# S1 Supersprint

Eastern Creek Raceway - Sydney · 20 May 2001 · Qualifying · Issue 1

| POS | CLASS POS | NO. | DRIVER | VEHICLE | CLASS | LAPS | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|---|---|
| **1** | 1 | **12** | Aaron Lewis | Elfin | R2 | 12 | | 1:37.120 | 7 |
| **2** | 2 | **21** | Neil Kenny | Mallock MK31 | R2 | 8 | +1.750 | 1:38.870 | 7 |
| **3** | 3 | **131** | Richard Crawshay | Mallock MK31 | R2 | 12 | +3.610 | 1:40.730 | 10 |
| **4** | 4 | **311** | David Williamson | Mallock MK31 | R2 | 11 | +6.890 | 1:44.010 | 3 |
| **5** | 5 | **7** | Jack Lewis | Jaguar E-Type | R2 | 11 | +10.510 | 1:47.630 | 11 |
| **6** | 6 | **34** | Bruce Simpson | Reynard 92D | R2 | 15 | +10.690 | 1:47.810 | 15 |
| **7** | 1 | **14** | Kendal Barry-Cotter | PRS Formula Ford | R1 | 20 | +13.570 | 1:50.690 | 11 |
| **8** | 1 | **40** | Geoff Williams | Morgan Plus 8 | SN4 | 15 | +15.820 | 1:52.940 | 11 |
| **9** | 2 | **31** | Colin Campbell | Swift Formula Ford | R1 | 19 | +16.660 | 1:53.780 | 18 |
| **10** | 1 | **64** | Mark Morsillo | Dolomite Sprint | D1 | 15 | +17.220 | 1:54.340 | 11 |
| **11** | 1 | **43** | David Mackie | PRB Clubman | SVA | 19 | +18.050 | 1:55.170 | 19 |
| **12** | 2 | **41** | Greg Morsillo | Triumph Dol Sprint | D1 | 15 | +18.080 | 1:55.200 | 7 |
| **13** | 2 | **73** | Tim Mackie | Lotus Replica | SVA | 16 | +18.410 | 1:55.530 | 15 |
| **14** | 1 | **110** | John Deller | Holden Calais | N3B | 15 | +18.610 | 1:55.730 | 10 |
| **15** | 2 | **747** | Rob Hackett | Ford Shelby GT 350 | N3B | 7 | +18.710 | 1:55.830 | 7 |
| **16** | 1 | **23** | Andrew Lydon | Honda Integra R | N1A | 15 | +18.930 | 1:56.050 | 11 |
| **17** | 3 | **111** | John Bowers | Lotus Elise | D1 | 23 | +19.290 | 1:56.410 | 23 |
| **18** | 3 | **74** | Greg Sainty | Ford Shelby GT 350 | N3B | 11 | +20.220 | 1:57.340 | 11 |
| **19** | 1 | **153** | Stephen Perry | Nissan GTR | SVB | 15 | +20.640 | 1:57.760 | 12 |

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|---|---|---|---|---|---|---|---|---|---|
| **20** | 2 | **181** | Lionel Walker | Jaguar MK11 | SN4 | 7 | +21.090 | 1:58.210 | 3 |
| **21** | 4 | **186** | Bruce Reynolds | Rover SDI | N3B | 17 | +21.110 | 1:58.230 | 11 |
| **22** | 1 | **115** | John Shaw | Jaguar XK140 | C3 | 7 | +21.400 | 1:58.520 | 2 |
| **23** | 1 | **146** | Adrian Wuillemin | Peugeot 205 GTI | N3A | 15 | +21.740 | 1:58.860 | 11 |
| **24** | 1 | **107** | Jake Meyer | Triumph TR6 | B3 | 12 | +22.180 | 1:59.300 | 8 |
| **25** | 2 | **15** | Ken Parsons | Jaguar E-Type | C3 | 15 | +22.410 | 1:59.530 | 10 |
| **26** | 5 | **99** | Simon Crane | BMW2002 TI | N3B | 16 | +22.570 | 1:59.690 | 15 |
| **27** | 7 | **11** | Brian Williams | Nota | R2 | 19 | +22.570 | 1:59.690 | 11 |
| **28** | 2 | **46** | Owen Wuillemin | Peugeot 205 GTI | N3A | 13 | +22.630 | 1:59.750 | 7 |
| **29** | 2 | **8** | John Pooley | GT40 Ford Replica | SVB | 15 | +23.080 | 2:00.200 | 11 |
| **30** | 1 | **27** | Peter Mohacsi | MG Midget | C1 | 15 | +24.220 | 2:01.340 | 14 |
| **31** | 3 | **52** | Brian Titheradge | Jaguar XK140 | C3 | 15 | +24.470 | 2:01.590 | 14 |
| **32** | 1 | **39** | Bruce North | Triumph TR Sprint | C2 | 15 | +24.790 | 2:01.910 | 9 |
| **33** | 6 | **98** | Rick Marks | Sunbeam Tiger | N3B | 11 | +25.240 | 2:02.360 | 10 |
| **34** | 2 | **47** | GRANT TURNBULL | Triumph TR7 | C2 | 14 | +25.520 | 2:02.640 | 14 |
| **35** | 4 | **20** | Brian Todd | Jaguar XJ6 | C3 | 23 | +25.760 | 2:02.880 | 1 |
| **36** | 1 | **69** | Peter Carruthers | Nissan Silvia | N1B | 15 | +25.920 | 2:03.040 | 11 |
| **37** | 2 | **9** | Terry Denovan | Holden Calais | N1B | 23 | +26.050 | 2:03.170 | 23 |
| **38** | 3 | **251** | Russell Burns | Porsche Carrera | N1B | 12 | +26.140 | 2:03.260 | 12 |
| **39** | 1 | **24** | Michael Bendeich | Morgan 4/4 | SN2 | 15 | +26.630 | 2:03.750 | 15 |
| **40** | 1 | **79** | Cameron Schofield | Morris Cooper S | SN1 | 19 | +26.650 | 2:03.770 | 19 |
| **41** | 2 | **123** | Malcolm Graham | Triumph TR6 | B3 | 19 | +26.730 | 2:03.850 | 19 |
| **42** | 3 | **32** | Maurice Blackwood | Lotus Super 7 | C2 | 10 | +26.770 | 2:03.890 | 9 |

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|---|---|---|---|---|---|---|---|---|---|
| **43** | 3 | **2** | Greg Fearn | Seat Cupra Sport | N3A | 15 | +27.180 | 2:04.300 | 15 |
| **44** | 2 | **160** | Bruce Miles | A/Healey Sprite | C1 | 20 | +27.250 | 2:04.370 | 20 |
| **45** | 5 | **48** | Chris Dimmock | Austin Healey 3000 | C3 | 11 | +27.300 | 2:04.420 | 7 |
| **46** | 4 | **3** | John Coneybeare | Ford Escort | N3A | 2 | +27.430 | 2:04.550 | 2 |
| **47** | 6 | **103** | Andrew Johnson | Triumph 2500 TC | C3 | 15 | +27.910 | 2:05.030 | 15 |
| **48** | 7 | **122** | Duncan Schofield | Mazda RX3 | N3B | 15 | +28.150 | 2:05.270 | 15 |
| **49** | 3 | **16** | Lyn Cooper | U2 Ford Clubman | SVA | 14 | +28.240 | 2:05.360 | 14 |
| **50** | 4 | **25** | Ian Burns | Porsche Carrera | N1B | 10 | +28.380 | 2:05.500 | 1 |
| **51** | 8 | **30** | Ric Andrews | Ford Capri GT | N3B | 25 | +28.990 | 2:06.110 | 24 |
| **52** | 4 | **29** | Gary Skerritt | Triumph TR7 | C2 | 19 | +29.450 | 2:06.570 | 18 |
| **53** | 1 | **18** | Warwick Clifton | Jaguar XJS | D2 | 7 | +30.480 | 2:07.600 | 6 |
| **54** | 2 | **118** | Leanne Clifton | Jaguar XJS | D2 | 5 | +30.540 | 2:07.660 | 3 |
| **55** | 2 | **19** | Steve Clifton | Mini Cooper S | SN1 | 7 | +30.660 | 2:07.780 | 7 |
| **56** | 5 | **57** | David Russell | MGB MKI | C2 | 15 | +30.810 | 2:07.930 | 3 |
| **57** | 7 | **17** | Cameron Sell | A/Healey 3000 | C3 | 7 | +30.810 | 2:07.930 | 7 |
| **58** | 3 | **71** | Chris Haigh | Jaguar XJR | D2 | 7 | +30.960 | 2:08.080 | 7 |
| **59** | 3 | **733** | Darren Ward | Renmax MK11 | R1 | 7 | +31.140 | 2:08.260 | 7 |
| **60** | 4 | **26** | Bob Edgar | Jaguar XJS | D2 | 14 | +31.190 | 2:08.310 | 14 |
| **61** | 1 | **82** | Jeffrey Wards | Triumph TR7 | B2 | 20 | +31.540 | 2:08.660 | 20 |
| **62** | 5 | **77** | Michael Carruthers | Ford Falcon | N1B | 19 | +32.110 | 2:09.230 | 11 |
| **63** | 1 | **1** | Allan Bryson | Triumph TR4 | A2 | 11 | +32.180 | 2:09.300 | 3 |
| **64** | 6 | **22** | Dennis Neal | Lotus Europa | C2 | 14 | +32.200 | 2:09.320 | 8 |
| **65** | 3 | **49** | Peter Wards | Triumph TR6 | B3 | 20 | +32.370 | 2:09.490 | 7 |

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|---|---|---|---|---|---|---|---|---|---|
| **66** | 1 | **88** | Ken White | Jaguar XJS | C4 | 22 | +32.580 | 2:09.700 | 18 |
| **67** | 9 | **211** | David Hart | Holden EH | N3B | 15 | +32.980 | 2:10.100 | 14 |
| **68** | 8 | **154** | Sam Foreman | Jaguar MKII | C3 | 9 | +33.180 | 2:10.300 | 3 |
| **69** | 3 | **5** | Laurie Sellars | MGA | SN1 | 15 | +33.410 | 2:10.530 | 14 |
| **70** | 1 | **76** | Paul Cooper | Triumph Stag | B4 | 23 | +33.570 | 2:10.690 | 19 |
| **71** | 5 | **78** | C.T. Hansen | VW Beetle | N3A | 7 | +33.680 | 2:10.800 | 7 |
| **72** | 7 | **150** | Grant Rawling | Triumph TR7 | C2 | 19 | +33.740 | 2:10.860 | 19 |
| **73** | 2 | **68** | Syd Hayes | Honda Integra | N1A | 23 | +35.310 | 2:12.430 | 23 |
| **74** | 9 | **54** | Jack Foreman | Jaguar MKII | C3 | 15 | +35.410 | 2:12.530 | 6 |
| **75** | 3 | **112** | Yani Burmeister | Mitsubishi Mirage | N1A | 23 | +35.510 | 2:12.630 | 23 |
| **76** | 8 | **84** | Bill Kay | Reynard 92D | R2 | 5 | +36.070 | 2:13.190 | 5 |
| **77** | 6 | **117** | Alan Puckett | Morris Cooper S | N3A | 8 | +36.300 | 2:13.420 | 5 |
| **78** | 4 | **53** | Craig Perry | MGC | B3 | 11 | +36.340 | 2:13.460 | 10 |
| **79** | 5 | **10** | Tony Pallas | Jaguar XJS | D2 | 16 | +36.610 | 2:13.730 | 2 |
| **80** | 2 | **241** | Suzanne Bendeich | Morgan 4/4 | SN2 | 23 | +36.670 | 2:13.790 | 19 |
| **81** | 7 | **4** | Ian Bloodworth | Charade Turbo | N3A | 1 | +36.950 | 2:14.070 | 1 |
| **82** | 3 | **36** | Peter Thomson | MG Midget | C1 | 15 | +37.240 | 2:14.360 | 10 |
| **83** | 2 | **35** | Steve MacDonald | Lotus Elan | B2 | 15 | +37.280 | 2:14.400 | 15 |
| **84** | 8 | **33** | Graham Dell | Ford Escort | N3A | 3 | +37.300 | 2:14.420 | 3 |
| **85** | 3 | **149** | ROBYN WARDS | Triumph TR7 | B2 | 19 | +37.890 | 2:15.010 | 19 |
| **86** | 1 | **171** | Andrew Haigh | Jaguar MKII | A3 | 15 | +39.000 | 2:16.120 | 15 |
| **87** | 9 | **67** | Matt Lord | Ford Escort | N3A | 20 | +39.140 | 2:16.260 | 19 |
| **88** | 2 | **13** | Rob Wilson | Jaguar XJS | C4 | 27 | +39.420 | 2:16.540 | 27 |

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|---|---|---|---|---|---|---|---|---|---|
| **89** | 2 | **44** | Tim Mallyon | Jaguar 420 | A3 | 22 | +39.980 | 2:17.100 | 13 |
| **90** | 4 | **91** | Harold Seifman | A/Healey Sprite | C1 | 16 | +40.190 | 2:17.310 | 16 |
| **91** | 3 | **61** | Garth Taylor | Jaguar MKII | A3 | 14 | +40.370 | 2:17.490 | 7 |
| **92** | 6 | **51** | Geoffrey Higgins | Triumph TR7-V8 | D2 | 11 | +40.390 | 2:17.510 | 7 |
| **93** | 4 | **62** | Geoff Hempsall | Maxda MX5 | N1A | 25 | +41.420 | 2:18.540 | 21 |
| **94** | 4 | **128** | Michael Malgo | Jaguar E-Type | A3 | 26 | +41.860 | 2:18.980 | 25 |
| **95** | 4 | **97** | Chris Marsh | MGB | B2 | 19 | +42.140 | 2:19.260 | 15 |
| **96** | 8 | **50** | Michelle Buttress | Triumph TR7 | C2 | 18 | +42.630 | 2:19.750 | 18 |
| **97** | 9 | **75** | Kim Vella | MGB MKI | C2 | 10 | +43.270 | 2:20.390 | 9 |
| **98** | 2 | **100** | Colin Goldsmith | Austin Healey 100 | A2 | 22 | +43.670 | 2:20.790 | 22 |
| **99** | 5 | **83** | Andrew Perry | MGC | B3 | 11 | +43.950 | 2:21.070 | 11 |
| **100** | 5 | **55** | Clive Wilson | MG Midget | C1 | 14 | +44.670 | 2:21.790 | 9 |
| **101** | 5 | **116** | Graham Crane | Triumph TR7 | B2 | 18 | +45.620 | 2:22.740 | 7 |
| **102** | 5 | **141** | Geoff Scott | Alfa 1600 | N1A | 11 | +47.030 | 2:24.150 | 7 |
| **103** | 6 | **45** | Bob Cuthbertson | Triumph 2500 PI | B3 | 11 | +48.670 | 2:25.790 | 1 |
| **104** | 7 | **126** | Sue Edgar | Jaguar XJS | D2 | 15 | +49.650 | 2:26.770 | 3 |
| **105** | 10 | **108** | Bruce Johnson | Triumph 2500 TC | C3 | 19 | +49.900 | 2:27.020 | 3 |
| **106** | 8 | **37** | Arthur Dwyer | Jaguar XJS | D2 | 15 | +57.180 | 2:34.300 | 15 |
| **107** | 6 | **119** | Ken Peters | Triumph TR7 | B2 | 15 | +57.800 | 2:34.920 | 11 |
| **No time recorded** | | **72** | David Dixon | MGB MKI | SN2 | | | | |