# Q6 Improved Production Cars Qualifying

Phillip Island Grand Prix Circuit · 17 Apr 2011 · Qualifying · 20:00 minutes · Issue 1

| POS | NO. | DRIVER | VEHICLE | LAPS | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|
| **1** | **46** | Kane Vereker | Mazda RX7 2354 | 7 | | 1:46.526 | 2 |
| **2** | **8** | Rick Newman | Ford Falcon 6000 | 7 | +2.502 | 1:49.028 | 3 |
| **3** | **53** | James Atkinson | Holden VX 6000 | 5 | +2.852 | 1:49.378 | 2 |
| **4** | **57** | John Perkins | Mazda RX7 2354 | 8 | +3.431 | 1:49.957 | 2 |
| **5** | **90** | Neil Crowe | Commodore VH 5700 | 4 | +3.960 | 1:50.486 | 3 |
| **6** | **88** | Damien Milano | Commodore HSV VY 5665 | 8 | +4.389 | 1:50.915 | 4 |
| **7** | **95** | Kelvin Twist | Mazda RX7 2354 | 10 | +4.442 | 1:50.968 | 7 |
| **8** | **63** | Gary McKay | Torana GTR XU1 3300 | 10 | +5.300 | 1:51.827 | 4 |
| **9** | **37** | Michael Tsigeridis | Mazda RX7 1300 | 7 | +7.886 | 1:54.412 | 4 |
| **10** | **28** | David Cocks | Commodore VK 6000 | 10 | +7.904 | 1:54.430 | 3 |
| **11** | **35** | Mark Bradly | Mazda RX2 2354 | 10 | +8.105 | 1:54.631 | 3 |
| **12** | **65** | Chris Spiteri | Holden Commodore 6000 | 9 | +8.531 | 1:55.057 | 3 |
| **13** | **32** | Jason Fankhauser | Holden Commodore 5800 | 9 | +8.539 | 1:55.065 | 9 |
| **14** | **43** | Matt Martin | BMW E30 325i 2500 | 9 | +9.580 | 1:56.106 | 7 |
| **15** | **89** | Robert Braune | BMW E30 2500 | 8 | +9.583 | 1:56.109 | 5 |
| **16** | **15** | Richard Valentich | Holden Torana L34 4980 | 7 | +10.427 | 1:56.953 | 2 |
| **17** | **40** | Bryce Peter-Budge | Pugeot 405 1905 | 7 | +10.745 | 1:57.272 | 5 |
| **18** | **34** | Brian Bourke | BMW E30 2492 | 6 | +10.987 | 1:57.513 | 6 |
| **19** | **19** | Wayne Twist | Cordia Turbo 3400 | 5 | +11.297 | 1:57.823 | 3 |

| POS | NO. | DRIVER | VEHICLE | LAPS | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|
| **20** | **66** | Anton Bergman | BMW E30 2500 | 9 | +11.395 | 1:57.921 | 3 |
| **21** | **12** | Stan Armstrong | BMW E30 2498 | 10 | +11.485 | 1:58.011 | 5 |
| **22** | **20** | Sean Bell | BMW E30 325i 2500 | 10 | +11.657 | 1:58.183 | 10 |
| **23** | **7** | David Bone | Datsun 1600 3400 | 6 | +11.811 | 1:58.337 | 4 |
| **24** | **11** | Simon O'Keefe | Audi 80 Quattro 2600 | 10 | +12.057 | 1:58.583 | 6 |
| **25** | **17** | Sebastian Hammond | BMW E30 2492 | 10 | +12.376 | 1:58.902 | 3 |
| **26** | **18** | Stephen Seizis | BMW E30 2492 | 7 | +12.674 | 1:59.200 | 4 |
| **27** | **41** | Simon Lyne | BMW 325i 2500 | 10 | +12.769 | 1:59.295 | 10 |
| **28** | **54** | Alan Saint | BMW E30 2490 | 9 | +13.148 | 1:59.674 | 5 |
| **29** | **2** | Wayne Dekker | Audi 80 2600 | 10 | +14.963 | 2:01.489 | 6 |
| **30** | **64** | John Angiolella | BMW E30i 2500 | 8 | +15.025 | 2:01.551 | 7 |
| **31** | **86** | Blair Coull | Ford Telstar 2500 | 9 | +17.672 | 2:04.198 | 9 |
| **32** | **47** | Doug Greenslade | Ford Fiesta XR4 1998 | 9 | +18.069 | 2:04.595 | 6 |
| **33** | **85** | John Clarke | Subaru WRX 1994 | 6 | +21.644 | 2:08.170 | 6 |