

#### CHRONOLOGICAL ANALYSIS FREE PRACTICE

LAP	T-1	MAX-VEL	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-3	ARRIVO	TIME
<b>1 VOYAZIDES Leo</b> GRE						2)	9.865	(209.3)	1'18.072	43.229	<b>2'11.166</b>
L.T70 MK3B RODR						3)	8.937	(256.5)	1'15.869	47.659	<b>2'12.465</b> B
						4)	1'15.955	(166.4)	1'15.020	42.175	<b>3'13.150</b>
						5)	8.712	(261.5)	1'11.747	42.066	<b>2'02.525</b>
1)	52.067	(108.4)	1'31.250	44.207	<b>3'07.524</b>	6)	8.826	(238.4)	1'14.207	43.358	<b>2'06.391</b>
2)	8.700	(242.1)	1'25.467	41.409	<b>2'15.576</b>	7)	9.050	(257.1)	1'11.482	41.627	<b>2'02.159</b>
3)	8.559	(257.7)	1'20.706	44.083	<b>2'13.348</b>	8)	8.842	(257.7)	1'10.753	1'04.696	<b>2'24.291</b> B
4)	8.608	(248.8)	1'12.106	41.971	<b>2'02.685</b>						
5)	8.481	(260.8)	1'11.945	39.980	<b>2'00.406</b>						
6)	8.454	(270.0)	1'10.992	40.297	<b>1'59.743</b>						
7)	8.398	(263.4)	1'10.751	39.802	<b>1'58.951</b>						
8)	8.449	(265.3)	1'09.243	39.315	<b>1'57.007</b>						
9)	8.288	(253.5)	1'11.180	40.377	<b>1'59.845</b>						
10)	8.532	(256.5)	1'10.613	39.566	<b>1'58.711</b>						
11)	8.443	(266.6)	1'10.985	39.534	<b>1'58.962</b>						
12)	8.481	(257.7)	1'09.341	39.223	<b>1'57.045</b>						
13)	8.448	(262.1)	1'10.864	43.601	<b>2'02.913</b>						
14)	11.774	(178.5)	1'30.232	54.154	<b>2'36.160</b> B						
<b>3 WRIGHT Jason</b> ITA						<b>9 SMITH-HILLIARD Max</b> GBR					
L.T70 MK3B RODR						C.B19 MARK					
						1)	37.821	(127.9)	1'28.495	46.121	<b>2'52.437</b>
						2)	10.006	(184.3)	1'21.911	47.636	<b>2'19.553</b>
						3)	9.572	(222.6)	1'15.814	46.353	<b>2'11.739</b>
						4)	9.473	(228.8)	1'16.008	45.234	<b>2'10.715</b>
						5)	9.583	(200.0)	1'19.844	42.515	<b>2'11.942</b>
						6)	9.438	(192.5)	1'17.753	42.242	<b>2'09.433</b>
						7)	9.400	(240.5)	1'12.747	41.563	<b>2'03.710</b>
						8)	9.328	(229.7)	1'15.285	50.958	<b>2'15.571</b> B
						9)	1'59.712	(173.0)	1'15.654	40.383	<b>3'55.749</b>
						10)	9.269	(246.0)	1'12.176	39.069	<b>2'00.514</b>
						11)	9.176	(247.7)	1'12.561	40.403	<b>2'02.140</b>
						12)	9.145	(246.5)	1'09.928	41.360	<b>2'00.433</b>
						13)	9.155	(249.4)	1'09.383	39.411	<b>1'57.949</b>
<b>4 O'CONNELL Martin</b> GBR						<b>15 PIERCY Mark</b> GBR					
C.B19 MARK						L.T210 INVI					
						1)	3'22.223	(137.9)	1'40.063	58.657	<b>6'00.943</b> B
						2)	2'58.125	(150.8)	1'26.696	46.025	<b>5'10.846</b>
						3)	10.175	(218.1)	1'16.391	42.151	<b>2'08.717</b>
						4)	9.624	(236.8)	1'15.108	42.348	<b>2'07.080</b>
						5)	9.607	(238.4)			<b>2'04.514</b>
						6)	9.479	(241.0)	1'12.253	41.290	<b>2'03.022</b>
						7)	9.625	(212.5)	1'13.685	42.489	<b>2'05.799</b>
						8)	9.382	(243.2)	1'10.989	47.998	<b>2'08.369</b> B
						9)	2'25.607	(173.9)	1'15.556	41.879	<b>4'23.042</b>
						10)	9.329	(243.7)			<b>2'04.580</b>
<b>8 MEINS Richard</b> GBR						<b>19 OWEN Andrew</b> GBR					
L.T70 MK3B RODR						C.B8 INVI					
						1)	2'12.751	(108.2)	1'45.997	54.347	<b>4'53.095</b>
						2)	11.035	(163.6)	1'32.624	50.020	<b>2'33.679</b>
<b>1 VOYAZIDES Leo</b> GRE											
L.T70 MK3B RODR											
1)	25.146	(130.5)	1'25.609	45.474	<b>2'36.229</b>						

LAP	T-1	MAX-VEL	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-3	ARRIVO	TIME
3)	10.811	(162.6)	1'31.054	49.283	<b>2'31.148</b>	11)	9.876	(231.2)	1'15.918	42.554	<b>2'08.348</b>
4)	10.432	(165.1)	1'26.883	48.524	<b>2'25.839</b>	12)	9.948	(230.2)	1'14.664	42.178	<b>2'06.790</b>
5)	10.279	(174.7)	1'24.224	47.094	<b>2'21.597</b>	13)	9.864	(230.7)	1'14.203	41.979	<b>2'06.046</b>
6)	10.859	(193.5)	1'22.924	46.943	<b>2'20.726</b>	14)	9.898	(230.2)	1'14.011	42.327	<b>2'06.236</b>
7)	9.944	(197.4)	1'22.683	47.186	<b>2'19.813</b>						
8)	10.328	(201.8)	1'21.795	46.981	<b>2'19.104</b>						
9)	10.218	(183.9)	1'22.887	50.127	<b>2'23.232</b>						
10)	10.229	(193.2)	1'21.843	45.774	<b>2'17.846</b>						
11)	10.167	(189.1)	1'22.661	46.326	<b>2'19.154</b>						
12)	10.122	(192.1)	1'21.358	45.826	<b>2'17.306</b>						

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22 INCERTI Carlo						ITA	
M.L.M1B			HULM				
1)	49.480	(116.6)	1'38.627	52.330	<b>3'20.437</b>		
2)	9.465	(235.2)	1'29.182	52.587	<b>2'31.234</b>		
3)	9.722	(201.4)	1'28.186	51.069	<b>2'28.977</b>		
4)	9.405	(208.4)	1'24.598	49.341	<b>2'23.344</b>		
5)	10.037	(202.6)	1'25.823	1'00.928	<b>2'36.788</b>	B	
6)	2'29.047	(129.3)	1'30.035	50.773	<b>4'49.855</b>		
7)	9.248	(214.7)	1'22.813	48.183	<b>2'20.244</b>		
8)	9.040	(239.4)	1'23.422	47.808	<b>2'20.270</b>		
9)	8.926	(224.0)	1'22.379	47.533	<b>2'18.838</b>		
10)	9.101	(229.2)	1'23.273	46.633	<b>2'19.007</b>		
11)	9.009	(227.3)	1'22.763	47.724	<b>2'19.496</b>		
12)	9.179	(192.1)	1'23.730	46.765	<b>2'19.674</b>		

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23 MONTEVERDE Carlos						BRA	
L.T70 MK3B			RODR				
1)	1'40.193	(116.3)	1'34.589	44.215	<b>3'58.997</b>		
2)	8.720	(139.1)	1'15.796	41.400	<b>2'05.916</b>		
3)	8.571	(264.0)	1'10.389	39.752	<b>1'58.712</b>		
4)	8.484	(269.3)	1'15.929	40.329	<b>2'04.742</b>		
5)				54.249	<b>2'23.547</b>	B	
6)	11'24.571	(56.2)			<b>13'33.519</b>		
7)	8.605	(237.3)	1'12.218	40.560	<b>2'01.383</b>		
8)				39.957	<b>1'59.017</b>		

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24 NEWALL Andrew						GBR	
C.B8			BONN				
1)	23.074	(138.4)	1'28.055	45.712	<b>2'36.841</b>		
2)	9.942	(217.3)	1'25.372	43.720	<b>2'19.034</b>		
3)	9.839	(234.2)	1'16.400	42.973	<b>2'09.212</b>		
4)	9.901	(232.2)	1'15.477	43.016	<b>2'08.394</b>		
5)	9.945	(227.8)	1'16.213	43.302	<b>2'09.460</b>		
6)	10.055	(200.0)	1'37.270	51.535	<b>2'38.860</b>		
7)	9.883	(231.7)	1'14.515	42.541	<b>2'06.939</b>		
8)	9.936	(230.7)	1'14.605	42.947	<b>2'07.488</b>		
9)	9.921	(231.7)	1'15.228	42.210	<b>2'07.359</b>		
10)	9.914	(229.7)	1'14.574	42.329	<b>2'06.817</b>		

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25 GANS Michael						USA	
L.T290			MARK				
1)	3'57.449	(124.8)	1'33.317	45.414	<b>6'16.180</b>		
2)	9.715	(181.5)	1'18.001	45.749	<b>2'13.465</b>		
3)	11.928	(195.6)	1'30.368	50.526	<b>2'32.822</b>		
4)	11.483	(203.0)	1'14.780	41.380	<b>2'07.643</b>		
5)	9.359	(219.0)	1'14.161	45.398	<b>2'08.918</b>	B	
6)	3'57.230	(171.1)	1'13.531	40.478	<b>5'51.239</b>		
7)	9.173	(247.7)	1'10.676	41.545	<b>2'01.394</b>		
8)	9.207	(247.1)	1'10.579	40.044	<b>1'59.830</b>		
9)	9.074	(243.7)	1'11.487	40.009	<b>2'00.570</b>		
10)	9.139	(250.0)	1'10.887	40.277	<b>2'00.303</b>		
11)	9.226	(246.0)	1'11.485	41.837	<b>2'02.548</b>		

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29 AHLERS Keith						GBR	
C.M.K.C.			HULM				
1)	20.742	(137.9)	1'35.010	49.623	<b>2'45.375</b>		
2)	9.597	(174.4)	1'29.630	48.783	<b>2'28.010</b>		
3)	9.751	(199.6)	1'24.263	52.074	<b>2'26.088</b>		
4)	11.111	(164.6)	1'22.907	45.303	<b>2'19.321</b>		
5)	10.172	(180.0)	1'20.391	44.472	<b>2'15.035</b>		
6)	9.490	(186.5)	1'20.920	55.002	<b>2'25.412</b>	B	
7)	1'46.743	(178.2)	1'19.115	44.923	<b>3'50.781</b>		
8)	8.779	(241.0)	1'14.649	42.762	<b>2'06.190</b>		
9)	8.742	(255.3)	1'15.549	42.591	<b>2'06.882</b>		
10)	8.798	(235.8)	1'14.869	42.459	<b>2'06.126</b>		
11)	8.693	(244.3)	1'14.077	42.498	<b>2'05.268</b>		
12)	9.559	(185.2)	1'33.218	57.654	<b>2'40.431</b>	B	

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45 HAMMOND Alec						GBR	
C.B8			INVI				
1)	1'28.552	(133.1)	1'34.336	48.383	<b>3'51.271</b>		
2)	10.290	(194.9)	1'24.656	47.257	<b>2'22.203</b>		
3)	10.072	(209.3)	1'19.832	45.116	<b>2'15.020</b>		
4)	9.780	(230.2)	1'19.592	45.677	<b>2'15.049</b>		
5)	9.808	(228.8)	1'18.868	45.959	<b>2'14.635</b>		
6)	9.884	(227.8)	1'20.413	45.049	<b>2'15.346</b>		
7)	9.780	(227.3)	1'17.631	43.940	<b>2'11.351</b>		
8)	9.732	(225.4)	1'20.017	44.822	<b>2'14.571</b>		
9)	9.618	(236.3)	1'17.106	43.835	<b>2'10.559</b>		
10)	9.620	(224.5)	1'19.113	44.482	<b>2'13.215</b>		
11)	9.717	(228.3)	1'18.778	44.713	<b>2'13.208</b>		
12)	9.701	(234.2)	1'17.919	44.304	<b>2'11.924</b>		
13)	9.784	(219.5)	1'18.749	44.289	<b>2'12.822</b>		

LAP	T-1	MAX-VEL	T-3	ARRIVO	TIME
<b>48</b>	<b>GIBSON Daniel</b>				GBR
	L.T70 MK3B		RODR		

1)	3'29.733	(128.1)	1'33.673	48.343	<b>5'51.749</b>
2)	10.964	(155.3)	1'25.426	49.481	<b>2'25.871</b> B
3)	9'13.940	(156.7)	1'20.928	42.673	<b>11'17.541</b>
4)	9.183	(203.3)	1'34.960	57.862	<b>2'42.005</b> B

<b>49</b>	<b>SCHRYVER Michael</b>				GBR
	C.B6		BONN		

1)	22.678	(132.0)	1'31.596	47.084	<b>2'41.358</b>
2)	10.304	(175.8)	1'24.080	46.097	<b>2'20.481</b>
3)	9.892	(206.8)	1'21.864	45.165	<b>2'16.921</b>
4)	9.916	(202.6)	1'20.221	45.074	<b>2'15.211</b>
5)	9.756	(221.7)	1'17.717	44.323	<b>2'11.796</b>
6)	9.779	(225.9)	1'18.469	44.513	<b>2'12.761</b>
7)	9.749	(229.7)	1'20.072	43.798	<b>2'13.619</b>
8)	9.744	(226.8)	1'16.759	46.883	<b>2'13.386</b> B
9)	1'47.039	(151.6)	1'21.421	44.991	<b>3'53.451</b>
10)	9.834	(230.2)	1'16.641	45.580	<b>2'12.055</b>
11)	9.872	(230.2)	1'15.043	43.619	<b>2'08.534</b>
12)	10.041	(227.8)	1'15.425	43.678	<b>2'09.144</b>
13)	9.875	(205.7)	1'22.796	56.585	<b>2'29.256</b> B

<b>51</b>	<b>COUSINS Richard</b>				GBR
	C.B23		INVI		

1)	2'09.180	(111.6)	1'26.414	44.984	<b>4'20.578</b>
2)	9.807	(227.3)	1'17.754	43.602	<b>2'11.163</b>
3)	9.667	(233.7)	1'16.441	43.326	<b>2'09.434</b>
4)	9.615	(227.8)	1'16.934	43.026	<b>2'09.575</b>
5)	9.580	(238.9)	1'15.891	42.861	<b>2'08.332</b>
6)	9.573	(220.4)	1'22.218	49.870	<b>2'21.661</b> B
7)	3'00.504	(125.4)	1'27.315	48.123	<b>5'15.942</b>
8)	9.865	(233.2)	1'21.070	45.514	<b>2'16.449</b>
9)	9.668	(212.1)	1'20.665	45.108	<b>2'15.441</b>
10)	9.362	(245.4)	1'19.490	44.095	<b>2'12.947</b>
11)	9.636	(228.8)	1'17.146	43.852	<b>2'10.634</b>
12)	9.635	(237.8)	1'16.694	43.845	<b>2'10.174</b>

<b>52</b>	<b>OLDERSHAW Robert</b>				GBR
	L.T212		MARK		

1)				46.385	<b>4'43.294</b>
2)				44.776	<b>2'17.204</b>
3)	9.723	(206.8)			<b>2'11.037</b>
4)					<b>4'04.238</b> B
5)					<b>4'33.193</b>
6)					<b>2'04.500</b>
7)					<b>2'06.836</b>
8)					<b>2'05.396</b>

LAP	T-1	MAX-VEL	T-3	ARRIVO	TIME
9)					<b>2'06.400</b>
10)					<b>2'03.482</b>
11)					<b>2'05.184</b>

<b>57</b>	<b>ADELMAN Graham</b>				USA
	L.T210		MARK		

1)					<b>13'29.137</b>
2)					<b>2'23.531</b>
3)					<b>2'19.128</b>
4)					<b>2'17.547</b>
5)					<b>2'14.778</b>
6)					<b>2'10.779</b>
7)					<b>2'10.283</b>
8)					<b>2'10.324</b>
9)					<b>2'42.046</b>

<b>65</b>	<b>BENNETT Laurie</b>				AUS
	M.L.M1B		HULM		

1)	2'11.609	(112.5)	1'39.487	51.358	<b>4'42.454</b>
2)	9.611	(207.2)	1'25.361	45.853	<b>2'20.825</b>
3)	8.688	(217.3)	1'17.222	43.850	<b>2'09.760</b>
4)	8.578	(224.0)	1'15.773	42.298	<b>2'06.649</b>
5)	8.393	(251.7)	1'13.603	44.150	<b>2'06.146</b>
6)	8.508	(240.0)	1'14.511	41.744	<b>2'04.763</b>
7)	8.378	(241.0)	1'13.462	42.146	<b>2'03.986</b>
8)	8.404	(239.4)	1'18.093	42.392	<b>2'08.889</b>
9)	8.349	(243.2)	1'15.262	42.633	<b>2'06.244</b>
10)	8.317	(254.7)	1'14.566	42.039	<b>2'04.922</b>
11)	8.407	(227.8)	1'18.184	42.542	<b>2'09.133</b>
12)	8.714	(256.5)	1'14.736	42.446	<b>2'05.896</b>
13)	8.697	(253.5)	1'11.928	41.699	<b>2'02.324</b>

<b>66</b>	<b>DONOVAN Mike</b>				GBR
	L.T70 MK3B		RODR		

1)	19.980	(140.9)	1'29.313	45.797	<b>2'35.090</b>
2)	10.495	(199.2)	1'25.913	41.780	<b>2'18.188</b>
3)	8.767	(231.7)	1'16.922	41.886	<b>2'07.575</b>
4)	8.837	(216.4)	1'13.253	40.917	<b>2'03.007</b>
5)	8.728	(212.1)	1'15.006	40.997	<b>2'04.731</b>
6)	8.653	(223.6)	1'12.691	40.680	<b>2'02.024</b>
7)	8.594	(228.8)	1'12.852	40.736	<b>2'02.182</b>
8)	8.546	(236.8)	1'11.517	39.920	<b>1'59.983</b>
9)	8.484	(243.7)	1'13.197	40.094	<b>2'01.775</b>
10)	8.438	(259.6)	1'10.585	39.684	<b>1'58.707</b>
11)	8.724	(206.8)	1'11.907	46.456	<b>2'07.087</b> B
12)	4'48.566	(192.5)	1'11.707	43.822	<b>6'44.095</b> B

LAP	T-1	MAX-VEL	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-3	ARRIVO	TIME
<b>67 BIANCO Maurizio</b> ITA						8)	8.608	(265.3)	1'09.117	40.729	<b>1'58.454</b>
	C.B19		INVI			9)	8.786	(217.3)	1'11.558	39.489	<b>1'59.833</b>
1)	2'46.717	(123.1)	1'33.125	53.694	<b>5'13.536</b>	10)	8.643	(251.1)	1'09.117	39.288	<b>1'57.048</b>
2)	11.101	(158.8)	1'24.656	47.546	<b>2'23.303</b>	11)	8.557	(250.0)	1'09.450	39.048	<b>1'57.055</b>
3)	10.350	(219.0)	1'20.100	44.870	<b>2'15.320</b>	12)	8.570	(260.8)	1'10.527	40.890	<b>1'59.987</b>
4)	9.885	(234.7)	1'18.069	44.636	<b>2'12.590</b>	13)	8.668	(257.7)	1'15.398	47.467	<b>2'11.533</b>
5)	9.854	(233.2)	1'18.603	54.546	<b>2'23.003</b> B	14)	10.326	(216.8)	1'24.556	48.906	<b>2'23.788</b> B
6)	2'51.178	(141.7)	1'30.626	51.645	<b>5'13.449</b>	<b>85 ASHWORTH Simon</b> GBR					
7)	9.609	(231.2)	1'23.374	49.542	<b>2'22.525</b>		C.B16		SIFF		
8)	11.488	(182.7)	1'29.365	57.362	<b>2'38.215</b> B	1)	34.862	(121.8)	1'28.141	46.262	<b>2'49.265</b>
9)	4'27.511	(155.6)	1'23.890	45.407	<b>6'36.808</b>	2)	9.810	(215.5)	1'23.279	46.481	<b>2'19.570</b>
<b>72 BOOT Jamie</b> GBR						3)	9.737	(239.4)	1'16.311	43.649	<b>2'09.697</b>
	C.B16		SIFF			4)	9.683	(219.9)	1'19.060	43.492	<b>2'12.235</b>
1)	3'04.237	(96.0)	1'38.538	49.872	<b>5'32.647</b>	5)	9.581	(242.1)	1'16.103	42.735	<b>2'08.419</b>
2)	10.601	(199.6)	1'23.260	47.017	<b>2'20.878</b>	6)	9.533	(241.0)	1'16.311	43.042	<b>2'08.886</b>
3)	10.431	(219.0)	1'21.497	45.964	<b>2'17.892</b>	7)	9.546	(240.5)	1'15.858	42.815	<b>2'08.219</b>
4)	10.338	(223.6)	1'21.086	46.435	<b>2'17.859</b>	8)	9.519	(238.4)	1'15.615	44.960	<b>2'10.094</b>
5)	10.381	(222.2)	1'20.026	45.309	<b>2'15.716</b>	9)	9.514	(242.6)	1'15.081	42.324	<b>2'06.919</b>
6)	10.380	(221.7)	1'18.589	45.417	<b>2'14.386</b>	10)	9.514	(242.1)	1'15.143	42.155	<b>2'06.812</b>
7)	10.373	(221.7)	1'19.267	44.842	<b>2'14.482</b>	11)	9.395	(238.9)	1'16.841	48.404	<b>2'14.640</b> B
8)	10.327	(223.6)	1'19.045	44.759	<b>2'14.131</b>	<b>87 BLAIN Robert</b> USA					
9)	10.338	(221.3)	1'20.566	48.157	<b>2'19.061</b> B		C.B31/36		INVI		
10)	2'03.617	(137.0)	1'24.651	46.669	<b>4'14.937</b>	1)	3'07.586	(143.8)	1'37.092	48.854	<b>5'33.532</b>
11)	10.372	(221.7)	1'19.844	45.070	<b>2'15.286</b>	2)	10.270	(192.5)	1'24.034	47.658	<b>2'21.962</b>
<b>76 WRIGLEY Mike</b> GBR						3)	9.923	(223.6)	1'21.034	46.327	<b>2'17.284</b>
	C.B19		MARK			4)	9.717	(220.8)	1'18.845	54.203	<b>2'22.765</b> B
1)	3'11.689	(119.3)	1'33.984	46.774	<b>5'32.447</b>	5)	2'25.829	(159.5)	1'28.882	46.434	<b>4'41.145</b>
2)	9.911	(215.1)	1'17.245	46.055	<b>2'13.211</b> B	6)	9.639	(224.5)	1'20.107	44.789	<b>2'14.535</b>
3)	3'44.499	(150.4)	1'20.422	42.803	<b>5'47.724</b>	7)	9.509	(228.8)	1'18.365	46.266	<b>2'14.140</b>
4)	9.491	(218.6)	1'16.265	42.359	<b>2'08.115</b>	8)	9.327	(226.8)	1'15.650	45.128	<b>2'10.105</b>
5)	9.353	(210.9)	1'14.966	41.582	<b>2'05.901</b>	9)	9.384	(228.3)	1'16.366	44.421	<b>2'10.171</b>
6)	9.509	(225.9)	1'13.925	41.028	<b>2'04.462</b>	10)	9.567	(224.0)	1'15.678	45.561	<b>2'10.806</b>
7)	9.327	(245.4)	1'18.435	43.659	<b>2'11.421</b> B	11)	9.588	(207.2)	1'16.014	43.350	<b>2'08.952</b>
8)	3'08.585	(129.9)	1'16.630	41.243	<b>5'06.458</b>	<b>89 BENEDINI Emanuele</b> ITA					
9)	9.336	(243.7)	1'14.369	42.196	<b>2'05.901</b>		C.B16		SIFF		
10)	9.320	(226.8)	1'12.548	40.655	<b>2'02.523</b>	1)	39.351	(120.0)	1'29.175	45.509	<b>2'54.035</b>
<b>81 BEIGHTON Chris</b> GBR						2)	9.455	(199.6)	1'17.870	43.817	<b>2'11.142</b>
	L.T70 MK3B		RODR			3)	9.301	(236.8)	1'14.379	43.177	<b>2'06.857</b>
1)	35.909	(132.0)	1'28.296	45.516	<b>2'49.721</b>	4)	9.194	(233.2)	1'14.869	49.102	<b>2'13.165</b> B
2)	10.016	(203.0)	1'24.138	51.302	<b>2'25.456</b> B	5)	2'08.171	(113.2)	1'28.737	49.645	<b>4'26.553</b> B
3)	2'25.756	(169.2)	1'16.545	42.087	<b>4'24.388</b>	6)	59.101	(172.8)	1'16.380	42.597	<b>2'58.078</b>
4)	8.645	(257.7)	1'12.120	39.802	<b>2'00.567</b>	7)	9.258	(249.4)	1'12.303	41.731	<b>2'03.292</b>
5)	8.666	(266.0)	1'11.013	40.025	<b>1'59.704</b>	8)	9.181	(250.0)	1'12.432	42.799	<b>2'04.412</b>
6)	8.586	(264.0)	1'11.283	41.034	<b>2'00.903</b>	9)	9.237	(240.0)	1'11.968	41.814	<b>2'03.019</b>
7)	8.754	(262.7)	1'09.264	39.182	<b>1'57.200</b>	10)	9.299	(229.2)	1'16.389	49.921	<b>2'15.609</b> B

LAP	T-1	MAX-VEL	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-3	ARRIVO	TIME
<b>96 BEAUMONT Andrew</b>											
			GBR								
M.L.M1B			HULM								
1)	2'35.821	(122.8)	1'42.879	53.433	<b>5'12.133</b>	2)	8.863	(183.3)	1'21.967	47.294	<b>2'18.124</b>
2)	11.860	(158.8)	1'30.709	48.795	<b>2'31.364</b>	3)	10.291	(156.9)	1'26.806	46.352	<b>2'23.449</b>
3)	10.058	(190.1)	1'23.704	45.801	<b>2'19.563</b>	4)	9.699	(162.8)	1'22.368	49.723	<b>2'21.790</b> B
4)	8.791	(220.4)	1'22.670	44.426	<b>2'15.887</b>	5)	2'19.491	(111.3)	1'34.336	44.560	<b>4'38.387</b>
5)	8.636	(218.6)	1'18.800	43.395	<b>2'10.831</b>	6)	8.874	(193.8)	1'17.128	42.981	<b>2'08.983</b>
6)	8.648	(214.2)	1'17.311	43.186	<b>2'09.145</b>	7)	8.522	(222.2)	1'13.349	41.224	<b>2'03.095</b>
7)	8.529	(224.5)	1'16.305	42.855	<b>2'07.689</b>	8)	8.285	(244.8)	1'13.897	41.958	<b>2'04.140</b>
8)	8.508	(232.7)	1'17.203	44.928	<b>2'10.639</b>	9)	8.279	(244.8)	1'12.927	41.001	<b>2'02.207</b>
9)	9.151	(213.4)	1'16.025	43.126	<b>2'08.302</b>	10)	8.258	(234.7)	1'16.444	42.571	<b>2'07.273</b>
10)	8.421	(228.8)	1'14.463	42.708	<b>2'05.592</b>	11)	8.259	(242.6)	1'12.425	41.234	<b>2'01.918</b>
11)	8.828	(197.0)	1'19.141	42.659	<b>2'10.628</b>	12)	8.483	(209.3)	1'28.222	1'00.273	<b>2'36.978</b> B
12)	8.520	(223.6)	1'15.100	1'13.222	<b>2'36.842</b> B						
<b>99 GIBSON Paul</b>						<b>158 SCEMAMA Philippe</b>					
			GBR						SUI		
B.L.T70 MK3B			INVI			C.S			INVI		
1)	1'59.511	(124.5)	1'37.802	48.200	<b>4'25.513</b>	1)	42.642	(119.7)	1'33.819	49.807	<b>3'06.268</b>
2)	9.081	(207.2)	1'19.304	49.820	<b>2'18.205</b> B	2)	10.493	(216.4)	1'27.359	45.959	<b>2'23.811</b>
3)	2'49.964	(171.7)	1'18.050	42.121	<b>4'50.135</b>	3)				45.825	<b>2'14.883</b>
4)	8.771	(220.8)	1'15.369	41.090	<b>2'05.230</b>	4)	9.879	(221.3)	1'20.543	50.894	<b>2'21.316</b> B
5)	8.854	(215.1)	1'14.372	41.124	<b>2'04.350</b>	5)	2'46.305	(160.4)	1'21.286	46.037	<b>4'53.628</b>
6)	8.794	(201.4)	1'14.427	40.920	<b>2'04.141</b>	6)	9.960	(229.7)	1'18.419	44.856	<b>2'13.235</b>
7)	8.574	(243.7)	1'11.701	40.242	<b>2'00.517</b>	7)	9.909	(219.5)	1'17.738	44.995	<b>2'12.642</b>
8)	8.578	(251.1)	1'12.899	40.637	<b>2'02.114</b>	8)	9.928	(229.2)	1'16.045	44.524	<b>2'10.497</b>
9)	8.480	(231.7)	1'13.124	40.459	<b>2'02.063</b>	9)	9.735	(231.2)	1'17.750	44.062	<b>2'11.547</b>
10)	8.596	(230.2)	1'13.785	44.067	<b>2'06.448</b>	10)	9.871	(222.6)	1'20.727	44.996	<b>2'15.594</b>
11)	8.810	(228.3)	1'11.646	40.695	<b>2'01.151</b>	11)	9.920	(227.8)	1'16.860	45.898	<b>2'12.678</b>
12)	8.632	(233.7)	1'11.053	39.573	<b>1'59.258</b>	12)	9.724	(230.7)	1'15.501	43.565	<b>2'08.790</b>
13)	8.537	(251.1)	1'10.797	40.271	<b>1'59.605</b>						
<b>111 CARLINO Rick</b>						<b>194 MACEDO SILVA Pedro</b>					
			USA						POR		
GRD S72			INVI			F.GT40			HULM		
1)					<b>4'35.231</b>	1)	2'32.782	(133.1)	1'32.653	47.528	<b>4'52.963</b>
2)					<b>2'41.852</b>	2)	9.393	(213.8)	1'22.598	46.730	<b>2'18.721</b>
3)					<b>2'29.087</b>	3)	9.103	(227.3)	1'27.355	46.594	<b>2'23.052</b>
4)					<b>2'24.656</b>	4)	9.359	(214.7)	1'22.983	45.571	<b>2'17.913</b>
5)					<b>2'25.908</b>	5)	9.140	(223.1)	1'20.434	45.549	<b>2'15.123</b>
6)					<b>2'44.347</b> B	6)	9.121	(220.4)	1'21.156	45.675	<b>2'15.952</b>
7)					<b>4'42.107</b>	7)	9.227	(215.1)	1'20.701	45.777	<b>2'15.705</b>
8)					<b>2'19.772</b>	8)	9.259	(218.1)	1'22.323	50.157	<b>2'21.739</b> B
9)					<b>2'20.348</b>	9)	2'01.477	(170.6)	1'21.052	44.587	<b>4'07.116</b>
10)					<b>2'17.934</b>	10)	9.023	(241.0)	1'28.107	43.672	<b>2'20.802</b>
11)					<b>2'16.366</b>	11)	8.875	(241.0)	1'17.885	43.973	<b>2'10.733</b>
						12)	9.127	(244.3)	1'17.188	43.051	<b>2'09.366</b>
<b>117 JONES Howard</b>											
			GBR								
L.T70 MK1 S.			HULM								
1)	40.340	(118.9)	1'30.140	46.167	<b>2'56.647</b>						

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LAP T-1 MAX-VEL T-3 ARRIVO TIME

LAP T-1 MAX-VEL T-3 ARRIVO TIME

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio  
Il DSC: Monza Timing - Rapi Andrea



62<sup>^</sup> COPPA INTEREUROPA STORICA  
FIA MASTERS HISTORIC SPORTS CAR  
FIA Master Historic



RESULTS FREE PRACTICE

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TIME	GAP	LAP/TOT	AVG	2nd	B.L.
1	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		Lola T70 MK3B	RODR		<b>1'57.007</b>		7/13	178.235	1'57.045	
2	81	<b>BEIGHTON C.</b> (BEIGHTON Chris)	GBR		Lola T70 MK3B	RODR		<b>1'57.048</b>	0.041	9/13	178.173	1'57.055	
3	4	<b>O'CONNELL M.</b> (O'CONNELL Martin - KILKALDY Andrew)	GBR		Chevron B19	MARK		<b>1'57.180</b>	0.173	9/9	177.972	1'57.503	
4	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		Chevron B19	MARK		<b>1'57.949</b>	0.942	12/12	176.812	2'00.433	
5	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		Lola T70 MK3B	RODR		<b>1'58.504</b>	1.497	3/4	175.983	2'00.333	
6	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		Lola T70 MK3B	RODR		<b>1'58.707</b>	1.700	9/11	175.682	1'59.983	
7	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		Lola T70 MK3B	RODR		<b>1'58.712</b>	1.705	2/7	175.675	1'59.017	
8	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		Broadley Lola T70	INVI		<b>1'59.258</b>	2.251	11/12	174.871	1'59.605	
9	25	<b>GANS M.</b> (GANS Michael - WOLFE Andy)	USA		Lola T290	MARK		<b>1'59.830</b>	2.823	7/10	174.036	2'00.303	
10	117	<b>JONES H.</b> (JONES Howard - ADAMS Nick)	GBR		Lola T70 MK1 Spyd	HULM		<b>2'01.918</b>	4.911	10/11	171.055	2'02.207	
11	8	<b>MEINS R.</b> (MEINS Richard)	GBR		Lola T70 MK3B	RODR		<b>2'02.159</b>	5.152	6/7	170.718	2'02.525	
12	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		McLaren M1B	HULM		<b>2'02.324</b>	5.317	12/12	170.488	2'03.986	
13	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		Chevron B19	MARK		<b>2'02.523</b>	5.516	9/9	170.211	2'04.462	
14	89	<b>BENEDINI E.</b> (BENEDINI Emanuele)	ITA		Chevron B16	SIFF		<b>2'03.019</b>	6.012	8/9	169.525	2'03.292	
15	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		Lola T210	INVI		<b>2'03.022</b>	6.015	5/9	169.520	2'04.514	
16	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		Lola T212	MARK		<b>2'03.482</b>	6.475	9/10	168.889	2'04.500	
17	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		Cooper Monaco Kin	HULM		<b>2'05.268</b>	8.261	10/11	166.481	2'06.126	
18	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		McLaren M1B	HULM		<b>2'05.592</b>	8.585	9/11	166.051	2'07.689	
19	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		Chevron B8	BONN		<b>2'06.046</b>	9.039	12/13	165.453	2'06.236	
20	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		Chevron B16	SIFF		<b>2'06.812</b>	9.805	9/10	164.454	2'06.919	
21	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		Chevron B23	INVI		<b>2'08.332</b>	11.325	4/11	162.506	2'09.434	
22	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		Chevron B6	BONN		<b>2'08.534</b>	11.527	10/12	162.251	2'09.144	
23	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		Crossle 9S	INVI		<b>2'08.790</b>	11.783	11/11	161.928	2'10.497	
24	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		Chevron B31/36	INVI		<b>2'08.952</b>	11.945	10/10	161.725	2'10.105	
25	194	<b>MACEDO SILVA P.</b> (MACEDO SILVA Pedro - Macedo Silva Rui)	POR		Ford GT40	HULM		<b>2'09.366</b>	12.359	11/11	161.207	2'10.733	

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TIME	GAP	LAP/TOT	AVG	2nd	B.L.
26	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		Lola T210	MARK		<b>2'10.283</b>	13.276	6/8	160.073	2'10.324	
27	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		Chevron B8	INVI		<b>2'10.559</b>	13.552	8/12	159.734	2'11.351	
28	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		Chevron B19	INVI		<b>2'12.590</b>	15.583	3/8	157.287	2'15.320	
29	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		Chevron B16	SIFF		<b>2'14.131</b>	17.124	7/10	155.480	2'14.386	
30	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		<b>2'16.366</b>	19.359	10/10	152.932	2'17.934	
31	19	<b>OWEN A.</b> (OWEN Andrew - OWEN Mark)	GBR		Chevron B8	INVI		<b>2'17.306</b>	20.299	11/11	151.885	2'17.846	
32	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		McLaren M1B	HULM		<b>2'18.838</b>	21.831	8/11	150.209	2'19.007	

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio  
Il DSC: Monza Timing - Rapi Andrea

START (11:20)

END (11:50)





# 62^ COPPA INTEREUROPA STORICA

## FIA MASTERS HISTORIC SPORTS CAR

### FIA Master Historic



#### CHRONOLOGICAL ANALYSIS QUALIFYING

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
<b>1 VOYAZIDES Leo</b> GRE							<b>8 MEINS Richard</b> GBR						
L.T70 MK3B			RODR				L.T70 MK3B			RODR			
1)	19.624	(124.8)	40.649	46.408	43.074	<b>2'29.755</b>	1)	1'16.925	(132.3)			1'02.605	<b>3'48.759 B</b>
2)	8.637	(230.2)	33.262	41.521	42.054	<b>2'05.474</b>							
3)	9.181	(234.2)	32.094	41.332	45.785	<b>2'08.392 B</b>							
4)	1'24.575	(171.1)	33.624	41.162	38.672	<b>3'18.033</b>							
5)	8.395	(270.6)	29.003	38.481	38.618	<b>1'54.497</b>							
6)	8.422	(250.0)	29.844	39.082	39.527	<b>1'56.875</b>							
7)	8.555	(267.9)	29.042	38.057	38.647	<b>1'54.301</b>							
8)	8.501	(272.0)	28.905	39.131	38.059	<b>1'54.596</b>	1)	27.678	(130.7)	40.630	47.281	42.968	<b>2'38.557</b>
9)	8.389	(272.0)	31.453	43.081	49.778	<b>2'12.701 B</b>	2)	9.384	(225.4)	31.691	41.669	41.839	<b>2'04.583</b>
10)	2'38.287	(162.1)	36.738	40.685	40.896	<b>4'36.606</b>	3)	9.283	(208.4)	31.857	40.957	40.982	<b>2'03.079</b>
11)	8.437	(261.5)	30.229	39.757	41.679	<b>2'00.102</b>	4)	9.291	(246.0)	30.991	40.316	40.758	<b>2'01.356</b>
12)	8.389	(266.6)	29.428	39.570	39.562	<b>1'56.949</b>	5)	9.250	(247.7)	30.949	40.597	44.166	<b>2'04.962</b>
13)	8.392	(267.9)	29.550	39.449	39.277	<b>1'56.668</b>	6)	9.313	(216.0)	30.878	39.764	40.963	<b>2'00.918</b>
							7)	9.420	(225.4)	33.033	42.146	52.504	<b>2'17.103 B</b>
							8)	2'16.985	(170.0)	32.806	39.719	40.801	<b>4'10.311</b>
							9)	9.180	(246.0)	29.823	38.658	39.305	<b>1'56.966</b>
							10)	9.239	(246.5)	29.826	38.864	38.857	<b>1'56.786</b>
							11)	9.262	(244.8)	29.914	39.006	38.789	<b>1'56.971</b>
							12)	9.122	(250.0)	30.545	39.975	38.974	<b>1'58.616</b>
							13)	9.215	(247.1)	29.937	38.782	38.762	<b>1'56.696</b>
							14)	9.194	(247.7)	29.837	38.900	38.359	<b>1'56.290</b>
<b>3 WRIGHT Jason</b> ITA							<b>15 PIERCY Mark</b> GBR						
L.T70 MK3B			RODR				L.T210			INVI			
1)	56.396	(121.2)	37.753	44.033	43.724	<b>3'01.906</b>	1)	50.628	(123.7)	41.925	47.067	44.096	<b>3'03.716</b>
2)	9.022	(244.3)	31.378	41.140	40.997	<b>2'02.537</b>	2)	9.269	(230.7)			42.259	<b>2'07.426</b>
3)	8.571	(259.6)	30.049	40.107	39.718	<b>1'58.445</b>	3)	9.398	(246.5)	31.162	41.826	41.007	<b>2'03.393</b>
4)	8.544	(267.3)	30.049	39.968	39.520	<b>1'58.081</b>	4)	9.165	(251.1)			40.262	<b>2'00.350</b>
5)	8.469	(267.3)	29.733	39.906	39.395	<b>1'57.503</b>	5)	9.265	(246.0)			39.768	<b>1'58.913</b>
6)	8.536	(247.1)	29.996	40.122	39.738	<b>1'58.392</b>	6)	9.241	(247.7)	30.860	41.226	40.360	<b>2'01.687</b>
7)	8.520	(267.3)	30.070	41.433	51.420	<b>2'11.443 B</b>	7)	9.282	(247.7)	29.993	41.289	47.135	<b>2'07.699 B</b>
8)				40.809	39.418	<b>6'42.021</b>	8)	2'14.529	(180.0)	34.288	41.388	40.233	<b>4'10.438</b>
9)	8.397	(272.0)	29.128	39.915	40.487	<b>1'57.927</b>	9)	9.199	(248.8)	30.885	40.046	41.542	<b>2'01.672</b>
10)	8.414	(266.6)	29.939	39.297	39.242	<b>1'56.892</b>	10)	9.331	(244.8)			39.983	<b>1'59.464</b>
11)	8.466	(266.6)	30.317	39.631	39.263	<b>1'57.677</b>	11)	9.355	(244.3)			39.921	<b>1'59.994</b>
12)	8.491	(268.6)	29.346	39.358	39.464	<b>1'56.659</b>	12)	9.246	(250.0)	31.749	40.404	39.840	<b>2'01.239</b>
13)	8.493	(270.6)	29.058	39.954	39.313	<b>1'56.818</b>	13)	9.319	(245.4)			39.663	<b>1'59.260</b>
<b>4 O'CONNELL Martin</b> GBR							<b>19 OWEN Andrew</b> GBR						
C.B19			MARK				C.B8			INVI			
1)	3'18.480	(116.7)			59.486	<b>5'57.033</b>	1)	39.907	(121.2)			50.846	<b>3'11.449</b>
2)	9.190	(249.4)			40.097	<b>1'59.456</b>							
3)	8.950	(256.5)			39.312	<b>1'58.395</b>							
4)	8.946	(256.5)			39.146	<b>1'56.830</b>							
5)	9.428	(152.5)			47.385	<b>2'29.587</b>							
6)	9.051	(253.5)			39.080	<b>1'56.732</b>							
7)	9.000	(254.7)			38.736	<b>1'56.278</b>							

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
2)	10.419	(169.0)	38.307	48.639	48.216	<b>2'25.581</b>	7)	9.898	(232.2)	31.678	41.557	42.258	<b>2'05.391</b>
3)	10.081	(190.4)			47.395	<b>2'23.918</b>	8)	9.802	(232.7)	32.020	44.201	42.484	<b>2'08.507</b>
4)	10.190	(187.1)			47.408	<b>2'25.428</b>	9)	9.814	(232.2)	32.040	41.509	42.025	<b>2'05.388</b>
5)	9.990	(196.3)	35.327	47.103	46.636	<b>2'19.056</b>	10)	9.797	(235.2)	31.782	41.718	42.648	<b>2'05.945</b>
6)	10.098	(202.2)			48.073	<b>2'20.303</b>	11)	9.893	(230.7)	31.936	41.871	42.210	<b>2'05.910</b>
7)	10.339	(191.4)	36.122	46.663	46.531	<b>2'19.655</b>	12)	9.912	(229.7)	32.089	42.116	42.957	<b>2'07.074</b>
8)	10.088	(197.4)	36.412	46.410	46.965	<b>2'19.875</b>	13)	9.951	(229.7)	32.052	42.342	42.360	<b>2'06.705</b>
9)	9.936	(201.1)	35.141	46.183	46.210	<b>2'17.470</b>	14)	9.919	(229.7)	35.107	44.287	43.255	<b>2'12.568</b>
10)	9.819	(206.8)			46.088	<b>2'15.479</b>	<hr/>						
11)	9.971	(210.1)			46.888	<b>2'17.582</b>	<b>25</b>	<b>GANS Michael</b>					SUI
12)	9.889	(207.2)			45.555	<b>2'16.047</b>	L.T290			MARK			
13)	9.851	(204.1)	34.558	44.686	45.151	<b>2'14.246</b>	<hr/>						
<hr/>							1)	1'15.540	(136.1)	40.422	46.376	43.805	<b>3'26.143</b>
<b>22</b>	<b>INCERTI Carlo</b>					ITA	2)	9.330	(238.9)	32.640	43.028	42.107	<b>2'07.105</b>
	M.L.M1B		HULM				3)	9.256	(246.0)			40.589	<b>2'01.887</b>
<hr/>							4)	9.069	(253.5)			40.370	<b>2'02.033</b>
1)	48.246	(135.8)	43.426	55.340	51.958	<b>3'18.970</b>	5)	9.090	(245.4)			40.076	<b>2'00.265</b>
2)	9.444	(187.8)	37.285	49.740	47.823	<b>2'24.292</b>	6)	9.141	(250.0)			40.957	<b>2'00.837</b>
3)	9.341	(181.8)	37.017	48.205	46.951	<b>2'21.514</b>	7)	9.128	(246.5)			40.430	<b>2'02.004</b>
4)	9.023	(196.0)	35.393	47.204	46.070	<b>2'17.690</b>	8)	9.227	(247.7)			40.239	<b>2'00.226</b>
5)	9.055	(214.7)	35.395	46.166	45.598	<b>2'16.214</b>	9)	9.187	(247.7)			41.351	<b>2'00.226</b>
6)	9.341	(184.9)	34.735	45.102	44.967	<b>2'14.145</b>	10)	9.082	(244.3)			40.515	<b>1'59.662</b>
7)	8.832	(220.4)	33.698	45.856	45.978	<b>2'14.364</b>	11)	9.077	(251.7)			39.694	<b>1'59.340</b>
8)	9.118	(191.1)	35.573	45.942	46.301	<b>2'16.934</b>	12)	9.082	(251.7)	30.509	40.363	39.916	<b>1'59.870</b>
9)	8.852	(220.4)	33.976	45.333	46.481	<b>2'14.642</b>	13)	8.979	(252.9)	29.967	39.550	39.608	<b>1'58.104</b>
10)	8.715	(228.3)	33.473	44.467	44.564	<b>2'11.219</b>	14)	9.091	(251.1)	29.890	39.483	39.558	<b>1'58.022</b>
11)	8.829	(197.0)	33.247	44.657	44.038	<b>2'10.771</b>	15)	9.023	(254.7)	29.636	39.365	39.751	<b>1'57.775</b>
12)	8.692	(229.2)	32.462	54.973	58.953	<b>2'35.080</b>	<hr/>						
13)	9.154	(195.6)	34.163	46.556	46.317	<b>2'16.190</b>	<b>29</b>	<b>AHLERS Keith</b>					GBR
<hr/>							C.M.K.C.			HULM			
<b>23</b>	<b>MONTEVERDE Carlos</b>					BRA	1)	25.438	(146.7)	39.218	44.766	43.303	<b>2'32.725</b>
	L.T70 MK3B		RODR				2)	8.678	(238.4)	32.249	42.185	41.874	<b>2'04.986</b>
<hr/>							3)	8.584	(250.0)	31.321	41.416	41.447	<b>2'02.768</b>
1)	15.570	(148.9)	36.672	42.510	40.724	<b>2'15.476</b>	4)	8.580	(266.6)	30.835	41.759	41.618	<b>2'02.792</b>
2)				46.572	40.389	<b>2'11.220</b>	5)	8.614	(240.5)	31.487	41.960	43.158	<b>2'05.219</b>
3)				39.944	39.305	<b>1'57.733</b>	6)	8.629	(251.7)	31.102	41.515	41.796	<b>2'03.042</b>
4)				42.342	47.276	<b>2'13.829</b> B	7)	9.660	(175.0)	38.610	48.176	53.821	<b>2'30.267</b> B
5)	2'38.934	(162.4)	37.054	42.541	39.696	<b>4'38.225</b>	8)	3'35.006	(144.0)	40.879	48.532	46.208	<b>5'50.625</b>
6)	8.517	(95.8)	30.836			<b>1'59.440</b>	9)	8.859	(231.2)	34.081	44.645	44.012	<b>2'11.597</b>
7)				40.799	39.995	<b>1'59.464</b>	10)	8.777	(241.6)	33.163	43.651	43.890	<b>2'09.481</b>
8)	8.588	(160.9)	30.395	41.046	40.368	<b>2'00.397</b>	11)	8.775	(250.5)	33.568	44.930	44.156	<b>2'11.429</b>
9)				44.691	50.522	<b>2'22.397</b> B	12)	8.719	(253.5)	32.648	51.665	45.362	<b>2'18.394</b>
<hr/>							<hr/>						
<b>24</b>	<b>NEWALL Andrew</b>					GBR	<b>39</b>	<b>TAYLOR Daryl</b>					GBR
	C.B8		BONN				C.B8			INVI			
<hr/>							<hr/>						
1)	16.324	(155.8)	37.103	43.654	42.879	<b>2'19.960</b>	1)	33.671	(119.8)	42.304	53.498	55.803	<b>3'05.276</b> B
2)	9.784	(234.2)	32.529	42.871	42.720	<b>2'07.904</b>	2)	1'11.258	(159.5)	35.963	46.177	44.369	<b>3'17.767</b>
3)	9.816	(232.7)	32.372	42.187	42.280	<b>2'06.655</b>	3)	9.756	(234.2)	34.579	45.437	44.901	<b>2'14.673</b>
4)	9.852	(232.7)	32.337	42.157	42.276	<b>2'06.622</b>	4)	9.806	(233.2)	33.164	44.470	44.796	<b>2'12.236</b>
5)	9.793	(233.2)	32.024	41.985	49.362	<b>2'13.164</b>	5)	9.802	(234.7)	33.070	43.166	43.920	<b>2'09.958</b>
6)	9.707	(228.8)	43.455	57.617	50.941	<b>2'41.720</b>	<hr/>						

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME							
6)	10.053	(232.2)	33.307	43.642	43.723	<b>2'10.725</b>	12)	9.684	(236.3)	31.926	41.991	42.577	<b>2'06.178</b>							
7)	9.781	(234.7)	32.724	44.439	43.771	<b>2'10.715</b>	13)	9.495	(223.6)	33.039	42.176	42.302	<b>2'07.012</b>							
8)	9.805	(230.7)	33.159	42.753	43.529	<b>2'09.246</b>														
9)	9.897	(214.7)	33.653	43.274	43.565	<b>2'10.389</b>														
10)	9.706	(235.2)	32.939	43.279	44.826	<b>2'10.750</b>	<b>51</b>	<b>COUSINS Richard</b>				GBR								
11)	9.770	(229.7)	33.263	53.847	53.323	<b>2'30.203</b> B	C.B23				INVI									
<b>45 HAMMOND Alec</b>							1)		31.533	(127.6)	38.014	46.726	43.426	<b>2'39.699</b>						
					GBR		2)		9.488	(229.7)	31.818	42.384	42.682	<b>2'06.372</b>						
C.B8			INVI			3)		9.451	(238.9)	31.655	42.179	41.377	<b>2'04.662</b>							
1)							34.770	(117.0)	42.076	54.220	59.092	<b>3'10.158</b> B	4)		9.405	(241.6)	31.118	41.944	41.617	<b>2'04.084</b>
2)							2'02.361	(154.5)	36.812	45.637	45.414	<b>4'10.224</b>	5)		9.427	(235.8)	31.422	41.991	41.944	<b>2'04.784</b>
3)							9.729	(225.4)	34.727	45.011	45.487	<b>2'14.954</b>	6)		9.393	(238.4)	31.347	42.770	41.241	<b>2'04.751</b>
4)							9.699	(233.2)	33.918	44.222	45.286	<b>2'13.125</b>	7)		9.397	(229.7)	31.701	42.140	44.266	<b>2'07.504</b> B
5)							9.633	(221.7)	33.549	43.680	47.884	<b>2'14.746</b> B	8)		1'49.676	(129.4)	40.415	45.283	49.444	<b>4'04.818</b> B
6)							1'11.407	(165.8)	35.277	44.401	44.128	<b>3'15.213</b>	9)		1'07.448	(160.9)	34.553	42.920	43.315	<b>3'08.236</b>
7)							9.733	(221.7)	34.213	43.717	44.538	<b>2'12.201</b>	10)		9.579	(238.9)	32.287	42.698	43.549	<b>2'08.113</b>
8)							9.730	(219.5)	34.523	43.706	43.422	<b>2'11.381</b>	11)		9.940	(229.2)			42.587	<b>2'08.378</b>
9)							9.473	(231.2)	34.491	44.135	44.300	<b>2'12.399</b>	12)		9.499	(238.9)	31.905	42.722	42.213	<b>2'06.339</b>
10)							9.525	(231.7)	32.640	43.482	43.528	<b>2'09.175</b>	13)		9.473	(243.2)	31.666	41.883	41.883	<b>2'04.905</b>
11)							9.586	(233.2)	32.770	44.164	43.927	<b>2'10.447</b>								
12)							9.693	(236.3)	32.550	43.468	43.584	<b>2'09.295</b>	<b>52</b>	<b>OLDERSHAW Robert</b>				GBR		
					GBR		L.T212				MARK									
<b>48 GIBSON Daniel</b>							1)						48.618	<b>3'01.545</b>						
L.T70 MK3B			RODR			2)		9.713	(210.5)	33.584	42.163	41.044	<b>2'06.504</b>							
1)							57.091	(126.1)	40.605	46.110	42.987	<b>3'06.793</b>	3)		9.271	(240.0)		42.137	<b>2'05.049</b>	
2)							9.286	(220.4)	34.780	44.104	41.454	<b>2'09.624</b>	4)		9.713	(204.1)		41.107	<b>2'04.935</b>	
3)							8.528	(245.4)	31.851	41.585	41.753	<b>2'03.717</b>	5)		9.417	(238.9)	31.516		<b>2'02.947</b>	
4)							8.670	(240.5)	31.848	41.342	40.940	<b>2'02.800</b>	6)						<b>2'02.564</b>	
5)							8.655	(260.2)	31.126	40.518	40.138	<b>2'00.437</b>	7)						<b>2'02.230</b>	
6)							8.609	(254.1)	31.032	40.674	45.295	<b>2'05.610</b> B	8)						<b>2'01.040</b>	
7)							2'16.109	(139.7)	37.247	41.973	41.274	<b>4'16.603</b>	9)						<b>4'09.448</b>	
8)							8.683	(261.5)	30.299	43.432	47.435	<b>2'09.849</b> B	10)						<b>2'01.994</b>	
9)							59.724	(193.8)	32.329	45.145	43.628	<b>3'00.826</b>	11)						<b>2'01.166</b>	
10)							8.691	(234.7)	31.349	39.833	39.754	<b>1'59.627</b>	12)						<b>2'00.579</b>	
11)							8.546	(264.7)	30.237	39.631	54.192	<b>2'12.606</b> B	13)						<b>1'59.482</b>	
12)													14)						<b>1'59.508</b>	
<b>49 SCHRYVER Michael</b>							1)													
C.B6			BONN			GBR		L.T210				MARK		USA						
1)							19.841	(125.2)	39.550	45.559	44.824	<b>2'29.774</b>	1)					<b>3'48.433</b>		
2)							9.725	(230.7)	34.507	43.613	43.803	<b>2'11.648</b>	2)					<b>2'17.324</b>		
3)							9.606	(228.3)	32.492	43.883	43.255	<b>2'09.236</b>	3)					<b>2'08.505</b>		
4)							9.664	(218.6)	32.693	42.430	43.094	<b>2'07.881</b>	4)					<b>2'07.129</b>		
5)							9.608	(231.7)	32.427	43.454	42.703	<b>2'08.192</b>	5)					<b>2'12.808</b>		
6)							9.580	(236.3)	36.569	44.613	48.194	<b>2'18.956</b> B	6)					<b>2'05.650</b>		
7)							2'45.562	(152.5)	35.631	43.526	43.597	<b>4'48.316</b>	7)					<b>2'07.492</b>		
8)							9.763	(219.9)	33.385	44.037	43.786	<b>2'10.971</b>	8)					<b>2'06.324</b>		
9)							9.607	(236.3)	32.399	42.609	42.719	<b>2'07.334</b>	9)					<b>2'06.286</b>		
10)							9.617	(237.8)	32.408	42.914	42.576	<b>2'07.515</b>	10)					<b>2'04.597</b>		
11)							9.697	(235.8)	31.991	42.671	42.449	<b>2'06.808</b>	11)					<b>2'04.677</b>		

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
12)						<b>2'05.683</b>							
13)						<b>2'05.206</b>	<b>72</b>	<b>BOOT Jamie</b>				GBR	
14)						<b>2'04.262</b>			C.B16		SIFF		
<b>65 BENNETT Laurie</b>													
					AUS								
					M.L.M1B	HULM							
1)	23.955	(141.5)	38.578	45.033	43.488	<b>2'31.054</b>	1)	1'11.689	(105.2)	48.291	55.538	52.837	<b>3'48.355</b>
2)	8.748	(214.7)	32.556	41.949	41.163	<b>2'04.416</b>	2)	12.154	(178.8)	36.853	47.103	45.558	<b>2'21.668</b>
3)	8.288	(272.7)	30.630	41.555	41.324	<b>2'01.797</b>	3)	10.192	(221.7)	34.535	44.793	44.291	<b>2'13.811</b>
4)	8.248	(262.1)	30.162	41.029	40.737	<b>2'00.176</b>	4)	10.176	(223.6)			44.394	<b>2'12.597</b>
5)	8.274	(266.0)	30.138	41.608	40.530	<b>2'00.550</b>	5)	10.262	(224.0)	33.718	43.928	43.896	<b>2'11.804</b>
6)	8.267	(254.1)	30.355	41.776	40.908	<b>2'01.306</b>	6)	10.190	(225.4)	33.360	44.352	43.660	<b>2'11.562</b>
7)	8.371	(242.1)	30.607	40.632	41.204	<b>2'00.814</b>	7)	10.240	(219.9)	33.958	43.628	43.786	<b>2'11.612</b>
8)	8.322	(237.8)	32.455	41.502	50.823	<b>2'13.102</b> B	8)	10.192	(225.0)	33.262	44.236	48.637	<b>2'16.327</b> B
							9)	2'42.710	(136.5)	35.578	44.112	44.319	<b>4'46.719</b>
							10)	10.303	(221.7)	33.409	43.476	43.685	<b>2'10.873</b>
							11)	10.275	(222.6)	33.175	55.793	44.960	<b>2'24.203</b>
							12)	10.151	(226.4)	33.428	44.375	44.408	<b>2'12.362</b>
<b>66 DONOVAN Mike</b>							<b>76 WRIGLEY Mike</b>						
					GBR								GBR
					L.T70 MK3B	RODR				C.B19			INVI
1)	14.674	(138.9)	36.375	42.425	40.466	<b>2'13.940</b>	1)	44.793	(131.5)	41.722	47.365	47.562	<b>3'01.442</b>
2)	8.461	(256.5)	31.372	40.778	40.374	<b>2'00.985</b>	2)	9.801	(213.8)	32.978	41.890	41.059	<b>2'05.728</b>
3)	8.448	(251.1)	30.506	42.033	39.750	<b>2'00.737</b>	3)	9.249	(246.0)	32.368	41.367	41.549	<b>2'04.533</b>
4)	8.406	(232.2)	31.160	40.146	39.278	<b>1'58.990</b>	4)	9.932	(188.4)	36.340	41.844	44.416	<b>2'12.532</b> B
5)	8.401	(271.3)	29.801	40.351	39.404	<b>1'57.957</b>	5)	2'22.908	(160.4)	33.331	41.104	40.481	<b>4'17.824</b>
6)	8.881	(195.6)	31.725	41.963	43.219	<b>2'05.788</b> B	6)	9.332	(241.0)	32.223	42.567	41.765	<b>2'05.887</b>
7)	2'49.870	(196.7)	30.863	41.644	39.582	<b>4'41.959</b>	7)	9.398	(243.7)	34.769	41.658	40.613	<b>2'06.438</b>
8)	9.473	(233.2)	30.641	40.261	39.939	<b>2'00.314</b>	8)	9.400	(241.6)	30.859	39.966	40.546	<b>2'00.771</b>
9)	8.357	(263.4)	29.598	40.646	39.377	<b>1'57.978</b>	9)	9.269	(246.0)	30.611	40.310	40.895	<b>2'01.085</b>
10)	8.416	(264.7)	29.396	40.363	39.536	<b>1'57.711</b>	10)	9.304	(244.3)	30.432	40.005	40.021	<b>1'59.762</b>
11)	8.436	(240.0)	29.820	41.087	39.180	<b>1'58.523</b>	11)	9.190	(244.8)	33.822	48.329	50.458	<b>2'21.799</b> B
12)	8.385	(262.1)	29.389	39.554	39.673	<b>1'57.001</b>							
13)	8.409	(238.4)	30.703	47.492	48.336	<b>2'14.940</b> B							
<b>67 BIANCO Maurizio</b>							<b>81 BEIGHTON Chris</b>						
					ITA								GBR
					C.B19	INVI				L.T70 MK3B			RODR
1)	1'07.698	(144.9)	40.102	46.025	45.775	<b>3'19.600</b>	1)	52.305	(127.5)	42.331	49.406	50.024	<b>3'14.066</b> B
2)	9.787	(236.3)	32.467	42.650	42.356	<b>2'07.260</b>	2)	55.015	(181.8)	33.222	41.160	40.365	<b>2'49.762</b>
3)	9.404	(243.7)	31.882	42.834	42.694	<b>2'06.814</b>	3)	8.644	(257.1)	30.552	39.597	39.685	<b>1'58.478</b>
4)	9.381	(244.8)	31.794	42.956	42.771	<b>2'06.902</b>	4)	8.534	(250.5)	31.789	41.875	39.625	<b>2'01.823</b>
5)	9.284	(246.0)	31.882	43.017	42.554	<b>2'06.737</b>	5)	8.648	(258.9)	29.706	39.681	39.301	<b>1'57.336</b>
6)	9.281	(244.8)	32.264	45.933	44.956	<b>2'12.434</b>	6)	8.667	(261.5)			39.592	<b>1'58.143</b>
7)	9.470	(242.1)	31.959	41.961	41.885	<b>2'05.275</b>	7)	8.663	(264.7)			39.065	<b>1'56.654</b>
8)	9.456	(241.6)	31.768	42.336	43.582	<b>2'07.142</b>	8)	8.531	(260.2)	30.213	39.983	39.598	<b>1'58.325</b>
9)	9.744	(229.2)	32.872	44.059	42.787	<b>2'09.462</b>	9)	8.664	(264.0)	29.525	39.349	38.909	<b>1'56.447</b>
10)	9.457	(241.6)	31.307	44.076	43.553	<b>2'08.393</b>	10)	8.539	(267.3)			40.131	<b>1'57.922</b>
11)	10.316	(214.2)	33.915	47.943	44.032	<b>2'16.206</b>	11)	8.580	(266.6)	29.386	39.411	41.685	<b>1'59.062</b>
12)	9.453	(242.1)	31.759	41.892	41.780	<b>2'04.884</b>	12)	8.694	(260.8)	30.365	39.543	39.095	<b>1'57.697</b>
13)	9.351	(233.7)	31.995	42.148	41.243	<b>2'04.737</b>	13)	8.443	(272.7)	38.548	39.995	49.063	<b>2'16.049</b>
14)	9.265	(245.4)	31.461	41.945	42.209	<b>2'04.880</b>	14)	8.597	(266.6)	29.376	39.539	40.559	<b>1'58.071</b>
							15)	8.658	(266.0)	29.332	39.341	38.627	<b>1'55.958</b>

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
<b>85 ASHWORTH Simon</b>							<b>99 GIBSON Paul</b>						
C.B16			SIFF		GBR		B.L.T70 MK3B			INVI		GBR	
1)	26.427	(144.7)			45.527	<b>2'42.037</b>	1)	46.097	(132.8)			44.567	<b>3'01.626</b>
2)	9.619	(237.3)	46.218	44.790	43.844	<b>2'24.471</b>	2)	9.074	(235.8)			40.573	<b>2'02.933</b>
3)	9.556	(237.3)			42.530	<b>2'10.874</b>	3)	8.566	(219.5)			39.897	<b>2'00.120</b>
4)	9.464	(242.6)	32.473	42.997	42.782	<b>2'07.716</b>	4)	8.477	(262.7)			39.085	<b>1'57.990</b>
5)	9.425	(246.0)	32.279	43.271	42.637	<b>2'07.612</b>	5)	8.439	(252.3)			39.412	<b>1'58.481</b>
6)	9.536	(235.8)			42.147	<b>2'08.113</b>	6)	8.686	(215.1)			39.238	<b>1'59.254</b>
7)	9.471	(242.6)			42.366	<b>2'06.925</b>	7)	8.474	(253.5)			42.682	<b>2'01.135</b>
8)	9.545	(240.5)	35.329	43.483	41.863	<b>2'10.220</b>	8)	8.630	(230.7)			39.559	<b>1'59.080</b>
9)	9.447	(243.7)			42.312	<b>2'16.212</b>	9)	8.480	(254.1)			39.203	<b>1'57.131</b>
10)	9.539	(240.0)	32.318	42.430	42.986	<b>2'07.273</b>	10)	8.537	(263.4)			39.256	<b>1'57.567</b>
11)	9.579	(239.4)			42.054	<b>2'06.394</b>	11)	8.548	(255.3)			39.039	<b>1'59.896</b>
12)	9.501	(241.6)			41.784	<b>2'06.471</b>	12)	8.601	(226.4)	29.991	39.293	39.287	<b>1'57.172</b>
13)	9.489	(243.7)			41.853	<b>2'05.937</b>	13)	8.554	(255.3)			39.301	<b>1'57.395</b>
14)	9.463	(244.3)			41.611	<b>2'05.632</b>	14)	8.474	(247.1)	29.761	39.423	40.270	<b>1'57.928</b>
<b>87 BLAIN Robert</b>							<b>111 CARLINO Rick</b>						
C.B31/36			INVI		USA		GRD S72			INVI		USA	
1)	43.938	(146.5)	42.475	51.714	47.615	<b>3'05.742</b>	1)	9.758	(205.3)	37.936	46.921	45.046	<b>3'19.379</b>
2)	9.921	(216.8)	34.675	46.430	45.065	<b>2'16.091</b>	2)	9.569	(213.4)	35.914	45.755	44.711	<b>2'15.949</b>
3)	9.466	(231.2)	32.729	43.469	43.912	<b>2'09.576</b>	3)	9.540	(237.8)	34.737	45.793	44.266	<b>2'14.336</b>
4)	9.407	(225.4)	32.746	43.424	43.046	<b>2'08.623</b>	4)	9.497	(230.7)	33.799	46.477	44.728	<b>2'14.501</b>
5)	9.249	(240.0)	32.056	42.331	42.654	<b>2'06.290</b>	5)	9.484	(225.9)	34.634	45.307	44.564	<b>2'13.989</b>
6)	9.406	(242.6)	32.435	41.928	49.045	<b>2'12.814 B</b>	6)	9.665	(209.7)	36.205	45.163	44.847	<b>2'15.880</b>
7)	3'37.295	(160.4)	34.674	1'13.701	53.319	<b>6'18.989 B</b>	7)	9.507	(233.2)	34.093	46.596	43.801	<b>2'13.997</b>
8)	7'47.065	(161.1)	35.239	45.576	46.275	<b>9'54.155</b>	8)	9.477	(237.8)	33.726	44.413	44.196	<b>2'11.812</b>
<b>89 BENEDINI Emanuele</b>							<b>117 JONES Howard</b>						
C.B16			SIFF		ITA		L.T70 MK1 S.			HULM		GBR	
1)	49.870	(127.0)	43.912	49.257	44.437	<b>3'07.476</b>	1)	1'01.890	(116.1)	52.976	1'01.690	59.439	<b>3'55.995</b>
2)	9.518	(226.4)	33.770	43.042	42.269	<b>2'08.599</b>	2)	14.396	(145.1)	36.847	43.593	42.302	<b>2'17.138</b>
3)	9.147	(230.7)	32.757	41.602	41.494	<b>2'05.000</b>	3)	8.279	(254.1)			41.489	<b>2'03.561</b>
4)	9.109	(233.2)	32.559	41.317	45.327	<b>2'08.312 B</b>	4)	8.356	(244.3)	31.197	42.215	41.475	<b>2'03.243</b>
5)	1'31.322	(150.4)	36.123	42.759	42.636	<b>3'32.840</b>	5)	8.245	(257.1)	31.417	41.221	40.764	<b>2'01.647</b>
6)	9.195	(250.0)	31.466	41.231	41.856	<b>2'03.748</b>							
7)	9.156	(250.0)	30.925	40.469	41.379	<b>2'01.929</b>							
8)	9.232	(226.4)	31.930	41.340	51.723	<b>2'14.225 B</b>							
9)	6'58.047	(174.1)	36.273	42.795	42.577	<b>8'59.692</b>							
10)	9.072	(254.1)	31.526	41.259	41.405	<b>2'03.262</b>							
<b>96 BEAUMONT Andrew</b>							<b>119 JONES Howard</b>						
M.L.M1B			HULM		GBR		L.T70 MK1 S.			HULM		GBR	
1)	39.215	(133.3)	41.607	51.643	48.654	<b>3'01.119</b>	1)	1'01.890	(116.1)	52.976	1'01.690	59.439	<b>3'55.995</b>
2)	9.770	(196.7)	36.240	44.265	42.778	<b>2'13.053</b>	2)	14.396	(145.1)	36.847	43.593	42.302	<b>2'17.138</b>
3)	8.450	(242.6)	32.694	42.155	43.296	<b>2'06.595</b>	3)	8.279	(254.1)			41.489	<b>2'03.561</b>
4)	8.834	(222.6)	32.832	44.081	42.327	<b>2'08.074</b>	4)	8.356	(244.3)	31.197	42.215	41.475	<b>2'03.243</b>
5)	8.533	(222.6)	32.621	41.848	41.781	<b>2'04.783</b>	5)	8.245	(257.1)	31.417	41.221	40.764	<b>2'01.647</b>

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
6)	8.545	(214.7)			40.610	<b>2'02.476</b>							
7)	8.478	(219.9)	33.139	41.064	48.235	<b>2'10.916</b> B							
8)	1'57.591	(140.2)			45.715	<b>4'07.649</b>							
9)	8.521	(212.1)	33.465	43.550	44.486	<b>2'10.022</b>							
10)	8.374	(239.4)	32.924	44.682	43.736	<b>2'09.716</b>							
11)	8.317	(242.1)	32.512	44.006	43.539	<b>2'08.374</b>							
12)	9.225	(196.3)	32.972	46.062	43.656	<b>2'11.915</b>							
13)	8.261	(241.0)	32.118	43.483	42.915	<b>2'06.777</b>							

**158 SCEMAMA Philippe**

SUI

C.S

INVI

1)	37.344	(139.1)	40.994	53.259	53.472	<b>3'05.069</b>
2)	10.193	(217.3)	34.434	45.988	45.297	<b>2'15.912</b>
3)	9.802	(233.2)	32.509	43.597	43.550	<b>2'09.458</b>
4)	9.764	(230.7)	32.284	45.376	50.239	<b>2'17.663</b> B
5)	1'20.550	(162.1)	36.188	43.741	43.348	<b>3'23.827</b>
6)	9.820	(232.7)	32.052	43.376	43.355	<b>2'08.603</b>
7)	9.782	(231.7)	32.237	42.518	43.329	<b>2'07.866</b>
8)	9.697	(216.0)	33.329	42.665	43.218	<b>2'08.909</b>
9)	9.717	(233.2)	32.242	42.979	43.159	<b>2'08.097</b>
10)	9.695	(233.2)	32.204	42.920	43.052	<b>2'07.871</b>
11)	9.638	(234.2)	31.949	42.857	43.752	<b>2'08.196</b>
12)	9.632	(235.8)	32.076	43.773	43.178	<b>2'08.659</b>
13)	9.751	(231.2)	32.121	42.320	43.277	<b>2'07.469</b>

**194 MACEDO SILVA Pedro**

POR

F.GT40

HULM

1)	1'09.098	(132.1)			47.163	<b>3'27.991</b>
2)	9.072	(209.7)	35.645	46.109	45.045	<b>2'15.871</b>
3)	9.191	(181.2)	35.917	45.500	44.614	<b>2'15.222</b>
4)	9.023	(228.8)	33.742	46.453	45.887	<b>2'15.105</b>
5)	9.169	(201.1)	34.342	44.831	44.536	<b>2'12.878</b>
6)	9.118	(214.2)	33.232	44.539	44.299	<b>2'11.188</b>
7)	9.077	(222.2)	33.929	44.870	44.526	<b>2'12.402</b>
8)	9.110	(223.6)	33.782	44.707	45.178	<b>2'12.777</b>
9)	9.293	(196.3)	48.034	1'12.759	1'14.863	<b>3'24.949</b> B

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward



62<sup>^</sup> COPPA INTEREUROPA STORICA  
FIA MASTERS HISTORIC SPORTS CAR  
FIA Master Historic



SPEEDS QUALIFYING

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	SPEED
1	23	<b>MONTEVERDE Carlos</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		Lola T70 MK3B	RODR		<b>413.7</b>
2	65	<b>BENNETT Laurie</b> (BENNETT Laurie)	AUS		McLaren M1B	HULM		<b>272.7</b>
3	81	<b>BEIGHTON Chris</b> (BEIGHTON Chris)	GBR		Lola T70 MK3B	RODR		<b>272.7</b>
4	1	<b>VOYAZIDES Leo</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		Lola T70 MK3B	RODR		<b>272.0</b>
5	3	<b>WRIGHT Jason</b> (WRIGHT Jason)	ITA		Lola T70 MK3B	RODR		<b>272.0</b>
6	66	<b>DONOVAN Mike</b> (DONOVAN Mike)	GBR		Lola T70 MK3B	RODR		<b>271.3</b>
7	29	<b>AHLERS Keith</b> (AHLERS Keith - BELLINGER James)	GBR		Cooper Monaco King C	HULM		<b>266.6</b>
8	48	<b>GIBSON Daniel</b> (GIBSON Daniel)	GBR		Lola T70 MK3B	RODR		<b>264.7</b>
9	99	<b>GIBSON Paul</b> (GIBSON Paul)	GBR		Broadley Lola T70 MK	INVI		<b>263.4</b>
10	117	<b>JONES Howard</b> (JONES Howard - ADAMS Nick)	GBR		Lola T70 MK1 Spyder	HULM		<b>257.1</b>
11	4	<b>O'CONNELL Martin</b> (O'CONNELL Martin - KILKALDY Andrew)	GBR		Chevron B19	MARK		<b>256.5</b>
12	25	<b>GANS Michael</b> (GANS Michael - WOLFE Andy)	SUI		Lola T290	MARK		<b>254.7</b>
13	89	<b>BENEDINI Emanuele</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		Chevron B16	SIFF		<b>254.1</b>
14	96	<b>BEAUMONT Andrew</b> (BEAUMONT Andrew)	GBR		McLaren M1B	HULM		<b>251.7</b>
15	15	<b>PIERCY Mark</b> (PIERCY Mark)	GBR		Lola T210	INVI		<b>251.1</b>
16	9	<b>SMITH-HILLIARD Max</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		Chevron B19	MARK		<b>250.0</b>
17	67	<b>BIANCO Maurizio</b> (BIANCO Maurizio)	ITA		Chevron B19	INVI		<b>246.0</b>
18	76	<b>WRIGLEY Mike</b> (WRIGLEY Mike)	GBR		Chevron B19	INVI		<b>246.0</b>
19	85	<b>ASHWORTH Simon</b> (ASHWORTH Simon)	GBR		Chevron B16	SIFF		<b>246.0</b>
20	51	<b>COUSINS Richard</b> (COUSINS Richard - HART Steven)	GBR		Chevron B23	INVI		<b>243.2</b>
21	87	<b>BLAIN Robert</b> (BLAIN Robert)	USA		Chevron B31/36	INVI		<b>242.6</b>
22	52	<b>OLDERSHAW Robert</b> (OLDERSHAW Robert)	GBR		Lola T212	MARK		<b>240.0</b>
23	111	<b>CARLINO Rick</b> (CARLINO Rick)	USA		GRD S72	INVI		<b>239.4</b>

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	SPEED
24	49	<b>SCHRYVER Michael</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		Chevron B6	BONN		<b>237.8</b>
25	45	<b>HAMMOND Alec</b> (HAMMOND Alec)	GBR		Chevron B8	INVI		<b>236.3</b>
26	158	<b>SCEMAMA Philippe</b> (SCEMAMA Philippe)	SUI		Crossle 9S	INVI		<b>235.8</b>
27	24	<b>NEWALL Andrew</b> (NEWALL Andrew)	GBR		Chevron B8	BONN		<b>235.2</b>
28	39	<b>TAYLOR Daryl</b> (TAYLOR Daryl)	GBR		Chevron B8	INVI		<b>235.2</b>
29	22	<b>INCERTI Carlo</b> (INCERTI Carlo)	ITA		McLaren M1B	HULM		<b>229.2</b>
30	194	<b>MACEDO SILVA Pedro</b> (MACEDO SILVA Pedro - Macedo Silva Rui)	POR		Ford GT40	HULM		<b>228.8</b>
31	72	<b>BOOT Jamie</b> (BOOT Jamie)	GBR		Chevron B16	SIFF		<b>226.4</b>
32	19	<b>OWEN Andrew</b> (OWEN Andrew - OWEN Mark)	GBR		Chevron B8	INVI		<b>210.1</b>
33	8	<b>MEINS Richard</b> (MEINS Richard)	GBR		Lola T70 MK3B	RODR		<b>132.3</b>

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward

START ( 9:00) 9:00

END ( 9:30) 9:32





62<sup>^</sup> COPPA INTEREUROPA STORICA  
FIA MASTERS HISTORIC SPORTS CAR  
FIA Master Historic



FINAL QUALIFYING PRACTICES

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TEMPO	GAP	PEN	LAP
1	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		Lola T70 MK3B	RODR		<b>1'54.301</b>		182.455	12
2	81	<b>BEIGHTON C.</b> (BEIGHTON Chris)	GBR		Lola T70 MK3B	RODR		<b>1'55.958</b>	1.657	179.847	14
3	4	<b>O'CONNELL M.</b> (O'CONNELL Martin - KILKALDY Andrew)	GBR		Chevron B19	MARK		<b>1'56.278</b>	1.977	179.352	6
4	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		Chevron B19	MARK		<b>1'56.290</b>	1.989	179.334	13
5	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		Lola T70 MK3B	RODR		<b>1'56.659</b>	2.358	178.767	12
6	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		Lola T70 MK3B	RODR		<b>1'57.001</b>	2.700	178.244	12
7	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		Lola T70 MK3B	RODR		<b>1'57.733</b>	3.432	177.136	8
8	25	<b>GANS M.</b> (GANS Michael - WOLFE Andy)	SUI		Lola T290	MARK		<b>1'57.775</b>	3.474	177.073	14
9	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		Lola T210	INVI		<b>1'58.913</b>	4.612	175.378	12
10	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		Lola T212	MARK		<b>1'59.482</b>	5.181	174.543	13
11	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		Chevron B19	INVI		<b>1'59.762</b>	5.461	174.135	10
12	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		McLaren M1B	RODR		<b>2'00.176</b>	5.875	173.535	7
13	117	<b>JONES H.</b> (JONES Howard - ADAMS Nick)	GBR		Lola T70 MK1 Spyder	HULM		<b>2'01.647</b>	7.346	171.437	12
14	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		Chevron B16	SIFF		<b>2'01.929</b>	7.628	171.040	9
15	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		Cooper Monaco King C	HULM		<b>2'02.768</b>	8.467	169.871	11
16	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		McLaren M1B	RODR		<b>2'03.619</b>	9.318	168.702	12
17	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		Chevron B23	INVI		<b>2'04.084</b>	9.783	168.070	12
18	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		Lola T210	MARK		<b>2'04.262</b>	9.961	167.829	13
19	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		Chevron B19	INVI		<b>2'04.737</b>	10.436	167.190	13
20	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		Chevron B8	BONN		<b>2'05.388</b>	11.087	166.322	13
21	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		Chevron B16	SIFF		<b>2'05.632</b>	11.331	165.999	13
22	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		Chevron B6	BONN		<b>2'06.178</b>	11.877	165.280	12
23	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		Chevron B31/36	INVI		<b>2'06.290</b>	11.989	165.134	7
24	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		Crossle 9S	INVI		<b>2'07.469</b>	13.168	163.606	12
25	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		Chevron B8	INVI		<b>2'09.175</b>	14.874	161.446	11

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TEMPO	GAP	PEN	LAP
26	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		Chevron B8	INVI		<b>2'09.246</b>	14.945	161.357	10
27	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		<b>2'10.251</b>	15.950	160.112	11
28	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		McLaren M1B	HULM		<b>2'10.771</b>	16.470	159.475	12
29	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		Chevron B16	SIFF		<b>2'10.873</b>	16.572	159.351	11
30	194	<b>MACEDO SILVA P.</b> (MACEDO SILVA Pedro - Macedo Silva Rui)	POR		Ford GT40	HULM		<b>2'11.188</b>	16.887	158.968	8
31	19	<b>OWEN A.</b> (OWEN Andrew - OWEN Mark)	GBR		Chevron B8	INVI		<b>2'14.246</b>	19.945	155.347	12

NOT QUALIFIED

NQ	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		Broadley Lola T70 MK	INVI		<b>1'57.131</b>	2.830	178.046	14
NQ	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		Lola T70 MK3B	RODR		<b>1'59.627</b>	5.326	174.331	10

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio  
Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward  
Driver n°48 exclude by stewards decision n°12  
Driver n°99 exclude by stewards decision n°13

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward

START ( 9:00) 9:00

END ( 9:30) 9:32



62<sup>^</sup> COPPA INTEREUROPA STORICA  
FIA MASTERS HISTORIC SPORTS CAR  
FIA Master Historic



PROVISIONAL QUALIFYING PRACTICES

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TEMPO	GAP	PEN	LAP
1	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		Lola T70 MK3B	RODR		<b>1'54.301</b>		182.455	12
2	81	<b>BEIGHTON C.</b> (BEIGHTON Chris)	GBR		Lola T70 MK3B	RODR		<b>1'55.958</b>	1.657	179.847	14
3	4	<b>O'CONNELL M.</b> (O'CONNELL Martin - KILKALDY Andrew)	GBR		Chevron B19	MARK		<b>1'56.278</b>	1.977	179.352	6
4	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		Chevron B19	MARK		<b>1'56.290</b>	1.989	179.334	13
5	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		Lola T70 MK3B	RODR		<b>1'56.659</b>	2.358	178.767	12
6	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		Lola T70 MK3B	RODR		<b>1'57.001</b>	2.700	178.244	12
7	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		Lola T70 MK3B	RODR		<b>1'57.733</b>	3.432	177.136	8
8	25	<b>GANS M.</b> (GANS Michael - WOLFE Andy)	SUI		Lola T290	MARK		<b>1'57.775</b>	3.474	177.073	14
9	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		Lola T210	INVI		<b>1'58.913</b>	4.612	175.378	12
10	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		Lola T212	MARK		<b>1'59.482</b>	5.181	174.543	13
11	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		Chevron B19	INVI		<b>1'59.762</b>	5.461	174.135	10
12	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		McLaren M1B	HULM		<b>2'00.176</b>	5.875	173.535	7
13	117	<b>JONES H.</b> (JONES Howard - ADAMS Nick)	GBR		Lola T70 MK1 Spyder	HULM		<b>2'01.647</b>	7.346	171.437	12
14	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		Chevron B16	SIFF		<b>2'01.929</b>	7.628	171.040	9
15	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		Cooper Monaco King C	HULM		<b>2'02.768</b>	8.467	169.871	11
16	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		McLaren M1B	HULM		<b>2'03.619</b>	9.318	168.702	12
17	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		Chevron B23	INVI		<b>2'04.084</b>	9.783	168.070	12
18	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		Lola T210	MARK		<b>2'04.262</b>	9.961	167.829	13
19	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		Chevron B19	INVI		<b>2'04.737</b>	10.436	167.190	13
20	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		Chevron B8	BONN		<b>2'05.388</b>	11.087	166.322	13
21	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		Chevron B16	SIFF		<b>2'05.632</b>	11.331	165.999	13
22	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		Chevron B6	BONN		<b>2'06.178</b>	11.877	165.280	12
23	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		Chevron B31/36	INVI		<b>2'06.290</b>	11.989	165.134	7
24	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		Crossle 9S	INVI		<b>2'07.469</b>	13.168	163.606	12
25	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		Chevron B8	INVI		<b>2'09.175</b>	14.874	161.446	11

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TEMPO	GAP	PEN	LAP
26	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		Chevron B8	INVI		<b>2'09.246</b>	14.945	161.357	10
27	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		<b>2'10.251</b>	15.950	160.112	11
28	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		McLaren M1B	HULM		<b>2'10.771</b>	16.470	159.475	12
29	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		Chevron B16	SIFF		<b>2'10.873</b>	16.572	159.351	11
30	194	<b>MACEDO SILVA P.</b> (MACEDO SILVA Pedro - Macedo Silva Rui)	POR		Ford GT40	HULM		<b>2'11.188</b>	16.887	158.968	8
31	19	<b>OWEN A.</b> (OWEN Andrew - OWEN Mark)	GBR		Chevron B8	INVI		<b>2'14.246</b>	19.945	155.347	12

NOT QUALIFIED

NQ	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		Broadley Lola T70 MK	INVI		<b>1'57.131</b>	2.830	178.046	14
NQ	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		Lola T70 MK3B	RODR		<b>1'59.627</b>	5.326	174.331	10

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio  
Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward  
Driver n°48 exclude by stewards decision n°12  
Driver n°99 exclude by stewards decision n°13

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward

START ( 9:00) 9:00

END ( 9:30) 9:32



62<sup>^</sup> COPPA INTEREUROPA STORICA  
FIA MASTERS HISTORIC SPORTS CAR  
FIA Master Historic



PROVISIONAL RESULTS QUALIFYING

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TIME	GAP	LAP/TOT	AVG	2nd	B.L.
1	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		Lola T70 MK3B	RODR		<b>1'54.301</b>		6/12	182.455	1'54.497	
2	81	<b>BEIGHTON C.</b> (BEIGHTON Chris)	GBR		Lola T70 MK3B	RODR		<b>1'55.958</b>	1.657	14/14	179.847	1'56.447	
3	4	<b>O'CONNELL M.</b> (O'CONNELL Martin - KilkALDY Andrew)	GBR		Chevron B19	MARK		<b>1'56.278</b>	1.977	6/6	179.352	1'56.732	
4	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		Chevron B19	MARK		<b>1'56.290</b>	1.989	13/13	179.334	1'56.696	
5	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		Lola T70 MK3B	RODR		<b>1'56.659</b>	2.358	11/12	178.767	1'56.818	
6	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		Lola T70 MK3B	RODR		<b>1'57.001</b>	2.700	11/12	178.244	1'57.711	
7	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		Broadley Lola T70	INVI		<b>1'57.131</b>	2.830	8/14	178.046	1'57.172	
8	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		Lola T70 MK3B	RODR		<b>1'57.733</b>	3.432	2/8	177.136	1'59.440	
9	25	<b>GANS M.</b> (GANS Michael - WOLFE Andy)	SUI		Lola T290	MARK		<b>1'57.775</b>	3.474	14/14	177.073	1'58.022	
10	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		Lola T210	INVI		<b>1'58.913</b>	4.612	4/12	175.378	1'59.260	
11	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		Lola T212	MARK		<b>1'59.482</b>	5.181	12/13	174.543	1'59.508	
12	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		Lola T70 MK3B	RODR		<b>1'59.627</b>	5.326	9/10	174.331	2'00.437	
13	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		Chevron B19	INVI		<b>1'59.762</b>	5.461	9/10	174.135	2'00.771	
14	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		McLaren M1B	HULM		<b>2'00.176</b>	5.875	3/7	173.535	2'00.550	
15	117	<b>JONES H.</b> (JONES Howard - ADAMS Nick)	GBR		Lola T70 MK1 Spyd	HULM		<b>2'01.647</b>	7.346	4/12	171.437	2'02.476	
16	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		Chevron B16	SIFF		<b>2'01.929</b>	7.628	6/9	171.040	2'03.262	
17	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		Cooper Monaco Kin	HULM		<b>2'02.768</b>	8.467	2/11	169.871	2'02.792	
18	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		McLaren M1B	HULM		<b>2'03.619</b>	9.318	10/12	168.702	2'04.221	
19	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		Chevron B23	INVI		<b>2'04.084</b>	9.783	3/12	168.070	2'04.662	
20	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		Lola T210	MARK		<b>2'04.262</b>	9.961	13/13	167.829	2'04.597	
21	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		Chevron B19	INVI		<b>2'04.737</b>	10.436	12/13	167.190	2'04.880	
22	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		Chevron B8	BONN		<b>2'05.388</b>	11.087	8/13	166.322	2'05.391	
23	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		Chevron B16	SIFF		<b>2'05.632</b>	11.331	13/13	165.999	2'05.937	
24	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		Chevron B6	BONN		<b>2'06.178</b>	11.877	11/12	165.280	2'06.808	
25	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		Chevron B31/36	INVI		<b>2'06.290</b>	11.989	4/7	165.134	2'08.623	

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TIME	GAP	LAP/TOT	AVG	2nd	B.L.
26	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		Crossle 9S	INVI		<b>2'07.469</b>	13.168	12/12	163.606	2'07.866	
27	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		Chevron B8	INVI		<b>2'09.175</b>	14.874	9/11	161.446	2'09.295	
28	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		Chevron B8	INVI		<b>2'09.246</b>	14.945	7/10	161.357	2'09.958	
29	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		<b>2'10.251</b>	15.950	11/11	160.112	2'10.390	
30	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		McLaren M1B	HULM		<b>2'10.771</b>	16.470	10/12	159.475	2'11.219	
31	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		Chevron B16	SIFF		<b>2'10.873</b>	16.572	9/11	159.351	2'11.562	
32	194	<b>MACEDO SILVA P.</b> (MACEDO SILVA Pedro - Macedo Silva Rui)	POR		Ford GT40	HULM		<b>2'11.188</b>	16.887	5/8	158.968	2'12.402	
33	19	<b>OWEN A.</b> (OWEN Andrew - OWEN Mark)	GBR		Chevron B8	INVI		<b>2'14.246</b>	19.945	12/12	155.347	2'15.479	

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward

START ( 9:00) 9:00

END ( 9:30) 9:32



# 62<sup>a</sup> COPPA INTEREUROPA STORICA

## FIA MASTERS HISTORIC SPORTS CAR

### FIA Master Historic



#### CHRONOLOGICAL ANALYSIS RACE 1

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	
<b>1 VOYAZIDES Leo</b>							<b>3)</b> 8.986 (254.7) 30.151 39.279 39.585 <b>1'58.001</b> p1							
					GRE		<b>4)</b> 8.922 (258.3) 30.023 39.384 39.274 <b>1'57.603</b> p1							
L.T70 MK3B				RODR			<b>5)</b> 8.931 (257.7) 38.789 <b>1'56.929</b> p1							
<b>6)</b> 8.907 (257.7) 39.000 <b>1'57.095</b> p1							<b>6)</b> 8.911 (259.6) 29.980 39.910 39.223 <b>1'58.024</b> p1							
1)				41.172	40.440	<b>1'58.354</b>	7)	8.911	(259.6)	29.980	39.910	39.223	<b>1'58.024</b>	p1
2)	8.479	(258.9)	29.935	41.396	39.322	<b>1'59.132</b>	8)	8.927	(258.9)			39.501	<b>1'57.454</b>	p1
3)	8.506	(260.8)	30.131	39.264	39.282	<b>1'57.183</b>	9)	8.937	(258.3)	30.278	40.227	39.597	<b>1'59.039</b>	p1
4)	8.490	(261.5)	29.676	39.496	39.444	<b>1'57.106</b>	10)	9.044	(255.3)	29.989	39.858	39.736	<b>1'58.627</b>	p1
5)	8.516	(266.6)	30.389	39.539	39.315	<b>1'57.759</b>	11)	9.003	(256.5)	29.992	39.113	39.527	<b>1'57.635</b>	p1
6)	8.479	(253.5)	30.229	39.349	39.120	<b>1'57.177</b>	12)	8.955	(257.7)	30.643	39.735	39.343	<b>1'58.676</b>	p1
7)	8.412	(264.7)	29.584	41.208	39.124	<b>1'58.328</b>	13)	8.899	(258.3)	29.771	39.527	39.618	<b>1'57.815</b>	p1
8)	8.479	(251.7)	29.917	39.684	39.019	<b>1'57.099</b>	14)	8.930	(255.9)	30.165	39.301	39.484	<b>1'57.880</b>	p1
9)	8.427	(252.9)	29.546	39.429	39.517	<b>1'56.919</b>	15)	8.795	(258.9)	30.399	39.485	39.603	<b>1'58.282</b>	p1
10)	8.494	(262.1)	30.145	39.225	39.469	<b>1'57.333</b>	16)	8.902	(251.1)	29.951	39.708	39.700	<b>1'58.261</b>	p1
11)	8.507	(254.7)	29.992	39.463	39.996	<b>1'57.958</b>	<b>9 SMITH-HILLIARD Max</b>							
12)	8.430	(255.9)	30.041	39.735	39.269	<b>1'57.475</b>						GBR		
13)	8.792	(249.4)	29.874	39.661	39.763	<b>1'58.090</b>	C.B19				MARK			
14)	8.367	(252.9)	29.728	40.730	39.847	<b>1'58.672</b>	<b>1)</b> 41.526 42.635 <b>2'04.322</b> p1							
15)	8.395	(247.1)	30.748	40.169	39.942	<b>1'59.254</b>	<b>2)</b> 9.530 (233.7) 32.300 41.825 41.367 <b>2'05.022</b> p1							
16)	8.440	(255.9)	29.828	39.823	40.011	<b>1'58.102</b>	<b>3)</b> 9.288 (234.7) 32.502 41.036 41.428 <b>2'04.254</b> p1							
<b>3 WRIGHT Jason</b>							<b>4)</b> 9.338 (232.2) 31.912 41.331 41.218 <b>2'03.799</b> p1							
					ITA		<b>5)</b> 9.359 (236.8) 31.610 41.443 41.092 <b>2'03.504</b> p1							
L.T70 MK3B				RODR			<b>6)</b> 9.314 (233.2) 31.619 40.768 40.702 <b>2'02.403</b> p1							
<b>1)</b> 40.346 40.328 <b>1'58.708</b> p1							<b>7)</b> 9.281 (241.6) 31.277 40.898 40.706 <b>2'02.162</b> p1							
2)	8.516	(264.7)	30.092	41.616	39.978	<b>2'00.202</b>	<b>8)</b> 9.288 (246.0) 31.374 40.768 41.038 <b>2'02.468</b> p1							
3)	8.485	(264.7)	30.320	40.045	40.231	<b>1'59.081</b>	<b>9)</b> 9.349 (217.3) 31.824 40.884 43.023 <b>2'05.080</b> p1							
4)	8.569	(267.3)	31.843	39.661	39.656	<b>1'59.729</b>	<b>10)</b> 9.260 (231.7) 31.405 41.800 40.625 <b>2'03.090</b> p1							
5)	8.554	(268.6)	29.875	39.838	39.310	<b>1'57.577</b>	<b>11)</b> 9.292 (244.3) 31.056 40.416 40.817 <b>2'01.581</b> p1							
6)	8.557	(266.0)	29.855	39.794	39.498	<b>1'57.704</b>	<b>12)</b> 9.244 (233.2) 31.687 40.348 40.963 <b>2'02.242</b> p1							
7)	8.516	(244.3)	30.313	40.276	40.006	<b>1'59.111</b>	<b>13)</b> 9.317 (236.3) 31.362 40.318 41.324 <b>2'02.321</b> p1							
8)	8.572	(267.9)	29.888	39.949	39.960	<b>1'58.369</b>	<b>14)</b> 9.223 (228.3) 32.329 40.078 40.697 <b>2'02.327</b> p1							
9)	8.555	(266.0)	29.619	39.662	39.573	<b>1'57.409</b>	<b>15)</b> 9.253 (235.8) 31.237 40.575 42.002 <b>2'03.067</b> p1							
10)	8.564	(267.9)	29.685	39.975	39.848	<b>1'58.072</b>	<b>16)</b> 9.306 (244.3) 31.187 40.139 40.305 <b>2'00.937</b> p1							
11)	8.551	(267.3)	29.467	39.692	39.961	<b>1'57.671</b>	<b>15 PIERCY Mark</b>							
12)	8.519	(268.6)	29.993	40.007	39.291	<b>1'57.810</b>						GBR		
13)	8.481	(270.6)	29.219	39.986	39.760	<b>1'57.446</b>	L.T210				INVI			
14)	8.498	(267.3)	29.689	40.038	40.061	<b>1'58.286</b>	<b>1)</b> 41.720 <b>2'03.627</b> p1							
15)	8.472	(247.1)			39.466	<b>1'58.387</b>	<b>2)</b> 9.598 (237.3) 30.695 40.547 40.718 <b>2'01.558</b> p1							
16)	8.447	(247.1)	30.059	39.922	39.690	<b>1'58.118</b>	<b>3)</b> 9.110 (252.9) 31.023 41.224 40.509 <b>2'01.866</b> p1							
<b>4 O'CONNELL Martin</b>							<b>4)</b> 9.095 (242.1) 30.693 40.770 39.813 <b>2'00.371</b> p1							
					GBR		<b>5)</b> 9.021 (248.2) 30.964 40.599 40.548 <b>2'01.132</b> p1							
C.B19				MARK			<b>6)</b> 9.147 (251.7) 30.503 40.127 40.985 <b>2'00.762</b> p1							
<b>1)</b> 40.363 39.565 <b>1'57.350</b> p1							<b>7)</b> 9.074 (254.1) 30.480 40.346 39.345 <b>1'59.245</b> p1							
2)	9.088	(251.1)	30.119	41.896	39.903	<b>2'01.006</b>								

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	
8)	9.034	(253.5)	32.250	41.607	40.844	<b>2'03.735</b> p1	4)	8.714	(234.2)	31.250	40.557	41.008	<b>2'01.529</b> p1	
9)	9.248	(248.8)	30.408	40.430	39.870	<b>1'59.956</b> p1	5)	8.650	(238.9)	31.018	41.277	40.548	<b>2'01.493</b> p1	
10)	9.227	(243.7)			40.029	<b>2'00.052</b> p1	6)	8.556	(234.2)	30.414	40.520	40.782	<b>2'00.272</b> p1	
11)	9.224	(244.8)	30.273	40.316	41.091	<b>2'00.904</b> p1	7)	8.619	(235.8)	30.721	40.417	40.917	<b>2'00.674</b> p1	
12)	9.132	(250.0)	29.970	41.063	39.813	<b>1'59.978</b> p1	<b>24 NEWALL Andrew</b>						GBR	
13)	9.231	(246.5)	30.535	40.437	40.727	<b>2'00.930</b> p1	C.B8			BONN				
14)	9.266	(247.7)	30.789	40.684	39.785	<b>2'00.524</b> p1	1)						42.909 42.026 <b>2'09.339</b> p1	
15)	9.151	(248.8)			39.495	<b>2'01.529</b> p1	2)						9.628 (236.3) 32.187 43.230 42.217 <b>2'07.262</b> p1	
16)	9.074	(252.9)	30.420	40.244	39.728	<b>1'59.466</b> p1	3)						9.663 (237.8) 32.129 42.710 42.238 <b>2'06.740</b> p1	
<b>19 OWEN Andrew</b>							GBR							
C.B8			INVI				1)							9.816 (227.3) 32.796 42.165 42.058 <b>2'06.835</b> p1
1)	10.987	(161.6)	42.516	49.469	45.668	<b>2'28.640</b> p1	2)						9.837 (232.7) 32.376 42.639 44.021 <b>2'08.873</b> p1	
2)	10.038	(190.4)	37.238	46.779	46.400	<b>2'20.455</b> p1	3)						9.844 (233.7) 32.107 42.594 42.315 <b>2'06.860</b> p1	
3)	10.097	(203.7)			46.397	<b>2'18.255</b> p1	4)						9.910 (230.7) 32.277 42.032 42.397 <b>2'06.616</b> p1	
4)	9.910	(199.2)			45.912	<b>2'17.183</b> p1	5)						9.922 (229.7) 31.987 42.285 42.341 <b>2'06.535</b> p1	
5)	9.984	(201.8)			46.317	<b>2'18.330</b> p1	6)						9.888 (231.7) 32.086 42.135 42.080 <b>2'06.189</b> p1	
6)	10.070	(216.0)			46.674	<b>2'19.590</b> p1	7)						9.926 (233.2) 32.067 41.879 42.912 <b>2'06.784</b> p1	
7)	9.960	(203.7)	34.581	45.797	45.819	<b>2'16.157</b> p1	8)						9.680 (237.3) 32.331 42.162 42.933 <b>2'07.106</b> p1	
8)	9.912	(212.1)			45.627	<b>2'15.729</b> p1	9)						9.760 (235.2) 32.510 41.807 42.769 <b>2'06.846</b> p1	
9)	9.710	(213.4)			46.296	<b>2'16.212</b> p1	10)						9.550 (238.9) 32.768 42.355 43.139 <b>2'07.812</b> p1	
10)	9.947	(218.6)			45.159	<b>2'15.046</b> p1	11)						9.915 (231.2) 31.999 44.775 42.298 <b>2'08.987</b> p1	
11)	9.846	(205.7)	34.058	45.051	45.817	<b>2'14.772</b> p1	<b>25 GANS Michael</b>						SUI	
12)	9.906	(198.8)	34.694	45.529	46.004	<b>2'16.133</b> p1	L.T290			MARK				
13)	9.808	(210.9)			45.628	<b>2'15.440</b> p1	1)						40.688 <b>2'03.774</b> p1	
14)	9.859	(227.8)			45.288	<b>2'16.295</b> p1	2)						9.286 (246.5) 30.689 40.487 40.553 <b>2'01.015</b> p1	
<b>22 INCERTI Carlo</b>							ITA							
M.L.M1B			HULM				3)							9.271 (247.1) 31.185 40.836 40.589 <b>2'01.881</b> p1
1)	10.055	(171.1)	41.517	48.048	48.078	<b>2'27.698</b> p1	4)						9.251 (247.7) 30.718 40.382 40.013 <b>2'00.364</b> p1	
2)	9.610	(185.5)	37.370	47.240	46.375	<b>2'20.595</b> p1	5)						9.164 (246.5) 30.926 40.452 40.400 <b>2'00.942</b> p1	
3)	9.043	(234.2)	34.715	47.763	45.844	<b>2'17.365</b> p1	6)						9.230 (247.7) 30.379 39.979 40.115 <b>1'59.703</b> p1	
4)	9.170	(187.1)	35.657	46.336	46.260	<b>2'17.423</b> p1	7)						9.189 (248.8) 30.396 39.872 39.981 <b>1'59.438</b> p1	
5)	9.142	(199.6)	35.030	46.313	45.076	<b>2'15.561</b> p1	8)						9.070 (251.1) 30.602 39.968 40.092 <b>1'59.732</b> p1	
6)	9.221	(179.1)	34.384	47.350	46.112	<b>2'17.067</b> p1	9)						9.172 (249.4) 30.294 39.926 39.691 <b>1'59.083</b> p1	
7)	9.313	(189.4)	34.544	46.775	46.456	<b>2'17.088</b> p1	10)						9.187 (248.2) 30.540 39.692 39.878 <b>1'59.297</b> p1	
8)	9.921	(183.3)	38.393	46.109	46.379	<b>2'20.802</b> p1	11)						9.133 (251.1) 30.456 39.533 40.387 <b>1'59.509</b> p1	
9)	9.613	(209.3)	33.955	45.146	44.746	<b>2'13.460</b> p1	12)						9.214 (248.8) 30.468 39.593 39.891 <b>1'59.166</b> p1	
10)	9.103	(211.7)	33.207	44.909	44.678	<b>2'11.897</b> p1	13)						9.176 (249.4) 40.165 <b>2'00.264</b> p1	
11)	9.186	(191.4)	34.983	44.400	46.688	<b>2'15.257</b> p1	14)						9.250 (247.1) 39.686 <b>1'59.560</b> p1	
12)	9.900	(210.1)	33.871	47.120	47.006	<b>2'17.897</b> p1	15)						9.219 (244.3) 40.358 <b>1'59.643</b> p1	
13)	9.800	(221.3)	37.720	44.829	44.682	<b>2'17.031</b> p1	16)						9.224 (248.2) 30.632 39.977 40.560 <b>2'00.393</b> p1	
14)	8.923	(223.1)	34.571	44.359	44.626	<b>2'12.479</b> p1	<b>29 AHLERS Keith</b>						GBR	
L.T70 MK3B			RODR				C.M.K.C.							HULM
1)	5'00.567	(183.9)	32.615	42.401	41.482	<b>6'57.065</b> p1	1)						42.458 42.355 <b>2'07.778</b> p1	
2)	8.636	(237.3)	32.231	40.885	41.391	<b>2'03.143</b> p1	2)						8.674 (229.2) 32.516 42.503 42.475 <b>2'06.168</b> p1	
3)	8.928	(219.5)	32.141	40.491	41.526	<b>2'03.086</b> p1	3)						8.684 (240.0) 31.530 42.062 42.221 <b>2'04.497</b> p1	
							4)						8.738 (233.7) 31.692 42.447 41.616 <b>2'04.493</b> p1	
							5)						8.676 (239.4) 31.454 43.843 43.212 <b>2'07.185</b> p1	



LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
6)	8.628	(241.6)	31.629	42.240	42.032	<b>2'04.529</b> p1							
7)	8.691	(240.5)	31.324	41.758	42.074	<b>2'03.847</b> p1	<b>49</b>	<b>SCHRYVER Michael</b>				GBR	
8)	8.685	(239.4)	31.607	41.835	45.495	<b>2'07.622</b> Bp1		C.B6			BONN		
<b>39</b>	<b>TAYLOR Daryl</b>					GBR	1)				44.261	43.699	<b>2'14.903</b> p1
	C.B8		INVI				2)	9.537	(223.1)	32.555	43.544	43.634	<b>2'09.270</b> p1
							3)	9.501	(240.0)	32.941	43.226	42.876	<b>2'08.544</b> p1
							4)	9.556	(238.4)	32.292	42.412	42.824	<b>2'07.084</b> p1
1)			44.997	44.409	44.409	<b>2'17.967</b> p1	5)	9.661	(224.0)	33.037	42.754	42.689	<b>2'08.141</b> p1
2)	9.769	(217.7)	33.420	43.446	43.917	<b>2'10.552</b> p1	6)	9.479	(220.4)	32.951	42.275	42.225	<b>2'06.930</b> p1
3)	9.765	(234.7)	33.360	43.182	44.013	<b>2'10.320</b> p1	7)	9.416	(241.0)	32.563	42.646	42.721	<b>2'07.346</b> p1
4)	9.745	(222.6)	35.102	46.435	51.167	<b>2'22.449</b> Bp1	8)	9.682	(235.2)	32.210	43.709	43.506	<b>2'09.107</b> p1
<b>45</b>	<b>HAMMOND Alec</b>					GBR	9)	9.658	(236.3)	32.266	42.223	42.415	<b>2'06.562</b> p1
	C.B8		INVI				10)	9.684	(234.7)	32.060	43.469	43.316	<b>2'08.529</b> p1
							11)	9.705	(233.2)	32.304	42.519	42.699	<b>2'07.227</b> p1
1)			47.575	45.877	45.877	<b>2'27.065</b> p1	12)	9.623	(230.2)	32.371	42.279	42.911	<b>2'07.184</b> p1
2)	9.744	(207.2)	34.093	44.680	44.655	<b>2'13.172</b> p1	13)	9.604	(236.8)	32.331	42.628	43.140	<b>2'07.703</b> p1
3)	9.762	(216.0)	33.916	44.275	44.268	<b>2'12.221</b> p1	14)	9.701	(234.2)	32.227	42.227	43.032	<b>2'07.187</b> p1
4)	9.768	(230.2)	33.306	44.210	44.119	<b>2'11.403</b> p1	15)	9.648	(236.3)	32.420	42.292	42.953	<b>2'07.313</b> p1
5)	9.683	(230.7)	33.621	45.016	43.834	<b>2'12.154</b> p1	<b>51</b>	<b>COUSINS Richard</b>				GBR	
6)	9.753	(233.2)	33.323	44.079	43.881	<b>2'11.036</b> p1		C.B23			INVI		
7)	9.752	(223.6)	33.056	43.570	44.004	<b>2'10.382</b> p1	1)				44.224	42.563	<b>2'10.572</b> p1
8)	9.751	(236.3)	32.996	44.542	43.402	<b>2'10.691</b> p1	2)	9.390	(234.7)	33.366	42.791	42.059	<b>2'07.606</b> p1
9)	9.676	(232.7)	33.254	43.731	43.421	<b>2'10.082</b> p1	3)	9.299	(246.0)	32.460	42.949	42.102	<b>2'06.810</b> p1
10)	9.703	(234.2)	32.908	44.500	43.483	<b>2'10.594</b> p1	4)	9.293	(244.3)	32.201	42.599	42.349	<b>2'06.442</b> p1
11)	9.620	(235.2)	33.032	43.456	43.163	<b>2'09.271</b> p1	5)	9.422	(241.6)	31.869	42.024	41.689	<b>2'05.004</b> p1
12)	9.666	(226.4)	33.478	42.972	44.409	<b>2'10.525</b> p1	6)	9.347	(243.2)	31.846	42.240	41.447	<b>2'04.880</b> p1
13)	9.677	(232.7)	32.742	43.192	44.176	<b>2'09.787</b> p1	7)	9.319	(243.2)	31.415	42.278	41.124	<b>2'04.136</b> p1
14)	9.580	(232.2)	34.211	44.524	42.988	<b>2'11.303</b> p1	8)	9.329	(244.8)	31.368	42.373	41.521	<b>2'04.591</b> p1
15)	9.532	(226.4)	32.709	42.955	44.320	<b>2'09.516</b> p1	9)	9.487	(242.1)	31.534	43.985	42.144	<b>2'07.150</b> p1
<b>48</b>	<b>GIBSON Daniel</b>					GBR	10)	9.435	(232.2)	32.190	42.217	41.784	<b>2'05.626</b> p1
	L.T70 MK3B		RODR				11)	9.600	(240.5)	32.968	44.689	41.166	<b>2'08.423</b> p1
							12)	9.467	(240.5)	31.619	43.037	43.138	<b>2'07.261</b> p1
1)	11.759	(154.5)	41.367	43.847	40.440	<b>2'17.413</b> p1	13)	9.437	(241.0)	31.788	44.034	42.434	<b>2'07.693</b> p1
2)	8.905	(206.1)			41.318	<b>2'04.181</b> p1	14)	9.424	(236.3)	39.277	41.814	41.636	<b>2'12.151</b> p1
3)	8.595	(236.3)	30.995	41.329	41.019	<b>2'01.938</b> p1	15)	9.449	(236.8)	31.634	43.796	42.730	<b>2'07.609</b> p1
4)	8.691	(237.8)	31.730	40.990	40.010	<b>2'01.421</b> p1	<b>52</b>	<b>OLDERSHAW Robert</b>				GBR	
5)	8.781	(219.0)	31.449	41.771	41.519	<b>2'03.520</b> p1		L.T212			MARK		
6)	8.699	(236.3)	30.981	41.081	40.812	<b>2'01.573</b> p1	1)				42.432	41.073	<b>2'04.236</b> p1
7)	8.645	(255.9)	30.690	40.177	39.825	<b>1'59.337</b> p1	2)	9.365	(235.8)	31.281	40.729	40.565	<b>2'01.940</b> p1
8)	8.676	(255.9)	30.807	39.639	40.008	<b>1'59.130</b> p1	3)	9.277	(243.7)	31.061	40.504	40.543	<b>2'01.385</b> p1
9)	8.653	(247.7)	30.785	40.031	44.715	<b>2'04.184</b> p1	4)	9.286	(244.3)	30.686	40.816	39.905	<b>2'00.693</b> p1
10)	8.968	(248.8)	30.910	40.025	41.243	<b>2'01.146</b> p1	5)	9.198	(242.1)	32.084	40.595	40.495	<b>2'02.372</b> p1
11)	8.797	(252.3)	31.768	39.875	40.031	<b>2'00.471</b> p1	6)	9.390	(239.4)	31.148	40.817	40.051	<b>2'01.406</b> p1
12)	8.717	(255.9)	30.752	39.673	39.633	<b>1'58.775</b> p1	7)	9.344	(243.2)	30.718	41.116	40.509	<b>2'01.687</b> p1
13)	8.748	(254.7)	31.083	41.599	40.625	<b>2'02.055</b> p1	8)	9.360	(235.8)	31.705	40.654	40.356	<b>2'02.075</b> p1
14)	8.735	(254.1)	31.444	39.850	42.137	<b>2'02.166</b> p1	9)	9.368	(231.2)	33.190	40.870	41.114	<b>2'04.542</b> p1
15)	8.810	(260.2)	30.951	39.896	40.182	<b>1'59.839</b> p1	10)	9.631	(235.2)	32.695	41.076	40.560	<b>2'03.962</b> p1
16)	8.849	(240.0)	31.618	39.800	40.545	<b>2'00.812</b> p1	11)	9.559	(237.3)	31.844	41.131	40.596	<b>2'03.130</b> p1

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
12)	9.535	(237.8)	31.578	40.989	40.526	<b>2'02.628</b> p1	5)	8.431	(245.4)	31.053	6'02.901	1'09.246	<b>7'51.631</b> Bp1
13)	9.457	(236.8)	31.933	41.449	41.252	<b>2'04.091</b> p1							
14)	9.546	(232.2)	32.583	40.415	41.034	<b>2'03.578</b> p1							
15)	9.403	(241.6)	31.321	40.431	40.356	<b>2'01.511</b> p1	<b>67</b>	<b>BIANCO Maurizio</b>				ITA	
16)	9.471	(239.4)	31.307	40.563	40.824	<b>2'02.165</b> p1		C.B19		INVI			
<b>57</b>	<b>ADELMAN Graham</b>				USA		1)				44.027	45.064	<b>2'14.433</b> p1
	L.T210		MARK				2)	9.423	(243.7)	31.856	43.725	41.851	<b>2'06.855</b> p1
							3)	9.468	(234.7)	32.282	42.171	41.751	<b>2'05.672</b> p1
1)				43.848	41.916	<b>2'10.649</b> p1	4)	9.436	(243.7)	31.504	42.196	42.016	<b>2'05.152</b> p1
2)	9.167	(237.8)	32.858	42.825	42.041	<b>2'06.891</b> p1	5)	9.309	(243.7)	32.117	41.959	41.635	<b>2'05.020</b> p1
3)	9.191	(226.4)	32.493	42.848	41.941	<b>2'06.473</b> p1	6)	9.350	(244.3)	31.664	42.103	41.683	<b>2'04.800</b> p1
4)	9.189	(246.5)	32.852	42.031	41.850	<b>2'05.922</b> p1	7)	9.280	(244.8)	31.576	42.343	41.434	<b>2'04.633</b> p1
5)	9.354	(234.7)	32.164	42.779	41.554	<b>2'05.851</b> p1	8)	9.347	(228.8)	31.953	44.319	42.064	<b>2'07.683</b> p1
6)	9.380	(240.5)	32.136	42.166	41.332	<b>2'05.014</b> p1	9)	9.397	(232.7)	32.356	43.661	42.474	<b>2'07.888</b> p1
7)	9.323	(241.6)	31.651	41.949	41.338	<b>2'04.261</b> p1	10)	9.490	(235.2)	31.909	42.307	42.036	<b>2'05.742</b> p1
8)	9.343	(243.2)	31.378	42.063	41.475	<b>2'04.259</b> p1	11)	9.475	(242.1)	31.674	42.317	41.569	<b>2'05.035</b> p1
9)	9.440	(240.5)	31.822	44.486	41.904	<b>2'07.652</b> p1	12)	9.396	(237.8)	31.487	42.051	42.570	<b>2'05.504</b> p1
10)	9.472	(238.9)	31.837	41.603	40.841	<b>2'03.753</b> p1	13)	9.465	(241.6)	31.747	42.780	42.246	<b>2'06.238</b> p1
11)	9.307	(237.3)	31.387	41.523	41.838	<b>2'04.055</b> p1	14)	9.456	(236.3)	32.190	42.709	42.153	<b>2'06.508</b> p1
12)	9.348	(242.6)	32.801	42.685	44.085	<b>2'08.919</b> p1	15)	9.415	(235.8)	31.729	42.917	42.179	<b>2'06.240</b> p1
13)	9.851	(225.4)	32.549	42.316	42.764	<b>2'07.480</b> p1	<b>72</b>	<b>BOOT Jamie</b>				GBR	
14)	9.497	(236.8)	32.112	42.390	42.192	<b>2'06.191</b> p1		C.B16		SIFF			
15)	9.672	(234.7)	31.842	42.301	42.152	<b>2'05.967</b> p1	1)	10.420	(160.4)	41.837	49.419	46.402	<b>2'28.078</b> p1
<b>65</b>	<b>BENNETT Laurie</b>				AUS		2)	10.113	(212.5)	34.375	44.220	44.296	<b>2'13.004</b> p1
	M.L.M1B		RODR				3)	10.167	(219.0)	34.067	44.203	44.315	<b>2'12.752</b> p1
1)					41.495	<b>2'05.178</b> p1	4)	10.220	(206.5)	34.971	43.737	44.578	<b>2'13.506</b> p1
2)	8.356	(241.6)			41.216	<b>2'02.462</b> p1	5)	10.257	(222.6)	34.054	43.882	43.991	<b>2'12.184</b> p1
3)	8.369	(226.8)	31.143	41.907	41.183	<b>2'02.602</b> p1	6)	10.270	(222.2)	33.532	43.788	43.896	<b>2'11.486</b> p1
4)	8.300	(239.4)	31.114	41.691	41.318	<b>2'02.423</b> p1	7)	10.293	(222.2)	33.347	43.634	43.728	<b>2'11.002</b> p1
5)	8.276	(241.6)	32.336	42.060	41.029	<b>2'03.701</b> p1	8)	10.312	(222.2)	33.330	43.334	44.220	<b>2'11.196</b> p1
6)	8.334	(246.5)	31.363	41.580	41.035	<b>2'02.312</b> p1	9)	10.281	(221.7)	33.319	43.365	44.103	<b>2'11.068</b> p1
7)	8.363	(238.9)	30.699	41.862	41.342	<b>2'02.266</b> p1	10)	10.330	(214.7)	33.786	43.191	44.070	<b>2'11.377</b> p1
8)	8.307	(260.2)	30.321	41.581	41.164	<b>2'01.373</b> p1	11)	10.194	(225.0)	33.384	43.483	43.799	<b>2'10.860</b> p1
9)	8.318	(241.0)			41.232	<b>2'02.872</b> p1	12)	10.373	(220.8)	33.528	44.122	46.019	<b>2'14.042</b> p1
10)	8.324	(251.1)	30.431	41.260	41.278	<b>2'01.293</b> p1	13)	10.342	(222.6)	33.346	43.589	44.481	<b>2'11.758</b> p1
11)	8.335	(239.4)	31.443	42.308	41.033	<b>2'03.119</b> p1	14)	10.339	(221.3)	33.567	43.403	44.543	<b>2'11.852</b> p1
12)	8.288	(249.4)	31.277	41.554	41.187	<b>2'02.306</b> p1	15)	10.381	(220.4)	33.255	43.531	44.456	<b>2'11.623</b> p1
13)	8.282	(246.5)	31.722	43.238	43.227	<b>2'06.469</b> p1	<b>76</b>	<b>WRIGLEY Mike</b>				GBR	
14)	8.349	(253.5)	31.150	41.824	41.506	<b>2'02.829</b> p1		C.B19		INVI			
15)	8.278	(244.3)	31.630	41.538	41.361	<b>2'02.807</b> p1	1)				42.569	41.778	<b>2'06.083</b> p1
16)	8.329	(250.0)	30.360	41.853	41.860	<b>2'02.402</b> p1	2)	9.110	(240.0)	31.608	41.452	41.460	<b>2'03.630</b> p1
<b>66</b>	<b>DONOVAN Mike</b>				GBR		3)	9.174	(247.1)	31.586	40.820	58.849	<b>2'20.429</b> Bp1
	L.T70 MK3B		RODR				<b>81</b>	<b>BEIGHTON Chris</b>				GBR	
1)				40.747	40.190	<b>1'59.805</b> p1		L.T70 MK3B		RODR			
2)	8.516	(270.0)	30.820	41.621	40.167	<b>2'01.124</b> p1	1)				41.421	41.166	<b>1'59.646</b> p1
3)	8.532	(243.2)	30.055	41.301	40.406	<b>2'00.294</b> p1							
4)	8.511	(264.7)	29.758	40.274	39.430	<b>1'57.973</b> p1							

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
2)	8.732	(264.7)	30.629	40.308	40.117	<b>1'59.786</b> p1							
3)	8.560	(265.3)			39.860	<b>1'58.549</b> p1							
4)	8.591	(267.3)	38.279	41.252	39.879	<b>2'08.001</b> p1	<b>89</b>	<b>BENEDINI Emanuele</b>			ITA		
5)	8.672	(263.4)	29.944	40.044	40.318	<b>1'58.978</b> p1		C.B16			SIFF		
6)	8.794	(260.2)	30.362	39.802	39.874	<b>1'58.832</b> p1							
7)	8.658	(264.0)	29.565	39.392	39.937	<b>1'57.552</b> p1	1)				43.229	42.118	<b>2'08.726</b> p1
8)	8.698	(263.4)	29.925	40.948	40.035	<b>1'59.606</b> p1	2)	9.230	(234.7)	32.058	42.397	42.641	<b>2'06.326</b> p1
9)	8.813	(260.2)	30.098	39.851	39.795	<b>1'58.557</b> p1	3)	9.280	(246.5)	32.195	42.157	42.403	<b>2'06.035</b> p1
10)	8.740	(260.8)	30.268	39.927	39.761	<b>1'58.696</b> p1							
11)	8.707	(262.1)	30.004	39.688	39.479	<b>1'57.878</b> p1	<b>96</b>	<b>BEAUMONT Andrew</b>			GBR		
12)	8.718	(262.1)	30.240	39.444	39.538	<b>1'57.940</b> p1		M.L.M1B			RODR		
13)	8.662	(263.4)	29.728	41.131	41.485	<b>2'01.006</b> p1							
14)	8.833	(255.9)	30.123	40.192	40.058	<b>1'59.206</b> p1							
15)	8.709	(263.4)	29.868	39.445	39.907	<b>1'57.929</b> p1	1)				44.129	42.972	<b>2'15.298</b> p1
16)	8.670	(264.7)	29.927	39.585	39.560	<b>1'57.742</b> p1	2)	9.824	(204.1)	32.796	43.798	42.233	<b>2'08.651</b> p1
							3)	8.674	(213.8)	33.485	43.130	41.502	<b>2'06.791</b> p1
							4)	8.545	(213.8)	32.959	42.043	43.715	<b>2'07.262</b> p1
							5)	8.440	(235.8)	31.911	40.826	41.791	<b>2'02.968</b> p1
							6)	8.613	(217.7)	32.279	41.727	41.911	<b>2'04.530</b> p1
							7)	8.480	(226.8)	31.576	41.411	41.088	<b>2'02.555</b> p1
							8)	8.512	(225.9)	32.195	41.505	41.029	<b>2'03.241</b> p1
							9)	8.326	(243.2)	32.264	43.970	41.497	<b>2'06.057</b> p1
							10)	8.374	(241.0)	31.530	41.191	41.520	<b>2'02.615</b> p1
							11)	8.354	(247.1)	30.968	40.760	40.918	<b>2'01.000</b> p1
							12)	8.448	(214.2)	32.057	41.433	43.340	<b>2'05.278</b> p1
							13)	8.917	(239.4)	31.729	41.879	44.085	<b>2'06.610</b> p1
							14)	9.059	(217.7)	33.201	42.868	43.332	<b>2'08.460</b> p1
							15)	8.480	(230.7)	31.638	44.964	42.492	<b>2'07.574</b> p1
							<b>99</b>	<b>GIBSON Paul</b>			GBR		
								B.L.T70 MK3B			INVI		
							1)	10.575	(180.6)	37.363	41.696	41.105	<b>2'10.739</b> p1
							2)	8.606	(225.0)			39.980	<b>2'01.580</b> p1
							3)	8.568	(229.7)			40.518	<b>2'01.072</b> p1
							4)	8.507	(257.1)			39.440	<b>1'58.618</b> p1
							5)	8.577	(233.7)			39.431	<b>1'58.779</b> p1
							6)	8.529	(251.1)	29.686	39.414	39.970	<b>1'57.599</b> p1
							7)	8.540	(243.2)			39.605	<b>1'58.774</b> p1
							8)	8.504	(246.0)			39.484	<b>1'58.203</b> p1
							9)	8.605	(242.6)			39.375	<b>1'57.835</b> p1
							10)	8.724	(217.3)	30.774	40.251	40.417	<b>2'00.166</b> p1
							11)	8.640	(251.7)			40.534	<b>1'59.740</b> p1
							12)	8.593	(255.3)			41.005	<b>2'00.067</b> p1
							13)	8.654	(244.8)	31.016	42.551	41.166	<b>2'03.387</b> p1
							14)	8.634	(236.8)	31.069	41.865	40.850	<b>2'02.418</b> p1
							15)	8.646	(244.3)	31.732	41.967	40.856	<b>2'03.201</b> p1
							16)	8.623	(252.9)	31.277	41.230	40.508	<b>2'01.638</b> p1
							<b>111</b>	<b>CARLINO Rick</b>			USA		
								GRD S72			INVI		
							1)	10.007	(169.2)	39.656	45.329	44.301	<b>2'19.293</b> p1
<b>85</b>	<b>ASHWORTH Simon</b>				GBR								
	C.B16		SIFF										
1)				43.709	44.300	<b>2'14.379</b> p1							
2)	9.414	(237.3)	32.861	43.324	42.553	<b>2'08.152</b> p1							
3)	9.398	(244.3)	32.405	43.221	41.968	<b>2'06.992</b> p1							
4)	9.482	(244.3)	32.447	42.722	43.956	<b>2'08.607</b> p1							
5)	9.536	(219.9)			42.331	<b>2'08.214</b> p1							
6)	9.561	(241.0)			41.745	<b>2'06.425</b> p1							
7)	9.500	(243.7)	32.061	42.241	41.638	<b>2'05.440</b> p1							
8)	9.485	(242.6)	32.244	41.941	41.658	<b>2'05.328</b> p1							
9)	9.485	(243.7)	31.863	42.228	41.687	<b>2'05.263</b> p1							
10)	9.390	(239.4)	32.075	41.994	41.925	<b>2'05.384</b> p1							
11)	9.412	(243.7)			42.807	<b>2'06.063</b> p1							
12)	9.546	(241.6)	32.204	41.819	42.170	<b>2'05.739</b> p1							
13)	9.565	(241.6)	32.410	43.308	42.964	<b>2'08.247</b> p1							
14)	9.327	(247.7)	33.408	42.120	43.809	<b>2'08.664</b> p1							
15)	9.448	(242.6)	32.123	43.063	42.298	<b>2'06.932</b> p1							
<b>87</b>	<b>BLAIN Robert</b>				USA								
	C.B31/36		INVI										
1)				45.615	44.048	<b>2'25.500</b> p1							
2)	9.437	(239.4)	31.810	42.104	42.100	<b>2'05.451</b> p1							
3)	9.386	(223.1)	33.351	43.615	42.923	<b>2'09.275</b> p1							
4)	9.470	(235.8)	33.049	42.168	42.260	<b>2'06.947</b> p1							
5)	9.418	(234.2)	31.882	41.955	42.242	<b>2'05.497</b> p1							
6)	9.420	(238.4)	31.548	41.779	41.788	<b>2'04.535</b> p1							
7)	9.255	(242.6)	31.210	42.372	42.666	<b>2'05.503</b> p1							
8)	9.410	(230.2)	32.113	43.060	43.997	<b>2'08.580</b> p1							
9)	9.316	(243.2)	31.018	41.163	42.049	<b>2'03.546</b> p1							
10)	9.372	(241.0)	31.746	41.420	42.072	<b>2'04.610</b> p1							
11)	9.351	(241.0)	31.099	41.309	41.637	<b>2'03.396</b> p1							
12)	9.346	(236.8)	31.265	41.193	41.981	<b>2'03.785</b> p1							
13)	9.335	(231.7)	31.554	41.894	42.357	<b>2'05.140</b> p1							
14)	9.360	(242.1)	31.897	40.815	41.744	<b>2'03.816</b> p1							
15)	9.333	(232.7)	31.381	41.127	41.264	<b>2'03.105</b> p1							

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
2)	9.522	(228.3)	33.903	44.454	43.298	<b>2'11.177</b> p1	2)	1'36.373	(124.2)	42.564	52.097	45.635	<b>3'56.669</b> p1
3)	9.502	(229.7)	33.369	43.983	44.320	<b>2'11.174</b> p1	3)	9.541	(183.3)	43.981	48.573	57.708	<b>2'39.803</b> Bp1
4)	9.931	(204.1)	33.836	45.000	44.833	<b>2'13.600</b> p1							
5)	9.740	(225.9)	33.570	44.077	43.881	<b>2'11.268</b> p1							
6)	9.482	(240.5)	32.819	44.523	43.591	<b>2'10.415</b> p1							
7)	9.664	(236.8)	32.907	45.662	47.039	<b>2'15.272</b> p1							
8)	9.689	(229.2)	33.468	44.519	43.896	<b>2'11.572</b> p1							
9)	9.408	(239.4)	33.386	44.008	44.046	<b>2'10.848</b> p1							
10)	9.657	(237.3)	33.011	44.003	43.716	<b>2'10.387</b> p1							
11)	9.533	(230.7)	33.676	43.296	43.620	<b>2'10.125</b> p1							
12)	9.582	(238.4)	32.325	43.511	44.946	<b>2'10.364</b> p1							
13)	10.168	(224.5)	33.589	43.547	45.669	<b>2'12.973</b> p1							
14)	9.934	(234.2)	33.069	43.586	43.984	<b>2'10.573</b> p1							
15)	9.466	(234.7)	32.691	43.320	43.003	<b>2'08.480</b> p1							

### 117 JONES Howard

GBR

L.T70 MK1 S.

HULM

1)				43.619	41.909	<b>2'07.833</b> p1
2)	8.330	(236.8)	32.775	44.147	41.961	<b>2'07.213</b> p1
3)	8.196	(252.3)			41.165	<b>2'03.485</b> p1
4)	8.270	(236.8)			41.541	<b>2'03.041</b> p1
5)	8.461	(221.7)	32.272	43.946	41.596	<b>2'06.275</b> p1
6)	8.258	(243.7)			42.052	<b>2'02.844</b> p1
7)	8.403	(242.1)	32.381	41.417	41.496	<b>2'03.697</b> p1
8)	8.212	(253.5)	31.373	41.373	41.814	<b>2'02.772</b> p1
9)	8.262	(238.9)			41.554	<b>2'03.542</b> p1
10)	8.303	(230.2)	31.872	41.754	42.432	<b>2'04.361</b> p1
11)	8.296	(238.4)			41.319	<b>2'02.865</b> p1
12)	8.326	(225.0)	32.695	42.859	56.315	<b>2'20.195</b> Bp1

### 158 SCEMAMA Philippe

SUI

C.S

INVI

1)				43.588	44.206	<b>2'13.820</b> p1
2)	9.706	(236.3)	32.109	44.079	43.347	<b>2'09.241</b> p1
3)	9.553	(238.4)	32.603	43.440	43.076	<b>2'08.672</b> p1
4)	9.656	(235.8)	32.207	42.706	43.471	<b>2'08.040</b> p1
5)	9.728	(236.3)	32.658	42.494	42.901	<b>2'07.781</b> p1
6)	9.691	(234.7)	32.101	42.437	42.746	<b>2'06.975</b> p1
7)	9.701	(235.8)	32.725	42.930	42.815	<b>2'08.171</b> p1
8)	9.572	(238.4)	33.329	42.414	51.081	<b>2'16.396</b> Bp1
9)	4'23.189	(165.1)	34.135	44.018	43.881	<b>6'25.223</b> p1
10)	9.909	(232.7)	32.215	42.647	44.717	<b>2'09.488</b> p1
11)	10.009	(227.8)	32.902	42.666	44.475	<b>2'10.052</b> p1
12)	9.789	(231.2)	32.917	42.870	44.926	<b>2'10.502</b> p1
13)	9.837	(231.2)	32.403	43.013	43.804	<b>2'09.057</b> p1

### 194 MACEDO SILVA Rui

POR

F.GT40

HULM

1)	10.512	(170.3)	41.562	48.513	58.204	<b>2'38.791</b> Bp1
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<i>LAP</i>	<i>T-1</i>	<i>MAX-VEL</i>	<i>T-2</i>	<i>T-3</i>	<i>ARRIVO</i>	<i>TIME</i>	<i>LAP</i>	<i>T-1</i>	<i>MAX-VEL</i>	<i>T-2</i>	<i>T-3</i>	<i>ARRIVO</i>	<i>TIME</i>
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Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward



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FIA MASTERS HISTORIC SPORTS CAR  
FIA Master Historic



FASTEST LAP RACE 1

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TIME	GAP	LAP/TOT	AVG	2nd	B.L.
1	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		Lola T70 MK3B	RODR		<b>1'56.919</b>		9/16	178.369	1'57.099	
2	4	<b>O'CONNELL M.</b> (O'CONNELL Martin - KILKALDY Andrew)	GBR		Chevron B19	MARK		<b>1'56.929</b>	0.010	5/16	178.354	1'57.095	
3	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		Lola T70 MK3B	RODR		<b>1'57.409</b>	0.490	9/16	177.625	1'57.446	
4	81	<b>BEIGHTON C.</b> (BEIGHTON Chris)	GBR		Lola T70 MK3B	RODR		<b>1'57.552</b>	0.633	7/16	177.409	1'57.742	
5	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		Broadley Lola T70	INVI		<b>1'57.599</b>	0.680	6/16	177.338	1'57.835	
6	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		Lola T70 MK3B	RODR		<b>1'57.973</b>	1.054	4/5	176.776	2'00.294	
7	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		Lola T70 MK3B	RODR		<b>1'58.775</b>	1.856	12/16	175.582	1'59.130	
8	25	<b>GANS M.</b> (GANS Michael - WOLFE Andy)	SUI		Lola T290	MARK		<b>1'59.083</b>	2.164	9/16	175.128	1'59.166	
9	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		Lola T210	INVI		<b>1'59.245</b>	2.326	7/16	174.890	1'59.466	
10	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		Lola T70 MK3B	RODR		<b>2'00.272</b>	3.353	6/7	173.396	2'00.674	
11	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		Lola T212	MARK		<b>2'00.693</b>	3.774	4/16	172.792	2'01.385	
12	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		Chevron B19	MARK		<b>2'00.937</b>	4.018	16/16	172.443	2'01.581	
13	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		McLaren M1B	RODR		<b>2'01.000</b>	4.081	11/15	172.353	2'02.555	
14	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		McLaren M1B	RODR		<b>2'01.293</b>	4.374	10/16	171.937	2'01.373	
15	117	<b>JONES H.</b> (JONES Howard - ADAMS Nick)	GBR		Lola T70 MK1 Spyd	HULM		<b>2'02.772</b>	5.853	8/12	169.866	2'02.844	
16	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		Chevron B31/36	INVI		<b>2'03.105</b>	6.186	15/15	169.406	2'03.396	
17	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		Chevron B19	INVI		<b>2'03.630</b>	6.711	2/3	168.687		
18	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		Lola T210	MARK		<b>2'03.753</b>	6.834	10/15	168.519	2'04.055	
19	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		Cooper Monaco Kin	HULM		<b>2'03.847</b>	6.928	7/8	168.391	2'04.493	
20	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		Chevron B23	INVI		<b>2'04.136</b>	7.217	7/15	167.999	2'04.591	
21	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		Chevron B19	INVI		<b>2'04.633</b>	7.714	7/15	167.329	2'04.800	
22	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		Chevron B16	SIFF		<b>2'05.263</b>	8.344	9/15	166.488	2'05.328	
23	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		Chevron B16	SIFF		<b>2'06.035</b>	9.116	3/3	165.468	2'06.326	
24	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		Chevron B8	BONN		<b>2'06.189</b>	9.270	10/15	165.266	2'06.535	
25	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		Chevron B6	BONN		<b>2'06.562</b>	9.643	9/15	164.779	2'06.930	

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TIME	GAP	LAP/TOT	AVG	2nd	B.L.
26	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		Crossle 9S	INVI		<b>2'06.975</b>	10.056	6/13	164.243	2'07.781	
27	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		<b>2'08.480</b>	11.561	15/15	162.319	2'10.125	
28	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		Chevron B8	INVI		<b>2'09.271</b>	12.352	11/15	161.326	2'09.516	
29	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		Chevron B8	INVI		<b>2'10.320</b>	13.401	3/4	160.027	2'10.552	
30	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		Chevron B16	SIFF		<b>2'10.860</b>	13.941	11/15	159.367	2'11.002	
31	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		McLaren M1B	HULM		<b>2'11.897</b>	14.978	10/14	158.114	2'12.479	
32	19	<b>OWEN A.</b> (OWEN Andrew - OWEN Mark)	GBR		Chevron B8	INVI		<b>2'14.772</b>	17.853	11/14	154.741	2'15.046	

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward

START (16:45) 16:47

END (17:15) 17:20

Monza, 19-20-21 June 2015

R2P-1.99.GIR / 2

Cronometraggio ed elaborazione dati a cura dell'Autodromo Nazionale di Monza



62<sup>^</sup> COPPA INTEREUROPA STORICA  
FIA MASTERS HISTORIC SPORTS CAR  
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SPEEDS RACE 1

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	SPEED
1	3	<b>WRIGHT Jason</b> (WRIGHT Jason)	ITA		Lola T70 MK3B	RODR		<b>270.6</b>
2	66	<b>DONOVAN Mike</b> (DONOVAN Mike)	GBR		Lola T70 MK3B	RODR		<b>270.0</b>
3	81	<b>BEIGHTON Chris</b> (BEIGHTON Chris)	GBR		Lola T70 MK3B	RODR		<b>267.3</b>
4	1	<b>VOYAZIDES Leo</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		Lola T70 MK3B	RODR		<b>266.6</b>
5	48	<b>GIBSON Daniel</b> (GIBSON Daniel)	GBR		Lola T70 MK3B	RODR		<b>260.2</b>
6	65	<b>BENNETT Laurie</b> (BENNETT Laurie)	AUS		McLaren M1B	RODR		<b>260.2</b>
7	4	<b>O'CONNELL Martin</b> (O'CONNELL Martin - KILKALDY Andrew)	GBR		Chevron B19	MARK		<b>259.6</b>
8	99	<b>GIBSON Paul</b> (GIBSON Paul)	GBR		Broadley Lola T70 MK	INVI		<b>257.1</b>
9	15	<b>PIERCY Mark</b> (PIERCY Mark)	GBR		Lola T210	INVI		<b>254.1</b>
10	117	<b>JONES Howard</b> (JONES Howard - ADAMS Nick)	GBR		Lola T70 MK1 Spyder	HULM		<b>253.5</b>
11	25	<b>GANS Michael</b> (GANS Michael - WOLFE Andy)	SUI		Lola T290	MARK		<b>251.1</b>
12	85	<b>ASHWORTH Simon</b> (ASHWORTH Simon)	GBR		Chevron B16	SIFF		<b>247.7</b>
13	76	<b>WRIGLEY Mike</b> (WRIGLEY Mike)	GBR		Chevron B19	INVI		<b>247.1</b>
14	96	<b>BEAUMONT Andrew</b> (BEAUMONT Andrew)	GBR		McLaren M1B	RODR		<b>247.1</b>
15	57	<b>ADELMAN Graham</b> (ADELMAN Graham)	USA		Lola T210	MARK		<b>246.5</b>
16	89	<b>BENEDINI Emanuele</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		Chevron B16	SIFF		<b>246.5</b>
17	9	<b>SMITH-HILLIARD Max</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		Chevron B19	MARK		<b>246.0</b>
18	51	<b>COUSINS Richard</b> (COUSINS Richard - HART Steven)	GBR		Chevron B23	INVI		<b>246.0</b>
19	67	<b>BIANCO Maurizio</b> (BIANCO Maurizio)	ITA		Chevron B19	INVI		<b>244.8</b>
20	52	<b>OLDERSHAW Robert</b> (OLDERSHAW Robert)	GBR		Lola T212	MARK		<b>244.3</b>
21	87	<b>BLAIN Robert</b> (BLAIN Robert)	USA		Chevron B31/36	INVI		<b>243.2</b>
22	29	<b>AHLERS Keith</b> (AHLERS Keith - BELLINGER James)	GBR		Cooper Monaco King C	HULM		<b>241.6</b>
23	49	<b>SCHRYVER Michael</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		Chevron B6	BONN		<b>241.0</b>



POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	SPEED
24	111	<b>CARLINO Rick</b> (CARLINO Rick)	USA		GRD S72	INVI		<b>240.5</b>
25	23	<b>MONTEVERDE Carlos</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		Lola T70 MK3B	RODR		<b>238.9</b>
26	24	<b>NEWALL Andrew</b> (NEWALL Andrew)	GBR		Chevron B8	BONN		<b>238.9</b>
27	158	<b>SCEMAMA Philippe</b> (SCEMAMA Philippe)	SUI		Crossle 9S	INVI		<b>238.4</b>
28	45	<b>HAMMOND Alec</b> (HAMMOND Alec)	GBR		Chevron B8	INVI		<b>236.3</b>
29	39	<b>TAYLOR Daryl</b> (TAYLOR Daryl)	GBR		Chevron B8	INVI		<b>234.7</b>
30	22	<b>INCERTI Carlo</b> (INCERTI Carlo)	ITA		McLaren M1B	HULM		<b>234.2</b>
31	19	<b>OWEN Andrew</b> (OWEN Andrew - OWEN Mark)	GBR		Chevron B8	INVI		<b>227.8</b>
32	72	<b>BOOT Jamie</b> (BOOT Jamie)	GBR		Chevron B16	SIFF		<b>225.0</b>
33	194	<b>MACEDO SILVA Rui</b> (MACEDO SILVA Rui)	POR		Ford GT40	HULM		<b>183.3</b>

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

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Claudio Etori - ASN Steward

START (16:45) 16:47

END (17:15) 17:20

Monza, 19-20-21 June 2015

VES-1.99.GIR / 2

Cronometraggio ed elaborazione dati a cura dell'Autodromo Nazionale di Monza

# 62<sup>^</sup> COPPA INTEREUROPA STORICA

## FIA MASTERS HISTORIC SPORTS CAR

### FIA Master Historic



STARTING GRID RACE 1  
JUNE 20th 2015 HOUR 16:45

2nd			1st			FILA
<b>81</b>	<b>BEIGHTON C.</b> L.T70 MK3B	1'55.958	<b>1</b>	<b>VOYAZIDES L.</b> L.T70 MK3B	1'54.301	<b>1</b>
4th			3rd			FILA
<b>9</b>	<b>SMITH-HILLIARD</b> C.B19	1'56.290	<b>4</b>	<b>O'CONNELL M.</b> C.B19	1'56.278	<b>2</b>
6th			5th			FILA
<b>66</b>	<b>DONOVAN M.</b> L.T70 MK3B	1'57.001	<b>3</b>	<b>WRIGHT J.</b> L.T70 MK3B	1'56.659	<b>3</b>
8th			7th			FILA
<b>25</b>	<b>GANS M.</b> L.T290	1'57.775	<b>23</b>	<b>MONTEVERDE C.</b> L.T70 MK3B	1'57.733	<b>4</b>
10th			9th			FILA
<b>52</b>	<b>OLDERSHAW R.</b> L.T212	1'59.482	<b>15</b>	<b>PIERCY M.</b> L.T210	1'58.913	<b>5</b>
12th			11th			FILA
<b>65</b>	<b>BENNETT L.</b> M.L.M1B	2'00.176	<b>76</b>	<b>WRIGLEY M.</b> C.B19	1'59.762	<b>6</b>
14th			13th			FILA
<b>89</b>	<b>BENEDINI E.</b> C.B16	2'01.929	<b>117</b>	<b>JONES H.</b> L.T70 MK1 S.	2'01.647	<b>7</b>
16th			15th			FILA
<b>96</b>	<b>BEAUMONT A.</b> M.L.M1B	2'03.619	<b>29</b>	<b>AHLERS K.</b> C.M.K.C.	2'02.768	<b>8</b>
18th			17th			FILA
<b>57</b>	<b>ADELMAN G.</b> L.T210	2'04.262	<b>51</b>	<b>COUSINS R.</b> C.B23	2'04.084	<b>9</b>
20th			19th			FILA
<b>24</b>	<b>NEWALL A.</b> C.B8	2'05.388	<b>67</b>	<b>BIANCO M.</b> C.B19	2'04.737	<b>10</b>
22th			21th			FILA
<b>49</b>	<b>SCHRYVER M.</b> C.B6	2'06.178	<b>85</b>	<b>ASHWORTH S.</b> C.B16	2'05.632	<b>11</b>
24th			23th			FILA
<b>158</b>	<b>SCEMAMA P.</b> C.S	2'07.469	<b>87</b>	<b>BLAIN R.</b> C.B31/36	2'06.290	<b>12</b>
26th			25th			FILA
<b>39</b>	<b>TAYLOR D.</b> C.B8	2'09.246	<b>45</b>	<b>HAMMOND A.</b> C.B8	2'09.175	<b>13</b>

**28th**  
**22** **INCERTI C.**  
M.L.M1B 2'10.771

**30th**  
**194** **MACEDO SILVA P.**  
F.GT40 2'11.188

**32th**  
**99** **GIBSON P.**  
B.L.T70 MK3B 1'57.131

**27th**  
**111** **CARLINO R.**  
GRD S72 2'10.251

**29th**  
**72** **BOOT J.**  
C.B16 2'10.873

**31th**  
**19** **OWEN A.**  
C.B8 2'14.246

**33th**  
**48** **GIBSON D.**  
L.T70 MK3B 1'59.627

FILA  
**14**

FILA  
**15**

FILA  
**16**

FILA  
**17**

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio  
Il DSC: Monza Timing - Rapi Andrea

John Naylor - FIA Chief Steward

The Stewards:  
Francois Dumont - FIA Steward

Claudio Etori - ASN Steward



62<sup>^</sup> COPPA INTEREUROPA STORICA  
 FIA MASTERS HISTORIC SPORTS CAR  
 FIA Master Historic



LAP CHART RACE 1

POS	GRI	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1.	1	4	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2.	81	1	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
3.	4	3	3	81	3	3	3	3	3	3	3	3	3	3	3	3	3
4.	9	81	81	3	66	81	81	81	81	81	81	81	81	81	81	81	81
5.	3	66	66	66	81	25	25	25	99	99	99	99	99	25	25	25	25
6.	66	15	25	25	25	15	99	99	25	25	25	25	25	99	99	99	99
7.	23	25	15	15	15	52	15	15	15	15	15	15	15	15	15	15	15
8.	25	52	52	52	52	99	52	52	52	52	52	52	52	48	48	48	48
9.	15	9	65	65	99	65	65	65	65	65	65	65	65	48	52	52	52
10.	52	65	9	99	65	9	9	9	9	48	48	48	48	65	65	65	65
11.	76	76	76	9	9	117	48	48	48	9	9	9	9	9	9	9	9
12.	65	29	99	29	117	48	117	117	117	117	117	117	96	96	96	96	96
13.	117	117	29	117	29	29	29	29	29	57	96	96	117	57	57	57	57
14.	89	89	117	89	48	57	57	57	57	51	57	57	57	67	67	67	67
15.	29	24	89	24	57	51	51	51	51	96	51	51	67	51	87	87	87
16.	96	51	24	48	51	67	67	67	96	67	67	67	51	87	51	51	51
17.	51	57	57	57	24	24	96	96	67	24	24	85	85	85	24	85	85
18.	57	99	51	51	67	96	24	24	24	85	85	24	87	24	85	24	24
19.	67	158	67	67	96	85	85	85	85	87	87	87	24	49	49	49	49
20.	24	85	48	85	85	158	158	49	87	49	49	49	49	45	111	111	111
21.	85	67	85	76	158	49	49	158	49	111	111	111	111	111	45	45	45
22.	49	49	158	96	49	87	87	87	158	45	45	45	45	72	72	72	72
23.	87	96	96	158	87	111	111	111	111	72	72	72	72	22	22	22	22
24.	158	48	49	49	111	45	45	45	45	22	22	22	22	22	19	19	19
25.	45	39	39	39	39	72	72	72	72	19	19	19	19	19	158	158	158
26.	39	111	111	87	45	22	22	22	22	158	158	158	158				
27.	111	87	87	111	72	19	19	19	19								
28.	22	45	45	45	22	23	23	23									
29.	72	22	72	72	19	66											
30.	194	72	22	22	23												
31.	19	19	19	19													
32.	99	194	194	194													
33.	48	23	23	23													

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward



# 62^ COPPA INTEREUROPA STORICA

## FIA MASTERS HISTORIC SPORTS CAR

### FIA Master Historic



#### FINAL RESULTS RACE 1

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST LAP
1	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		L.T70 MK3B	RODR		16	31'25.941	176.928 Km/h	266.6	1'56.919 9
2	4	<b>O'CONNELL M.</b> (O'CONNELL Martin - KILKALDY Andrew)	GBR		C.B19	MARK		16	31'29.677	3.736	259.6	1'56.929 5
3	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		L.T70 MK3B	RODR		16	31'33.680	7.739	270.6	1'57.409 9
4	81	<b>BEIGHTON C.</b> (BEIGHTON Chris)	GBR		L.T70 MK3B	RODR		16	31'49.904	23.963	267.3	1'57.552 7
5	25	<b>GANS M.</b> (GANS Michael - WOLFE Andy)	SUI		L.T290	MARK		16	32'03.764	37.823	251.1	1'59.083 9
6	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		B.L.T70 MK3B	INVI		16	32'13.816	47.875	257.1	1'57.599 6
7	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		L.T210	INVI		16	32'15.635	49.694	254.1	1'59.245 7
8	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		L.T70 MK3B	RODR		16	32'37.961	1'12.020	260.2	1'58.775 12
9	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		L.T212	MARK		16	32'41.401	1'15.460	244.3	2'00.693 4
10	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		M.L.M1B	RODR		16	32'46.414	1'20.473	260.2	2'01.293 10
11	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		C.B19	MARK		16	32'48.579	1'22.638	246.0	2'00.937 16
12	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		M.L.M1B	RODR		15	31'28.890	1 LAP	247.1	2'01.000 11
13	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		L.T210	MARK		15	31'33.337	1 LAP	246.5	2'03.753 10
14	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		C.B19	INVI		15	31'37.403	1 LAP	244.8	2'04.633 7
15	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		C.B31/36	INVI		15	31'38.686	1 LAP	243.2	2'03.105 15
16	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		C.B23	INVI		15	31'45.954	1 LAP	246.0	2'04.136 7
17	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		C.B16	SIFF		15	31'49.829	1 LAP	247.7	2'05.263 9
18	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		C.B8	BONN		15	31'51.469	1 LAP	238.9	2'06.189 10
19	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		C.B6	BONN		15	32'03.030	1 LAP	241.0	2'06.562 9
20	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		15	32'57.521	1 LAP	240.5	2'08.480 15
21	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		C.B8	INVI		15	32'59.202	1 LAP	236.3	2'09.271 11
22	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		C.B16	SIFF		15	33'15.788	1 LAP	225.0	2'10.860 11
23	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		M.L.M1B	HULM		14	32'01.620	2 LAPS	234.2	2'11.897 10
24	19	<b>OWEN A.</b> (OWEN Andrew - OWEN Mark)	GBR		C.B8	INVI		14	32'08.237	2 LAPS	227.8	2'14.772 11
25	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		C.S	INVI		13	32'23.418	3 LAPS	238.4	2'06.975 6

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST LAP
26	117	<b>JONES H.</b> (JONES Howard - ADAMS Nick)	GBR		L.T70 MK1 S.	HULM		<b>12</b>	<b>25'08.123</b>	4 LAPS	253.5	2'02.772 8
NOT CLASSIFIED												
RET	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		C.M.K.C.	HULM		<b>8</b>	<b>16'46.119</b>	8 LAPS	241.6	2'03.847 7
RET	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		L.T70 MK3B	RODR		<b>7</b>	<b>19'07.262</b>	9 LAPS	238.9	2'00.272 6
RET	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		L.T70 MK3B	RODR		<b>5</b>	<b>15'50.827</b>	11 LAPS	270.0	1'57.973 4
RET	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		C.B8	INVI		<b>4</b>	<b>9'01.288</b>	12 LAPS	234.7	2'10.320 3
RET	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		C.B16	SIFF		<b>3</b>	<b>6'21.087</b>	13 LAPS	246.5	2'06.035 3
RET	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		C.B19	INVI		<b>3</b>	<b>6'30.142</b>	13 LAPS	247.1	2'03.630 2
RET	194	<b>MACEDO SILVA R.</b> (MACEDO SILVA Rui)	POR		F.GT40	HULM		<b>3</b>	<b>9'15.263</b>	13 LAPS	183.3	

FASTEST LAP	9° VOYAZIDES L.	1'56.919	178.369Km/h
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Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward

START (16:45) 16:47

END (17:15) 17:20

Monza, 19-20-21 June 2015

REG-1.99.GIR / 2

Cronometraggio ed elaborazione dati a cura dell'Autodromo Nazionale di Monza



62<sup>^</sup> COPPA INTEREUROPA STORICA  
FIA MASTERS HISTORIC SPORTS CAR  
FIA Master Historic



PROVISIONAL RESULTS RACE 1

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST LAP
<b>ASSOLUTA</b>												
1	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		L.T70 MK3B	RODR		16	<b>31'25.941</b>	176.928 Km/h	266.6	1'56.919 9
2	4	<b>O'CONNELL M.</b> (O'CONNELL Martin - KIKALDY Andrew)	GBR		C.B19	MARK		16	<b>31'29.677</b>	3.736	259.6	1'56.929 5
3	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		L.T70 MK3B	RODR		16	<b>31'33.680</b>	7.739	270.6	1'57.409 9
4	81	<b>BEIGHTON C.</b> (BEIGHTON Chris)	GBR		L.T70 MK3B	RODR		16	<b>31'49.904</b>	23.963	267.3	1'57.552 7
5	25	<b>GANS M.</b> (GANS Michael - WOLFE Andy)	SUI		L.T290	MARK		16	<b>32'03.764</b>	37.823	251.1	1'59.083 9
6	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		B.L.T70 MK3B	INVI		16	<b>32'13.816</b>	47.875	257.1	1'57.599 6
7	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		L.T210	INVI		16	<b>32'15.635</b>	49.694	254.1	1'59.245 7
8	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		L.T70 MK3B	RODR		16	<b>32'37.961</b>	1'12.020	260.2	1'58.775 12
9	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		L.T212	MARK		16	<b>32'41.401</b>	1'15.460	244.3	2'00.693 4
10	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		M.L.M1B	RODR		16	<b>32'46.414</b>	1'20.473	260.2	2'01.293 10
11	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		C.B19	MARK		16	<b>32'48.579</b>	1'22.638	246.0	2'00.937 16
12	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		M.L.M1B	RODR		15	<b>31'28.890</b>	1 LAP	247.1	2'01.000 11
13	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		L.T210	MARK		15	<b>31'33.337</b>	1 LAP	246.5	2'03.753 10
14	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		C.B19	INVI		15	<b>31'37.403</b>	1 LAP	244.8	2'04.633 7
15	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		C.B31/36	INVI		15	<b>31'38.686</b>	1 LAP	243.2	2'03.105 15
16	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		C.B23	INVI		15	<b>31'45.954</b>	1 LAP	246.0	2'04.136 7
17	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		C.B16	SIFF		15	<b>31'49.829</b>	1 LAP	247.7	2'05.263 9
18	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		C.B8	BONN		15	<b>31'51.469</b>	1 LAP	238.9	2'06.189 10
19	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		C.B6	BONN		15	<b>32'03.030</b>	1 LAP	241.0	2'06.562 9
20	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		15	<b>32'57.521</b>	1 LAP	240.5	2'08.480 15
21	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		C.B8	INVI		15	<b>32'59.202</b>	1 LAP	236.3	2'09.271 11
22	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		C.B16	SIFF		15	<b>33'15.788</b>	1 LAP	225.0	2'10.860 11
23	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		M.L.M1B	HULM		14	<b>32'01.620</b>	2 LAPS	234.2	2'11.897 10
24	19	<b>OWEN A.</b> (OWEN Andrew - OWEN Mark)	GBR		C.B8	INVI		14	<b>32'08.237</b>	2 LAPS	227.8	2'14.772 11

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST LAP
25	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		C.S	INVI		13	<b>32'23.418</b>	3 LAPS	238.4	2'06.975 6
26	117	<b>JONES H.</b> (JONES Howard - ADAMS Nick)	GBR		L.T70 MK1 S.	HULM		12	<b>25'08.123</b>	4 LAPS	253.5	2'02.772 8
NOT CLASSIFIED												
RET	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		C.M.K.C.	HULM		8	<b>16'46.119</b>	8 LAPS	241.6	2'03.847 7
RET	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		L.T70 MK3B	RODR		7	<b>19'07.262</b>	9 LAPS	238.9	2'00.272 6
RET	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		L.T70 MK3B	RODR		5	<b>15'50.827</b>	11 LAPS	270.0	1'57.973 4
RET	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		C.B8	INVI		4	<b>9'01.288</b>	12 LAPS	234.7	2'10.320 3
RET	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		C.B16	SIFF		3	<b>6'21.087</b>	13 LAPS	246.5	2'06.035 3
RET	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		C.B19	INVI		3	<b>6'30.142</b>	13 LAPS	247.1	2'03.630 2
RET	194	<b>MACEDO SILVA R.</b> (MACEDO SILVA Rui)	POR		F.GT40	HULM		3	<b>9'15.263</b>	13 LAPS	183.3	

### GRUPPO BONN

1	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		C.B8	BONN		15	<b>31'51.469</b>	<b>163.655 Km/h</b>	238.9	2'06.189 10
2	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		C.B6	BONN		15	<b>32'03.030</b>	11.561	241.0	2'06.562 9

### GRUPPO HULM

1	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		M.L.M1B	HULM		14	<b>32'01.620</b>	<b>151.938 Km/h</b>	234.2	2'11.897 10
2	117	<b>JONES H.</b> (JONES Howard - ADAMS Nick)	GBR		L.T70 MK1 S.	HULM		12	<b>25'08.123</b>	2 LAPS	253.5	2'02.772 8

NOT CLASSIFIED

RET	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		C.M.K.C.	HULM		8	<b>16'46.119</b>	6 LAPS	241.6	2'03.847 7
RET	194	<b>MACEDO SILVA R.</b> (MACEDO SILVA Rui)	POR		F.GT40	HULM		3	<b>9'15.263</b>	11 LAPS	183.3	

### GRUPPO INVI

1	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		B.L.T70 MK3B	INVI		16	<b>32'13.816</b>	<b>172.548 Km/h</b>	257.1	1'57.599 6
2	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		L.T210	INVI		16	<b>32'15.635</b>	1.819	254.1	1'59.245 7
3	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		C.B19	INVI		15	<b>31'37.403</b>	1 LAP	244.8	2'04.633 7
4	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		C.B31/36	INVI		15	<b>31'38.686</b>	1 LAP	243.2	2'03.105 15
5	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		C.B23	INVI		15	<b>31'45.954</b>	1 LAP	246.0	2'04.136 7
6	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		15	<b>32'57.521</b>	1 LAP	240.5	2'08.480 15



POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST	LAP
7	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		C.B8	INVI		15	32'59.202	1 LAP	236.3	2'09.271	11
8	19	<b>OWEN A.</b> (OWEN Andrew - OWEN Mark)	GBR		C.B8	INVI		14	32'08.237	2 LAPS	227.8	2'14.772	11
9	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		C.S	INVI		13	32'23.418	3 LAPS	238.4	2'06.975	6

NOT CLASSIFIED

RET	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		C.B8	INVI		4	9'01.288	12 LAPS	234.7	2'10.320	3
RET	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		C.B19	INVI		3	6'30.142	13 LAPS	247.1	2'03.630	2

### GRUPPO MARK

1	4	<b>O'CONNELL M.</b> (O'CONNELL Martin - KIKALDY Andrew)	GBR		C.B19	MARK		16	31'29.677	176.578 Km/h	259.6	1'56.929	5
2	25	<b>GANS M.</b> (GANS Michael - WOLFE Andy)	SUI		L.T290	MARK		16	32'03.764	34.087	251.1	1'59.083	9
3	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		L.T212	MARK		16	32'41.401	1'11.724	244.3	2'00.693	4
4	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		C.B19	MARK		16	32'48.579	1'18.902	246.0	2'00.937	16
5	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		L.T210	MARK		15	31'33.337	1 LAP	246.5	2'03.753	10

### GRUPPO RODR

1	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		L.T70 MK3B	RODR		16	31'25.941	176.928 Km/h	266.6	1'56.919	9
2	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		L.T70 MK3B	RODR		16	31'33.680	7.739	270.6	1'57.409	9
3	81	<b>BEIGHTON C.</b> (BEIGHTON Chris)	GBR		L.T70 MK3B	RODR		16	31'49.904	23.963	267.3	1'57.552	7
4	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		L.T70 MK3B	RODR		16	32'37.961	1'12.020	260.2	1'58.775	12
5	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		M.L.M1B	RODR		16	32'46.414	1'20.473	260.2	2'01.293	10
6	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		M.L.M1B	RODR		15	31'28.890	1 LAP	247.1	2'01.000	11

NOT CLASSIFIED

RET	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		L.T70 MK3B	RODR		7	19'07.262	9 LAPS	238.9	2'00.272	6
RET	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		L.T70 MK3B	RODR		5	15'50.827	11 LAPS	270.0	1'57.973	4

### GRUPPO SIFF

1	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		C.B16	SIFF		15	31'49.829	163.795 Km/h	247.7	2'05.263	9
2	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		C.B16	SIFF		15	33'15.788	1'25.959	225.0	2'10.860	11

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST	LAP
NOT CLASSIFIED													
RET	89	<b>BENEDINI E.</b>	ITA		C.B16	SIFF		<b>3</b>	<b>6'21.087</b>	12 LAPS	246.5	2'06.035	3
(BENEDINI Emanuele - BENEDINI Giampaolo)													

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward

START (16:45) 16:47

END (17:15) 17:20

Monza, 19-20-21 June 2015

REG-1.99.GIR / 4

Cronometraggio ed elaborazione dati a cura dell'Autodromo Nazionale di Monza



## 62^ COPPA INTEREUROPA STORICA FIA MASTERS HISTORIC SPORTS CAR FIA Master Historic



### CHRONOLOGICAL ANALYSIS RACE 2

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
<b>1 VOYAZIDES Leo</b>													
				GRE									
				L.T70 MK3B			RODR						
1)				39.121	39.310	<b>1'54.851</b>	5)	8.796	(257.1)	30.501	39.551	39.325	<b>1'58.173</b>
2)	8.485	(270.0)	29.554	38.838	39.190	<b>1'56.067</b>	6)	8.813	(261.5)	30.100	39.656	39.384	<b>1'57.953</b>
3)	8.434	(270.6)	29.189	38.699	39.134	<b>1'55.456</b>	7)	8.854	(258.3)	30.042	39.914	39.319	<b>1'58.129</b>
4)	8.462	(270.0)	29.210	38.644	38.829	<b>1'55.145</b>	8)	8.851	(250.5)	30.085	40.056	39.276	<b>1'58.268</b>
5)	8.427	(272.7)	29.079	38.855	38.964	<b>1'55.325</b>	9)	8.874	(260.8)	29.634	39.701	39.451	<b>1'57.660</b>
6)	8.443	(267.9)	29.059	38.772	39.105	<b>1'55.379</b>	10)	8.904	(259.6)	29.555	39.553	39.699	<b>1'57.711</b>
7)	8.430	(272.0)	29.333	39.402	38.972	<b>1'56.137</b>	11)	8.856	(261.5)	29.464	39.436	39.180	<b>1'56.936</b>
8)	8.454	(266.0)	29.197	38.793	38.767	<b>1'55.211</b>	12)	8.805	(260.8)	29.784	39.385	39.678	<b>1'57.652</b>
9)	8.436	(273.4)	29.226	39.008	38.595	<b>1'55.265</b>	13)	8.775	(263.4)	29.615	39.689	38.891	<b>1'56.970</b>
10)	8.426	(264.7)	29.599	39.505	38.470	<b>1'56.000</b>	14)	8.751	(262.7)	29.542	40.688	40.062	<b>1'59.043</b>
11)	8.425	(269.3)	29.401	38.773	39.060	<b>1'55.659</b>	15)	8.772	(250.0)	29.830	39.352	40.865	<b>1'58.819</b>
12)	8.443	(270.6)	29.140	38.709	39.274	<b>1'55.566</b>	16)	8.744	(254.1)	30.381	39.371	39.133	<b>1'57.629</b>
13)	8.327	(270.0)	29.905	38.679	38.844	<b>1'55.755</b>							
14)	8.400	(267.9)	29.086	41.827	40.879	<b>2'00.192</b>							
							<b>8 MEINS Richard</b>						
				ITA									
				L.T70 MK3B			RODR			GBR			
1)				39.566	40.197	<b>1'57.311</b>	1)	11.510	(172.8)	38.652	44.593	42.054	<b>2'16.809</b>
2)	8.483	(270.6)	29.329	40.274	39.926	<b>1'58.012</b>	2)	8.542	(250.5)	31.029	41.262	40.556	<b>2'01.389</b>
3)	8.532	(266.6)	29.851	39.940	40.118	<b>1'58.441</b>	3)	8.554	(270.0)	29.754	40.903	42.861	<b>2'02.072</b>
4)	8.523	(257.7)			39.721	<b>1'58.895</b>	4)	8.494	(267.3)	30.458	40.251	41.525	<b>2'00.728</b>
5)	8.476	(267.9)	29.396	39.444	39.274	<b>1'56.590</b>	5)	8.605	(270.0)	29.850	40.323	40.961	<b>1'59.739</b>
6)	8.466	(271.3)	29.869	39.624	39.614	<b>1'57.573</b>	6)	8.595	(271.3)	29.939	40.034	40.454	<b>1'59.022</b>
7)	8.459	(271.3)	29.601	39.735	39.733	<b>1'57.528</b>	7)	8.595	(270.0)	29.342	40.070	40.500	<b>1'58.507</b>
8)	8.477	(270.6)			39.471	<b>1'57.303</b>	8)	8.581	(271.3)	29.638	39.994	40.326	<b>1'58.539</b>
9)	8.491	(271.3)	29.463	39.760	40.059	<b>1'57.773</b>	9)	8.667	(267.9)	29.465	40.515	40.252	<b>1'58.899</b>
10)	8.550	(269.3)	29.395	41.376	39.865	<b>1'59.186</b>	10)	8.624	(271.3)	29.927	40.313	41.451	<b>2'00.315</b>
11)	8.527	(267.9)			39.751	<b>1'57.340</b>	11)	8.581	(262.1)	30.515	40.463	40.838	<b>2'00.397</b>
12)	8.428	(270.0)	29.442	39.784	40.769	<b>1'58.423</b>	12)	8.555	(268.6)	29.509	39.919	41.385	<b>1'59.368</b>
13)	8.471	(266.6)	29.372	40.072	39.337	<b>1'57.252</b>	13)	8.666	(267.9)	29.542	39.697	40.678	<b>1'58.583</b>
14)	8.487	(263.4)	29.602	41.647	39.896	<b>1'59.632</b>	14)	8.635	(268.6)	30.008	40.116	40.043	<b>1'58.802</b>
15)	8.466	(265.3)	29.485	39.510	40.606	<b>1'58.067</b>	15)	8.640	(268.6)	29.579	40.132	40.358	<b>1'58.709</b>
16)	8.390	(264.7)	30.408	39.639	39.352	<b>1'57.789</b>	16)	8.557	(271.3)	29.554	42.670	40.150	<b>2'00.931</b>
							<b>9 SMITH-HILLIARD Max</b>						
				GBR									
				C.B19			MARK			GBR			
1)				39.946	39.950	<b>1'57.038</b>	1)				40.233	40.197	<b>2'00.607</b>
2)	8.840	(260.2)	29.997	40.124	39.667	<b>1'58.628</b>	2)	9.089	(250.0)	30.374	39.282	39.198	<b>1'57.943</b>
3)	8.724	(265.3)	29.927	39.848	40.037	<b>1'58.536</b>	3)	9.040	(252.3)	30.285	39.523	39.227	<b>1'58.075</b>
4)	8.728	(265.3)	30.666	40.026	39.601	<b>1'59.021</b>	4)	9.054	(252.3)	30.223	39.417	38.951	<b>1'57.645</b>
							5)	8.925	(257.1)	30.287	39.702	39.224	<b>1'58.138</b>
							6)	8.967	(254.7)	29.958	39.518	39.489	<b>1'57.932</b>
							7)	8.954	(254.7)	30.144	39.607	39.373	<b>1'58.078</b>
							8)	8.983	(254.7)	30.209	40.734	38.922	<b>1'58.848</b>
							9)	9.024	(254.1)	30.089	39.463	39.043	<b>1'57.619</b>

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
10)	8.988	(255.3)	30.030	39.129	39.367	<b>1'57.514</b> p2	6)	9.166	(177.6)	34.893	44.375	44.487	<b>2'12.921</b> p1
11)	9.018	(254.7)	29.956	38.895	38.803	<b>1'56.672</b> p2	7)	8.944	(214.7)	34.031	46.665	43.989	<b>2'13.629</b> p1
12)	8.959	(249.4)	30.326	39.470	39.130	<b>1'57.885</b> p2	8)	8.863	(227.3)	32.930	44.516	44.990	<b>2'11.299</b> p1
13)	8.962	(253.5)	30.067	39.286	38.773	<b>1'57.088</b> p2	9)	9.369	(202.2)	33.865	45.425	45.111	<b>2'13.770</b> p1
14)	8.946	(255.9)	30.135	39.559	39.665	<b>1'58.305</b> p2	10)	8.971	(204.1)	33.642	44.240	1'22.172	<b>2'49.025</b> p1
15)	8.994	(255.3)	30.350	39.351	40.115	<b>1'58.810</b> p2	11)	9.017	(210.1)	34.568	45.859	46.889	<b>2'16.333</b> p1
16)	8.966	(247.7)	30.694	39.602	38.873	<b>1'58.135</b> p2	12)	9.318	(197.8)	35.186	48.439	45.747	<b>2'18.690</b> p1
							13)	8.996	(196.3)	35.435	47.473	46.279	<b>2'18.183</b> p1
							14)	9.318	(208.0)	35.741	49.521	46.011	<b>2'20.591</b> p1

### 15 PIERCY Mark

GBR

L.T210

INVI

1)					40.406	<b>2'02.431</b> p1
2)	8.915	(258.3)	30.809	40.387	40.441	<b>2'00.552</b> p1
3)	8.859	(260.8)			40.472	<b>2'00.895</b> p1
4)	8.971	(257.1)			40.473	<b>2'01.135</b> p1
5)	8.988	(257.1)			40.394	<b>2'00.020</b> p1
6)	8.975	(258.3)	29.896	40.341	40.144	<b>1'59.356</b> p1
7)	8.994	(256.5)			40.035	<b>1'59.562</b> p1
8)	8.990	(256.5)			40.341	<b>1'59.564</b> p1
9)	9.045	(256.5)			40.936	<b>2'00.814</b> p1
10)	9.056	(255.3)			40.761	<b>2'00.723</b> p1
11)	9.118	(254.1)			41.446	<b>2'01.433</b> p1
12)	9.104	(251.1)	30.992	40.257	40.295	<b>2'00.648</b> p1
13)	8.991	(255.9)			39.913	<b>1'59.630</b> p1
14)	8.879	(258.9)			40.154	<b>2'01.113</b> p1
15)	8.997	(255.9)			40.036	<b>2'01.025</b> p1
16)	9.007	(255.9)	30.240	41.630	40.221	<b>2'01.098</b> p1

### 19 OWEN Andrew

GBR

C.B8

INVI

1)	10.109	(175.8)	40.927	46.762	47.254	<b>2'25.052</b> p1
2)	9.905	(188.4)			46.665	<b>2'18.833</b> p1
3)	9.943	(209.3)			46.794	<b>2'18.508</b> p1
4)	9.999	(204.9)			47.337	<b>2'19.716</b> p1
5)	10.070	(204.9)			46.853	<b>2'17.825</b> p1
6)	10.172	(189.1)			52.835	<b>2'28.319</b> Bp1
7)	5'41.290	(139.5)			46.100	<b>7'53.778</b> p1
8)	9.984	(208.4)			47.679	<b>2'18.432</b> p1
9)	9.817	(218.1)			45.334	<b>2'13.323</b> p1
10)	9.880	(210.9)	34.680	45.346	45.343	<b>2'15.249</b> p1
11)	9.932	(229.7)	33.654	44.096	45.729	<b>2'13.411</b> p1
12)	9.884	(226.4)	34.719	44.537	45.346	<b>2'14.486</b> p1

### 22 INCERTI Carlo

ITA

M.L.M1B

HULM

1)	9.803	(167.7)	42.140	46.135	45.668	<b>2'23.746</b> p1
2)	9.019	(214.2)	34.866	45.686	45.380	<b>2'14.951</b> p1
3)	9.123	(180.9)	35.645	46.257	46.550	<b>2'17.575</b> p1
4)	8.936	(210.9)	33.628	46.137	44.988	<b>2'13.689</b> p1
5)	8.479	(257.7)	38.960	45.190	44.326	<b>2'16.955</b> p1

### 23 MONTEVERDE Carlos

BRA

L.T70 MK3B

RODR

1)	56.106	(190.4)	31.447	40.369	41.594	<b>2'49.516</b> p2
2)	8.688	(221.7)	31.259	40.324	41.886	<b>2'02.157</b> p2
3)	8.709	(229.2)	30.661	40.559	41.981	<b>2'01.910</b> p2
4)	8.622	(251.7)	30.435	40.443	41.506	<b>2'01.006</b> p2
5)	8.605	(235.2)	30.649	40.630	41.484	<b>2'01.368</b> p2
6)	8.605	(233.2)	30.678	40.684	41.740	<b>2'01.707</b> p2
7)	8.607	(252.9)	30.444	41.721	40.916	<b>2'01.688</b> p2
8)	8.577	(256.5)	33.993	40.870	40.520	<b>2'03.960</b> p2
9)	8.676	(237.8)	30.775	40.778	40.702	<b>2'00.931</b> p2
10)	8.642	(254.7)	30.272	40.545	40.489	<b>1'59.948</b> p2
11)	8.619	(242.6)	30.120	40.809	41.152	<b>2'00.700</b> p2
12)	8.606	(245.4)	31.536	40.215	40.524	<b>2'00.881</b> p2
13)	8.573	(253.5)	30.211	40.982	41.511	<b>2'01.277</b> p2
14)	8.836	(217.3)	30.738	42.359	40.147	<b>2'02.080</b> p2
15)	8.600	(251.1)	30.338	40.517	40.537	<b>1'59.992</b> p2
16)	8.593	(249.4)	34.749	40.261	41.000	<b>2'04.603</b> p2

### 24 NEWALL Andrew

GBR

C.B8

BONN

1)				42.734	43.086	<b>2'12.226</b> p1
2)	9.694	(229.2)	32.631	42.250	42.558	<b>2'07.133</b> p1
3)	9.730	(234.7)	32.130	42.508	42.963	<b>2'07.331</b> p1
4)	9.832	(233.7)	32.379	42.036	42.232	<b>2'06.479</b> p1
5)	9.781	(235.2)	32.334	42.949	43.485	<b>2'08.549</b> p1
6)	9.865	(231.7)	32.489	42.297	42.827	<b>2'07.478</b> p1
7)	9.999	(230.2)	31.922	42.284	43.288	<b>2'07.493</b> p1
8)	10.022	(230.2)	32.631	42.580	43.015	<b>2'08.248</b> p1
9)	9.964	(230.2)	32.468	42.716	42.909	<b>2'08.057</b> p1
10)	10.101	(227.8)	33.301	42.449	42.722	<b>2'08.573</b> p1
11)	10.084	(228.3)	32.358	42.545	42.930	<b>2'07.917</b> p1
12)	10.113	(226.4)	32.371	44.125	42.999	<b>2'09.608</b> p1
13)	9.986	(228.8)	32.846	42.571	42.652	<b>2'08.055</b> p1
14)	10.008	(226.8)	32.671	43.245	42.842	<b>2'08.766</b> p1
15)	10.121	(225.0)	32.563	42.466	42.884	<b>2'08.034</b> p1

### 25 GANS Michael

SUI

L.T290

MARK

1)				40.838	41.157	<b>2'01.313</b> p1
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LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
2)	9.218	(250.5)	31.118	40.043	40.363	<b>2'00.742</b> p1							
3)	9.096	(249.4)	30.512	44.481	40.828	<b>2'04.917</b> p1	<b>45</b>	<b>HAMMOND Alec</b>				GBR	
4)	9.076	(250.0)			40.901	<b>2'01.086</b> p1			C.B8		INVI		
5)	9.074	(252.3)	30.573	40.045	40.516	<b>2'00.208</b> p1							
6)	9.100	(253.5)			40.801	<b>2'00.752</b> p1	1)				44.168	44.798	<b>2'14.635</b> p1
7)	9.020	(253.5)	30.445	40.585	41.207	<b>2'01.257</b> p1	2)	9.700	(214.2)	34.473	44.780	45.295	<b>2'14.248</b> p1
8)	9.143	(251.7)			40.219	<b>2'00.308</b> p1	3)	9.558	(204.1)	34.017	43.980	44.147	<b>2'11.702</b> p1
9)	9.215	(250.0)	30.549	40.396	40.649	<b>2'00.809</b> p1	4)	9.623	(221.7)	33.687	43.539	44.119	<b>2'10.968</b> p1
10)	9.110	(252.9)	30.887	41.754	41.881	<b>2'03.632</b> p1	5)	9.665	(206.8)	33.811	43.738	43.959	<b>2'11.173</b> p1
11)	9.212	(248.8)	30.624	41.194	41.137	<b>2'02.167</b> p1	6)	9.673	(235.2)	33.399	43.755	43.772	<b>2'10.599</b> p1
12)	9.144	(250.5)			40.995	<b>2'01.824</b> p1	7)	9.697	(219.5)	33.122	43.464	43.982	<b>2'10.265</b> p1
13)	9.201	(250.0)	31.025	40.517	40.667	<b>2'01.410</b> p1	8)	9.697	(229.7)	32.934	44.101	44.093	<b>2'10.825</b> p1
14)	9.130	(251.1)			40.800	<b>2'01.620</b> p1	9)	9.725	(233.7)	32.878	43.989	43.946	<b>2'10.538</b> p1
15)	9.144	(249.4)	30.593	41.150	40.890	<b>2'01.777</b> p1	10)	9.473	(232.2)	33.041	43.367	43.363	<b>2'09.244</b> p1
16)	9.121	(248.2)	30.751	40.419	41.342	<b>2'01.633</b> p1	11)	9.599	(237.8)	32.608	42.996	43.282	<b>2'08.485</b> p1
							12)	9.635	(238.4)	32.483	43.116	43.509	<b>2'08.743</b> p1
							13)	9.688	(233.7)	33.366	43.726	43.720	<b>2'10.500</b> p1
<b>29</b>	<b>AHLERS Keith</b>				GBR		14)	9.705	(228.8)	33.200	43.962	43.547	<b>2'10.414</b> p1
		C.M.K.C.		HULM			15)	9.720	(228.8)	33.545	43.615	43.944	<b>2'10.824</b> p1
1)	10.139	(167.9)	39.016	45.430	44.597	<b>2'19.182</b> p1							
2)	9.144	(216.4)	33.357	43.915	43.348	<b>2'09.764</b> p1	<b>48</b>	<b>GIBSON Daniel</b>				GBR	
3)	8.794	(221.3)	33.400	43.796	43.721	<b>2'09.711</b> p1			L.T70 MK3B		RODR		
4)	8.666	(238.9)	32.851	43.206	43.196	<b>2'07.919</b> p1							
5)	8.676	(242.1)	32.151	42.917	42.753	<b>2'06.497</b> p1	1)				41.667	40.588	<b>2'01.560</b> p1
6)	8.844	(214.2)	32.679	43.146	43.046	<b>2'07.715</b> p1	2)	8.601	(243.7)	30.763	39.752	39.909	<b>1'59.025</b> p1
7)	8.624	(240.0)	32.055	42.583	42.547	<b>2'05.809</b> p1	3)	8.559	(247.7)	30.686	39.965	39.809	<b>1'59.019</b> p1
8)	8.678	(225.9)	32.676	42.508	42.630	<b>2'06.492</b> p1	4)	8.601	(270.0)	30.038	39.893	39.934	<b>1'58.466</b> p1
9)	8.689	(254.1)	32.309	43.074	42.614	<b>2'06.686</b> p1	5)	8.593	(271.3)	29.837	40.199	40.168	<b>1'58.797</b> p1
10)	8.707	(250.0)	32.199	42.886	43.867	<b>2'07.659</b> p1	6)	8.649	(262.1)	30.532	39.678	40.082	<b>1'58.941</b> p1
11)	8.798	(234.2)	32.760	43.524	46.153	<b>2'11.235</b> p1	7)	8.695	(267.3)	30.249	39.506	39.985	<b>1'58.435</b> p1
12)	8.734	(215.1)	33.517	42.619	42.485	<b>2'07.355</b> p1	8)	8.669	(267.3)	30.038	39.350	39.853	<b>1'57.910</b> p1
13)	8.624	(251.7)	32.338	43.714	42.741	<b>2'07.417</b> p1	9)	8.662	(264.7)	30.385	39.456	39.661	<b>1'58.164</b> p1
14)	8.862	(224.5)	33.337	42.834	42.573	<b>2'07.606</b> p1							
15)	8.603	(248.8)	32.279	43.520	43.679	<b>2'08.081</b> p1	<b>49</b>	<b>SCHRYVER Michael</b>				GBR	
									C.B6		BONN		
<b>39</b>	<b>TAYLOR Daryl</b>				GBR		1)				44.937	43.174	<b>2'16.299</b> p2
		C.B8		INVI			2)	9.543	(228.8)	33.335	44.257	42.958	<b>2'10.093</b> p2
1)	10.409	(169.8)	39.138	46.478	45.277	<b>2'21.302</b> p1	3)	9.350	(242.1)	32.375	43.195	43.148	<b>2'08.068</b> p2
2)	9.714	(236.3)	33.260	44.677	44.300	<b>2'11.951</b> p1	4)	9.527	(231.2)	32.362	42.958	42.945	<b>2'07.792</b> p2
3)	10.007	(233.2)	33.100	48.296	1'11.834	<b>2'43.237</b> Bp1	5)	9.610	(236.8)	32.221	43.093	42.817	<b>2'07.741</b> p2
4)	7'03.406	(172.5)	34.698	44.430	43.636	<b>9'06.170</b> p1	6)	9.633	(235.2)	32.079	43.520	43.393	<b>2'08.625</b> p2
5)	9.922	(228.8)	33.488	42.933	43.891	<b>2'10.234</b> p1	7)	9.598	(233.7)	32.105	43.004	42.944	<b>2'07.651</b> p2
6)	9.964	(230.7)	33.230	43.885	43.920	<b>2'10.999</b> p1	8)	9.655	(233.2)	32.683	42.885	43.092	<b>2'08.315</b> p2
7)	9.953	(211.7)	34.301	43.338	45.431	<b>2'13.023</b> p1	9)	9.609	(236.8)	32.195	42.642	42.459	<b>2'06.905</b> p2
8)	9.835	(233.2)	33.221	43.055	44.126	<b>2'10.237</b> p1	10)	9.629	(234.7)	32.274	42.697	42.665	<b>2'07.265</b> p2
9)	9.807	(234.2)	32.738	44.472	47.978	<b>2'14.995</b> p1	11)	9.570	(228.8)	32.750	42.734	44.127	<b>2'09.181</b> p2
10)	9.894	(231.2)	33.016	43.488	45.738	<b>2'12.136</b> p1	12)	9.600	(221.3)	32.725	42.421	42.524	<b>2'07.270</b> p2
11)	9.800	(231.2)	33.060	43.073	43.921	<b>2'09.854</b> p1	13)	9.657	(231.2)	32.567	44.608	42.662	<b>2'09.494</b> p2
							14)	9.582	(228.8)	32.616	42.716	42.526	<b>2'07.440</b> p2
							15)	9.609	(233.2)	33.063	42.363	42.500	<b>2'07.535</b> p2

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
<b>51 COUSINS Richard</b>							4)	8.234	(252.3)	30.286	41.291	41.196	<b>2'01.007</b> p1
C.B23					GBR		5)	8.225	(266.0)	30.024	41.059	40.794	<b>2'00.102</b> p1
INVI							6)	8.235	(251.1)			41.311	<b>2'01.337</b> p1
1)				43.319	43.960	<b>2'11.556</b> p2	7)	8.286	(254.1)	30.358	41.000	41.089	<b>2'00.733</b> p1
2)	9.732	(240.5)	31.152	45.440	41.907	<b>2'08.231</b> p2	8)	8.321	(248.8)	30.285	40.820	41.260	<b>2'00.686</b> p1
3)	9.156	(248.2)	31.108	41.604	41.951	<b>2'03.819</b> p2	9)	8.330	(257.7)	30.206	41.177	41.709	<b>2'01.422</b> p1
4)	9.251	(245.4)	31.280	41.919	41.758	<b>2'04.208</b> p2	10)	8.359	(249.4)	31.022	41.496	42.046	<b>2'02.923</b> p1
5)	9.267	(224.5)	31.738	41.221	41.671	<b>2'03.897</b> p2	11)	8.345	(245.4)	30.695	41.555	41.612	<b>2'02.207</b> p1
6)	9.332	(235.8)			41.419	<b>2'05.004</b> p2	12)	8.343	(245.4)	30.657	41.193	42.307	<b>2'02.500</b> p1
7)	9.241	(247.1)	31.784	42.363	42.325	<b>2'05.713</b> p2	13)	8.475	(255.3)			41.352	<b>2'00.994</b> p1
8)	9.378	(242.1)	31.504	41.463	41.377	<b>2'03.722</b> p2	14)	8.282	(267.9)	29.802	42.134	41.323	<b>2'01.541</b> p1
9)	9.290	(245.4)	31.155	59.310	41.795	<b>2'21.550</b> p2	15)	8.322	(260.2)			40.824	<b>2'01.791</b> p1
10)	9.450	(240.0)	31.498	41.879	41.670	<b>2'04.497</b> p2	16)	8.308	(267.3)	30.409	41.581	41.725	<b>2'02.023</b> p1
11)	9.442	(225.4)	32.148	42.071	41.339	<b>2'05.000</b> p2	<b>66 DONOVAN Mike</b>						
12)	9.414	(242.1)	31.184	41.274	41.840	<b>2'03.712</b> p2	L.T70 MK3B					GBR	
13)	9.429	(226.8)	31.480	41.540	41.900	<b>2'04.349</b> p2	RODR						
14)	9.368	(229.7)	32.506	41.565	43.644	<b>2'07.083</b> p2	1)	10.350	(159.0)	40.282	44.717	41.676	<b>2'17.025</b> p1
15)	9.265	(241.6)	32.179	41.258	41.361	<b>2'04.063</b> p2	2)	8.648	(236.8)	32.050	50.493	41.443	<b>2'12.634</b> p1
<b>52 OLDERSHAW Robert</b>							3)	8.520	(214.7)	32.478	41.676	40.615	<b>2'03.289</b> p1
L.T212					GBR		4)	8.454	(245.4)	31.084	42.123	41.157	<b>2'02.818</b> p1
MARK							5)	8.487	(227.3)	31.547	42.023	41.292	<b>2'03.349</b> p1
1)				41.232	41.377	<b>2'03.656</b> p1	6)	8.427	(246.0)	30.829	41.156	41.926	<b>2'02.338</b> p1
2)	9.249	(240.0)	31.655	41.283	40.526	<b>2'02.713</b> p1	7)	8.429	(248.2)	30.426	41.317	40.496	<b>2'00.668</b> p1
3)	9.216	(245.4)	30.925	40.317	40.135	<b>2'00.593</b> p1	8)	8.680	(236.3)	30.489	40.773	40.279	<b>2'00.221</b> p1
4)	9.298	(245.4)	31.184	40.650	40.178	<b>2'01.310</b> p1	9)	8.496	(231.7)	30.901	40.846	40.260	<b>2'00.503</b> p1
<b>57 ADELMAN Graham</b>							10)	8.574	(221.7)	31.365	41.421	40.254	<b>2'01.614</b> p1
L.T210					USA		<b>67 BIANCO Maurizio</b>						
MARK							C.B19					ITA	
1)				42.480	41.034	<b>2'05.725</b> p1	1)				43.284	41.780	<b>2'08.449</b> p1
2)	9.223	(247.1)	31.523	42.187	41.730	<b>2'04.663</b> p1	2)	9.218	(240.0)	31.515	43.492	41.786	<b>2'06.011</b> p1
3)	9.245	(246.0)	31.450	41.797	47.948	<b>2'10.440</b> p1	3)	9.276	(246.0)	31.550	42.488	43.749	<b>2'07.063</b> p1
4)	9.187	(244.3)	31.971	43.536	41.740	<b>2'06.434</b> p1	4)	9.147	(249.4)	31.484	42.257	41.271	<b>2'04.159</b> p1
5)	9.190	(248.2)	32.812	41.688	40.977	<b>2'04.667</b> p1	5)	9.212	(248.8)	36.282	42.212	41.223	<b>2'08.929</b> p1
6)	9.223	(232.2)	31.862	43.456	41.416	<b>2'05.957</b> p1	6)	9.172	(242.6)	31.539	42.475	56.644	<b>2'19.830</b> Bp1
7)	9.134	(238.9)	32.000	41.840	41.902	<b>2'04.876</b> p1	<b>72 BOOT Jamie</b>						
8)	9.190	(229.7)	31.890	41.386	40.946	<b>2'03.412</b> p1	C.B16					GBR	
9)	9.509	(233.2)	31.394	46.401	41.922	<b>2'09.226</b> p1	SIFF						
10)	9.412	(240.5)	31.273	41.526	41.583	<b>2'03.794</b> p1	1)	9.725	(178.5)	40.040	47.181	44.584	<b>2'21.530</b> p1
11)	9.352	(243.2)	31.130	56.807	41.392	<b>2'18.681</b> p1	2)	10.209	(226.4)	33.589	44.697	44.270	<b>2'12.765</b> p1
12)	9.260	(234.7)	31.620	41.602	41.105	<b>2'03.587</b> p1	3)	10.050	(225.9)	33.554	44.120	44.520	<b>2'12.244</b> p1
13)	9.360	(242.1)	31.341	41.720	40.997	<b>2'03.418</b> p1	4)	10.210	(224.5)	33.016	44.007	44.507	<b>2'11.740</b> p1
14)	9.315	(233.7)	31.903	41.977	42.175	<b>2'05.370</b> p1	5)	10.186	(225.9)	33.314	43.838	44.341	<b>2'11.679</b> p1
15)	9.294	(215.5)	32.946	41.239	40.972	<b>2'04.451</b> p1	6)	10.263	(223.6)	33.274	43.849	44.547	<b>2'11.933</b> p1
<b>65 BENNETT Laurie</b>							7)	10.129	(225.9)	33.173	43.710	44.401	<b>2'11.413</b> p1
M.L.M1B					AUS		8)	10.309	(223.6)	33.210	44.072	44.275	<b>2'11.866</b> p1
RODR							9)	10.158	(224.5)	33.438	43.768	44.299	<b>2'11.663</b> p1
1)				41.826	41.478	<b>2'04.386</b> p1	10)	10.380	(219.9)	33.327	43.956	44.131	<b>2'11.794</b> p1
2)	8.268	(249.4)	30.286	40.735	41.627	<b>2'00.916</b> p1	11)	10.252	(222.6)	33.275	43.931	44.227	<b>2'11.685</b> p1
3)	8.272	(244.3)	30.118	41.369	41.057	<b>2'00.816</b> p1							

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
12)	10.167	(217.3)	33.307	43.614	43.949	<b>2'11.037</b> p1	6)	9.369	(240.0)	30.966	41.927	42.248	<b>2'04.510</b> p1
13)	10.347	(220.8)	33.326	44.102	44.044	<b>2'11.819</b> p1	7)	9.411	(239.4)	31.110	41.444	41.737	<b>2'03.702</b> p1
14)	10.343	(221.3)	33.307	43.914	44.249	<b>2'11.813</b> p1	8)	9.345	(237.3)	31.016	41.384	42.059	<b>2'03.804</b> p1
15)	10.372	(220.4)	33.046	43.592	43.919	<b>2'10.929</b> p1	9)	9.280	(241.0)	30.928	41.150	41.597	<b>2'02.955</b> p1
							10)	9.322	(242.1)	30.849	40.632	41.627	<b>2'02.430</b> p1
							11)	9.259	(237.3)	31.016	41.545	43.498	<b>2'05.318</b> p1
							12)	9.299	(241.6)	31.050	41.271	41.935	<b>2'03.555</b> p1
<b>76</b>	<b>WRIGLEY Mike</b>				GBR								
	C.B19			INVI									
1)	10.760	(169.0)	39.085	44.703	42.742	<b>2'17.290</b> p1	<b>89</b>	<b>BENEDINI Emanuele</b>				ITA	
2)	9.100	(240.0)	32.645	43.468	41.910	<b>2'07.123</b> p1		C.B16			SIFF		
3)	9.166	(248.2)	31.244	41.257	41.157	<b>2'02.824</b> p1	1)	10.558	(175.0)	38.013	43.549	42.617	<b>2'14.737</b> p1
4)	9.020	(247.1)	31.078	41.483	41.876	<b>2'03.457</b> p1	2)	9.295	(235.8)	31.856	43.643	42.455	<b>2'07.249</b> p1
5)	9.183	(238.4)	31.303	40.646	40.509	<b>2'01.641</b> p1	3)	9.147	(250.5)	31.855	41.871	41.697	<b>2'04.570</b> p1
6)	8.965	(229.7)	31.884	42.392	41.231	<b>2'04.472</b> p1	4)	9.190	(250.5)	31.007	41.815	42.315	<b>2'04.327</b> p1
7)	9.216	(249.4)	31.772	40.558	40.946	<b>2'02.492</b> p1	5)	9.201	(235.8)	31.640	42.177	41.757	<b>2'04.775</b> p1
8)	9.238	(248.2)	30.685	40.716	40.713	<b>2'01.352</b> p1	6)	9.119	(245.4)	31.074	41.253	41.316	<b>2'02.762</b> p1
9)	9.258	(244.3)	30.986	40.749	40.863	<b>2'01.856</b> p1	7)	9.048	(251.1)	31.207	41.500	41.741	<b>2'03.496</b> p1
10)	9.333	(221.3)	32.218	41.159	40.590	<b>2'03.300</b> p1	8)	9.156	(240.0)	31.524	41.545	41.270	<b>2'03.495</b> p1
11)	9.235	(214.2)	31.960	41.950	44.077	<b>2'07.222</b> p1	9)	9.210	(249.4)	31.054	41.451	41.596	<b>2'03.311</b> p1
12)	9.147	(243.7)	30.833	40.509	40.578	<b>2'01.067</b> p1	10)	9.250	(249.4)	30.833	41.423	41.987	<b>2'03.493</b> p1
13)	9.146	(232.2)	31.735	1'01.017	42.213	<b>2'24.111</b> p1	11)	9.277	(248.2)	31.463	41.274	43.475	<b>2'05.489</b> p1
14)	9.244	(242.6)	31.407	42.218	41.189	<b>2'04.058</b> p1	12)	9.139	(251.1)	31.321	41.299	41.497	<b>2'03.256</b> p1
15)	9.277	(236.8)	31.791	40.719	40.846	<b>2'02.633</b> p1	13)	9.237	(241.6)	31.208	42.619	41.970	<b>2'05.034</b> p1
16)	9.303	(225.9)	31.791	40.665	40.855	<b>2'02.614</b> p1	14)	9.492	(217.7)	31.639	43.043	41.812	<b>2'05.986</b> p1
							15)	9.385	(237.3)	31.790	42.135	42.479	<b>2'05.789</b> p1
							16)	9.455	(237.3)	31.964	41.874	42.223	<b>2'05.516</b> p1
<b>85</b>	<b>ASHWORTH Simon</b>				GBR								
	C.B16			SIFF									
1)				43.387	42.510	<b>2'37.427</b> p1	<b>96</b>	<b>BEAUMONT Andrew</b>				GBR	
2)	9.553	(238.4)	32.617	42.453	42.355	<b>2'06.978</b> p1		M.L.M1B			RODR		
3)	9.271	(247.1)			45.692	<b>2'10.093</b> p1	1)				42.199	42.307	<b>2'07.696</b> p1
4)	9.412	(246.5)			42.106	<b>2'05.562</b> p1	2)	8.416	(231.7)	32.164	42.291	42.255	<b>2'05.126</b> p1
5)	9.352	(247.7)	32.105	42.231	49.646	<b>2'13.334</b> p1	3)	8.399	(224.0)	32.118	42.032	44.464	<b>2'07.013</b> p1
6)	9.843	(240.0)			43.228	<b>2'07.779</b> p1	4)	8.486	(231.2)	32.126	41.201	42.068	<b>2'03.881</b> p1
7)	9.622	(241.0)	32.450	42.500	42.778	<b>2'07.350</b> p1	5)	8.410	(220.8)	32.015	41.667	42.670	<b>2'04.762</b> p1
8)	9.573	(243.7)			42.590	<b>2'06.505</b> p1	6)	8.481	(219.0)	31.428	41.014	41.776	<b>2'02.699</b> p1
9)	9.441	(245.4)			43.695	<b>2'09.408</b> p1	7)	8.429	(225.9)	31.164	41.458	41.656	<b>2'02.707</b> p1
10)	9.637	(243.2)			42.866	<b>2'07.286</b> p1	8)	8.355	(241.6)	30.852	41.513	41.561	<b>2'02.281</b> p1
11)	9.612	(240.5)			43.061	<b>2'07.218</b> p1	9)	8.429	(232.7)	31.219	41.228	42.014	<b>2'02.890</b> p1
12)	9.660	(240.5)			42.624	<b>2'06.719</b> p1	10)	8.465	(227.8)	31.926	41.627	42.322	<b>2'04.340</b> p1
13)	9.649	(240.0)	32.806	43.398	43.205	<b>2'09.058</b> p1	11)	9.123	(197.8)	33.700	42.800	43.133	<b>2'08.756</b> p1
14)	9.674	(241.6)			42.850	<b>2'08.044</b> p1	12)	8.358	(236.8)	30.728	40.599	41.435	<b>2'01.120</b> p1
15)	9.632	(237.3)	32.338	42.866	42.581	<b>2'07.417</b> p1	13)	8.371	(231.7)	31.325	41.224	41.312	<b>2'02.232</b> p1
							14)	8.400	(236.3)	31.295	42.548	42.605	<b>2'04.848</b> p1
							15)	8.414	(238.9)	31.727	42.157	42.836	<b>2'05.134</b> p1
							16)	8.511	(227.8)	31.635	41.552	42.307	<b>2'04.005</b> p1
<b>87</b>	<b>BLAIN Robert</b>				USA								
	C.B31/36			INVI									
1)				43.614	43.366	<b>2'10.450</b> p1	<b>99</b>	<b>GIBSON Paul</b>				GBR	
2)	9.373	(237.3)	31.040	42.246	42.746	<b>2'05.405</b> p1		B.L.T70 MK3B			INVI		
3)	9.288	(244.3)	31.323	42.405	43.191	<b>2'06.207</b> p1	1)					40.195	<b>1'57.970</b> p1
4)	9.159	(243.7)	31.441	42.303	42.577	<b>2'05.480</b> p1							
5)	9.201	(238.9)	31.604	41.199	41.768	<b>2'03.772</b> p1							

LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME	LAP	T-1	MAX-VEL	T-2	T-3	ARRIVO	TIME
2)	8.436	(244.8)			39.488	<b>1'58.514</b> p1	3)	9.119	(199.6)	33.818	44.760	48.295	<b>2'15.992</b> p1
3)	8.451	(244.3)			39.404	<b>1'57.549</b> p1	4)	9.168	(208.0)	33.800	46.015	45.164	<b>2'14.147</b> p1
4)	8.452	(258.3)			39.356	<b>1'59.306</b> p1	5)	9.152	(216.4)	34.726	45.335	45.568	<b>2'14.781</b> p1
5)	8.381	(251.7)			39.225	<b>1'58.235</b> p1	6)	9.173	(210.9)	33.850	45.792	45.847	<b>2'14.662</b> p1
6)	8.439	(246.0)			39.264	<b>1'58.105</b> p1	7)	9.260	(210.5)	34.343	47.692	44.892	<b>2'16.187</b> p1
7)	8.434	(247.7)	30.497	39.730	39.623	<b>1'58.284</b> p1	8)	9.040	(223.6)	33.799	45.424	45.203	<b>2'13.466</b> p1
8)	8.451	(255.9)	30.284	40.260	39.525	<b>1'58.520</b> p1	9)	9.128	(223.1)	33.654	45.622	45.045	<b>2'13.449</b> p1
9)	8.512	(249.4)			39.434	<b>1'57.869</b> p1	10)	9.096	(218.6)	33.550	44.939	47.574	<b>2'15.159</b> p1
10)	8.426	(252.3)			39.903	<b>1'57.591</b> p1	11)	9.235	(212.1)			46.124	<b>2'14.355</b> p1
11)	8.514	(244.8)			39.284	<b>1'56.718</b> p1	12)	9.286	(210.1)	35.843	47.733	45.857	<b>2'18.719</b> p1
12)	8.571	(219.5)			39.592	<b>1'57.629</b> p1	13)	9.429	(192.1)	35.100	46.845	46.055	<b>2'17.429</b> p1
13)	8.476	(234.7)			39.205	<b>1'57.182</b> p1	14)	9.308	(210.5)	35.795	45.292	45.842	<b>2'16.237</b> p1
14)	8.339	(251.7)			39.835	<b>1'58.505</b> p1							
15)	8.472	(243.2)			40.291	<b>1'58.721</b> p1							
16)	8.790	(225.0)			39.239	<b>1'58.150</b> p1							

**111 CARLINO Rick** USA

GRD S72 INVI

1)				46.008	44.551	<b>2'18.511</b> p1
2)	9.297	(236.3)	32.733	43.705	43.325	<b>2'09.060</b> p1
3)	9.224	(246.0)	32.230	48.170	43.514	<b>2'13.138</b> p1
4)	9.293	(234.7)	32.263	43.229	42.962	<b>2'07.747</b> p1
5)	9.292	(240.5)	32.746	43.161	43.398	<b>2'08.597</b> p1
6)	9.293	(236.3)	32.825	43.025	43.690	<b>2'08.833</b> p1
7)	9.453	(244.8)	32.977	43.655	44.021	<b>2'10.106</b> p1
8)	9.426	(244.8)	33.822	44.390	43.349	<b>2'10.987</b> p1

**158 SCEMAMA Philippe** SUI

C.S INVI

1)	9.749	(190.1)	37.809	43.310	44.069	<b>2'14.937</b> p1
2)	9.545	(234.2)	33.169	44.370	43.938	<b>2'11.022</b> p1
3)	9.720	(232.7)	32.241	42.718	43.724	<b>2'08.403</b> p1
4)	9.710	(232.2)	32.999	42.824	43.478	<b>2'09.011</b> p1
5)	9.673	(238.9)	32.228	42.935	43.737	<b>2'08.573</b> p1
6)	9.735	(237.3)	32.230	42.811	43.681	<b>2'08.457</b> p1
7)	9.761	(236.8)	32.369	42.558	43.321	<b>2'08.009</b> p1
8)	9.770	(235.8)	32.341	42.634	43.650	<b>2'08.395</b> p1
9)	9.803	(237.3)	32.214	42.621	43.721	<b>2'08.359</b> p1
10)	9.846	(230.7)	32.058	42.832	43.617	<b>2'08.353</b> p1
11)	9.790	(233.2)	31.978	43.553	43.110	<b>2'08.431</b> p1
12)	9.725	(235.2)	32.362	42.399	43.328	<b>2'07.814</b> p1
13)	9.774	(235.2)	32.009	42.665	43.360	<b>2'07.808</b> p1
14)	9.730	(233.2)	31.829	42.616	43.545	<b>2'07.720</b> p1
15)	9.807	(236.8)	32.125	42.927	43.826	<b>2'08.685</b> p1

**194 MACEDO SILVA Rui** POR

F.GT40 HULM

1)	11.729	(147.7)	40.631	46.085	45.988	<b>2'24.433</b> p1
2)	9.070	(219.9)	34.488	45.862	45.341	<b>2'14.761</b> p1



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<i>LAP</i>	<i>T-1</i>	<i>MAX-VEL</i>	<i>T-2</i>	<i>T-3</i>	<i>ARRIVO</i>	<i>TIME</i>	<i>LAP</i>	<i>T-1</i>	<i>MAX-VEL</i>	<i>T-2</i>	<i>T-3</i>	<i>ARRIVO</i>	<i>TIME</i>
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Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward



62<sup>^</sup> COPPA INTEREUROPA STORICA  
FIA MASTERS HISTORIC SPORTS CAR  
FIA Master Historic



FASTEST LAP RACE 2

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TIME	GAP	LAP/TOT	AVG	2nd	B.L.
1	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		Lola T70 MK3B	RODR		<b>1'55.145</b>		4/14	181.117	1'55.211	
2	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		Lola T70 MK3B	RODR		<b>1'56.590</b>	1.445	5/16	178.872	1'57.252	
3	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		Chevron B19	MARK		<b>1'56.672</b>	1.527	11/16	178.747	1'57.088	
4	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		Broadley Lola T70	INVI		<b>1'56.718</b>	1.573	11/16	178.676	1'57.182	
5	4	<b>O'CONNELL M.</b> (O'CONNELL Martin)	GBR		Chevron B19	MARK		<b>1'56.936</b>	1.791	11/16	178.343	1'56.970	
6	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		Lola T70 MK3B	RODR		<b>1'57.910</b>	2.765	8/9	176.870	1'58.164	
7	8	<b>MEINS R.</b> (MEINS Richard)	GBR		Lola T70 MK3B	RODR		<b>1'58.507</b>	3.362	7/16	175.979	1'58.539	
8	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		Lola T210	INVI		<b>1'59.356</b>	4.211	6/16	174.727	1'59.562	
9	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		Lola T70 MK3B	RODR		<b>1'59.948</b>	4.803	10/16	173.865	1'59.992	
10	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		McLaren M1B	RODR		<b>2'00.102</b>	4.957	5/16	173.642	2'00.686	
11	25	<b>GANS M.</b> (GANS Michael)	SUI		Lola T290	MARK		<b>2'00.208</b>	5.063	5/16	173.489	2'00.308	
12	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		Lola T70 MK3B	RODR		<b>2'00.221</b>	5.076	8/10	173.470	2'00.503	
13	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		Lola T212	MARK		<b>2'00.593</b>	5.448	3/4	172.935	2'01.310	
14	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		Chevron B19	INVI		<b>2'01.067</b>	5.922	12/16	172.258	2'01.352	
15	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		McLaren M1B	RODR		<b>2'01.120</b>	5.975	12/16	172.182	2'02.232	
16	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		Chevron B31/36	INVI		<b>2'02.430</b>	7.285	10/12	170.340	2'02.955	
17	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		Chevron B16	SIFF		<b>2'02.762</b>	7.617	6/16	169.879	2'03.256	
18	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		Lola T210	MARK		<b>2'03.412</b>	8.267	8/15	168.985	2'03.418	
19	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		Chevron B23	INVI		<b>2'03.712</b>	8.567	12/15	168.575	2'03.722	
20	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		Chevron B19	INVI		<b>2'04.159</b>	9.014	4/6	167.968	2'06.011	
21	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		Chevron B16	SIFF		<b>2'05.562</b>	10.417	4/15	166.091	2'06.505	
22	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		Cooper Monaco Kin	HULM		<b>2'05.809</b>	10.664	7/15	165.765	2'06.492	
23	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		Chevron B8	BONN		<b>2'06.479</b>	11.334	4/15	164.887	2'07.133	
24	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		Chevron B6	BONN		<b>2'06.905</b>	11.760	9/15	164.333	2'07.265	
25	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		Crossle 9S	INVI		<b>2'07.720</b>	12.575	14/15	163.285	2'07.808	

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	TIME	GAP	LAP/TOT	AVG	2nd	B.L.
26	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		<b>2'07.747</b>	12.602	4/8	163.250	2'08.597	
27	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		Chevron B8	INVI		<b>2'08.485</b>	13.340	11/15	162.313	2'08.743	
28	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		Chevron B8	INVI		<b>2'09.854</b>	14.709	11/11	160.601	2'10.234	
29	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		Chevron B16	SIFF		<b>2'10.929</b>	15.784	15/15	159.283	2'11.037	
30	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		McLaren M1B	HULM		<b>2'11.299</b>	16.154	8/14	158.834	2'12.921	
31	19	<b>OWEN A.</b> (OWEN Andrew)	GBR		Chevron B8	INVI		<b>2'13.323</b>	18.178	9/12	156.423	2'13.411	
32	194	<b>MACEDO SILVA R.</b> (MACEDO SILVA Rui)	POR		Ford GT40	HULM		<b>2'13.449</b>	18.304	9/14	156.275	2'13.466	

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward

START (14:15) 14:18

END (14:45) 14:51

Monza, 19-20-21 June 2015

R2P-2.99.GIR / 2

Cronometraggio ed elaborazione dati a cura dell'Autodromo Nazionale di Monza



62<sup>^</sup> COPPA INTEREUROPA STORICA  
FIA MASTERS HISTORIC SPORTS CAR  
FIA Master Historic



AGGREGATE RESULTS

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST LAP
<b>ASSOLUTA</b>												
1	4	<b>O'CONNELL M.</b> (O'CONNELL Martin)	GBR		C.B19	MARK		32	1:02'57.843	176.649 Km/h	265.3	1'56.929 5
2	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		L.T70 MK3B	RODR		32	1:03'00.795	2.952	271.3	1'56.590 21
3	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		B.L.T70 MK3B	INVI		32	1:03'42.664	44.821	258.3	1'56.718 27
4	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		C.B19	MARK		32	1:04'17.873	1'20.030	257.1	1'56.672 27
5	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		L.T210	INVI		32	1:04'25.634	1'27.791	260.8	1'59.245 7
6	25	<b>GANS M.</b> (GANS Michael)	SUI		L.T290	MARK		32	1:04'29.219	1'31.376	253.5	1'59.083 9
7	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		M.L.M1B	RODR		32	1:05'11.798	2'13.955	267.9	2'00.102 21
8	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		M.L.M1B	RODR		31	1:04'38.380	1 LAP	247.1	2'01.000 11
9	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		L.T70 MK3B	RODR		30	58'27.949	2 LAPS	273.4	1'55.145 20
10	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		L.T210	MARK		30	1:03'08.038	2 LAPS	248.2	2'03.412 23
11	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		C.B23	INVI		30	1:03'22.358	2 LAPS	248.2	2'03.712 27
12	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		C.B8	BONN		30	1:03'55.416	2 LAPS	238.9	2'06.189 10
13	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		C.B6	BONN		30	1:04'12.704	2 LAPS	242.1	2'06.562 9
14	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		C.B16	SIFF		30	1:04'20.007	2 LAPS	247.7	2'05.263 9
15	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		C.B8	INVI		30	1:05'42.365	2 LAPS	238.4	2'08.485 26
16	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		C.B16	SIFF		30	1:06'21.698	2 LAPS	226.4	2'10.860 11
17	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		M.L.M1B	HULM		28	1:04'22.977	4 LAPS	257.7	2'11.299 22
18	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		C.S	INVI		28	1:04'37.395	4 LAPS	238.9	2'06.975 6
19	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		C.B31/36	INVI		27	56'36.274	5 LAPS	244.3	2'02.430 25
20	19	<b>OWEN A.</b> (OWEN Andrew)	GBR		C.B8	INVI		26	1:05'25.169	6 LAPS	229.7	2'13.323 23
21	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		L.T70 MK3B	RODR		25	50'28.278	7 LAPS	271.3	1'57.910 24
22	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		C.M.K.C.	HULM		23	48'55.247	9 LAPS	254.1	2'03.847 7
23	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		23	50'24.500	9 LAPS	246.0	2'07.747 19
24	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		L.T70 MK3B	RODR		23	52'20.986	9 LAPS	256.5	1'59.948 17

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST LAP
25	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		C.B19	INVI		21	44'31.844	11 LAPS	249.4	2'04.159 19
26	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		L.T212	MARK		20	40'49.673	12 LAPS	245.4	2'00.593 19
27	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		C.B16	SIFF		19	39'44.372	13 LAPS	251.1	2'02.762 9
28	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		C.B19	INVI		19	39'57.654	13 LAPS	249.4	2'01.067 15
29	194	<b>MACEDO SILVA R.</b> (MACEDO SILVA Rui)	POR		F.GT40	HULM		17	40'59.040	15 LAPS	223.6	2'13.449 12
30	8	<b>MEINS R.</b> (MEINS Richard)	GBR		L.T70 MK3B	RODR		16	32'12.809	16 LAPS	271.3	1'58.507 7
31	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		L.T70 MK3B	RODR		15	36'35.286	17 LAPS	270.0	1'57.973 4
32	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		C.B8	INVI		15	40'45.426	17 LAPS	236.3	2'09.854 15

### GRUPPO BONN

1	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		C.B8	BONN		30	1:03'55.416	163.122 Km/h	238.9	2'06.189 10
2	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		C.B6	BONN		30	1:04'12.704	17.288	242.1	2'06.562 9

### GRUPPO HULM

1	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		M.L.M1B	HULM		28	1:04'22.977	151.161 Km/h	257.7	2'11.299 22
2	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		C.M.K.C.	HULM		23	48'55.247	5 LAPS	254.1	2'03.847 7
3	194	<b>MACEDO SILVA R.</b> (MACEDO SILVA Rui)	POR		F.GT40	HULM		17	40'59.040	11 LAPS	223.6	2'13.449 12

### GRUPPO INVI

1	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		B.L.T70 MK3B	INVI		32	1:03'42.664	174.578 Km/h	258.3	1'56.718 27
2	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		L.T210	INVI		32	1:04'25.634	42.970	260.8	1'59.245 7
3	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		C.B23	INVI		30	1:03'22.358	2 LAPS	248.2	2'03.712 27
4	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		C.B8	INVI		30	1:05'42.365	2 LAPS	238.4	2'08.485 26
5	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		C.S	INVI		28	1:04'37.395	4 LAPS	238.9	2'06.975 6
6	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		C.B31/36	INVI		27	56'36.274	5 LAPS	244.3	2'02.430 25
7	19	<b>OWEN A.</b> (OWEN Andrew)	GBR		C.B8	INVI		26	1:05'25.169	6 LAPS	229.7	2'13.323 23
8	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		23	50'24.500	9 LAPS	246.0	2'07.747 19
9	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		C.B19	INVI		21	44'31.844	11 LAPS	249.4	2'04.159 19
10	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		C.B19	INVI		19	39'57.654	13 LAPS	249.4	2'01.067 15
11	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		C.B8	INVI		15	40'45.426	17 LAPS	236.3	2'09.854 15

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST LAP	LAP
<b>GRUPPO MARK</b>													
1	4	<b>O'CONNELL M.</b> (O'CONNELL Martin)	GBR		C.B19	MARK		32	1:02'57.843	176.649 Km/h	265.3	1'56.929	5
2	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		C.B19	MARK		32	1:04'17.873	1'20.030	257.1	1'56.672	27
3	25	<b>GANS M.</b> (GANS Michael)	SUI		L.T290	MARK		32	1:04'29.219	1'31.376	253.5	1'59.083	9
4	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		L.T210	MARK		30	1:03'08.038	2 LAPS	248.2	2'03.412	23
5	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		L.T212	MARK		20	40'49.673	12 LAPS	245.4	2'00.593	19

### GRUPPO RODR

1	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		L.T70 MK3B	RODR		32	1:03'00.795	176.511 Km/h	271.3	1'56.590	21
2	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		M.L.M1B	RODR		32	1:05'11.798	2'11.003	267.9	2'00.102	21
3	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		M.L.M1B	RODR		31	1:04'38.380	1 LAP	247.1	2'01.000	11
4	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		L.T70 MK3B	RODR		30	58'27.949	2 LAPS	273.4	1'55.145	20
5	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		L.T70 MK3B	RODR		25	50'28.278	7 LAPS	271.3	1'57.910	24
6	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		L.T70 MK3B	RODR		23	52'20.986	9 LAPS	256.5	1'59.948	17
7	8	<b>MEINS R.</b> (MEINS Richard)	GBR		L.T70 MK3B	RODR		16	32'12.809	16 LAPS	271.3	1'58.507	7
8	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		L.T70 MK3B	RODR		15	36'35.286	17 LAPS	270.0	1'57.973	4

### GRUPPO SIFF

1	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		C.B16	SIFF		30	1:04'20.007	162.083 Km/h	247.7	2'05.263	9
2	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		C.B16	SIFF		30	1:06'21.698	2'01.691	226.4	2'10.860	11
3	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		C.B16	SIFF		19	39'44.372	11 LAPS	251.1	2'02.762	9

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward



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FIA MASTERS HISTORIC SPORTS CAR  
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SPEEDS RACE 2

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	SPEED
1	1	<b>VOYAZIDES Leo</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		Lola T70 MK3B	RODR		<b>273.4</b>
2	3	<b>WRIGHT Jason</b> (WRIGHT Jason)	ITA		Lola T70 MK3B	RODR		<b>271.3</b>
3	8	<b>MEINS Richard</b> (MEINS Richard)	GBR		Lola T70 MK3B	RODR		<b>271.3</b>
4	48	<b>GIBSON Daniel</b> (GIBSON Daniel)	GBR		Lola T70 MK3B	RODR		<b>271.3</b>
5	65	<b>BENNETT Laurie</b> (BENNETT Laurie)	AUS		McLaren M1B	RODR		<b>267.9</b>
6	4	<b>O'CONNELL Martin</b> (O'CONNELL Martin)	GBR		Chevron B19	MARK		<b>265.3</b>
7	15	<b>PIERCY Mark</b> (PIERCY Mark)	GBR		Lola T210	INVI		<b>260.8</b>
8	99	<b>GIBSON Paul</b> (GIBSON Paul)	GBR		Broadley Lola T70 MK	INVI		<b>258.3</b>
9	22	<b>INCERTI Carlo</b> (INCERTI Carlo)	ITA		McLaren M1B	HULM		<b>257.7</b>
10	9	<b>SMITH-HILLIARD Max</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		Chevron B19	MARK		<b>257.1</b>
11	23	<b>MONTEVERDE Carlos</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		Lola T70 MK3B	RODR		<b>256.5</b>
12	29	<b>AHLERS Keith</b> (AHLERS Keith - BELLINGER James)	GBR		Cooper Monaco King C	HULM		<b>254.1</b>
13	25	<b>GANS Michael</b> (GANS Michael)	SUI		Lola T290	MARK		<b>253.5</b>
14	89	<b>BENEDINI Emanuele</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		Chevron B16	SIFF		<b>251.1</b>
15	67	<b>BIANCO Maurizio</b> (BIANCO Maurizio)	ITA		Chevron B19	INVI		<b>249.4</b>
16	76	<b>WRIGLEY Mike</b> (WRIGLEY Mike)	GBR		Chevron B19	INVI		<b>249.4</b>
17	51	<b>COUSINS Richard</b> (COUSINS Richard - HART Steven)	GBR		Chevron B23	INVI		<b>248.2</b>
18	57	<b>ADELMAN Graham</b> (ADELMAN Graham)	USA		Lola T210	MARK		<b>248.2</b>
19	66	<b>DONOVAN Mike</b> (DONOVAN Mike)	GBR		Lola T70 MK3B	RODR		<b>248.2</b>
20	85	<b>ASHWORTH Simon</b> (ASHWORTH Simon)	GBR		Chevron B16	SIFF		<b>247.7</b>
21	111	<b>CARLINO Rick</b> (CARLINO Rick)	USA		GRD S72	INVI		<b>246.0</b>
22	52	<b>OLDERSHAW Robert</b> (OLDERSHAW Robert)	GBR		Lola T212	MARK		<b>245.4</b>
23	87	<b>BLAIN Robert</b> (BLAIN Robert)	USA		Chevron B31/36	INVI		<b>244.3</b>

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	SPEED
24	49	<b>SCHRYVER Michael</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		Chevron B6	BONN		<b>242.1</b>
25	96	<b>BEAUMONT Andrew</b> (BEAUMONT Andrew)	GBR		McLaren M1B	RODR		<b>241.6</b>
26	158	<b>SCEMAMA Philippe</b> (SCEMAMA Philippe)	SUI		Crossle 9S	INVI		<b>238.9</b>
27	45	<b>HAMMOND Alec</b> (HAMMOND Alec)	GBR		Chevron B8	INVI		<b>238.4</b>
28	39	<b>TAYLOR Daryl</b> (TAYLOR Daryl)	GBR		Chevron B8	INVI		<b>236.3</b>
29	24	<b>NEWALL Andrew</b> (NEWALL Andrew)	GBR		Chevron B8	BONN		<b>235.2</b>
30	19	<b>OWEN Andrew</b> (OWEN Andrew)	GBR		Chevron B8	INVI		<b>229.7</b>
31	72	<b>BOOT Jamie</b> (BOOT Jamie)	GBR		Chevron B16	SIFF		<b>226.4</b>
32	194	<b>MACEDO SILVA Rui</b> (MACEDO SILVA Rui)	POR		Ford GT40	HULM		<b>223.6</b>

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward

START (14:15) 14:18

END (14:45) 14:51

Monza, 19-20-21 June 2015

VES-2.99.GIR / 2

Cronometraggio ed elaborazione dati a cura dell'Autodromo Nazionale di Monza



# 62<sup>^</sup> COPPA INTEREUROPA STORICA

## FIA MASTERS HISTORIC SPORTS CAR

### FIA Master Historic



STARTING GRID RACE 2  
JUNE 21th 2015 HOUR 14:15

		1st		
<b>2nd</b>	<b>4</b>	<b>1</b>	<b>HADFIELD S.</b> L.T70 MK3B	FILA <b>1</b>
		<b>3rd</b>		
<b>4th</b>	<b>81</b>	<b>3</b>	<b>WRIGHT J.</b> L.T70 MK3B	FILA <b>2</b>
		<b>5th</b>		
<b>6th</b>	<b>99</b>	<b>25</b>	<b>GANS M.</b> L.T290	FILA <b>3</b>
		<b>7th</b>		
<b>8th</b>	<b>48</b>	<b>15</b>	<b>PIERCY M.</b> L.T210	FILA <b>4</b>
		<b>9th</b>		
<b>10th</b>	<b>65</b>	<b>52</b>	<b>OLDERSHAW R.</b> L.T212	FILA <b>5</b>
		<b>11th</b>		
<b>12th</b>	<b>96</b>	<b>9</b>	<b>PADMORE N.</b> C.B19	FILA <b>6</b>
		<b>13th</b>		
<b>14th</b>	<b>67</b>	<b>57</b>	<b>ADELMAN G.</b> L.T210	FILA <b>7</b>
		<b>15th</b>		
<b>16th</b>	<b>51</b>	<b>87</b>	<b>BLAIN R.</b> C.B31/36	FILA <b>8</b>
		<b>17th</b>		
<b>18th</b>	<b>24</b>	<b>85</b>	<b>ASHWORTH S.</b> C.B16	FILA <b>9</b>
		<b>19th</b>		
<b>20th</b>	<b>111</b>	<b>49</b>	<b>SCHRYVER W.</b> C.B6	FILA <b>10</b>
		<b>21th</b>		
<b>22th</b>	<b>72</b>	<b>45</b>	<b>HAMMOND A.</b> C.B8	FILA <b>11</b>
		<b>23th</b>		
<b>24th</b>	<b>19</b>	<b>22</b>	<b>INCERTI C.</b> M.L.M1B	FILA <b>12</b>
		<b>25th</b>		
<b>26th</b>	<b>117</b>	<b>158</b>	<b>SCEMAMA P.</b> C.S	FILA <b>13</b>

<b>28th</b>	
<b>23</b>	<b>PEARSON G.</b> L.T70 MK3B
<b>30th</b>	
<b>39</b>	<b>TAYLOR D.</b> C.B8
<b>32th</b>	
<b>76</b>	<b>WRIGLEY M.</b> C.B19
<b>34th</b>	
<b>8</b>	<b>MEINS R.</b> L.T70 MK3B

<b>27th</b>		FILA <b>14</b>
<b>29</b>	<b>AHLERS K.</b> C.M.K.C.	
<b>29th</b>		FILA <b>15</b>
<b>66</b>	<b>DONOVAN M.</b> L.T70 MK3B	
<b>31th</b>		FILA <b>16</b>
<b>89</b>	<b>BENEDINI E.</b> C.B16	
<b>33th</b>		FILA <b>17</b>
<b>194</b>	<b>MACEDO SILVA R.</b> F.GT40	

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio  
Il DSC: Monza Timing - Rapi Andrea

John Naylor - FIA Chief Steward

The Stewards:  
Francois Dumont - FIA Steward

Claudio Etori - ASN Steward



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LAP CHART RACE 2

POS	GRI	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	3
2.	4	4	3	3	3	3	3	3	3	3	3	3	3	3	3	4	4
3.	3	3	4	99	4	4	4	4	4	4	4	4	4	4	4	99	99
4.	81	99	99	4	99	99	99	99	99	99	99	99	99	99	99	9	9
5.	25	9	9	9	9	9	9	9	9	9	9	9	9	9	9	15	15
6.	99	25	48	48	48	48	48	48	48	48	15	15	15	15	15	8	8
7.	15	48	25	15	15	15	15	15	15	15	65	8	8	8	8	65	65
8.	48	15	15	65	65	65	65	65	65	25	25	65	25	65	65	25	25
9.	52	52	65	52	25	25	25	25	25	65	8	25	65	25	25	96	96
10.	65	65	52	25	52	8	8	8	8	8	96	96	96	96	96	23	23
11.	9	57	57	96	8	96	96	96	96	96	66	76	76	89	23	89	89
12.	96	96	96	8	96	87	87	76	76	76	76	87	87	23	89	76	76
13.	57	67	67	57	67	51	51	87	66	66	87	89	89	76	76	57	57
14.	67	87	87	67	57	57	76	89	87	87	89	23	23	57	57	51	51
15.	87	51	8	87	87	76	57	66	89	89	57	51	51	51	51	24	24
16.	51	24	24	51	51	67	89	51	51	57	23	57	57	24	24	29	29
17.	85	45	51	89	76	89	66	57	57	23	51	24	24	29	29	49	49
18.	24	89	89	24	89	66	24	24	23	51	24	49	49	49	49	158	158
19.	49	158	76	76	24	24	67	23	24	24	29	29	29	158	158	85	85
20.	111	49	158	66	66	49	23	49	29	29	49	158	158	85	85	45	45
21.	45	8	49	158	49	158	49	29	49	49	158	85	85	45	45	72	72
22.	72	66	111	49	158	29	158	158	158	158	85	45	45	72	72	72	72
23.	22	76	45	29	29	23	29	111	111	85	45	72	72	194	194	194	194
24.	19	111	29	45	111	111	111	45	45	45	72	194	194	22	22	22	22
25.	158	29	66	111	45	45	45	85	85	72	194	22	22	22	22	22	22
26.	117	39	39	72	23	72	85	72	72	22	22	19	19	19	19	19	19
27.	29	72	72	23	72	85	72	22	22	194	19	39	39	39	39	39	39
28.	23	22	22	85	85	194	194	194	194	19	39	39	39	39	39	39	39
29.	66	194	194	194	194	22	22	19	19	39	39	39	39	39	39	39	39
30.	39	19	19	22	22	19	19	39	39	39	39	39	39	39	39	39	39
31.	89	85	85	19	19	39	39	39	39	39	39	39	39	39	39	39	39
32.	76	23	23	39	39	39	39	39	39	39	39	39	39	39	39	39	39
33.	194	194	194	194	194	194	194	194	194	194	194	194	194	194	194	194	194
34.	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

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John Naylor - FIA Chief Steward

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Claudio Etori - ASN Steward



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PROVISIONAL RESULTS RACE 2

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST LAP
<b>ASSOLUTA</b>												
1	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		L.T70 MK3B	RODR		16	31'27.115	176.818 Km/h	271.3	1'56.590 5
2	4	<b>O'CONNELL M.</b> (O'CONNELL Martin)	GBR		C.B19	MARK		16	31'28.166	1.051	265.3	1'56.936 11
3	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		B.L.T70 MK3B	INVI		16	31'28.848	1.733	258.3	1'56.718 11
4	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		C.B19	MARK		16	31'29.294	2.179	257.1	1'56.672 11
5	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		L.T210	INVI		16	32'09.999	42.884	260.8	1'59.356 6
6	8	<b>MEINS R.</b> (MEINS Richard)	GBR		L.T70 MK3B	RODR		16	32'12.809	45.694	271.3	1'58.507 7
7	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		M.L.M1B	RODR		16	32'25.384	58.269	267.9	2'00.102 5
8	25	<b>GANS M.</b> (GANS Michael)	SUI		L.T290	MARK		16	32'25.455	58.340	253.5	2'00.208 5
9	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		M.L.M1B	RODR		16	33'09.490	1'42.375	241.6	2'01.120 12
10	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		L.T70 MK3B	RODR		16	33'13.724	1'46.609	256.5	1'59.948 10
11	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		C.B16	SIFF		16	33'23.285	1'56.170	251.1	2'02.762 6
12	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		C.B19	INVI		16	33'27.512	2'00.397	249.4	2'01.067 12
13	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		L.T210	MARK		15	31'34.701	1 LAP	248.2	2'03.412 8
14	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		C.B23	INVI		15	31'36.404	1 LAP	248.2	2'03.712 12
15	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		C.B8	BONN		15	32'03.947	1 LAP	235.2	2'06.479 4
16	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		C.M.K.C.	HULM		15	32'09.128	1 LAP	254.1	2'05.809 7
17	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		C.B6	BONN		15	32'09.674	1 LAP	242.1	2'06.905 9
18	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		C.S	INVI		15	32'13.977	1 LAP	238.9	2'07.720 14
19	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		C.B16	SIFF		15	32'30.178	1 LAP	247.7	2'05.562 4
20	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		C.B8	INVI		15	32'43.163	1 LAP	238.4	2'08.485 11
21	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		C.B16	SIFF		15	33'05.910	1 LAP	226.4	2'10.929 15
22	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		L.T70 MK3B	RODR		14	27'02.008	2 LAPS	273.4	1'55.145 4
23	194	<b>MACEDO SILVA R.</b> (MACEDO SILVA Rui)	POR		F.GT40	HULM		14	31'43.777	2 LAPS	223.6	2'13.449 9
24	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		M.L.M1B	HULM		14	32'21.357	2 LAPS	257.7	2'11.299 8

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST LAP
25	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		C.B31/36	INVI		12	24'57.588	4 LAPS	244.3	2'02.430 10
26	19	<b>OWEN A.</b> (OWEN Andrew)	GBR		C.B8	INVI		12	33'16.932	4 LAPS	229.7	2'13.323 9
NOT CLASSIFIED												
RET	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		C.B8	INVI		11	31'44.138	5 LAPS	236.3	2'09.854 11
RET	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		L.T70 MK3B	RODR		10	20'44.459	6 LAPS	248.2	2'00.221 8
RET	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		L.T70 MK3B	RODR		9	17'50.317	7 LAPS	271.3	1'57.910 8
RET	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		8	17'26.979	8 LAPS	246.0	2'07.747 4
RET	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		C.B19	INVI		6	12'54.441	10 LAPS	249.4	2'04.159 4
RET	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		L.T212	MARK		4	8'08.272	12 LAPS	245.4	2'00.593 3
DNS	81	<b>BEIGHTON C.</b> (BEIGHTON Chris)	GBR		L.T70 MK3B	RODR						
DNS	117	<b>JONES H.</b> (JONES Howard - ADAMS Nick)	GBR		L.T70 MK1 S.	HULM						

### GRUPPO BONN

1	24	<b>NEWALL A.</b> (NEWALL Andrew)	GBR		C.B8	BONN		15	32'03.947	162.593 Km/h	235.2	2'06.479 4
2	49	<b>SCHRYVER M.</b> (SCHRYVER Michael - SCHRYVER Will)	GBR		C.B6	BONN		15	32'09.674	5.727	242.1	2'06.905 9

### GRUPPO HULM

1	29	<b>AHLERS K.</b> (AHLERS Keith - BELLINGER James)	GBR		C.M.K.C.	HULM		15	32'09.128	162.157 Km/h	254.1	2'05.809 7
2	194	<b>MACEDO SILVA R.</b> (MACEDO SILVA Rui)	POR		F.GT40	HULM		14	31'43.777	1 LAP	223.6	2'13.449 9
3	22	<b>INCERTI C.</b> (INCERTI Carlo)	ITA		M.L.M1B	HULM		14	32'21.357	1 LAP	257.7	2'11.299 8

NOT CLASSIFIED

DNS	117	<b>JONES H.</b> (JONES Howard - ADAMS Nick)	GBR		L.T70 MK1 S.	HULM						
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### GRUPPO INVI

1	99	<b>GIBSON P.</b> (GIBSON Paul)	GBR		B.L.T70 MK3B	INVI		16	31'28.848	176.656 Km/h	258.3	1'56.718 11
2	15	<b>PIERCY M.</b> (PIERCY Mark)	GBR		L.T210	INVI		16	32'09.999	41.151	260.8	1'59.356 6
3	76	<b>WRIGLEY M.</b> (WRIGLEY Mike)	GBR		C.B19	INVI		16	33'27.512	1'58.664	249.4	2'01.067 12
4	51	<b>COUSINS R.</b> (COUSINS Richard - HART Steven)	GBR		C.B23	INVI		15	31'36.404	1 LAP	248.2	2'03.712 12
5	158	<b>SCEMAMA P.</b> (SCEMAMA Philippe)	SUI		C.S	INVI		15	32'13.977	1 LAP	238.9	2'07.720 14

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST	LAP
6	45	<b>HAMMOND A.</b> (HAMMOND Alec)	GBR		C.B8	INVI		15	32'43.163	1 LAP	238.4	2'08.485	11
7	87	<b>BLAIN R.</b> (BLAIN Robert)	USA		C.B31/36	INVI		12	24'57.588	4 LAPS	244.3	2'02.430	10
8	19	<b>OWEN A.</b> (OWEN Andrew)	GBR		C.B8	INVI		12	33'16.932	4 LAPS	229.7	2'13.323	9
NOT CLASSIFIED													
RET	39	<b>TAYLOR D.</b> (TAYLOR Daryl)	GBR		C.B8	INVI		11	31'44.138	5 LAPS	236.3	2'09.854	11
RET	111	<b>CARLINO R.</b> (CARLINO Rick)	USA		GRD S72	INVI		8	17'26.979	8 LAPS	246.0	2'07.747	4
RET	67	<b>BIANCO M.</b> (BIANCO Maurizio)	ITA		C.B19	INVI		6	12'54.441	10 LAPS	249.4	2'04.159	4

### GRUPPO MARK

1	4	<b>O'CONNELL M.</b> (O'CONNELL Martin)	GBR		C.B19	MARK		16	31'28.166	176.720 Km/h	265.3	1'56.936	11
2	9	<b>SMITH-HILLIARD</b> (SMITH-HILLIARD Max - PADMORE Nick)	GBR		C.B19	MARK		16	31'29.294	1.128	257.1	1'56.672	11
3	25	<b>GANS M.</b> (GANS Michael)	SUI		L.T290	MARK		16	32'25.455	57.289	253.5	2'00.208	5
4	57	<b>ADELMAN G.</b> (ADELMAN Graham)	USA		L.T210	MARK		15	31'34.701	1 LAP	248.2	2'03.412	8
NOT CLASSIFIED													
RET	52	<b>OLDERSHAW R.</b> (OLDERSHAW Robert)	GBR		L.T212	MARK		4	8'08.272	12 LAPS	245.4	2'00.593	3

### GRUPPO RODR

1	3	<b>WRIGHT J.</b> (WRIGHT Jason)	ITA		L.T70 MK3B	RODR		16	31'27.115	176.818 Km/h	271.3	1'56.590	5
2	8	<b>MEINS R.</b> (MEINS Richard)	GBR		L.T70 MK3B	RODR		16	32'12.809	45.694	271.3	1'58.507	7
3	65	<b>BENNETT L.</b> (BENNETT Laurie)	AUS		M.L.M1B	RODR		16	32'25.384	58.269	267.9	2'00.102	5
4	96	<b>BEAUMONT A.</b> (BEAUMONT Andrew)	GBR		M.L.M1B	RODR		16	33'09.490	1'42.375	241.6	2'01.120	12
5	23	<b>MONTEVERDE C.</b> (MONTEVERDE Carlos - PEARSON Gary)	BRA		L.T70 MK3B	RODR		16	33'13.724	1'46.609	256.5	1'59.948	10
6	1	<b>VOYAZIDES L.</b> (VOYAZIDES Leo - HADFIELD Simon)	GRE		L.T70 MK3B	RODR		14	27'02.008	2 LAPS	273.4	1'55.145	4
NOT CLASSIFIED													
RET	66	<b>DONOVAN M.</b> (DONOVAN Mike)	GBR		L.T70 MK3B	RODR		10	20'44.459	6 LAPS	248.2	2'00.221	8
RET	48	<b>GIBSON D.</b> (GIBSON Daniel)	GBR		L.T70 MK3B	RODR		9	17'50.317	7 LAPS	271.3	1'57.910	8
DNS	81	<b>BEIGHTON C.</b> (BEIGHTON Chris)	GBR		L.T70 MK3B	RODR							

POS	No	COMPETITOR/DRIVER	NAT	TEAM	CAR	GR	CL	L	TIME	GAP	SPD	FASTEST LAP
<b>GRUPPO SIFF</b>												
1	89	<b>BENEDINI E.</b> (BENEDINI Emanuele - BENEDINI Giampaolo)	ITA		C.B16	SIFF		<b>16</b>	<b>33'23.285</b>	<b>166.564 Km/h</b>	251.1	2'02.762 6
2	85	<b>ASHWORTH S.</b> (ASHWORTH Simon)	GBR		C.B16	SIFF		<b>15</b>	<b>32'30.178</b>	1 LAP	247.7	2'05.562 4
3	72	<b>BOOT J.</b> (BOOT Jamie)	GBR		C.B16	SIFF		<b>15</b>	<b>33'05.910</b>	1 LAP	226.4	2'10.929 15

Esposta ore:

Race Director:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Monza Timing - Rapi Andrea

The Stewards:

John Naylor - FIA Chief Steward

Francois Dumont - FIA Steward

Claudio Etori - ASN Steward

START (14:15) 14:18

END (14:45) 14:51

Monza, 19-20-21 June 2015

REG-2.99.GIR / 4

Cronometraggio ed elaborazione dati a cura dell'Autodromo Nazionale di Monza