# SS COMBINED SPORTS CAR ASSOCIATION SUPERSPRINT

Wakefield Park Raceway · 11 Mar 2018 · Qualifying · Issue 1

| POS | CLASS POS | NO. | DRIVER | VEHICLE | CLASS | LAPS | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|---|---|
| **1** | 1 | **76** | Brad Douglass | 2000 Lotus Motorspor | R3 | 45 | | 1:04.082 | 41 |
| **2** | 1 | **191** | Duncan Andrews | 2005 Lotus Exige | DM4 | 45 | +0.854 | 1:04.936 | 14 |
| **3** | 1 | **56** | Leigh Fuller | 2016 Lotus Exige CR | DM5 | 45 | +2.067 | 1:06.149 | 7 |
| **4** | 1 | **23** | David Mackie | 2000 Lotus Exige | R1 | 25 | +2.175 | 1:06.257 | 12 |
| **5** | 2 | **456** | Valery Muzman | 2014 Lotus Exige V6 | DM5 | 22 | +2.576 | 1:06.658 | 20 |
| **6** | 3 | **38** | Martin Duursma | 2013 Lotus Exige V6 | DM5 | 45 | +2.796 | 1:06.878 | 12 |
| **7** | 1 | **717** | David Zilm | 1993 Nissan Skyline | 3BM | 28 | +3.795 | 1:07.877 | 11 |
| **8** | 1 | **116** | Grahame Burton | 1973 Hawke DL11 | R2 | 27 | +3.810 | 1:07.892 | 20 |
| **9** | 2 | **79** | Geoff Faulkner | Subaru WRX | 3BM | 35 | +4.128 | 1:08.209 | 12 |
| **10** | 2 | **631** | Liam Sheppard | 2006 Lotus Exige Cup | DM4 | 39 | +4.377 | 1:08.459 | 13 |
| **11** | 1 | **9** | Len Goodwin | 1964 Lotus Elan 26R | C2 | 32 | +4.444 | 1:08.526 | 13 |
| **12** | 1 | **714** | Leigh Mellor | 2005 Lotus Elise 111 | DM2 | 35 | +5.036 | 1:09.118 | 10 |
| **13** | 2 | **71** | Rex Hodder | 2005 Lotus Exige | DM2 | 40 | +5.116 | 1:09.197 | 6 |
| **14** | 3 | **177** | Peter J.Taylor | 2013 Lotus Elise S | DM4 | 41 | +5.229 | 1:09.311 | 17 |
| **15** | 2 | **158** | Peter Klumper | Birkin S3 | R1 | 32 | +5.351 | 1:09.433 | 30 |
| **16** | 4 | **311** | Robert Bryden | Lotus Exige | DM5 | 27 | +5.354 | 1:09.436 | 18 |
| **17** | 3 | **200** | Ashton Roskill | 1998 Lotus Elise | DM2 | 27 | +5.451 | 1:09.533 | 13 |
| **18** | 4 | **444** | Brett Stevens | 2008 Lotus Elise SC | DM4 | 40 | +5.938 | 1:10.019 | 5 |
| **19** | 4 | **2** | James Kinghorn | 1999 Lotus Elise | DM2 | 41 | +6.282 | 1:10.364 | 25 |

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|---|---|---|---|---|---|---|---|---|---|
| **20** | 5 | **46** | Stephen Alcorn | 2013 Lotus Elise S | DM4 | 33 | +6.303 | 1:10.385 | 27 |
| **21** | 2 | **94** | Joshua Glinn | 2008 Kent Formula Fo | R2 | 27 | +6.318 | 1:10.400 | 20 |
| **22** | 6 | **477** | Steve Madden | 2005 Lotus Exige | DM4 | 41 | +6.469 | 1:10.551 | 38 |
| **23** | 7 | **107** | Brendan James | 2017 Lotus Elise cup | DM4 | 41 | +6.651 | 1:10.733 | 19 |
| **24** | 8 | **168** | Emiliano Valdes | 2007 Lotus Exige S | DM4 | 40 | +6.908 | 1:10.989 | 40 |
| **25** | 3 | **41** | Colin Campbell | 2000 Van Diemen Form | R2 | 22 | +7.054 | 1:11.135 | 16 |
| **26** | 3 | **134** | Peter Deller | 1994 Holden VR Commo | 3BM | 17 | +7.064 | 1:11.146 | 12 |
| **27** | 4 | **93** | Grahame Baxter | 2001 Mitsubishi Evo | 3BM | 23 | +7.294 | 1:11.376 | 12 |
| **28** | 9 | **31** | Craig Sheppard | 2006 Lotus Exige Cup | DM4 | 27 | +7.448 | 1:11.530 | 13 |
| **29** | 5 | **110** | John Deller | 1994 Holden VR Commo | 3BM | 19 | +7.523 | 1:11.604 | 10 |
| **30** | 1 | **5** | Craig Barney | Mazda MX5 | 3AM | 34 | +7.548 | 1:11.630 | 11 |
| **31** | 1 | **240** | Dan Robinson | 1974 Datsun 120Y cou | 3AC | 19 | +7.600 | 1:11.682 | 19 |
| **32** | 3 | **531** | Terry Waugh | 1969 Lotus Banks Eur | R1 | 20 | +7.737 | 1:11.819 | 18 |
| **33** | 1 | **108** | Colin Rudd | BMW M2 2017 | 2BM | 34 | +7.851 | 1:11.933 | 11 |
| **34** | 2 | **11** | Andrew Mclaughlin | Mazda MX5 | 3AM | 34 | +7.891 | 1:11.973 | 27 |
| **35** | 4 | **117** | John Lamond | 2002 PRB S3 | R1 | 27 | +7.944 | 1:12.026 | 5 |
| **36** | 6 | **724** | GEOFF BOTT | 1995 Nissan Skyline | 3BM | 20 | +8.159 | 1:12.241 | 11 |
| **37** | 7 | **171** | Keith Edwards | Audi RS3 | 3BM | 27 | +8.272 | 1:12.354 | 11 |
| **38** | 8 | **81** | Paul Nudd | 2005 Mazda MX-5 NC | 3BM | 41 | +8.465 | 1:12.547 | 6 |
| **39** | 3 | **104** | Chris Scheffer | 1998 Mazda MX5 | 3AM | 19 | +8.728 | 1:12.810 | 17 |
| **40** | 10 | **99** | Rick Vincent | 2007 Lotus Elise 111 | DM4 | 34 | +8.739 | 1:12.821 | 20 |
| **41** | 2 | **66** | Stewart Grigg | 2004 HSV Maloo | 2BM | 40 | +9.090 | 1:13.171 | 29 |
| **42** | 9 | **126** | Ted Merewether | 2007 RenaultSport Me | 3BM | 34 | +9.323 | 1:13.405 | 25 |

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|---|---|---|---|---|---|---|---|---|---|
| **43** | 4 | **43** | Matthew Larmour | 1997 Mitsubishi Mira | 3AM | 33 | +9.363 | 1:13.445 | 33 |
| **44** | 1 | **210** | David Hunt | 1965 Austin Healey S | DC1 | 34 | +9.568 | 1:13.650 | 34 |
| **45** | 10 | **24** | Chris Mckie | 1999 Ford Falcon | 3BM | 34 | +9.845 | 1:13.926 | 10 |
| **46** | 2 | **69** | Gregory Smith | 1969 MGB GT | C2 | 31 | +9.929 | 1:14.011 | 24 |
| **47** | 2 | **271** | Robert Rowntree | 1958 Austin Healey S | DC1 | 27 | +10.095 | 1:14.176 | 25 |
| **48** | 5 | **77** | Dennis Brady | 2004 Lotus Elise | DM2 | 27 | +10.128 | 1:14.210 | 12 |
| **49** | 1 | **181** | Lionel Walker | 1960 Jaguar MK2 | DC4 | 17 | +10.244 | 1:14.326 | 11 |
| **50** | 5 | **59** | Ray Fahey | 1962 Sprite Mk2 | R1 | 33 | +10.586 | 1:14.668 | 30 |
| **51** | 2 | **711** | Laurie Movigliatti | 1974 Chrysler Galant | 3AC | 34 | +10.693 | 1:14.775 | 31 |
| **52** | 1 | **161** | Graham Orr | 1990 Honda CRX | 2AM | 25 | +10.760 | 1:14.842 | 24 |
| **53** | 2 | **64** | David Baigent | 1969 MG Midget | R3 | 26 | +10.808 | 1:14.889 | 20 |
| **54** | 2 | **106** | Gerardo Martin | 1999 Mazda MX5 | 2AM | 33 | +10.918 | 1:15.000 | 30 |
| **55** | 1 | **10** | Tony Pallas | 1961 Jaguar Mk2 | C4 | 26 | +10.926 | 1:15.008 | 12 |
| **56** | 1 | **119** | Maurice Hendy | 1974 Ford Escort | 2AC | 10 | +10.971 | 1:15.053 | 10 |
| **57** | 6 | **926** | Mark Prew | 1977 Porsche 924 | R1 | 34 | +11.257 | 1:15.339 | 32 |
| **58** | 11 | **155** | David De Gruyter | 1990 Mazda MX5 | 3BM | 41 | +11.258 | 1:15.340 | 41 |
| **59** | 5 | **109** | Francis Scheffer | Mazda MX5 | 3AM | 13 | +11.325 | 1:15.407 | 12 |
| **60** | 2 | **44** | Tim Mallyon | Jaguar Mk2 | C4 | 18 | +11.505 | 1:15.587 | 10 |
| **61** | 7 | **986** | Garrath Johnson | 1977 Porsche 924 | R1 | 27 | +11.596 | 1:15.678 | 26 |
| **62** | 1 | **150** | Grant Rawling | 1974 Triumph Stag | B3 | 13 | +12.097 | 1:16.179 | 11 |
| **63** | 8 | **211** | Robert Cavenagh | 1960 Jaguar Special | R1 | 34 | +12.535 | 1:16.617 | 13 |
| **64** | 2 | **20** | Brian Todd | 1971 Jaguar XJ6 | DC4 | 28 | +12.693 | 1:16.774 | 27 |
| **65** | 9 | **36** | Geoff Morse | 1963 MG B | R1 | 20 | +12.841 | 1:16.923 | 12 |

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|---|---|---|---|---|---|---|---|---|---|
| **66** | 6 | **111** | John Culvenor | 1997 Lotus Elise | DM2 | 26 | +13.128 | 1:17.210 | 26 |
| **67** | 3 | **606** | Geoff Hempsall | 1990 Mazda MX-5 | 2AM | 25 | +13.192 | 1:17.274 | 22 |
| **68** | 4 | **909** | Michael Malgo | 1990 Mazda MX5 | 2AM | 34 | +13.476 | 1:17.558 | 6 |
| **69** | 3 | **120** | Peter Richards | 1977 MG MGB | DC4 | 20 | +13.620 | 1:17.702 | 10 |
| **70** | 12 | **821** | Joanne Garland | 1987 Commodore VL | 3BM | 32 | +13.947 | 1:18.028 | 30 |
| **71** | 5 | **157** | Robert Millington | 2017 Subaru BRZ | 2AM | 18 | +14.136 | 1:18.218 | 11 |
| **72** | 13 | **261** | Jennifer Gillott | 2007 Renault Megane | 3BM | 16 | +14.807 | 1:18.889 | 14 |
| **73** | 14 | **82** | Marion Baxter | 1987 VL Commodore No | 3BM | 21 | +14.888 | 1:18.970 | 21 |
| **74** | 6 | **197** | Carl Stevenson | 2008 FORD FIESTA XR4 | 2AM | 29 | +14.962 | 1:19.044 | 11 |
| **75** | 10 | **700** | Brian Sutton | 1980 Caterham S7 | R1 | 12 | +15.051 | 1:19.133 | 3 |
| **76** | 15 | **57** | Ray McLachlan | 2015 Toyota 86 GTS | 3BM | 33 | +15.196 | 1:19.278 | 25 |
| **77** | 1 | **39** | Bruce Grant | 1999 Jaguar S-Type | DM3 | 40 | +15.367 | 1:19.448 | 13 |
| **78** | 11 | **102** | Paul Hunt | Austin Healey Sprite | R1 | 13 | +15.456 | 1:19.537 | 12 |
| **79** | 7 | **310** | Brett Hannan | 2001 Renault Clio RS | 2AM | 10 | +15.902 | 1:19.984 | 10 |
| **80** | 5 | **12** | Jac Cousin | 2016 Jaguar F Pace | DM5 | 31 | +15.947 | 1:20.029 | 24 |
| **81** | 3 | **911** | Danny Smith | Ford Anglia | 3AC | 7 | +16.255 | 1:20.337 | 5 |
| **82** | 1 | **136** | Dennis Sullivan | 1964 Austin Healey S | C1 | 24 | +16.661 | 1:20.743 | 24 |
| **83** | 8 | **103** | Brad Hannan | 2001 Renault RS Clio | 2AM | 6 | +17.495 | 1:21.577 | 3 |
| **84** | 2 | **118** | Geoff Blakeney | 2001 Jaguar S-Type | DM3 | 38 | +17.577 | 1:21.659 | 12 |
| **85** | 1 | **48** | John Whittaker | 1969 Triumph Spitfir | B1 | 19 | +17.713 | 1:21.795 | 10 |
| **86** | 16 | **62** | Ross Simpson | 2007 RenaultSport Me | 3BM | 30 | +18.048 | 1:22.130 | 23 |
| **87** | 4 | **137** | Matthew Snelson | 1974 Toyota Celica | 3AC | 22 | +19.291 | 1:23.372 | 19 |
| **88** | 1 | **42** | Steve Abrahall | 1989 Jaguar XJS | DC5 | 22 | +19.564 | 1:23.646 | 21 |

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|---|---|---|---|---|---|---|---|---|---|
| **89** | 17 | **90** | Max Wasson | BMW 1M | 3BM | 2 | +19.757 | 1:23.839 | 2 |
| **90** | 9 | **555** | Ian Mash | 1993 Mazda mx5 | 2AM | 2 | +20.137 | 1:24.219 | 2 |
| **91** | 12 | **105** | Drew Kelton | 1953 Jaguar C Type r | R1 | 17 | +22.178 | 1:26.260 | 8 |
| **92** | 5 | **91** | James Smith | Ford Anglia | 3AC | 6 | +22.364 | 1:26.446 | 4 |
| **93** | 1 | **84** | Lindsay Day | 1974 Triumph 2.5PI | C3 | 11 | +22.413 | 1:26.495 | 4 |
| **94** | 1 | **15** | Jeff Breen | 1974 Triumph TR6 | A3 | 17 | +25.851 | 1:29.932 | 17 |
| **95** | 3 | **13** | Clay Carter | 1977 MGB | C2 | 17 | +26.972 | 1:31.054 | 10 |
| **96** | 3 | **25** | Jim Mather | Jaguar S Type | DM3 | 5 | +38.545 | 1:42.627 | 2 |