# E1 Post War Regularity Qualifying

Sandown International Motor Raceway · 10 Nov 2002 · Qualifying · 20:00 minutes · Issue 1

| POS | NO. | DRIVER | VEHICLE | LAPS | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|
| 1 | 22 | Peter Kent | Austin Healey 3000 3100 | 7 | | 1:37.220 | 5 |
| 2 | 99 | Ken Price | Porsche 904GTS 1991 | 7 | +0.720 | 1:37.940 | 2 |
| 3 | 296 | Jack STRAHAN | MGB 1867 | 7 | +2.860 | 1:40.080 | 5 |
| 4 | 76 | Andy Sawyer | MGB V8 4600 | 6 | +3.460 | 1:40.680 | 5 |
| 5 | 54 | Derek McLaughlan | Ford Special 4000 | 6 | +5.660 | 1:42.880 | 5 |
| 6 | 7 | Trevor Smith | Austin Healey 3000 3048 | 7 | +8.180 | 1:45.400 | 7 |
| 7 | 28 | Ian Brown | MGB GT 1798 | 7 | +9.170 | 1:46.390 | 4 |
| 8 | 1 | Arthur Neill | Elfin Clubman 1600 | 6 | +9.500 | 1:46.720 | 6 |
| 9 | 58 | John Ashby | Austin Healey 100S 2700 | 7 | +10.380 | 1:47.600 | 5 |
| 10 | 81 | Phillip Schudmak | Ferrari 330 GTC 4000 | 7 | +11.100 | 1:48.320 | 7 |
| 11 | 98 | Laurence Cummin | MG Midget 1310 | 7 | +11.480 | 1:48.700 | 4 |
| 12 | 48 | Digby Smith | Daimler SP 250 2500 | 7 | +11.700 | 1:48.920 | 2 |
| 13 | 3 | Ross McKinnon | Triumph TR3A 2187 | 7 | +11.810 | 1:49.030 | 5 |
| 14 | 77 | John Goodall | Austin Healey 100 6 2998 | 7 | +12.190 | 1:49.410 | 5 |
| 15 | 44 | Graeme Lowe | Alfa-Ricciardi Spydr 1750 | 6 | +12.410 | 1:49.630 | 6 |
| 16 | 24 | Hamish MacLennan | MGB 1800 | 6 | +14.550 | 1:51.770 | 6 |
| 17 | 6 | Anthony Smeaton | Austin Healey 100S 2660 | 6 | +14.610 | 1:51.830 | 6 |
| 18 | 61 | Victor Spiteri | Jaguar E Type 4200 | 6 | +15.440 | 1:52.660 | 5 |
| 19 | 21 | Paul Bellizia | MGB 1798 | 6 | +15.650 | 1:52.870 | 6 |

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|---|---|---|---|---|---|---|---|
| **20** | **12** | Col Porter | Datsun 240Z 2400 | 6 | +15.710 | 1:52.930 | 3 |
| **21** | **72** | Anthony Richardson | MG Midget 1400 | 6 | +15.770 | 1:52.990 | 4 |
| **22** | **10** | Bill Vaughan | Austin Healey BN1 2660 | 6 | +16.420 | 1:53.640 | 2 |
| **23** | **27** | Peter Hill | Lotus Elan Series IV 1598 | 6 | +16.810 | 1:54.030 | 4 |
| **24** | **4** | Tom ffrench | Morgan Plus 4 1991 | 6 | +18.400 | 1:55.620 | 6 |
| **25** | **39** | Barry Lilley | MGA 1798 | 6 | +18.510 | 1:55.730 | 5 |
| **26** | **80** | Colin Sullivan | MGB 1800 | 6 | +18.510 | 1:55.730 | 5 |
| **27** | **5** | John Blanden | Lotus MK X1 Sports 1098 | 6 | +19.060 | 1:56.280 | 3 |
| **28** | **37** | David Kelly | Austin Healey BN1 2660 | 7 | +19.550 | 1:56.770 | 1 |
| **29** | **62** | David Hope | MGB 1798 | 6 | +21.810 | 1:59.030 | 6 |
| **30** | **177** | John Noble | Daimler SP 250 2500 | 6 | +21.860 | 1:59.080 | 5 |
| **31** | **17** | David Segal | MGB GT 1798 | 6 | +24.600 | 2:01.820 | 5 |
| **32** | **33** | Max Pegram | Austin Healey Sprite 1100 | 6 | +27.910 | 2:05.130 | 4 |
| **33** | **95** | Patricia Mottram | Lotus Elite 595 1216 | 6 | +28.290 | 2:05.510 | 6 |
| **34** | **9** | Russ Mead | MG Midget 1500 | 5 | +51.020 | 2:28.240 | 5 |