | | | | | | | | | 69 | 3M | 0 | Maserati | 1:16.39 | 48 | 1 | 9 | LIANG, KENNETH | 1998 | Honda Civic VTiR | 1600 cc | <i>dnr</i> | 1:17.06 | 1:16.39 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:20.44 | 1:17.66 | 1:17.06 | 1:16.60 | 1:16.39 | 1:16.96 | 39 | 10 | 4 | Alfa Romeo | 1:16.69 | 49 | 2 | 9 | CANNY, STEVE | 1969 | Alfa Romeo GTV | 1962 cc | 1:16.69 | <i>retired</i> | <i>retired</i> | 1:17.26 | 1:16.72 | 1:16.69 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | 80 | 8 | 14 | Lotus | 1:16.87 | 50 | 2 | 10 | HILL, PETER | 1970 | Lotus Elan | 1617 cc | 1:17.67 | 1:16.87 | 1:17.24 | 1:17.67 | 1:17.86 | 1:19.58 | 1:17.32 | 1:18.38 | 1:16.87 | 1:19.23 | 1:17.63 | 1:17.24 | 41 | 8 | 13 | Jaguar | 1:16.97 | 51 | 4 | 23 | MARTIN, JOHN | 1978 | Jaguar XJ6 Sprinter | 4200 cc | 1:19.16 | 1:17.36 | 1:16.97 | 1:19.16 | <i>nt</i> | <i>nt</i> | 1:17.46 | 1:17.36 | 1:18.03 | 1:18.69 | 1:17.88 | 1:16.97 | 62 | 6M | 0 | Maserati | 1:17.05 | 52 | 4 | 24 | CHENG, ANDY | 1997 | Subaru Imprezza WRX | 2000 cc T | 1:17.05 | 1:18.29 | 1:18.78 | 1:17.05 | 1:25.34 | 1:17.69 | 1:20.07 | 1:19.52 | 1:18.29 | 1:19.86 | 1:18.98 | 1:18.78 | 68 | 4M | 0 | Maserati | 1:17.49 | 53 | 2 | 11 | TAN, EDWARD | 1997 | Subaru Imprezza WRX | 2000 cc T | 1:18.51 | 1:18.22 | 1:17.49 | 1:20.52 | 1:19.71 | 1:18.51 | 1:18.24 | 1:20.26 | 1:18.22 | 1:18.68 | 1:18.61 | 1:17.49 | 35 | 9 | 9 | Alfa Romeo | 1:17.51 | 54 | 2 | 12 | FLOYD, JOHN | 1981 | Alfa Romeo Giulietta | 1962 cc | 1:17.70 | 1:17.51 | 1:17.94 | 1:18.34 | 1:17.70 | 1:17.83 | 1:18.19 | 1:17.51 | 1:18.57 | 1:18.27 | 1:18.08 | 1:17.94 | 74 | 6 | 11 | Lotus | 1:17.82 | 55 | 1 | 10 | PERN, ROGER | ? | Lotus 23B (Replica) | 1565 cc | 1:17.82 | <i>dnr</i> | 1:18.81 | 1:17.82 | 1:18.35 | 1:18.45 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:19.52 | 1:19.02 | 1:18.81 | 38 | 6 | 17 | Alfa Romeo | 1:18.65 | 56 | 1 | 11 | SPICER, ROBERT | ? | Alfa Romeo Sud Ti | 1500 cc | 1:18.65 | 1:19.39 | 1:18.65 | 1:21.59 | 1:20.18 | 1:18.65 | 1:25.18 | 1:20.69 | 1:19.39 | 1:20.10 | 1:27.72 | 1:18.65 | 37 | 6 | 12 | Alfa Romeo | 1:18.72 | 57 | 1 | 12 | PIGNATARO, RAY | 1983 | Alfa Romeo Sud Ti | 1500 cc | 1:18.72 | 1:20.88 | 1:19.83 | 1:22.85 | 1:22.07 | 1:18.72 | 1:21.92 | 1:20.97 | 1:20.88 | 1:21.55 | 1:20.96 | 1:19.83 | 70 | 4M | 0 | Maserati | 1:19.58 | 58 | 4 | 25 | LOUGHER, ROBERT | 1982 | Mazda RX7 | 3240 cc | 1:19.73 | 1:20.35 | 1:19.58 | 1:20.36 | 1:20.04 | 1:19.73 | 1:21.01 | 1:21.50 | 1:20.35 | 1:21.31 | 1:20.36 | 1:19.58 | 15 | 6 | 10 | Lotus | 1:19.59 | 59 | 2 | 13 | SEYMOUR, TERENCE | 1996 | Peugeot 205 GTI | 1900 cc | 1:19.59 | 1:20.85 | 1:20.85 | 1:21.54 | 1:22.19 | 1:19.59 | 1:22.64 | 1:20.87 | 1:20.85 | 2:46.86 | 1:20.85 | 1:21.09 | 46 | 5 | 15 | Alfa Romeo | 1:19.67 | 60 | 2 | 14 | ARMSTRONG, CHRIS | 1976 | Alfa Romeo GTV | 1998 cc | 1:21.84 | 1:21.19 | 1:19.67 | 1:23.08 | 1:22.45 | 1:21.84 | 1:21.19 | 1:23.16 | <i>dnr</i> | 1:20.30 | 1:19.67 | 1:22.02 | 16 | 8 | 9 | Jaguar | 1:20.10 | 61 | 4 | 26 | MILLIKIN, PETER | 1973 | Jaguar XJ6 Series 1 | 4235 cc | 1:20.55 | 1:20.71 | 1:20.10 | 1:21.02 | 1:21.80 | 1:20.55 | 1:20.98 | 1:20.94 | 1:20.71 | 1:20.98 | 1:20.10 | 1:21.09 | 22 | 5M | 0 | Maserati | 1:20.23 | 62 | 2 | 15 | MAZZEO, SAM | 1980 | Alfa Romeo Alfetta GTV | 2000 cc | 1:22.56 | 1:21.63 | 1:20.23 | 1:23.12 | 1:22.56 | 1:22.83 | 1:23.92 | 1:21.63 | <i>dnr</i> | 1:21.44 | 1:22.23 | 1:20.23 | 71 | 4M | 0 | Maserati | 1:20.60 | 63 | 2 | 16 | CASE, MICK | 1988 | Peugeot 205 GTi | 1900 cc | 1:20.60 | <i>nt</i> | <i>nt</i> | 1:21.43 | 1:20.60 | 1:20.69 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | 32 | 5 | 14 | Lotus | 1:20.63 | 64 | 1 | 13 | PACKHAM, DAVID | 1997 | Westfield Clubman SE Wide | 1598 cc | 1:20.63 | 1:21.94 | 1:22.18 | 1:21.13 | 1:21.99 | 1:20.63 | 1:21.94 | 1:38.92 | <i>dnr</i> | 1:23.22 | 1:22.98 | 1:22.18 | 66 | 3M | 0 | Maserati | 1:20.70 | 65 | 1 | 14 | GIANG, FREDERICK | 1998 | Honda Civic VTiR | 1600 cc | <i>dnr</i> | 1:20.70 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:25.25 | 1:21.01 | 1:20.70 | <i>retired</i> | <i>retired</i> | <i>retired</i> | 78 | 8 | 6 | Alfa Romeo | 1:20.75 | 66 | 2 | 17 | GRIFFIN, NARELLE | 1979 | Alfa Romeo GTV | 1962 cc | 1:22.50 | 1:20.75 | 1:21.01 | 1:24.36 | 2:56.36 | 1:22.50 | 1:20.75 | 1:21.92 | 1:21.52 | 1:21.42 | 1:21.64 | 1:21.01 | 61 | 5 | 11 | Alfa Romeo | 1:21.08 | 67 | 2 | 18 | DAILEY, DAVID | 1979 | Alfa Romeo Alfetta GTV | 1979 cc | 1:22.15 | 1:22.70 | 1:21.08 | 1:24.09 | 1:23.20 | 1:22.15 | 1:22.70 | 1:23.62 | <i>dnr</i> | 1:21.89 | 1:21.08 | 1:21.53 | 43 | 7 | 9 | Lotus | 1:21.32 | 68 | 1 | 15 | MELDRUM, JASON | 1972 | Ford Escort | 1600 cc | 1:24.08 | 1:21.32 | 1:21.63 | 1:24.08 | 2:44.29 | <i>nt</i> | 1:22.58 | 1:21.65 | 1:21.32 | 1:22.01 | 1:21.63 | 1:22.02 | 17 | 7 | 7 | Jaguar | 1:23.95 | 69 | 4 | 27 | MASLIN, TIM | 1968 | Jaguar 420 | 4200 cc | 1:23.95 | 1:27.85 | 1:26.79 | 1:26.93 | 1:23.95 | 1:29.25 | 1:28.67 | 1:28.34 | 1:27.85 | 1:27.43 | 1:28.03 | 1:26.79 | 60 | 6 | 8 | Jaguar | 1:26.99 | 70 | 5 | 9 | SCHENDZIELORZ, HEINZ | 1973 | Jaguar XJ12 | 5300 cc | 1:30.70 | 1:26.99 | 1:29.55 | 1:32.31 | 1:30.95 | 1:30.84 | 1:30.63 | 1:34.10 | 1:26.99 | 1:30.34 | 1:29.55 | 1:29.76 | 42 | 7 | 3 | Jaguar | 1:30.23 | 71 | 5 | 10 | COOK, GRAHAM | ? | Jaguar XJS | 5300 cc | 1:32.90 | 1:33.30 | 1:30.23 | 1:33.00 | 1:33.69 | 1:32.90 | 1:33.87 | 1:33.30 | 1:34.51 | 1:32.95 | 1:31.66 | 1:30.23 | 20 | 12 | 0 | Alfa Romeo | <i>retired</i> | 72 | 2 | | TWOMEY, DAVID | 1975 | Alfa Romeo GTAM | 1962 cc | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | 31 | 2 | 0 | Maserati | <i>retired</i> | 73 | 4 | | LOZO, LUCAS | 1998 | Audi A4 Quattro | 1800 cc T | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | 1 | 12 | 0 | Maserati | <i>retired</i> | 74 | 5 | | BALODIS, OJARS | 1986 | Porsche 944 Turbo | 3000cc T | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | 67 | 4M | 0 | Maserati | <i>retired</i> | 75 | 2 | | ADAMSON, GEORGE | 1996 | Audi A4 20V | 1800 cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 65 | 10 | 0 | Alfa Romeo | <i>dnr</i> | 76 | 4 | | McCONNELL, DAVID | 1992 | Mazda RX7 | 3240 cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 47 | 9 | 0 | Jaguar | <i>dnr</i> | 77 | 1 | | KERR, ROGER | 1993 | Amaroo Clubman | 1598 cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 64 | 4 | 0 | Lotus | <i>dnr</i> | 78 | 1 | | HOWELL, ALFRED | 1996 | Westfield SE 1 Wide | 1600 cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 4 | 10 | 0 | Maserati | <i>dnr</i> | 79 | 4 | | KIM, WINSTON | 1998 | Ferrari 355 | 3500cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 19 | 10 | 0 | Maserati | <i>dnr</i> | 80 | 4 | | PLACENTINO, FRANCIS | 1995 | Ferrari 355 | 3500 cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> |
| 69 | 3M | 0 | Maserati | 1:16.39 | 48 | 1 | 9 | LIANG, KENNETH | 1998 | Honda Civic VTiR | 1600 cc | <i>dnr</i> | 1:17.06 | 1:16.39 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:20.44 | 1:17.66 | 1:17.06 | 1:16.60 | 1:16.39 | 1:16.96 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | 10 | 4 | Alfa Romeo | 1:16.69 | 49 | 2 | 9 | CANNY, STEVE | 1969 | Alfa Romeo GTV | 1962 cc | 1:16.69 | <i>retired</i> | <i>retired</i> | 1:17.26 | 1:16.72 | 1:16.69 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 80 | 8 | 14 | Lotus | 1:16.87 | 50 | 2 | 10 | HILL, PETER | 1970 | Lotus Elan | 1617 cc | 1:17.67 | 1:16.87 | 1:17.24 | 1:17.67 | 1:17.86 | 1:19.58 | 1:17.32 | 1:18.38 | 1:16.87 | 1:19.23 | 1:17.63 | 1:17.24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 8 | 13 | Jaguar | 1:16.97 | 51 | 4 | 23 | MARTIN, JOHN | 1978 | Jaguar XJ6 Sprinter | 4200 cc | 1:19.16 | 1:17.36 | 1:16.97 | 1:19.16 | <i>nt</i> | <i>nt</i> | 1:17.46 | 1:17.36 | 1:18.03 | 1:18.69 | 1:17.88 | 1:16.97 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 62 | 6M | 0 | Maserati | 1:17.05 | 52 | 4 | 24 | CHENG, ANDY | 1997 | Subaru Imprezza WRX | 2000 cc T | 1:17.05 | 1:18.29 | 1:18.78 | 1:17.05 | 1:25.34 | 1:17.69 | 1:20.07 | 1:19.52 | 1:18.29 | 1:19.86 | 1:18.98 | 1:18.78 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 68 | 4M | 0 | Maserati | 1:17.49 | 53 | 2 | 11 | TAN, EDWARD | 1997 | Subaru Imprezza WRX | 2000 cc T | 1:18.51 | 1:18.22 | 1:17.49 | 1:20.52 | 1:19.71 | 1:18.51 | 1:18.24 | 1:20.26 | 1:18.22 | 1:18.68 | 1:18.61 | 1:17.49 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 9 | 9 | Alfa Romeo | 1:17.51 | 54 | 2 | 12 | FLOYD, JOHN | 1981 | Alfa Romeo Giulietta | 1962 cc | 1:17.70 | 1:17.51 | 1:17.94 | 1:18.34 | 1:17.70 | 1:17.83 | 1:18.19 | 1:17.51 | 1:18.57 | 1:18.27 | 1:18.08 | 1:17.94 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 74 | 6 | 11 | Lotus | 1:17.82 | 55 | 1 | 10 | PERN, ROGER | ? | Lotus 23B (Replica) | 1565 cc | 1:17.82 | <i>dnr</i> | 1:18.81 | 1:17.82 | 1:18.35 | 1:18.45 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:19.52 | 1:19.02 | 1:18.81 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 38 | 6 | 17 | Alfa Romeo | 1:18.65 | 56 | 1 | 11 | SPICER, ROBERT | ? | Alfa Romeo Sud Ti | 1500 cc | 1:18.65 | 1:19.39 | 1:18.65 | 1:21.59 | 1:20.18 | 1:18.65 | 1:25.18 | 1:20.69 | 1:19.39 | 1:20.10 | 1:27.72 | 1:18.65 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 37 | 6 | 12 | Alfa Romeo | 1:18.72 | 57 | 1 | 12 | PIGNATARO, RAY | 1983 | Alfa Romeo Sud Ti | 1500 cc | 1:18.72 | 1:20.88 | 1:19.83 | 1:22.85 | 1:22.07 | 1:18.72 | 1:21.92 | 1:20.97 | 1:20.88 | 1:21.55 | 1:20.96 | 1:19.83 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 70 | 4M | 0 | Maserati | 1:19.58 | 58 | 4 | 25 | LOUGHER, ROBERT | 1982 | Mazda RX7 | 3240 cc | 1:19.73 | 1:20.35 | 1:19.58 | 1:20.36 | 1:20.04 | 1:19.73 | 1:21.01 | 1:21.50 | 1:20.35 | 1:21.31 | 1:20.36 | 1:19.58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15 | 6 | 10 | Lotus | 1:19.59 | 59 | 2 | 13 | SEYMOUR, TERENCE | 1996 | Peugeot 205 GTI | 1900 cc | 1:19.59 | 1:20.85 | 1:20.85 | 1:21.54 | 1:22.19 | 1:19.59 | 1:22.64 | 1:20.87 | 1:20.85 | 2:46.86 | 1:20.85 | 1:21.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | 5 | 15 | Alfa Romeo | 1:19.67 | 60 | 2 | 14 | ARMSTRONG, CHRIS | 1976 | Alfa Romeo GTV | 1998 cc | 1:21.84 | 1:21.19 | 1:19.67 | 1:23.08 | 1:22.45 | 1:21.84 | 1:21.19 | 1:23.16 | <i>dnr</i> | 1:20.30 | 1:19.67 | 1:22.02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | 8 | 9 | Jaguar | 1:20.10 | 61 | 4 | 26 | MILLIKIN, PETER | 1973 | Jaguar XJ6 Series 1 | 4235 cc | 1:20.55 | 1:20.71 | 1:20.10 | 1:21.02 | 1:21.80 | 1:20.55 | 1:20.98 | 1:20.94 | 1:20.71 | 1:20.98 | 1:20.10 | 1:21.09 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 5M | 0 | Maserati | 1:20.23 | 62 | 2 | 15 | MAZZEO, SAM | 1980 | Alfa Romeo Alfetta GTV | 2000 cc | 1:22.56 | 1:21.63 | 1:20.23 | 1:23.12 | 1:22.56 | 1:22.83 | 1:23.92 | 1:21.63 | <i>dnr</i> | 1:21.44 | 1:22.23 | 1:20.23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 71 | 4M | 0 | Maserati | 1:20.60 | 63 | 2 | 16 | CASE, MICK | 1988 | Peugeot 205 GTi | 1900 cc | 1:20.60 | <i>nt</i> | <i>nt</i> | 1:21.43 | 1:20.60 | 1:20.69 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | 5 | 14 | Lotus | 1:20.63 | 64 | 1 | 13 | PACKHAM, DAVID | 1997 | Westfield Clubman SE Wide | 1598 cc | 1:20.63 | 1:21.94 | 1:22.18 | 1:21.13 | 1:21.99 | 1:20.63 | 1:21.94 | 1:38.92 | <i>dnr</i> | 1:23.22 | 1:22.98 | 1:22.18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66 | 3M | 0 | Maserati | 1:20.70 | 65 | 1 | 14 | GIANG, FREDERICK | 1998 | Honda Civic VTiR | 1600 cc | <i>dnr</i> | 1:20.70 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:25.25 | 1:21.01 | 1:20.70 | <i>retired</i> | <i>retired</i> | <i>retired</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 78 | 8 | 6 | Alfa Romeo | 1:20.75 | 66 | 2 | 17 | GRIFFIN, NARELLE | 1979 | Alfa Romeo GTV | 1962 cc | 1:22.50 | 1:20.75 | 1:21.01 | 1:24.36 | 2:56.36 | 1:22.50 | 1:20.75 | 1:21.92 | 1:21.52 | 1:21.42 | 1:21.64 | 1:21.01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 61 | 5 | 11 | Alfa Romeo | 1:21.08 | 67 | 2 | 18 | DAILEY, DAVID | 1979 | Alfa Romeo Alfetta GTV | 1979 cc | 1:22.15 | 1:22.70 | 1:21.08 | 1:24.09 | 1:23.20 | 1:22.15 | 1:22.70 | 1:23.62 | <i>dnr</i> | 1:21.89 | 1:21.08 | 1:21.53 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 43 | 7 | 9 | Lotus | 1:21.32 | 68 | 1 | 15 | MELDRUM, JASON | 1972 | Ford Escort | 1600 cc | 1:24.08 | 1:21.32 | 1:21.63 | 1:24.08 | 2:44.29 | <i>nt</i> | 1:22.58 | 1:21.65 | 1:21.32 | 1:22.01 | 1:21.63 | 1:22.02 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17 | 7 | 7 | Jaguar | 1:23.95 | 69 | 4 | 27 | MASLIN, TIM | 1968 | Jaguar 420 | 4200 cc | 1:23.95 | 1:27.85 | 1:26.79 | 1:26.93 | 1:23.95 | 1:29.25 | 1:28.67 | 1:28.34 | 1:27.85 | 1:27.43 | 1:28.03 | 1:26.79 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 60 | 6 | 8 | Jaguar | 1:26.99 | 70 | 5 | 9 | SCHENDZIELORZ, HEINZ | 1973 | Jaguar XJ12 | 5300 cc | 1:30.70 | 1:26.99 | 1:29.55 | 1:32.31 | 1:30.95 | 1:30.84 | 1:30.63 | 1:34.10 | 1:26.99 | 1:30.34 | 1:29.55 | 1:29.76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 42 | 7 | 3 | Jaguar | 1:30.23 | 71 | 5 | 10 | COOK, GRAHAM | ? | Jaguar XJS | 5300 cc | 1:32.90 | 1:33.30 | 1:30.23 | 1:33.00 | 1:33.69 | 1:32.90 | 1:33.87 | 1:33.30 | 1:34.51 | 1:32.95 | 1:31.66 | 1:30.23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 20 | 12 | 0 | Alfa Romeo | <i>retired</i> | 72 | 2 | | TWOMEY, DAVID | 1975 | Alfa Romeo GTAM | 1962 cc | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | 2 | 0 | Maserati | <i>retired</i> | 73 | 4 | | LOZO, LUCAS | 1998 | Audi A4 Quattro | 1800 cc T | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 12 | 0 | Maserati | <i>retired</i> | 74 | 5 | | BALODIS, OJARS | 1986 | Porsche 944 Turbo | 3000cc T | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 67 | 4M | 0 | Maserati | <i>retired</i> | 75 | 2 | | ADAMSON, GEORGE | 1996 | Audi A4 20V | 1800 cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 65 | 10 | 0 | Alfa Romeo | <i>dnr</i> | 76 | 4 | | McCONNELL, DAVID | 1992 | Mazda RX7 | 3240 cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47 | 9 | 0 | Jaguar | <i>dnr</i> | 77 | 1 | | KERR, ROGER | 1993 | Amaroo Clubman | 1598 cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 64 | 4 | 0 | Lotus | <i>dnr</i> | 78 | 1 | | HOWELL, ALFRED | 1996 | Westfield SE 1 Wide | 1600 cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 10 | 0 | Maserati | <i>dnr</i> | 79 | 4 | | KIM, WINSTON | 1998 | Ferrari 355 | 3500cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 10 | 0 | Maserati | <i>dnr</i> | 80 | 4 | | PLACENTINO, FRANCIS | 1995 | Ferrari 355 | 3500 cc | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Note: *dnr* = Did not run (either in a particular session, or in the event) *retired* = Forced withdrawal due to mechanical problems *nt* = No time recorded for this lap

Class Order

| # | JALM Group | Total Points | JALM Club | Best Time | Outright Place | Class | Class Place | Driver Name | Year | Make & Model | Capacity | Best Session Time | | | Session 1 | | | Session 2 | | | Session 3 | | |
|------------------------------------|------------|--------------|------------|-----------|----------------|-------|-------------|-------------------|------|---------------------------|-----------|-------------------|----------------|----------------|------------|------------|------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | | | | | | | | | | | 1 | 2 | 3 | Lap 1 | Lap 2 | Lap 3 | Lap 1 | Lap 2 | Lap 3 | Lap 1 | Lap 2 | Lap 3 |
| <i>T = Turbo</i> | | | | | | | | | | | | | | | | | | | | | | | |
| Class 1: Under 1601 cc | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | 5 | 30 | Maserati | 1:09.14 | 9 | 1 | 1 | PETTETT, ALAN | 1995 | PRB Clubman | 1600 cc | 1:10.33 | 1:10.01 | 1:09.14 | 1:11.04 | 1:10.33 | 1:10.87 | 1:11.08 | 1:10.01 | <i>dnr</i> | 1:10.78 | 1:10.10 | 1:09.14 |
| 48 | 11 | 10 | Alfa Romeo | 1:10.18 | 15 | 1 | 2 | PETTETT, ROBERT | 1995 | PRB Clubman | 1600 cc | 1:10.56 | 1:10.18 | 1:11.01 | 1:10.56 | 1:10.71 | <i>nt</i> | 1:10.18 | 1:11.80 | 1:10.47 | 1:11.06 | 1:11.30 | 1:11.01 |
| 36 | 11 | 18 | Lotus | 1:10.74 | 17 | 1 | 3 | HODGES, ROHAN | 1968 | Lotus Elan | 1598 cc | 1:12.09 | 1:10.93 | 1:10.74 | 1:12.20 | 1:12.51 | 1:12.09 | 1:10.93 | 1:11.20 | 1:11.45 | 1:10.74 | 1:11.53 | 1:11.26 |
| 7 | 5 | 22 | Maserati | 1:11.38 | 22 | 1 | 4 | STRAUSS, PETER | 1969 | Lotus Europa S2 | 1600 cc | 1:12.21 | 1:12.62 | 1:11.38 | 1:12.21 | 1:12.95 | 1:13.21 | 1:12.81 | 1:12.62 | <i>dnr</i> | 1:11.38 | 1:13.57 | 1:12.44 |
| 77 | 11 | 11 | Lotus | 1:12.27 | 27 | 1 | 5 | KING, JOHN | 1966 | Lotus Super 7 | 1498 cc | 1:12.27 | 1:13.78 | 1:13.21 | 1:13.88 | 1:12.27 | 1:13.14 | 1:13.78 | 1:14.09 | 1:13.93 | 1:13.85 | 1:13.87 | 1:13.21 |
| 51 | 9 | 18 | Lotus | 1:14.24 | 40 | 1 | 6 | NG, NICK | 1999 | PRB Clubman | 1600 cc | 1:15.13 | 1:14.24 | 1:16.18 | 1:15.56 | 1:15.13 | 1:15.37 | 1:14.91 | 1:14.81 | 1:14.24 | 1:16.18 | 1:16.80 | 1:16.50 |
| 53 | 8 | 22 | Lotus | 1:14.33 | 41 | 1 | 7 | KING, STUART | 1998 | Westfield SE W | 1600 cc | 1:15.65 | 1:14.89 | 1:14.33 | 1:16.53 | 1:15.98 | 1:15.65 | 1:14.96 | 1:14.89 | 1:15.16 | 1:14.97 | 1:14.33 | 1:16.05 |
| 21 | 3 | 24 | Maserati | 1:14.34 | 42 | 1 | 8 | OGG, ANDREW | 1971 | Ford Escort Twin Cam | 1560 cc | 1:14.34 | 1:15.37 | 1:14.81 | 1:15.10 | 1:14.34 | 1:14.62 | 1:15.37 | 1:15.39 | 1:15.43 | 1:15.67 | 1:15.59 | 1:14.81 |
| 69 | 3M | 0 | Maserati | 1:16.39 | 48 | 1 | 9 | LIANG, KENNETH | 1998 | Honda Civic VTiR | 1600 cc | <i>dnr</i> | 1:17.06 | 1:16.39 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:20.44 | 1:17.66 | 1:17.06 | 1:16.60 | 1:16.39 | 1:16.96 |
| 74 | 6 | 11 | Lotus | 1:17.82 | 55 | 1 | 10 | PERN, ROGER | ? | Lotus 23B (Replica) | 1565 cc | 1:17.82 | <i>dnr</i> | 1:18.81 | 1:17.82 | 1:18.35 | 1:18.45 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:19.52 | 1:19.02 | 1:18.81 |
| 38 | 6 | 17 | Alfa Romeo | 1:18.65 | 56 | 1 | 11 | SPICER, ROBERT | ? | Alfa Romeo Sud Ti | 1500 cc | 1:18.65 | 1:19.39 | 1:18.65 | 1:21.59 | 1:20.18 | 1:18.65 | 1:25.18 | 1:20.69 | 1:19.39 | 1:20.10 | 1:27.72 | 1:18.65 |
| 37 | 6 | 12 | Alfa Romeo | 1:18.72 | 57 | 1 | 12 | PIGNATARO, RAY | 1983 | Alfa Romeo Sud Ti | 1500 cc | 1:18.72 | 1:20.88 | 1:19.83 | 1:22.85 | 1:22.07 | 1:18.72 | 1:21.92 | 1:20.97 | 1:20.88 | 1:21.55 | 1:20.96 | 1:19.83 |
| 32 | 5 | 14 | Lotus | 1:20.63 | 64 | 1 | 13 | PACKHAM, DAVID | 1997 | Westfield Clubman SE Wide | 1598 cc | 1:20.63 | 1:21.94 | 1:22.18 | 1:21.13 | 1:21.99 | 1:20.63 | 1:21.94 | 1:38.92 | <i>dnr</i> | 1:23.22 | 1:22.98 | 1:22.18 |
| 66 | 3M | 0 | Maserati | 1:20.70 | 65 | 1 | 14 | GIANG, FREDERICK | 1998 | Honda Civic VTiR | 1600 cc | <i>dnr</i> | 1:20.70 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:25.25 | 1:21.01 | 1:20.70 | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| 43 | 7 | 9 | Lotus | 1:21.32 | 68 | 1 | 15 | MELDRUM, JASON | 1972 | Ford Escort | 1600 cc | 1:24.08 | 1:21.32 | 1:21.63 | 1:24.08 | 2:44.29 | <i>nt</i> | 1:22.58 | 1:21.65 | 1:21.32 | 1:22.01 | 1:21.63 | 1:22.02 |
| Class 2: 1601 cc to 2000 cc | | | | | | | | | | | | | | | | | | | | | | | |
| 49 | 10 | 8 | Lotus | 1:11.03 | 21 | 2 | 1 | NILSEN, MARK | 1997 | Lotus Elise | 1800 cc | 1:11.03 | <i>retired</i> | <i>retired</i> | 1:12.27 | 1:11.03 | 1:11.96 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| 23 | 10 | 22 | Lotus | 1:11.90 | 23 | 2 | 2 | REID, DAVID | 1997 | Lotus Elise | 1800 cc | 1:12.02 | 1:12.05 | 1:11.90 | 1:12.02 | 1:12.24 | 1:12.83 | 1:13.26 | 1:12.46 | 1:12.05 | 1:12.38 | 1:12.36 | 1:11.90 |
| 76 | 9 | 22 | Lotus | 1:11.92 | 24 | 2 | 3 | McKEMMISH, DARREN | 1990 | Fraser Clubman | 1940 cc | 1:12.47 | 1:11.92 | 1:13.08 | 1:15.08 | 1:12.47 | 1:12.82 | 1:13.55 | 1:11.92 | 1:12.47 | 1:13.08 | 1:16.07 | 1:13.55 |
| 50 | 5 | 13 | Lotus | 1:12.49 | 28 | 2 | 4 | NOWLAN, PETER | 1969 | Lotus Europa | 2000 cc | 1:12.73 | 1:12.49 | | 1:14.56 | 1:14.35 | 1:12.73 | 1:12.49 | 1:49.71 | <i>dnr</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| 44 | 7 | 11 | Lotus | 1:13.13 | 36 | 2 | 5 | MELDRUM, KYRAN | 1972 | Ford Escort Twin Cam | 2000 cc | 1:13.13 | 1:20.85 | 1:21.66 | 1:22.06 | 1:13.13 | 1:30.39 | 1:22.41 | 1:21.14 | 1:20.85 | 1:21.74 | 1:21.66 | 1:21.73 |
| 11 | 1 | 30 | Maserati | 1:13.20 | 37 | 2 | 6 | HARDY, JOHN | 1990 | Fraser Clubman | 1940 cc | 1:15.20 | 1:13.64 | 1:13.20 | 1:15.20 | 1:15.63 | 1:15.87 | 1:15.80 | 1:16.40 | 1:13.64 | 1:14.94 | 1:13.27 | 1:13.20 |
| 40 | 9 | 14 | Alfa Romeo | 1:15.61 | 43 | 2 | 7 | CANNY, BRIAN | 1969 | Alfa Romeo GTV | 1962 cc | 1:15.61 | 1:16.24 | 1:16.66 | 1:16.24 | 1:16.49 | 1:15.61 | 1:17.18 | 1:16.24 | 1:23.15 | 1:16.86 | 1:17.54 | 1:16.66 |
| 79 | 8 | 11 | Alfa Romeo | 1:15.94 | 46 | 2 | 8 | PICKARD, JAMES | 1981 | Alfa Romeo Sud Veloce Ti | 1712 cc | 1:16.53 | 1:15.94 | 1:16.13 | 1:17.43 | 1:16.53 | 1:25.85 | 1:16.48 | 1:15.94 | 1:17.77 | 1:16.50 | 1:16.13 | 1:20.76 |
| 39 | 10 | 4 | Alfa Romeo | 1:16.69 | 49 | 2 | 9 | CANNY, STEVE | 1969 | Alfa Romeo GTV | 1962 cc | 1:16.69 | <i>retired</i> | <i>retired</i> | 1:17.26 | 1:16.72 | 1:16.69 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| 80 | 8 | 14 | Lotus | 1:16.87 | 50 | 2 | 10 | HILL, PETER | 1970 | Lotus Elan | 1617 cc | 1:17.67 | 1:16.87 | 1:17.24 | 1:17.67 | 1:17.86 | 1:19.58 | 1:17.32 | 1:18.38 | 1:16.87 | 1:19.23 | 1:17.63 | 1:17.24 |
| 68 | 4M | 0 | Maserati | 1:17.49 | 53 | 2 | 11 | TAN, EDWARD | 1997 | Subaru Imprezza WRX | 2000 cc T | 1:18.51 | 1:18.22 | 1:17.49 | 1:20.52 | 1:19.71 | 1:18.51 | 1:18.24 | 1:20.26 | 1:18.22 | 1:18.68 | 1:18.61 | 1:17.49 |
| 35 | 9 | 9 | Alfa Romeo | 1:17.51 | 54 | 2 | 12 | FLOYD, JOHN | 1981 | Alfa Romeo Giulietta | 1962 cc | 1:17.70 | 1:17.51 | 1:17.94 | 1:18.34 | 1:17.70 | 1:17.83 | 1:18.19 | 1:17.51 | 1:18.57 | 1:18.27 | 1:18.08 | 1:17.94 |
| 15 | 6 | 10 | Lotus | 1:19.59 | 59 | 2 | 13 | SEYMOUR, TERENCE | 1996 | Peugeot 205 GTI | 1900 cc | 1:19.59 | 1:20.85 | 1:20.85 | 1:21.54 | 1:22.19 | 1:19.59 | 1:22.64 | 1:20.87 | 1:20.85 | 2:46.86 | 1:20.85 | 1:21.09 |
| 46 | 5 | 15 | Alfa Romeo | 1:19.67 | 60 | 2 | 14 | ARMSTRONG, CHRIS | 1976 | Alfa Romeo GTV | 1998 cc | 1:21.84 | 1:21.19 | 1:19.67 | 1:23.08 | 1:22.45 | 1:21.84 | 1:21.19 | 1:23.16 | <i>dnr</i> | 1:20.30 | 1:19.67 | 1:22.02 |
| 22 | 5M | 0 | Maserati | 1:20.23 | 62 | 2 | 15 | MAZZEO, SAM | 1980 | Alfa Romeo Alfetta GTV | 2000 cc | 1:22.56 | 1:21.63 | 1:20.23 | 1:23.12 | 1:22.56 | 1:22.83 | 1:23.92 | 1:21.63 | <i>dnr</i> | 1:21.44 | 1:22.23 | 1:20.23 |
| 71 | 4M | 0 | Maserati | 1:20.60 | 63 | 2 | 16 | CASE, MICK | 1988 | Peugeot 205 GTI | 1900 cc | 1:20.60 | <i>nt</i> | <i>nt</i> | 1:21.43 | 1:20.60 | 1:20.69 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| 78 | 8 | 6 | Alfa Romeo | 1:20.75 | 66 | 2 | 17 | GRIFFIN, NARELLE | 1979 | Alfa Romeo GTV | 1962 cc | 1:22.50 | 1:20.75 | 1:21.01 | 1:24.36 | 2:56.36 | 1:22.50 | 1:20.75 | 1:21.92 | 1:21.52 | 1:21.42 | 1:21.64 | 1:21.01 |
| 61 | 5 | 11 | Alfa Romeo | 1:21.08 | 67 | 2 | 18 | DAILEY, DAVID | 1979 | Alfa Romeo Alfetta GTV | 1979 cc | 1:22.15 | 1:22.70 | 1:21.08 | 1:24.09 | 1:23.20 | 1:22.15 | 1:22.70 | 1:23.62 | <i>dnr</i> | 1:21.89 | 1:21.08 | 1:21.53 |
| Class 3: 2001 cc to 3000 cc | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 11 | 8 | Alfa Romeo | 1:15.93 | 45 | 3 | 1 | PONCHARD, MICHAEL | 1985 | Alfa Romeo 90 | 2492 cc | 1:16.60 | 1:16.19 | 1:15.93 | 1:25.11 | 1:16.60 | 1:16.94 | 1:17.03 | 1:16.31 | 1:16.19 | 1:16.59 | 1:16.47 | 1:15.93 |

Results by JALM Group

| # | JALM Group | Session Points | | | | JALM Club | Best Time | Driver Name | Year | Make & Model | Capacity | Class | Best Session Time | | | Session 1 | | | Session 2 | | | Session 3 | | | |
|---------------------------|------------|------------------|----|----|-------|------------|----------------|----------------------|------|---------------------------|-----------|-------|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | 1 | 2 | 3 | Total | | | | | | | | 1 | 2 | 3 | Lap 1 | Lap 2 | Lap 3 | Lap 1 | Lap 2 | Lap 3 | Lap 1 | Lap 2 | Lap 3 | |
| | | <i>T = Turbo</i> | | | | | | | | | | | | | | | | | | | | | | | |
| JALM Groups 1 to 3 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 66 | 3M | 0 | 0 | 0 | 0 | Maserati | 1:20.70 | GIANG, FREDERICK | 1998 | Honda Civic VTiR | 1600 cc | 1 | <i>dnr</i> | 1:20.70 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:25.25 | 1:21.01 | 1:20.70 | <i>retired</i> | <i>retired</i> | <i>retired</i> | |
| 69 | 3M | 0 | 0 | 0 | 0 | Maserati | 1:16.39 | LIANG, KENNETH | 1998 | Honda Civic VTiR | 1600 cc | 1 | <i>dnr</i> | 1:17.06 | 1:16.39 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:20.44 | 1:17.66 | 1:17.06 | 1:16.60 | 1:16.39 | 1:16.96 | |
| 11 | 1 | 10 | 10 | 10 | 30 | Maserati | 1:13.20 | HARDY, JOHN | 1990 | Fraser Clubman | 1940 cc | 2 | 1:15.20 | 1:13.64 | 1:13.20 | 1:15.20 | 1:15.63 | 1:15.87 | 1:15.80 | 1:16.40 | 1:13.64 | 1:14.94 | 1:13.27 | 1:13.20 | |
| 8 | 1 | 8 | 8 | 8 | 24 | Maserati | 1:15.69 | MILNE, BRUCE | 1997 | Audi A4 TQ | 1800 cc T | 4 | 1:15.69 | 1:15.76 | 1:16.59 | 1:16.52 | 1:22.87 | 1:15.69 | 1:18.08 | 1:15.76 | 1:16.14 | 1:16.59 | 1:16.74 | 1:16.82 | |
| 18 | 2 | 10 | 10 | 10 | 30 | Maserati | 1:13.56 | EDMONDS, GUY | 1995 | Nissan 200 SX | 2000cc T | 4 | 1:14.12 | 1:13.56 | 1:14.05 | 1:14.12 | 1:14.19 | 1:15.60 | 1:13.82 | 1:13.66 | 1:13.56 | 1:15.53 | 1:14.05 | 1:14.10 | |
| 31 | 2 | 0 | 0 | 0 | 0 | Maserati | <i>retired</i> | LOZO, LUCAS | 1998 | Audi A4 Quattro | 1800 cc T | 4 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | |
| 24 | 3 | 10 | 10 | 10 | 30 | Maserati | 1:10.89 | LACK, STEPHEN | 1991 | Nissan GTiR | 2000 cc T | 4 | 1:11.88 | 1:10.89 | 1:12.45 | 1:11.88 | 1:14.00 | 1:12.12 | 1:12.40 | 1:10.89 | 1:11.71 | 1:12.73 | 1:12.45 | 1:12.66 | |
| 21 | 3 | 8 | 8 | 8 | 24 | Maserati | 1:14.34 | OGG, ANDREW | 1971 | Ford Escort Twin Cam | 1560 cc | 1 | 1:14.34 | 1:15.37 | 1:14.81 | 1:15.10 | 1:14.34 | 1:14.62 | 1:15.37 | 1:15.39 | 1:15.43 | 1:15.67 | 1:15.59 | 1:14.81 | |
| JALM Group 4 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 68 | 4M | 0 | 0 | 0 | 0 | Maserati | 1:17.49 | TAN, EDWARD | 1997 | Subaru Imprezza WRX | 2000 cc T | 2 | 1:18.51 | 1:18.22 | 1:17.49 | 1:20.52 | 1:19.71 | 1:18.51 | 1:18.24 | 1:20.26 | 1:18.22 | 1:18.68 | 1:18.61 | 1:17.49 | |
| 67 | 4M | 0 | 0 | 0 | 0 | Maserati | <i>dnr</i> | ADAMSON, GEORGE | 1996 | Audi A4 20V | 1800 cc | 2 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | |
| 71 | 4M | 0 | 0 | 0 | 0 | Maserati | 1:20.60 | CASE, MICK | 1988 | Peugeot 205 GTi | 1900 cc | 2 | 1:20.60 | <i>nt</i> | <i>nt</i> | 1:21.43 | 1:20.60 | 1:20.69 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| 72 | 4M | 0 | 0 | 0 | 0 | Maserati | 1:12.95 | YEOH, STANLEY | 1995 | Mitsubishi Lancer GSR | 1800 cc T | 4 | 1:12.95 | 1:13.98 | 1:13.49 | 1:15.13 | 1:13.28 | 1:12.95 | 1:18.35 | 1:15.89 | 1:13.98 | 1:13.49 | 1:13.75 | 1:14.05 | |
| 70 | 4M | 0 | 0 | 0 | 0 | Maserati | 1:19.58 | LOUGHER, ROBERT | 1982 | Mazda RX7 | 3240 cc | 4 | 1:19.73 | 1:20.35 | 1:19.58 | 1:20.36 | 1:20.04 | 1:19.73 | 1:21.01 | 1:21.50 | 1:20.35 | 1:21.31 | 1:20.36 | 1:19.58 | |
| 64 | 4 | 0 | 0 | 0 | 0 | Lotus | <i>dnr</i> | HOWELL, ALFRED | 1996 | Westfield SE 1 Wide | 1600 cc | 1 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | |
| 12 | 4 | 8 | 8 | 8 | 24 | Maserati | 1:12.56 | CASERTA, PETER | 1997 | Subaru WRX | 2000 cc T | 4 | 1:13.85 | 1:13.29 | 1:12.56 | 1:14.20 | 1:13.85 | 1:14.53 | 1:13.29 | 1:13.80 | 1:13.39 | 1:12.82 | 1:12.56 | 1:12.88 | |
| 14 | 4 | 10 | 10 | 10 | 30 | Maserati | 1:10.90 | SAWYER, PETER | 1998 | Subaru WRX | 2000 cc T | 4 | 1:12.53 | 1:12.41 | 1:10.90 | 1:12.53 | 1:13.85 | 1:14.06 | 1:12.41 | 1:13.83 | 1:13.17 | 1:15.02 | 1:11.36 | 1:10.90 | |
| JALM Group 5 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 22 | 5M | 0 | 0 | 0 | 0 | Maserati | 1:20.23 | MAZZEO, SAM | 1980 | Alfa Romeo Alfetta GTV | 2000 cc | 2 | 1:22.56 | 1:21.63 | 1:20.23 | 1:23.12 | 1:22.56 | 1:22.83 | 1:23.92 | 1:21.63 | <i>dnr</i> | 1:21.44 | 1:22.23 | 1:20.23 | |
| 73 | 5M | 0 | 0 | 0 | 0 | Maserati | 1:12.64 | FOO, THOMAS | 1998 | Subaru WRX | 2000 cc T | 4 | 1:14.71 | 1:13.53 | 1:12.64 | 1:15.67 | 1:15.03 | 1:14.71 | 1:36.58 | 1:13.53 | <i>dnr</i> | 1:12.64 | 1:13.66 | 1:13.54 | |
| 61 | 5 | 3 | 3 | 5 | 11 | Alfa Romeo | 1:21.08 | DAILEY, DAVID | 1979 | Alfa Romeo Alfetta GTV | 1979 cc | 2 | 1:22.15 | 1:22.70 | 1:21.08 | 1:24.09 | 1:23.20 | 1:22.15 | 1:22.70 | 1:23.62 | <i>dnr</i> | 1:21.89 | 1:21.08 | 1:21.53 | |
| 46 | 5 | 4 | 5 | 6 | 15 | Alfa Romeo | 1:19.67 | ARMSTRONG, CHRIS | 1976 | Alfa Romeo GTV | 1998 cc | 2 | 1:21.84 | 1:21.19 | 1:19.67 | 1:23.08 | 1:22.45 | 1:21.84 | 1:21.19 | 1:23.16 | <i>dnr</i> | 1:20.30 | 1:19.67 | 1:22.02 | |
| 50 | 5 | 5 | 8 | 0 | 13 | Lotus | 1:12.49 | NOWLAN, PETER | 1969 | Lotus Europa | 2000 cc | 2 | 1:12.73 | 1:12.49 | <i>retired</i> | 1:14.56 | 1:14.35 | 1:12.73 | 1:12.49 | 1:49.71 | <i>dnr</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | |
| 32 | 5 | 6 | 4 | 4 | 14 | Lotus | 1:20.63 | PACKHAM, DAVID | 1997 | Westfield Clubman SE Wide | 1598 cc | 1 | 1:20.63 | 1:21.94 | 1:22.18 | 1:21.13 | 1:21.99 | 1:20.63 | 1:21.94 | 1:38.92 | <i>dnr</i> | 1:23.22 | 1:22.98 | 1:22.18 | |
| 7 | 5 | 8 | 6 | 8 | 22 | Maserati | 1:11.38 | STRAUSS, PETER | 1969 | Lotus Europa S2 | 1600 cc | 1 | 1:12.21 | 1:12.62 | 1:11.38 | 1:12.21 | 1:12.95 | 1:13.21 | 1:12.81 | 1:12.62 | <i>dnr</i> | 1:11.38 | 1:13.57 | 1:12.44 | |
| 29 | 5 | 10 | 10 | 10 | 30 | Maserati | 1:09.14 | PETTETT, ALAN | 1995 | PRB Clubman | 1600 cc | 1 | 1:10.33 | 1:10.01 | 1:09.14 | 1:11.04 | 1:10.33 | 1:10.87 | 1:11.08 | 1:10.01 | <i>dnr</i> | 1:10.78 | 1:10.10 | 1:09.14 | |
| JALM Group 6 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 62 | 6M | 0 | 0 | 0 | 0 | Maserati | 1:17.05 | CHENG, ANDY | 1997 | Subaru Imprezza WRX | 2000 cc T | 4 | 1:17.05 | 1:18.29 | 1:18.78 | 1:17.05 | 1:25.34 | 1:17.69 | 1:20.07 | 1:19.52 | 1:18.29 | 1:19.86 | 1:18.98 | 1:18.78 | |
| 38 | 6 | 5 | 6 | 6 | 17 | Alfa Romeo | 1:18.65 | SPICER, ROBERT | ? | Alfa Romeo Sud Ti | 1500 cc | 1 | 1:18.65 | 1:19.39 | 1:18.65 | 1:21.59 | 1:20.18 | 1:18.65 | 1:25.18 | 1:20.69 | 1:19.39 | 1:20.10 | 1:27.72 | 1:18.65 | |
| 37 | 6 | 4 | 4 | 4 | 12 | Alfa Romeo | 1:18.72 | PIGNATARO, RAY | 1983 | Alfa Romeo Sud Ti | 1500 cc | 1 | 1:18.72 | 1:20.88 | 1:19.83 | 1:22.85 | 1:22.07 | 1:18.72 | 1:21.92 | 1:20.97 | 1:20.88 | 1:21.55 | 1:20.96 | 1:19.83 | |
| 60 | 6 | 3 | 3 | 2 | 8 | Jaguar | 1:26.99 | SCHENDZIELORZ, HEINZ | 1973 | Jaguar XJ12 | 5300 cc | 5 | 1:30.70 | 1:26.99 | 1:29.55 | 1:32.31 | 1:30.95 | 1:30.84 | 1:30.63 | 1:34.10 | 1:26.99 | 1:30.34 | 1:29.55 | 1:29.76 | |
| 15 | 6 | 2 | 5 | 3 | 10 | Lotus | 1:19.59 | SEYMOUR, TERENCE | 1996 | Peugeot 205 GTi | 1900 cc | 2 | 1:19.59 | 1:20.85 | 1:20.85 | 1:21.54 | 1:22.19 | 1:19.59 | 1:22.64 | 1:20.87 | 1:20.85 | 2:46.86 | 1:20.85 | 1:21.09 | |
| 74 | 6 | 6 | 0 | 5 | 11 | Lotus | 1:17.82 | PERN, ROGER | ? | Lotus 23B (Replica) | 1565 cc | 1 | 1:17.82 | <i>dnr</i> | 1:18.81 | 1:17.82 | 1:18.35 | 1:18.45 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | 1:19.52 | 1:19.02 | 1:18.81 | |
| 2 | 6 | 8 | 10 | 8 | 26 | Maserati | 1:12.21 | GREGORY, ANDREW | 1996 | Maserati Ghibli Cup | 2000 cc T | 4 | 1:13.40 | 1:12.21 | 1:12.52 | 1:13.40 | 1:14.17 | 1:13.68 | 1:12.76 | 1:12.21 | 1:15.26 | 1:13.52 | 1:12.56 | 1:12.52 | |
| 25 | 6 | 10 | 8 | 10 | 28 | Maserati | 1:10.84 | BRANDI, DEANO | 1979 | Porsche 930 Turbo | 3300cc T | 5 | 1:10.84 | 1:12.24 | 1:11.51 | 1:10.84 | 1:12.53 | 1:12.95 | 1:12.24 | 1:13.16 | 1:16.00 | 1:11.51 | 1:12.41 | 1:13.41 | |
| JALM Group 7 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | 7 | 5 | 5 | 6 | 16 | Alfa Romeo | 1:12.95 | MORGAN, FRANK | 1998 | BMW M3 | 3200 cc | 4 | 1:13.07 | 1:14.00 | 1:12.95 | 1:14.37 | 1:15.06 | 1:13.07 | 1:14.81 | 1:14.60 | 1:14.00 | 1:13.84 | 1:13.55 | 1:12.95 | |
| 27 | 7 | 6 | 6 | 5 | 17 | Alfa Romeo | 1:12.94 | MORGAN, JODIE | 1997 | Subaru Imprezza WRX | 2000 cc T | 4 | 1:12.94 | 1:13.52 | 1:13.29 | 1:14.07 | 1:15.20 | 1:12.94 | 1:14.35 | 1:13.52 | 1:14.79 | 1:13.92 | 1:13.54 | 1:13.29 | |
| 17 | 7 | 3 | 2 | 2 | 7 | Jaguar | 1:23.95 | MASLIN, TIM | 1968 | Jaguar 420 | 4200 cc | 4 | 1:23.95 | 1:27.85 | 1:26.79 | 1:26.93 | 1:23.95 | 1:29.25 | 1:28.67 | 1:28.34 | 1:27.85 | 1:27.43 | 1:28.03 | 1:26.79 | |
| 42 | 7 | 1 | 1 | 1 | 3 | Jaguar | 1:30.23 | COOK, GRAHAM | ? | Jaguar XJS | 5300 cc | 5 | 1:32.90 | 1:33.30 | 1:30.23 | 1:33.00 | 1:33.69 | 1:32.90 | 1:33.87 | 1:33.30 | 1:34.51 | 1:32.95 | 1:31.66 | 1:30.23 | |
| 44 | 7 | 4 | 4 | 3 | 11 | Lotus | 1:13.13 | MELDRUM, KYRAN | 1972 | Ford Escort Twin Cam | 2000 cc | 2 | 1:13.13 | 1:20.85 | 1:21.66 | 1:22.06 | 1:13.13 | 1:30.39 | 1:22.41 | 1:21.14 | 1:20.85 | 1:21.74 | 1:21.66 | 1:21.73 | |
| 43 | 7 | 2 | 3 | 4 | 9 | Lotus | 1:21.32 | MELDRUM, JASON | 1972 | Ford Escort | 1600 cc | 1 | 1:24.08 | 1:21.32 | 1:21.63 | 1:24.08 | 2:44.29 | <i>nt</i> | 1:22.58 | 1:21.65 | 1:21.32 | 1:22.01 | 1:21.63 | 1:22.02 | |
| 5 | 7 | 8 | 8 | 8 | 24 | Maserati | 1:09.34 | HALL, SELWYN | 1987 | Porsche 911 Carrera | 3200cc | 4 | 1:09.40 | 1:09.34 | 1:10.40 | 1:09.40 | 1:27.22 | 1:11.38 | 1:10.70 | 1:09.60 | 1:09.34 | 1:10.40 | 1:10.59 | 1:11.74 | |
| 33 | 7 | 10 | 10 | 10 | 30 | Maserati | 1:07.35 | FISICARO, ROBERT | 1997 | Lotus S4s | 2200cc T | 4 | 1:08.09 | 1:09.18 | 1:07.35 | 1:08.55 | 1:08.09 | 1:09.77 | 1:09.18 | 1:09.84 | 1:09.23 | 1:07.54 | 1:07.35 | 1:09.19 | |

| # | JALM Group | Session Points | | | | JALM Club | Best Time | Driver Name | Year | Make & Model | Capacity | Class | Best Session Time | | | Session 1 | | | Session 2 | | | Session 3 | | |
|----------------------|------------|----------------|----|----|-------|------------|----------------|---------------------|------|--------------------------|-----------|-------|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | 1 | 2 | 3 | Total | | | | | | | | 1 | 2 | 3 | Lap 1 | Lap 2 | Lap 3 | Lap 1 | Lap 2 | Lap 3 | Lap 1 | Lap 2 | Lap 3 |
| <i>T = Turbo</i> | | | | | | | | | | | | | | | | | | | | | | | | |
| JALM Group 8 | | | | | | | | | | | | | | | | | | | | | | | | |
| 79 | 8 | 5 | 6 | 0 | 11 | Alfa Romeo | 1:15.94 | PICKARD, JAMES | 1981 | Alfa Romeo Sud Veloce Ti | 1712 cc | 2 | 1:16.53 | 1:15.94 | 1:16.13 | 1:17.43 | 1:16.53 | 1:25.85 | 1:16.48 | 1:15.94 | 1:17.77 | 1:16.50 | 1:16.13 | 1:20.76 |
| 78 | 8 | 1 | 2 | 3 | 6 | Alfa Romeo | 1:20.75 | GRIFFIN, NARELLE | 1979 | Alfa Romeo GTV | 1962 cc | 2 | 1:22.50 | 1:20.75 | 1:21.01 | 1:24.36 | 2:56.36 | 1:22.50 | 1:20.75 | 1:21.92 | 1:21.52 | 1:21.42 | 1:21.64 | 1:21.01 |
| 41 | 8 | 3 | 4 | 6 | 13 | Jaguar | 1:16.97 | MARTIN, JOHN | 1978 | Jaguar XJ6 Sprinter | 4200 cc | 4 | 1:19.16 | 1:17.36 | 1:16.97 | 1:19.16 | <i>nt</i> | <i>nt</i> | 1:17.46 | 1:17.36 | 1:18.03 | 1:18.69 | 1:17.88 | 1:16.97 |
| 16 | 8 | 2 | 3 | 4 | 9 | Jaguar | 1:20.10 | MILLIKIN, PETER | 1973 | Jaguar XJ6 Series 1 | 4235 cc | 4 | 1:20.55 | 1:20.71 | 1:20.10 | 1:21.02 | 1:21.80 | 1:20.55 | 1:20.98 | 1:20.94 | 1:20.71 | 1:20.98 | 1:20.10 | 1:21.09 |
| 80 | 8 | 4 | 5 | 5 | 14 | Lotus | 1:16.87 | HILL, PETER | 1970 | Lotus Elan | 1617 cc | 2 | 1:17.67 | 1:16.87 | 1:17.24 | 1:17.67 | 1:17.86 | 1:19.58 | 1:17.32 | 1:18.38 | 1:16.87 | 1:19.23 | 1:17.63 | 1:17.24 |
| 53 | 8 | 6 | 8 | 8 | 22 | Lotus | 1:14.33 | KING, STUART | 1998 | Westfield SE W | 1600 cc | 1 | 1:15.65 | 1:14.89 | 1:14.33 | 1:16.53 | 1:15.98 | 1:15.65 | 1:14.96 | 1:14.89 | 1:15.16 | 1:14.97 | 1:14.33 | 1:16.05 |
| 26 | 8 | 10 | 10 | 10 | 30 | Maserati | 1:05.51 | PIVA, ROMANO | 1973 | Porsche 911E | 3600cc | 4 | 1:05.51 | 1:05.93 | 1:05.56 | 1:05.73 | 1:05.51 | 1:05.84 | 1:06.30 | 1:05.93 | 1:06.21 | 1:05.56 | 1:06.83 | 1:05.65 |
| 13 | 8 | 8 | 0 | 0 | 8 | Maserati | 1:09.43 | HONG, SAMUEL | 1995 | Nissan Skyline GTR | 2600 cc T | 4 | 1:09.43 | <i>retired</i> | <i>retired</i> | 1:09.44 | 1:09.43 | 1:09.44 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| JALM Group 9 | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 9 | 2 | 2 | 5 | 9 | Alfa Romeo | 1:17.51 | FLOYD, JOHN | 1981 | Alfa Romeo Giulietta | 1962 cc | 2 | 1:17.70 | 1:17.51 | 1:17.94 | 1:18.34 | 1:17.70 | 1:17.83 | 1:18.19 | 1:17.51 | 1:18.57 | 1:18.27 | 1:18.08 | 1:17.94 |
| 40 | 9 | 4 | 4 | 6 | 14 | Alfa Romeo | 1:15.61 | CANNY, BRIAN | 1969 | Alfa Romeo GTV | 1962 cc | 2 | 1:15.61 | 1:16.24 | 1:16.66 | 1:16.24 | 1:16.49 | 1:15.61 | 1:17.18 | 1:16.24 | 1:23.15 | 1:16.86 | 1:17.54 | 1:16.66 |
| 57 | 9 | 3 | 3 | 0 | 6 | Jaguar | 1:16.12 | GRIGOR, HAYDN | 1971 | Jaguar XJ6 Sprinter | 4200 cc | 4 | 1:16.12 | 1:16.97 | <i>retired</i> | 1:17.61 | 1:17.10 | 1:16.12 | 1:17.87 | 1:16.97 | 1:17.30 | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| 47 | 9 | 0 | 0 | 0 | 0 | Jaguar | <i>dnr</i> | KERR, ROGER | 1993 | Amaroo Clubman | 1598 cc | 1 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | |
| 76 | 9 | 6 | 6 | 10 | 22 | Lotus | 1:11.92 | McKEMMISH, DARREN | 1990 | Fraser Clubman | 1940 cc | 2 | 1:12.47 | 1:11.92 | 1:13.08 | 1:15.08 | 1:12.47 | 1:12.82 | 1:13.55 | 1:11.92 | 1:12.47 | 1:13.08 | 1:16.07 | 1:13.55 |
| 51 | 9 | 5 | 5 | 8 | 18 | Lotus | 1:14.24 | NG, NICK | 1999 | PRB Clubman | 1600 cc | 1 | 1:15.13 | 1:14.24 | 1:16.18 | 1:15.56 | 1:15.13 | 1:15.37 | 1:14.91 | 1:14.81 | 1:14.24 | 1:16.18 | 1:16.80 | 1:16.50 |
| 3 | 9 | 10 | 10 | 0 | 20 | Maserati | 1:07.89 | BOTTERILL, SCOTT | 1998 | Porsche 964 Carrera RS | 3600 cc | 4 | 1:07.89 | 1:08.44 | <i>dnr</i> | 1:08.28 | 1:07.89 | 1:09.10 | 1:08.48 | 1:08.55 | 1:08.44 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> |
| 9 | 9 | 8 | 8 | 0 | 16 | Maserati | 1:09.16 | BATCHELOR, RICHARD | 1976 | Porsche 930 Turbo | 3300cc T | 5 | 1:09.16 | 1:09.22 | <i>dnr</i> | 1:10.12 | 1:10.49 | 1:09.16 | 1:09.37 | 1:09.22 | 1:09.69 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> |
| JALM Group 10 | | | | | | | | | | | | | | | | | | | | | | | | |
| 39 | 10 | 4 | 0 | 0 | 4 | Alfa Romeo | 1:16.69 | CANNY, STEVE | 1969 | Alfa Romeo GTV | 1962 cc | 2 | 1:16.69 | <i>retired</i> | <i>retired</i> | 1:17.26 | 1:16.72 | 1:16.69 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| 65 | 10 | 0 | 0 | 0 | 0 | Alfa Romeo | <i>dnr</i> | McCONNELL, DAVID | 1992 | Mazda RX7 | 3240 cc | 4 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | |
| 10 | 10 | 5 | 6 | 6 | 17 | Jaguar | 1:12.73 | ZAZRYN, PAUL | 1971 | Jaguar XJ6 Sprinter | 4200 cc | 4 | 1:13.02 | 1:12.73 | 1:13.20 | 1:13.72 | 1:13.12 | 1:13.02 | 1:13.78 | 1:33.07 | 1:12.73 | 1:13.46 | 1:30.88 | 1:13.20 |
| 54 | 10 | 10 | 10 | 10 | 30 | Jaguar | 1:09.41 | GRAINGER, KEITH | 1970 | Jaguar XJSI | 5300 cc | 5 | 1:10.42 | 1:09.71 | 1:09.41 | 1:10.42 | 1:10.64 | 1:10.57 | 1:10.28 | 1:09.71 | 1:09.90 | 1:10.31 | 1:09.41 | 1:10.02 |
| 23 | 10 | 6 | 8 | 8 | 22 | Lotus | 1:11.90 | REID, DAVID | 1997 | Lotus Elise | 1800 cc | 2 | 1:12.02 | 1:12.05 | 1:11.90 | 1:12.02 | 1:12.24 | 1:12.83 | 1:13.26 | 1:12.46 | 1:12.05 | 1:12.38 | 1:12.36 | 1:11.90 |
| 49 | 10 | 8 | 0 | 0 | 8 | Lotus | 1:11.03 | NILSEN, MARK | 1997 | Lotus Elise | 1800 cc | 2 | 1:11.03 | <i>retired</i> | <i>retired</i> | 1:12.27 | 1:11.03 | 1:11.96 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| 19 | 10 | 0 | 0 | 0 | 0 | Maserati | <i>dnr</i> | PLACENTINO, FRANCIS | 1995 | Ferrari 355 | 3500 cc | 4 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | |
| 4 | 10 | 0 | 0 | 0 | 0 | Maserati | <i>dnr</i> | KIM, WINSTON | 1998 | Ferrari 355 | 3500cc | 4 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> | |
| JALM Group 11 | | | | | | | | | | | | | | | | | | | | | | | | |
| 45 | 11 | 2 | 1 | 5 | 8 | Alfa Romeo | 1:15.93 | PONCHARD, MICHAEL | 1985 | Alfa Romeo 90 | 2492 cc | 3 | 1:16.60 | 1:16.19 | 1:15.93 | 1:25.11 | 1:16.60 | 1:16.94 | 1:17.03 | 1:16.31 | 1:16.19 | 1:16.59 | 1:16.47 | 1:15.93 |
| 48 | 11 | 1 | 5 | 4 | 10 | Alfa Romeo | 1:10.18 | PETTETT, ROBERT | 1995 | PRB Clubman | 1600 cc | 1 | 1:10.56 | 1:10.18 | 1:11.01 | 1:10.56 | 1:10.71 | <i>nt</i> | 1:10.18 | 1:11.80 | 1:10.47 | 1:11.06 | 1:11.30 | 1:11.01 |
| 75 | 11 | 5 | 3 | 0 | 8 | Jaguar | 1:12.04 | DICKINSON, NEVILLE | 1980 | Jaguar XJS | 5300cc | 5 | 1:12.07 | 1:12.35 | 1:12.04 | 1:13.51 | 1:13.55 | 1:12.07 | 1:13.51 | 1:12.35 | 1:12.52 | 1:14.01 | 1:12.04 | 1:12.09 |
| 63 | 11 | 6 | 6 | 3 | 15 | Jaguar | 1:10.10 | CALDWELL, PHILLIP | 1975 | Jaguar XJS | 5300 cc | 5 | 1:10.69 | 1:10.10 | <i>dnr</i> | 1:11.35 | 1:10.71 | 1:10.69 | 1:11.10 | 1:10.10 | 1:18.00 | <i>dnr</i> | <i>dnr</i> | <i>dnr</i> |
| 77 | 11 | 3 | 2 | 6 | 11 | Lotus | 1:12.27 | KING, JOHN | 1966 | Lotus Super 7 | 1498 cc | 1 | 1:12.27 | 1:13.78 | 1:13.21 | 1:13.88 | 1:12.27 | 1:13.14 | 1:13.78 | 1:14.09 | 1:13.93 | 1:13.85 | 1:13.87 | 1:13.21 |
| 36 | 11 | 4 | 4 | 10 | 18 | Lotus | 1:10.74 | HODGES, ROHAN | 1968 | Lotus Elan | 1598 cc | 1 | 1:12.09 | 1:10.93 | 1:10.74 | 1:12.20 | 1:12.51 | 1:12.09 | 1:10.93 | 1:11.20 | 1:11.45 | 1:10.74 | 1:11.53 | 1:11.26 |
| 34 | 11 | 10 | 10 | 8 | 28 | Maserati | 1:05.80 | POWER, BRIAN | 1995 | Porsche 993 RSCS | 3800cc | 4 | 1:05.80 | 1:05.80 | 1:05.80 | 1:05.96 | 1:05.80 | 1:06.80 | 1:06.31 | 1:06.12 | 1:05.80 | 1:05.87 | 1:05.86 | 1:05.80 |
| 6 | 11 | 8 | 8 | 0 | 16 | Maserati | 1:06.36 | DOWNARD, MICHAEL | 1990 | Porsche 928 GT | 5000 cc | 4 | 1:06.36 | 1:07.23 | 1:07.19 | 1:08.95 | 1:07.20 | 1:06.36 | 1:07.82 | 1:07.98 | 1:07.23 | 1:07.19 | 1:07.89 | 1:08.14 |
| JALM Group 12 | | | | | | | | | | | | | | | | | | | | | | | | |
| 56 | 12 | 4 | 3 | 3 | 10 | Alfa Romeo | 1:12.79 | RUDD, IAN | 1998 | Subaru WRX | 1994 cc T | 4 | 1:12.79 | 1:13.94 | 1:14.01 | 1:13.08 | 1:12.79 | 1:14.13 | 1:14.06 | 1:13.94 | 1:14.16 | 1:14.05 | 1:14.01 | 1:14.25 |
| 20 | 12 | 0 | 0 | 0 | 0 | Alfa Romeo | <i>retired</i> | TWOMEY, DAVID | 1975 | Alfa Romeo GTAM | 1962 cc | 2 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> |
| 55 | 12 | 5 | 5 | 5 | 15 | Jaguar | 1:10.50 | ROSE, TREVOR | 1970 | Jaguar XJSI | 5300 cc | 5 | 1:11.35 | 1:11.41 | 1:10.50 | 1:11.84 | 1:11.82 | 1:11.35 | 1:11.74 | 1:11.68 | 1:11.41 | 1:10.50 | 1:10.53 | 1:11.56 |
| 58 | 12 | 10 | 8 | 8 | 26 | Jaguar | 1:03.47 | RODDY, MICHAEL | 1975 | Jaguar XJS | 6000 cc | 5 | 1:04.23 | 1:03.47 | 1:03.80 | 1:05.12 | 1:08.95 | 1:04.23 | 1:05.82 | 1:03.47 | 1:04.16 | 1:04.37 | 1:03.80 | 1:05.22 |
| 52 | 12 | 3 | 4 | 4 | 11 | Lotus | 1:13.35 | BUTTERWORTH, IVAN | 1996 | Lotus Esprit S4s | 2174 cc T | 4 | 1:13.35 | 1:13.35 | 1:13.88 | 1:13.35 | 1:13.41 | 1:13.60 | 1:13.35 | 1:13.54 | 1:13.74 | 1:14.08 | 1:14.46 | 1:13.88 |
| 59 | 12 | 6 | 6 | 6 | 18 | Lotus | 1:05.52 | CATLIN, LEN | 1996 | Robnell Cobra | 8000 cc | 5 | 1:06.88 | 1:06.18 | 1:05.52 | 1:06.88 | 1:06.92 | 1:07.01 | 1:06.64 | 1:06.68 | 1:06.18 | 1:08.11 | 1:06.51 | 1:05.52 |
| 30 | 12 | 8 | 10 | 10 | 28 | Maserati | 1:03.23 | FROUDE, SIMON | 1995 | Porsche 911 Carrera RS | 3800cc | 4 | 1:03.77 | 1:03.23 | 1:03.37 | 1:03.86 | 1:03.77 | 1:03.81 | 1:03.37 | 1:03.53 | 1:03.23 | 1:03.51 | 1:03.37 | 1:03.54 |
| 1 | 12 | 0 | 0 | 0 | 0 | Maserati | <i>retired</i> | BALODIS, OJARS | 1986 | Porsche 944 Turbo | 3000cc T | 5 | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> | <i>retired</i> |

Note: A Maserati Driver who is shown with an 'M' against a JALM Group Number was NOT eligible to earn team points, but was eligible for Class, Club and FTD Prizes and Awards

Postscript

The JALM Challenge 1999 has now ended and the results presented in this document show that the winner of the trophy was the Maserati Club of Australia, Inc. Final points scored by club members participating in their 24 person teams were:

| | |
|-------------------|------------|
| Maserati | 498 |
| Lotus | 232 |
| Alfa Romeo | 159 |
| Jaguar | 157 |

No doubt the outcome was influenced by the participation rates of the respective clubs. However, each club's fortunes were also influenced by reliability issues. A few drivers failed to coax their cars beyond the Practice Session prior to the event!

Whilst all drivers participating in the event earned themselves the Driver's Medallion as a memento, more substantial trophies were also on offer. The winners of these trophies were as follows:

| | | | |
|-----------------------------|--------------------------------------|------------------------------------|----------------|
| Fastest Time of Day: | Simon Froude (Maserati) | 1995 Porsche 911 Carrera RS | 1:03.23 |
| Under 1601 cc | Alan Pettett (Maserati) | 1995 PRB Clubman | 1:09.14 |
| 1601 to 2000 cc | Mark Nilsen (Lotus) | 1997 Lotus Elise | 1:11.03 |
| 2001 to 3000 cc | Michael Ponchard (Alfa Romeo) | 1985 Alfa Romeo 90 | 1:15.93 |
| 3001 to 5000 cc | Simon Froude (Maserati) | 1995 Porsche 911 RS | 1:03.23 |
| 5001 cc & Over | Michael Roddy (Jaguar) | 1975 Jaguar XJS | 1:03.47 |

A trophy was also presented to the member of each club who recorded the quickest time for their club on the day. The winners for the respective clubs were

| | | | |
|-------------------|-----------------------|------------------------------------|----------------|
| Jaguar | Michael Roddy | 1975 Jaguar XJS | 1:03.47 |
| Alfa Romeo | Robert Pettett | 1995 PRB Clubman | 1:10.18 |
| Lotus | Len Catlin | 1996 Robnell Cobra | 1:05.52 |
| Maserati | Simon Froude | 1995 Porsche 911 Carrera RS | 1:03.23 |

Our congratulations to all the prize-winners. Congratulations also to all drivers participating on the day for your assistance in helping to make The JALM Challenge 1999 a safe event.

Special Thanks

No track event can be conducted without the contributions of a large number of people. The time and effort expended by JALM officials in ensuring the JALM Challenge 1999 could be conducted smoothly and without undue interruption was considerable. The key officials registered with the event, many of whom performed multiple roles, were as follows:

| | | | |
|-------------------------|------------------------|--------------------------|-------------------------|
| Adamson, Ed | Floyd, John | Nicholls, Lance | Rizzo, Damien |
| Aimers, Greg | Gulson, Chris | Palmer, Iain | Roger, Graeme |
| Aust, John | Hall, Selwyn | Pantaleo, Sarah | Rose, Alison |
| Bevan, Paul | Hendriks, Marty | Pascoe, Duncan | Stone, Peter |
| Botterill, Scott | Marriott, Brett | Perkins, Ed | Vernon, Les |
| Coles, Ross | May, Norman | Pickard, Derek | Von Einem, Adam |
| Coombe, David | McDonald, Cath | Picot, Jim | Williams, Carol |
| Duggan Colin | Meldrum, Kyran | Ponchard, Michael | Williams, Tracey |
| Duggan, Shane | Miller, David | Rebbechi, Robert | Williams, Travis |
| Floyd, David | Neville, Kevin | Rebeci, Peter | |

On behalf of the Organising Committee we are especially grateful for your contribution in assisting in a tangible way to help make The JALM Challenge, 1999 a safe and enjoyable event. Thank you!

Jim Reark
Event Director
Tuesday, April 13, 1999