# S1 Supersprint

Eastern Creek International Raceway · 3 May 2008 · Qualifying · Issue 2

| POS | CLASS POS | NO. | DRIVER | VEHICLE | CLASS | LAPS | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|---|---|
| **1** | 1 | **137** | Tim Edmondson | Mallock | R3 | 19 | | 1:32.640 | 15 |
| **2** | 2 | **17** | Cameron Sell | AH 3000 | R3 | 7 | +16.090 | 1:48.730 | 3 |
| **3** | 1 | **83** | Craig Drury | Porsche 968 | N2B | 19 | +17.000 | 1:49.640 | 19 |
| **4** | 1 | **71** | Rex Hodder | Lotus Exige | D2 | 23 | +17.520 | 1:50.160 | 11 |
| **5** | 2 | **66** | Syd Reinhardt | Lotus Elise | D2 | 19 | +18.210 | 1:50.850 | 19 |
| **6** | 1 | **77** | Bill Hucker | PRB | R1 | 15 | +18.300 | 1:50.940 | 15 |
| **7** | 1 | **82** | Jeff Wards | Triumph TR7 V8 | D5 | 11 | +19.020 | 1:51.660 | 6 |
| **8** | 1 | **127** | Ewan Jones | Mitsubishi EvoIII | N3B | 23 | +19.220 | 1:51.860 | 14 |
| **9** | 2 | **811** | Kevin Edwards | Mitsubishi EvoVIII | N3B | 10 | +19.390 | 1:52.030 | 10 |
| **10** | 1 | **64** | Mark Morsillo | Triumph Dolomite | D4 | 19 | +20.240 | 1:52.880 | 19 |
| **11** | 3 | **125** | Steven Fraser | Ford Escort | N3B | 19 | +20.510 | 1:53.150 | 6 |
| **12** | 4 | **59** | Hans Riehs | Mini Cooper S | N3B | 17 | +20.990 | 1:53.630 | 16 |
| **13** | 2 | **158** | Peter Klumper | PRB | R1 | 15 | +21.600 | 1:54.240 | 15 |
| **14** | 2 | **11** | Paul Norris | Mazda RX7 | N2B | 15 | +22.290 | 1:54.930 | 10 |
| **15** | 3 | **62** | Andrew Cozier | Holden Gemini | R3 | 2 | +22.670 | 1:55.310 | 2 |
| **16** | 3 | **58** | Ross Klumper | PRB | R1 | 15 | +22.830 | 1:55.470 | 11 |
| **17** | 1 | **145** | Len Goodwin | Lotus Elan S4 | C2 | 6 | +22.920 | 1:55.560 | 5 |
| **18** | 1 | **72** | Craig Perry | MGC GT | C3 | 22 | +23.000 | 1:55.640 | 10 |
| **19** | 5 | **101** | Frank Kanak | Chrys Charger | N3B | 19 | +23.390 | 1:56.030 | 11 |

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|---|---|---|---|---|---|---|---|---|---|
| **20** | 6 | **53** | Joshua Riehs | Mini Cooper S | N3B | 3 | +23.790 | 1:56.430 | 3 |
| **21** | 4 | **39** | Bruce Grant | Jaguar XJS | R3 | 13 | +24.030 | 1:56.670 | 12 |
| **22** | 7 | **56** | Stephen Perry | Nissan Skyline | N3B | 15 | +24.450 | 1:57.090 | 7 |
| **23** | 1 | **108** | Glen Coutinho | Triumph TR7 | C4 | 13 | +24.490 | 1:57.130 | 13 |
| **24** | 5 | **9** | Anthony Kanak | GJM Taipan | R3 | 19 | +24.650 | 1:57.290 | 6 |
| **25** | 8 | **89** | Guy Robson | Holden SLR2000 | N3B | 11 | +24.780 | 1:57.420 | 3 |
| **26** | 3 | **70** | John Culvenor | Lotus Elise | D2 | 15 | +24.920 | 1:57.560 | 15 |
| **27** | 1 | **22** | Hugh Hodgkinson | Daimler 12 | C5 | 11 | +25.000 | 1:57.640 | 6 |
| **28** | 9 | **411** | Trent Avery | Mitsubishi Sigma | N3B | 19 | +25.150 | 1:57.790 | 19 |
| **29** | 10 | **48** | LANCE McGRATH | Mazda RX7 | N3B | 23 | +25.440 | 1:58.080 | 6 |
| **30** | 1 | **26** | Geoff Byrne | Triumph TR6 | D3 | 15 | +25.470 | 1:58.110 | 11 |
| **31** | 2 | **2** | Ian Auchinachie | Lotus Elise | D4 | 19 | +26.120 | 1:58.760 | 15 |
| **32** | 2 | **142** | Brett Kenyon | Jaguar XJ6 | C4 | 16 | +26.210 | 1:58.850 | 16 |
| **33** | 1 | **171** | Anthony Movigliatti | Chrysler Galant | N3A | 13 | +26.530 | 1:59.170 | 12 |
| **34** | 3 | **104** | NEVILLE BOWDEN | Triumph TR7 | C4 | 21 | +27.300 | 1:59.940 | 13 |
| **35** | 11 | **52** | Greg Baker | Pulsar Gti-R | N3B | 23 | +27.340 | 1:59.980 | 18 |
| **36** | 2 | **27** | Jon Newell | Triumph TR7 | C2 | 15 | +27.470 | 2:00.110 | 15 |
| **37** | 6 | **60** | Phil Abraham | JB Clubman | R3 | 23 | +27.500 | 2:00.140 | 18 |
| **38** | 3 | **211** | David Hart | Commodore VK | N2B | 15 | +27.690 | 2:00.330 | 7 |
| **39** | 2 | **703** | GEOFF BOTT | Jaguar XJS | C5 | 11 | +27.800 | 2:00.440 | 7 |
| **40** | 1 | **160** | Alan Nolan | MGB GTV8 | B4 | 15 | +27.940 | 2:00.580 | 6 |
| **41** | 1 | **206** | Carly Black | Peugeot 206 Gti | N2A | 17 | +27.970 | 2:00.610 | 10 |
| **42** | 2 | **306** | Barry Black | Peugeot 206 Gti | N2A | 12 | +28.100 | 2:00.740 | 12 |

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|---|---|---|---|---|---|---|---|---|---|
| **43** | 3 | **122** | Mike Hodgkinson | Daimler 12 | C5 | 11 | +28.120 | 2:00.760 | 9 |
| **44** | 12 | **189** | Chrissi Daniels | Holden SLR2000 | N3B | 23 | +28.220 | 2:00.860 | 15 |
| **45** | 2 | **186** | Andrew Shaw | Jaguar XJS | D5 | 15 | +28.280 | 2:00.920 | 10 |
| **46** | 2 | **74** | Mal Roach | Ford Escort | N3A | 19 | +28.280 | 2:00.920 | 14 |
| **47** | 3 | **8** | Cameron Hallam | Honda S2000 | N2A | 15 | +28.300 | 2:00.940 | 6 |
| **48** | 4 | **46** | Howard Glinn | Dolomite Sprint | D2 | 23 | +28.380 | 2:01.020 | 11 |
| **49** | 3 | **86** | Blair Hayden | Jaguar XJS | D5 | 19 | +28.420 | 2:01.060 | 7 |
| **50** | 5 | **111** | John Bowers | Lotus Elise | D2 | 15 | +28.530 | 2:01.170 | 15 |
| **51** | 4 | **49** | Peter Wards | Triumph TR7 V8 | D5 | 15 | +28.910 | 2:01.550 | 6 |
| **52** | 4 | **44** | Tim Mallyon | Jaguar Mk 2 | C4 | 19 | +29.000 | 2:01.640 | 14 |
| **53** | 3 | **711** | Lawrence Movigliatti | Chrysler Galant | N3A | 15 | +29.140 | 2:01.780 | 15 |
| **54** | 13 | **54** | John Finch | Datsun 260Z | N3B | 19 | +29.160 | 2:01.800 | 14 |
| **55** | 3 | **93** | John Buddee | Triumph TR7 | C2 | 23 | +29.250 | 2:01.890 | 19 |
| **56** | 5 | **36** | John Dunning | Jaguar Mk 2 | C4 | 15 | +29.580 | 2:02.220 | 3 |
| **57** | 4 | **606** | Geoff Hampshall | Mazda MX5 | N2A | 23 | +29.730 | 2:02.370 | 23 |
| **58** | 4 | **183** | Roland Rohrle | Mazda RX7 | N2B | 21 | +29.760 | 2:02.400 | 12 |
| **59** | 1 | **81** | Mike Basquil | Formula Ford | R2 | 23 | +29.940 | 2:02.580 | 19 |
| **60** | 5 | **192** | Mark Churton | Falcon XG Ute | N2B | 19 | +29.990 | 2:02.630 | 14 |
| **61** | 14 | **35** | Carl Ronning | Nissan 350GT | N3B | 15 | +30.020 | 2:02.660 | 11 |
| **62** | 6 | **69** | Ian Ramsay | Triumph TR7 V8 | C4 | 19 | +30.340 | 2:02.980 | 15 |
| **63** | 7 | **131** | Allan Riches | Toyota Corolla | R3 | 22 | +30.560 | 2:03.200 | 17 |
| **64** | 6 | **92** | Andrew Churton | Falcon XG Ute | N2B | 19 | +30.580 | 2:03.220 | 19 |
| **65** | 6 | **25** | George Zammit | Lotus Elise | D2 | 19 | +30.770 | 2:03.410 | 14 |

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| **66** | 15 | **99** | Rick Vincent | Mazda MX5 | N3B | 19 | +30.850 | 2:03.490 | 6 |
| **67** | 1 | **159** | Peter Marshall | Jaguar Mk2 | A4 | 19 | +30.860 | 2:03.500 | 19 |
| **68** | 1 | **150** | Grant Rawling | Triumph TR7 | B2 | 15 | +30.980 | 2:03.620 | 14 |
| **69** | 2 | **18** | Warwick Clifton | Jaguar XJ6 | B4 | 19 | +31.170 | 2:03.810 | 15 |
| **70** | 4 | **333** | Barry Springett | MGB | C2 | 19 | +31.230 | 2:03.870 | 17 |
| **71** | 16 | **41** | Lorraine Avery | Mitsubishi Sigma | N3B | 23 | +31.270 | 2:03.910 | 6 |
| **72** | 5 | **888** | Bradley Smith | Mazda MX5 | N2A | 15 | +31.360 | 2:04.000 | 11 |
| **73** | 6 | **909** | Michael Malgo | Mazda MX5 | N2A | 19 | +31.360 | 2:04.000 | 19 |
| **74** | 17 | **78** | Barry Vaughan | Mazda RX7 | N3B | 15 | +31.390 | 2:04.030 | 10 |
| **75** | 7 | **242** | Taylor Kenyon | Jaguar XJ6 | C4 | 19 | +31.550 | 2:04.190 | 14 |
| **76** | 7 | **190** | Paul Zammit | Lotus Elise | D2 | 23 | +31.890 | 2:04.530 | 10 |
| **77** | 7 | **75** | Tony Brown | Porsche 911 | N2B | 19 | +32.520 | 2:05.160 | 3 |
| **78** | 8 | **19** | Steve Clifton | Jaguar XJ6 | C4 | 19 | +32.750 | 2:05.390 | 19 |
| **79** | 18 | **7** | Bruce Reynolds | Rover SDi | N3B | 9 | +32.850 | 2:05.490 | 7 |
| **80** | 1 | **55** | Clive Wilson | MG Midget | C1 | 11 | +32.870 | 2:05.510 | 7 |
| **81** | 9 | **28** | Greg Gibbons | Triumph TR7 | C4 | 15 | +33.110 | 2:05.750 | 7 |
| **82** | 8 | **76** | Owen Rice | Ford Capri | N2B | 19 | +33.700 | 2:06.340 | 19 |
| **83** | 2 | **51** | Steven Ralston | Tri Dolomite | B2 | 15 | +33.880 | 2:06.520 | 7 |
| **84** | 4 | **119** | Maurice Hendy | Ford Escort | N3A | 8 | +34.310 | 2:06.950 | 6 |
| **85** | 7 | **182** | David Gordon | Mazda MX5 | N2A | 19 | +34.910 | 2:07.550 | 2 |
| **86** | 5 | **63** | Steve Annabel | Mitsu Mirage | N3A | 19 | +35.030 | 2:07.670 | 15 |
| **87** | 1 | **88** | Ken White | Jaguar XJS | B5 | 10 | +35.680 | 2:08.320 | 10 |
| **88** | 6 | **3** | John Coneybeare | Ford Cortina | N3A | 4 | +35.990 | 2:08.630 | 3 |

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|---|---|---|---|---|---|---|---|---|---|
| **89** | 9 | **635** | Brian Foster | BMW 635CSi | N2B | 8 | +36.300 | 2:08.940 | 6 |
| **90** | 19 | **37** | Ted Dial | Mazda RX7 | N3B | 19 | +36.750 | 2:09.390 | 19 |
| **91** | 3 | **148** | Bob Baldwin | MGB | B2 | 19 | +37.110 | 2:09.750 | 15 |
| **92** | 8 | **246** | Richard Robinson | Suzuki Swift Gti | N2A | 17 | +38.030 | 2:10.670 | 17 |
| **93** | 2 | **161** | John Millhouse | Sprite | C1 | 17 | +38.210 | 2:10.850 | 17 |
| **94** | 10 | **100** | Enzo Coco | Mustang | N2B | 10 | +38.800 | 2:11.440 | 5 |
| **95** | 2 | **29** | Rick Learmonth | Jaguar XJ6 | A4 | 15 | +39.670 | 2:12.310 | 10 |
| **96** | 1 | **116** | Graham Crane | Triumph TR7 | A2 | 15 | +41.080 | 2:13.720 | 7 |
| **97** | 7 | **180** | Gregg Noonan | Ford Escort | N3A | 19 | +41.180 | 2:13.820 | 10 |
| **98** | 1 | **84** | Lindsay Day | Triumph 2.5 PI | B3 | 15 | +41.780 | 2:14.420 | 15 |
| **99** | 5 | **73** | Dave Bruton | Triumph TR7 Pro | C2 | 3 | +42.070 | 2:14.710 | 3 |
| **100** | 11 | **42** | John Pattison | Porsche 968 | N2B | 1 | +43.400 | 2:16.040 | 1 |
| **101** | 12 | **327** | Peter Watson | Monaro | N2B | 19 | +43.580 | 2:16.220 | 15 |
| **102** | 8 | **33** | Graham Dell | Ford Cortina | N3A | 3 | +44.720 | 2:17.360 | 1 |
| **103** | 13 | **202** | Cameron Petrie | Commodore | N2B | 27 | +44.730 | 2:17.370 | 11 |
| **104** | 3 | **129** | Margaret Giddy | Jaguar XJ6 | A4 | 11 | +46.140 | 2:18.780 | 11 |
| **105** | 2 | **80** | LAURENCE BROMLEY | Dolomite Sprint | R2 | 14 | +46.860 | 2:19.500 | 13 |
| **106** | 2 | **999** | David Gregory-Jones | Triumph PI 2500 | D3 | 18 | +48.810 | 2:21.450 | 18 |
| **107** | 4 | **102** | Tony Arditto | Jaguar Mk2 | A4 | 15 | +49.520 | 2:22.160 | 7 |
| **108** | 2 | **115** | Lucy Crane | Triumph TR7 | A2 | 11 | +49.620 | 2:22.260 | 10 |
| **109** | 14 | **57** | David Grinston | Porsche 944 | N2B | 22 | +51.580 | 2:24.220 | 19 |
| **110** | 5 | **10** | Tony Pallas | Jaguar XK 120 | A4 | 6 | +1:27.080 | 2:59.720 | 6 |