# R11 Traction Tyres/Yokohama Improved Prod. over 2L Groups A&C

Phillip Island Grand Prix Circuit · 27 Nov 2016 · Race · 1 laps · Issue 1

| POS | NO. | DRIVER | VEHICLE | LAPS | TIME | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|---|
| 1 | 14 | Matt Cherry | Holden Monaro 6000 | 1 | 1:49.724 | | 1:49.724 | 1 |
| 2 | 88 | Damien Milano | Commodore VY 6000 | 1 | 1:51.283 | +1.559 | 1:51.283 | 1 |
| 3 | 11 | Kerry Wade | BMW E30 2990 | 1 | 1:52.789 | +3.065 | 1:52.789 | 1 |
| 4 | 70 | Mark Ruta | Mazda 808 3168 | 1 | 1:54.170 | +4.446 | 1:54.170 | 1 |
| 5 | 96 | Aaron Lawrence | Nissan Sylvia S13 3400 | 1 | 1:54.413 | +4.689 | 1:54.413 | 1 |
| 6 | 80 | Tony Groves | Mazda RX7 2340 | 1 | 1:54.576 | +4.852 | 1:54.576 | 1 |
| 7 | 76 | Daniel Vereker | Mazda RX7 2354 | 1 | 1:55.085 | +5.361 | 1:55.085 | 1 |
| 8 | 27 | Justin Wade | BMW M3 4000 | 1 | 1:57.645 | +7.921 | 1:57.645 | 1 |
| 9 | 18 | Troy Marinelli | Nissan 200SX 3396 | 1 | 1:58.079 | +8.355 | 1:58.079 | 1 |
| 10 | 37 | Bruce Cook | Ford Escort Mk1 3400 | 1 | 1:58.736 | +9.012 | 1:58.736 | 1 |
| 11 | 23 | Matthew Ingram | Mazda RX7 2354 | 1 | 1:59.479 | +9.755 | 1:59.479 | 1 |
| 12 | 99 | Jared House | Torana A9X 5800 | 1 | 2:00.898 | +11.174 | 2:00.898 | 1 |
| 13 | 79 | Matthew Swarbrooke | BMW M3 3246 | 1 | 2:02.864 | +13.140 | 2:02.864 | 1 |
| 14 | 5 | Jamie Augustine | Datson 1200 Coupe 3400 | 1 | 2:03.022 | +13.298 | 2:03.022 | 1 |
| 15 | 30 | John Woodberry | Mitsubishi Magna 4000 | 1 | 2:03.048 | +13.324 | 2:03.048 | 1 |
| 16 | 44 | Paul Rule | Torana Hatchback SS 5800 | 1 | 2:03.326 | +13.602 | 2:03.326 | 1 |
| 17 | 81 | Graeme Wilkinson | Ford Escort 2400 | 1 | 2:04.219 | +14.495 | 2:04.219 | 1 |
| 18 | 20 | Ian Statham | Mitsubishi Magna 4000 | 1 | 2:04.310 | +14.586 | 2:04.310 | 1 |
| 19 | 21 | Beric Lynton | BMW 1M-E82 2978 | 1 | 2:04.760 | +15.036 | 2:04.760 | 1 |

| POS | NO. | DRIVER | VEHICLE | LAPS | TIME | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|---|
| **20** | **26** | Steven Jukes | BMW M3 3246 | 1 | 2:04.829 | +15.105 | 2:04.829 | 1 |
| **21** | **35** | Graeme Watts | Nissan Silvia 3400 | 1 | 2:04.924 | +15.200 | 2:04.924 | 1 |
| **22** | **28** | David Cocks | Commodore VK 6000 | 1 | 2:05.602 | +15.878 | 2:05.602 | 1 |
| **23** | **65** | Glen Melling | Commodore 6000 | 1 | 2:06.022 | +16.298 | 2:06.022 | 1 |
| **24** | **61** | George Michell | Datsun 1600 3400 | 1 | 2:07.756 | +18.032 | 2:07.756 | 1 |
| **25** | **87** | Phil Kirkham | Eunos 30X 24954 | 1 | 2:07.984 | +18.260 | 2:07.984 | 1 |
| **26** | **89** | Kyle Organ-Moore | Commodore VS 5700 | 1 | 2:08.524 | +18.800 | 2:08.524 | 1 |
| **27** | **46** | Michael King | Mitsubishi Evo 8 3394 | 1 | 2:08.786 | +19.062 | 2:08.786 | 1 |
| **28** | **95** | Sean Wynbergen | Ford Cortina Mk1 3010 | 1 | 2:10.632 | +20.908 | 2:10.632 | 1 |
| **29** | **77** | Paul Vuillermin | Ford Falcon 4000 | 1 | 2:11.253 | +21.529 | 2:11.253 | 1 |
| **30** | **25** | David Worrell | Commodore VH 5665 | 1 | 2:11.361 | +21.637 | 2:11.361 | 1 |
| **31** | **53** | Grant Ogle | Ford Focus XR5 2521 | 1 | 2:13.297 | +23.573 | 2:13.297 | 1 |
| **32** | **45** | Andrew Morris | Commodore VH 5600 | 1 | 2:13.997 | +24.273 | 2:13.997 | 1 |
| **33** | **12** | Blair Coull | Ford Telstar 2500 | 1 | 2:14.368 | +24.644 | 2:14.368 | 1 |
| **34** | **91** | Rolf Mamers | Mazda RX7 2600 | 1 | 2:15.363 | +25.639 | 2:15.363 | 1 |
| **35** | **36** | Michael Naguib | Datsun 1600 3400 | 1 | 2:16.220 | +26.496 | 2:16.220 | 1 |
| **36** | **56** | Malcolm Henley | Mazda RX7 2354 | 1 | 2:17.330 | +27.606 | 2:17.330 | 1 |
| **37** | **34** | Peter Draheim | Mazda RX 3 2600 | 1 | 2:20.898 | +31.174 | 2:20.898 | 1 |
| **Did not finish** | **50** | David Perry | Nissan Bluebird 3400 | | | | | |
| **Did not finish** | **58** | Paul McKercher | Valiant Charger 5900 | | | | | |