# P9 Groups M & O Sports and Racing cars

Eastern Creek Raceway - Sydney · 19 Sep 1999 · Practice · Issue 1

| POS | CLASS POS | NO. | DRIVER | VEHICLE | CLASS | LAPS | GAP | BEST LAP | ON LAP |
|---|---|---|---|---|---|---|---|---|---|
| **1** | 1 | **23** | Peter Simms | 1966 Brabham BT 23A 2556 | ORO | 7 | | 1:42.710 | 2 |
| **2** | 1 | **64** | Paul Hamilton | 1968 Elfin 600 1612 | ORU | 7 | +1.700 | 1:44.410 | 6 |
| **3** | 2 | **40** | Keith Simpson | 1967 Eagle Imp 998 | ORU | 4 | +2.580 | 1:45.290 | 4 |
| **4** | 1 | **7** | Mike Ryves | 1964 Brabham BT11A 2500 | MRC | 7 | +3.080 | 1:45.790 | 3 |
| **5** | 2 | **49** | John Dawson-Damer | 1969 Lotus 49 2993 | ORO | 6 | +6.040 | 1:48.750 | 4 |
| **6** | 3 | **18** | Herb Neal | 1966 Brabham BT 18 1600 | ORU | 6 | +6.100 | 1:48.810 | 2 |
| **7** | 2 | **41** | Maxwell Lane | 1965 Brabham BT11A 2700 | MRC | 3 | +6.320 | 1:49.030 | 2 |
| **8** | 1 | **118** | Alan Morrin | 1969 Matich SR4B 1598 | OSU | 6 | +6.870 | 1:49.580 | 4 |
| **9** | 1 | **93** | Simon Pymble | 1963 Brabham BT 6 FJ 1098 | MRA | 6 | +6.870 | 1:49.580 | 5 |
| **10** | 1 | **88** | Colin Haste | 1962 Brabham BT2F/J 1500 | MRB | 7 | +7.310 | 1:50.020 | 3 |
| **11** | 2 | **74** | Max McPherson | 1964 Elfin Imp FJ 998 | MRA | 6 | +7.800 | 1:50.510 | 4 |
| **12** | 2 | **75** | Jim McConville (Vic) VIC | 1965 Cooper T75 1298 | MRB | 6 | +8.020 | 1:50.730 | 2 |
| **13** | 4 | **1** | Brian Wilson | 1967 Brabham BT 23C 1588 | ORU | 6 | +8.410 | 1:51.120 | 6 |
| **14** | 1 | **57** | Ray Kenny | 1965 Thompson Sport 1498 | MS | 6 | +8.680 | 1:51.390 | 3 |
| **15** | 2 | **31** | Ian Pope | 1964 Lolita-BMC Mk 1 1310 | MS | 6 | +8.950 | 1:51.660 | 3 |
| **16** | 3 | **42** | Robert Harborow | 1965 Cooper BRM F2 998 | MRA | 6 | +9.010 | 1:51.720 | 6 |
| **17** | 4 | **43** | David Hill | 1965 Brabham BT15 F3 997 | MRA | 6 | +9.510 | 1:52.220 | 6 |
| **18** | 5 | **111** | Wayne Wilson | 1969 Rennmax BN2 F2 1600 | ORU | 6 | +10.220 | 1:52.930 | 2 |
| **19** | 3 | **33** | Harry Hickling | 1963 Rennmax BN1 1500 | MRB | 6 | +10.440 | 1:53.150 | 6 |

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|---|---|---|---|---|---|---|---|---|---|
| **20** | 6 | **21** | Ron Coath | 1967 Brabham BT 21A 1600 | ORU | 6 | +11.210 | 1:53.920 | 6 |
| **21** | 7 | **45** | Denis Lesslie | 1965 Piranha Mk III 1600 | ORU | 6 | +11.310 | 1:54.020 | 5 |
| **22** | 3 | **79** | Robert Tweedie | 1962 Lotus 23 1600 | MS | 5 | +11.480 | 1:54.190 | 1 |
| **23** | 4 | **25** | Stewart Mahony | 1965 Bolwell Mk 4 2465 | MS | 5 | +11.530 | 1:54.240 | 3 |
| **24** | 5 | **62** | Ian Bailey | 1962 Lynx FJ 1098 | MRA | 6 | +12.580 | 1:55.290 | 3 |
| **25** | 6 | **10** | Gary Ryan | 1962 Lotus 22 FJ 1098 | MRA | 6 | +12.960 | 1:55.670 | 5 |
| **26** | 3 | **188** | Warwick Miller | 1966 Porsche 906 1991 | ORO | 6 | +15.380 | 1:58.090 | 6 |
| **27** | 4 | **67** | Ned Mcgovern | 1965 Milano GT 2990 | ORO | 5 | +17.850 | 2:00.560 | 5 |
| **28** | 2 | **11** | Colin Dodds | 1960 A/Healey Sprite 1380 | OSU | 2 | +19.660 | 2:02.370 | 2 |
| **29** | 4 | **80** | Colin Sullivan | 1963 Elfin Catalina 1497 | MRB | 4 | +21.970 | 2:04.680 | 2 |
| **30** | 5 | **271** | Brian Lear | 1965 Elfin Mono 1498 | MRB | 5 | +24.940 | 2:07.650 | 5 |