# S1 Supersprint

Oran Park Grand Prix Circuit · 14 Mar 2009 · Qualifying · Issue 1

| POS | CLASS POS | NO. | DRIVER | VEHICLE | CLASS | LAPS | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|---|---|
| **1** | 1 | **37** | Tim Edmondson | Mallock | R3 | 14 | | 1:14.490 | 12 |
| **2** | 1 | **721** | Craig Drury | Exige | D2 | 18 | +3.950 | 1:18.440 | 17 |
| **3** | 2 | **160** | Kyle Lange | Elise | D2 | 18 | +5.550 | 1:20.040 | 10 |
| **4** | 1 | **164** | John Tarran | Lotus 61 M | R2 | 18 | +6.120 | 1:20.610 | 17 |
| **5** | 1 | **781** | Neville Gregory | RX7 | N3B | 19 | +7.730 | 1:22.220 | 11 |
| **6** | 1 | **1** | Len Goodwin | Elan | C2 | 13 | +8.350 | 1:22.840 | 8 |
| **7** | 1 | **158** | Peter Klumper | PRB | R1 | 18 | +9.220 | 1:23.710 | 14 |
| **8** | 1 | **142** | Aaron Osborn | Datsun 1200 | N3A | 15 | +9.230 | 1:23.720 | 10 |
| **9** | 2 | **110** | John Deller | Holden | N3B | 15 | +9.420 | 1:23.910 | 10 |
| **10** | 2 | **58** | Ross Klumper | PRB | R1 | 16 | +9.500 | 1:23.990 | 10 |
| **11** | 3 | **116** | James Kinghorn | Elise | D2 | 18 | +9.770 | 1:24.260 | 8 |
| **12** | 1 | **11** | Paul Norris | RX7 | N2B | 11 | +10.490 | 1:24.980 | 7 |
| **13** | 2 | **831** | Steve Brydie | Datsun 1200 | N3A | 11 | +10.580 | 1:25.070 | 11 |
| **14** | 2 | **9** | Anthony Kanak | Taipan | R3 | 17 | +10.690 | 1:25.180 | 8 |
| **15** | 1 | **31** | Robert Bryden | Exige | D4 | 11 | +11.210 | 1:25.700 | 10 |
| **16** | 3 | **183** | Warwick Berge | Datsun 1200 | N3A | 15 | +11.280 | 1:25.770 | 14 |
| **17** | 3 | **143** | Patrick Townshend | Valiant Charger | N3B | 18 | +11.610 | 1:26.100 | 3 |
| **18** | 4 | **137** | Mark CONSTABLE | Skyline | N3B | 15 | +11.610 | 1:26.100 | 6 |
| **19** | 5 | **52** | Greg Baker | Pulsar | N3B | 19 | +11.640 | 1:26.130 | 10 |

| POS | CLASS POS | NO. | DRIVER | VEHICLE | CLASS | LAPS | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|---|---|
| **20** | 3 | **193** | Paul James | Escort | R3 | 15 | +12.020 | 1:26.510 | 7 |
| **21** | 1 | **33** | Tim Hurst | MOCA | C4 | 15 | +12.040 | 1:26.530 | 15 |
| **22** | 6 | **41** | Trent Avery | Sigma | N3B | 19 | +12.130 | 1:26.620 | 15 |
| **23** | 7 | **261** | Ray Burgess | Torana | N3B | 11 | +12.190 | 1:26.680 | 11 |
| **24** | 4 | **60** | Phil Abraham | Lotus Elise | D2 | 19 | +12.340 | 1:26.830 | 7 |
| **25** | 4 | **16** | Ron Hammond | Debron | R3 | 6 | +12.530 | 1:27.020 | 6 |
| **26** | 5 | **111** | John Bowers | Lotus Elise | D2 | 19 | +12.610 | 1:27.100 | 11 |
| **27** | 8 | **101** | Frank Kanak | Charger | N3B | 19 | +12.730 | 1:27.220 | 14 |
| **28** | 9 | **86** | Glynn Elliott | Toyota | N3B | 7 | +12.780 | 1:27.270 | 6 |
| **29** | 2 | **27** | Jon Newell | TR7 | C2 | 18 | +12.940 | 1:27.430 | 11 |
| **30** | 10 | **511** | Colin Reid | Skyline GTR | N3B | 19 | +13.240 | 1:27.730 | 18 |
| **31** | 3 | **181** | Glenn Parsonage | PRB | R1 | 17 | +13.680 | 1:28.170 | 8 |
| **32** | 2 | **211** | David Hart | Commodore VR | N2B | 15 | +13.840 | 1:28.330 | 2 |
| **33** | 11 | **371** | Lawrence CONSTABLE | Skyline | N3B | 15 | +14.070 | 1:28.560 | 15 |
| **34** | 12 | **411** | Peter Avery | Sigma | N3B | 16 | +14.310 | 1:28.800 | 2 |
| **35** | 1 | **8** | Cameron Hallam | S2000 | N2A | 18 | +14.570 | 1:29.060 | 10 |
| **36** | 4 | **48** | John Pooley | Ford GT | R1 | 13 | +14.610 | 1:29.100 | 11 |
| **37** | 5 | **13** | Peter Dell | PRD | R1 | 10 | +14.650 | 1:29.140 | 7 |
| **38** | 13 | **89** | Guy Robson | SLR5000 | N3B | 10 | +14.740 | 1:29.230 | 6 |
| **39** | 14 | **14** | Jason Klumpp | Torana | N3B | 15 | +14.870 | 1:29.360 | 9 |
| **40** | 4 | **777** | Garry CHRISTOPHERTS | Escort | N3A | 18 | +15.390 | 1:29.880 | 17 |
| **41** | 6 | **77** | Max Baerlocher | Lotus Elise | D2 | 18 | +15.440 | 1:29.930 | 10 |
| **42** | 1 | **83** | Paul Orton | Sprite | C1 | 15 | +15.660 | 1:30.150 | 15 |

| POS | CLASS POS | NO. | DRIVER | VEHICLE | CLASS | LAPS | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|---|---|
| **43** | 2 | **888** | Bradley Smith | MX5 | N2A | 17 | +15.920 | 1:30.410 | 7 |
| **44** | 15 | **78** | Barry Vaughan | RX7 | N3B | 13 | +16.040 | 1:30.530 | 2 |
| **45** | 5 | **611** | Lyn Cooper | Clubman | R3 | 10 | +16.330 | 1:30.820 | 10 |
| **46** | 6 | **26** | Robert Edgar | Jaguar | R3 | 15 | +16.410 | 1:30.900 | 9 |
| **47** | 2 | **23** | John Dunning | Jag MkII | C4 | 19 | +16.500 | 1:30.990 | 6 |
| **48** | 3 | **69** | Ian Ramsey | TR7V8 | C4 | 20 | +16.820 | 1:31.310 | 20 |
| **49** | 3 | **76** | Owen Rice | Capri | N2B | 15 | +16.890 | 1:31.380 | 6 |
| **50** | 16 | **189** | Chrissy DANIELS | SLR5000 | N3B | 10 | +17.010 | 1:31.500 | 1 |
| **51** | 3 | **606** | Geoff Hempsall | MX5 | N2A | 17 | +17.040 | 1:31.530 | 15 |
| **52** | 17 | **125** | Steven Fraser | Liberty Turbo | N3B | 11 | +17.160 | 1:31.650 | 6 |
| **53** | 4 | **39** | Bruce Grant | Jaguar | C4 | 17 | +17.310 | 1:31.800 | 4 |
| **54** | 4 | **153** | Nicola Davies | CooperS | N2B | 18 | +17.940 | 1:32.430 | 11 |
| **55** | 1 | **85** | BRIAN MOORING | TR8 | C5 | 15 | +18.050 | 1:32.540 | 11 |
| **56** | 3 | **12** | Jeff Newey | MGB | C2 | 14 | +18.180 | 1:32.670 | 5 |
| **57** | 4 | **909** | Michael Malgo | MX5 | N2A | 17 | +18.370 | 1:32.860 | 16 |
| **58** | 5 | **56** | Scott McGarry | Celica | N2A | 20 | +18.470 | 1:32.960 | 16 |
| **59** | 1 | **19** | Stephen Clifton | Jag XJ6 | B4 | 15 | +18.560 | 1:33.050 | 14 |
| **60** | 4 | **24** | Michael Bendeich | Morgan | C2 | 11 | +18.570 | 1:33.060 | 11 |
| **61** | 5 | **63** | Steve Annabel | Mit Mirage | N3A | 18 | +18.570 | 1:33.060 | 11 |
| **62** | 6 | **238** | Robert Byrnes | CooperS | N3A | 15 | +18.760 | 1:33.250 | 14 |
| **63** | 18 | **53** | John Garroway | Nissan 200sx | N3B | 17 | +18.800 | 1:33.290 | 15 |
| **64** | 5 | **45** | Ben ARMBRUSTER | Skyline | N2B | 15 | +18.800 | 1:33.290 | 14 |
| **65** | 2 | **161** | John Millhouse | Sprite | C1 | 15 | +18.880 | 1:33.370 | 15 |

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|---|---|---|---|---|---|---|---|---|---|
| **66** | 7 | **178** | Peter Brock | Nissan Silvia | N3A | 16 | +19.060 | 1:33.550 | 15 |
| **67** | 6 | **271** | Lucas BUBENDEY | Commodore | N2B | 15 | +19.380 | 1:33.870 | 15 |
| **68** | 5 | **28** | Greg Gibbons | TR7 | C4 | 11 | +19.530 | 1:34.020 | 10 |
| **69** | 3 | **61** | Keith Smith | Midget | C1 | 15 | +19.910 | 1:34.400 | 2 |
| **70** | 7 | **239** | Craig KAVANAGH | Commodore | N2B | 11 | +19.980 | 1:34.470 | 10 |
| **71** | 2 | **18** | Warwick Clifton | XJ6 | B4 | 15 | +20.020 | 1:34.510 | 7 |
| **72** | 1 | **20** | David Walker | MGB | B2 | 18 | +20.420 | 1:34.910 | 9 |
| **73** | 6 | **25** | Kym Pinkerton | Mazda MX5 | N2A | 16 | +20.670 | 1:35.160 | 11 |
| **74** | 5 | **241** | Suzanne Lane | Morgan | C2 | 11 | +21.150 | 1:35.640 | 3 |
| **75** | 7 | **165** | Gregory VOYSEY | Hyundai | N2A | 15 | +21.390 | 1:35.880 | 12 |
| **76** | 8 | **75** | Anthony Brown | Porsche 911 | N2B | 15 | +21.510 | 1:36.000 | 6 |
| **77** | 9 | **311** | Matt CHENERY | Commodore VP | N2B | 14 | +21.980 | 1:36.470 | 10 |
| **78** | 6 | **59** | Luke Lukess | Sprite | R1 | 17 | +22.090 | 1:36.580 | 15 |
| **79** | 8 | **119** | Maurice Hendy | Escort | N3A | 15 | +22.100 | 1:36.590 | 6 |
| **80** | 10 | **245** | Chris Robinson | Valiant Pacer | N2B | 15 | +22.120 | 1:36.610 | 6 |
| **81** | 6 | **73** | David Bruton | TR7 | C2 | 13 | +22.170 | 1:36.660 | 8 |
| **82** | 1 | **47** | GRANT TURNBULL | Dolomite | A2 | 11 | +22.280 | 1:36.770 | 6 |
| **83** | 4 | **55** | Clive Wilson | MG Midget | C1 | 10 | +22.340 | 1:36.830 | 3 |
| **84** | 8 | **182** | David Gordon | MX5 | N2A | 15 | +22.530 | 1:37.020 | 11 |
| **85** | 2 | **87** | LORRAINE MOORING | TR8 | C5 | 15 | +22.790 | 1:37.280 | 13 |
| **86** | 11 | **635** | Brian Foster | BMW 635CSi | N2B | 15 | +22.820 | 1:37.310 | 14 |
| **87** | 7 | **5** | Michael Woodall | Morgan | R1 | 15 | +23.560 | 1:38.050 | 15 |
| **88** | 1 | **84** | Lindsay Day | Triumph PI | B3 | 15 | +23.840 | 1:38.330 | 11 |

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|---|---|---|---|---|---|---|---|---|---|
| **89** | 9 | **163** | Jayne Annabel | Mit Mirage | N3A | 15 | +24.080 | 1:38.570 | 15 |
| **90** | 9 | **21** | John Moody | Sunbeam Alpine | N2A | 15 | +24.090 | 1:38.580 | 6 |
| **91** | 2 | **114** | Michael Landan | Formula Ford | R2 | 10 | +24.100 | 1:38.590 | 9 |
| **92** | 2 | **148** | Bob Baldwin | MGB | A2 | 13 | +25.150 | 1:39.640 | 6 |
| **93** | 1 | **29** | Rick Learmonth | XJ6 | A4 | 13 | +25.530 | 1:40.020 | 5 |
| **94** | 7 | **126** | Susan Edgar | Jaguar | R3 | 11 | +26.650 | 1:41.140 | 11 |
| **95** | 3 | **3** | Graham Dell | Lotus 7 | R2 | 6 | +26.830 | 1:41.320 | 3 |
| **96** | 19 | **251** | Andrew Smith | Liberty Turbo | N3B | 11 | +27.480 | 1:41.970 | 11 |
| **97** | 5 | **6** | Anthony Barbara | Austin Healey | C1 | 15 | +27.770 | 1:42.260 | 14 |
| **98** | 2 | **129** | Margaret Giddy | XJ6 | A4 | 15 | +28.170 | 1:42.660 | 15 |
| **99** | 6 | **188** | Greg Power | Jag Mk2 | C4 | 14 | +29.210 | 1:43.700 | 7 |
| **100** | 3 | **217** | Rod Chivas | TR7 | A2 | 11 | +29.540 | 1:44.030 | 11 |
| **101** | 6 | **32** | Andrew Barbara | Sprite | C1 | 14 | +30.490 | 1:44.980 | 14 |
| **102** | 20 | **43** | Frank Bortkevitch | Gallant VR4 | N3B | 5 | +31.260 | 1:45.750 | 2 |
| **103** | 4 | **92** | Andrew Woodall | S Lotus | R2 | 15 | +32.270 | 1:46.760 | 6 |
| **104** | 1 | **209** | Warren Lawlor | Sprite IIA | B1 | 15 | +32.870 | 1:47.360 | 14 |
| **105** | 7 | **864** | Owen MICHAELS HARDY | TR7 | C2 | 6 | +33.230 | 1:47.720 | 5 |