

### HISTORIC

|                                                                   |                       |                            |
|-------------------------------------------------------------------|-----------------------|----------------------------|
| <b>10 November 2012</b>                                           | <b>Practice No. 6</b> | <b>10:18am to 10:28am</b>  |
| <b>WEATHER:</b> Sunny, some cloud, light breeze, warm, track dry. |                       | <b>Track Length:</b> 3.03k |

| POS  | CAR | DRIVER            | MAKE-OF-CAR          | YEAR/CCs   | LAPS | ELAPSED  | BEST             | DIFF    |
|------|-----|-------------------|----------------------|------------|------|----------|------------------|---------|
| 1ST  | 3   | GRAEME CAMERON    | ADF FORMULA FORD     | 1973 1600  | 7    | 9m58.43  | 1m16.20          | +0.00s  |
| 2ND  | 74  | PAUL DOLD         | GLH FORM. FORD 1600  | 1973 1600  | 8    | 10m49.03 | 1m16.60          | +0.40s  |
| 3RD  | 71  | NO DETAILS        | NO DETAILS           | NO DETAILS | 7    | 9m43.65  | 1m17.47          | +1.27s  |
| 4TH  | 9   | PETER GRANT       | ELDEN FORM.FORD PH25 | 1979 1600  | 7    | 10m15.11 | 1m17.83          | +1.63s  |
| 5TH  | 43  | DAVE SILVERTON    | PRS FORM. FORD RH02  | 1980 1600  | 6    | 8m32.59  | 1m18.20          | +2.00s  |
| 6TH  | 113 | GERALD DUNCAN     | CHEETAH FORMULA FORD | 1975 1600  | 7    | 10m13.60 | 1m18.27          | +2.07s  |
| 7TH  | 34  | BRENT MAIN        | KERAM FORMULA FORD   | 1979 1600  | 7    | 10m14.08 | 1m18.34          | +2.14s  |
| 8TH  | 32  | MICHAEL CLARK     | CROSSLE 32F          | 1978 1599  | 7    | 10m14.78 | 1m19.76          | +3.56s  |
| 9TH  | 85  | MIKE HUNTER       | HAWKE FORM.FORD DL2A | 1970 1600  | 7    | 10m47.82 | 1m20.03          | +3.83s  |
| 10TH | 31  | KEITH COWAN       | JOHNSON FORMULA FORD | 1970 1600  | 7    | 10m45.67 | 1m20.56          | +4.36s  |
| 11TH | 68  | KEN WILLIAMS      | MERCEDES BBM MK 2    | 1962 2800  | 7    | 10m46.11 | 1m20.81          | +4.61s  |
| 12TH | 13  | BRUCE McCOY       | LOLA T342            | 1975 1600  | 6    | 8m35.71  | 1m20.84          | +4.64s  |
| 13TH | 133 | PHILIP MAJOR      | SPARTON FORMULA FORD | 1983 1600  | 7    | 10m22.99 | 1m20.85          | +4.65s  |
| 14TH | 20  | GAVIN BATEMAN     | MALLOCK U2 MK 4      | 1965 1650  | 7    | 10m36.66 | 1m21.17          | +4.97s  |
| 15TH | 35  | PETER AVERY       | BRABHAM BT 16        | 1965 1598  | 7    | 10m11.98 | 1m21.23          | +5.03s  |
| 16TH | 72  | RON WILKIN        | ELDEN FF PH 10       | 1972 1600  | 7    | 10m10.31 | 1m21.43          | +5.23s  |
| 17TH | 223 | BERNIE HINES      | LOLA 440 FORM. FORD  | 1977 1600  | 6    | 8m44.34  | 1m21.59          | +5.39s  |
| 18TH | 111 | ROBERT GILES      | TITAN FORM.FORD MK6C | 1973 1600  | 6    | 9m11.18  | 1m22.06          | +5.86s  |
| 19TH | 911 | VIC CLARKE        | PALLISER WDF3-4 F.F. | 1971 1600  | 5    | 8m27.03  | 1m22.85          | +6.65s  |
| 20TH | 8   | ALAN HYNDMAN      | TRIFORD SPECIAL      | 1970 2850  | 6    | 9m43.32  | 1m22.86          | +6.66s  |
| 21ST | 30  | NOEL MARTIN-SMITH | VAN DIEMEN RF84 1600 | 1984 1600  | 7    | 10m48.33 | 1m25.24          | +9.04s  |
| 22ND | 333 | BILL ROUGHAN      | MOGUL SPORT MK 1     | 1974 1600  | 5    | 8m23.78  | 1m25.33          | +9.13s  |
| 23RD | 147 | RICHARD WRIGHT    | BEOWULF MK1          | 1963 1650  | 6    | 9m47.55  | 1m27.64          | +11.44s |
| 24TH | 26  | ALAN SERVICE      | McRAE U2             | 1966 1700  | 5    | 8m28.71  | 1m28.26          | +12.06s |
| 25TH | 421 | GRAY RICHARDS     | TERRAPIN MK1         | 1968 1330  | 4    | 7m15.23  | 1m30.80          | +14.60s |
| 26TH | 44  | CRAIG LAING       | BUCKLER DD2 CLIMAX   | 1958 1220  | 5    | 8m32.25  | 1m33.19          | +16.99s |
|      | 95  | PHIL FOULKES      | VAN DIEMEN RF85 F.F. | 1985 1600  |      |          | Did Not Practice |         |

MANFEILD PARK - MG Classic Motor Racing  
HISTORIC

10 November 2012

Practice No. 06

Start Time = 10:18am

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 7   | 9:58.43  | 1:17.17  |
| 6   | 8:41.26  | 1:17.07  |
| 5   | 7:24.19  | 1:16.73  |
| 4   | 6:07.46  | 1:16.20* |
| 3   | 4:51.26  | 1:16.96  |
| 2   | 3:34.30  | 1:19.26  |
| 1   | 2:15.04  | 2:15.04  |

CAR No. : 3  
ADF FORMULA FORD  
GRAEME CAMERON

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 7   | 9:43.32  | 1:22.86* |
| 6   | 8:20.46  | 1:23.03  |
| 5   | 6:57.43  | 1:26.05  |
| 4   | 5:31.38  | 1:25.53  |
| 3   | 4:05.85  | 1:28.98  |
| 2   | 2:36.87  | 2:36.87  |

CAR No. : 8  
TRIFORD SPECIAL  
ALAN HYNDMAN

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 7   | 10:15.11 | 1:18.05  |
| 6   | 8:57.06  | 1:17.83* |
| 5   | 7:39.23  | 1:18.37  |
| 4   | 6:20.86  | 1:18.93  |
| 3   | 5:01.93  | 1:18.67  |
| 2   | 3:43.26  | 1:22.07  |
| 1   | 2:21.19  | 2:21.19  |

CAR No. : 9  
ELDEN FORM.FORD PH25  
PETER GRANT

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 6   | 8:35.71  | 1:21.02  |
| 5   | 7:14.69  | 1:20.84* |
| 4   | 5:53.85  | 1:21.55  |
| 3   | 4:32.30  | 1:21.86  |
| 2   | 3:10.44  | 1:24.39  |
| 1   | 1:46.05  | 1:46.05  |

CAR No. : 13  
LOLA T342  
BRUCE McCOY

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 7   | 10:36.66 | 1:21.44  |
| 6   | 9:15.22  | 1:21.54  |
| 5   | 7:53.68  | 1:21.17* |
| 4   | 6:32.51  | 1:22.01  |
| 3   | 5:10.50  | 1:22.80  |
| 2   | 3:47.70  | 1:24.41  |
| 1   | 2:23.29  | 2:23.29  |

CAR No. : 20  
MALLOCK U2 MK 4  
GAVIN BATEMAN

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 5   | 8:28.71  | 1:29.41  |
| 4   | 6:59.30  | 1:28.26* |
| 3   | 5:31.04  | 1:28.90  |
| 2   | 4:02.14  | 1:32.48  |
| 1   | 2:29.66  | 2:29.66  |

CAR No. : 26  
McRAE U2  
ALAN SERVICE

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 7   | 10:48.33 | 1:27.76  |
| 6   | 9:20.57  | 1:27.62  |
| 5   | 7:52.95  | 1:25.24* |
| 4   | 6:27.71  | 1:26.95  |
| 3   | 5:00.76  | 1:26.12  |
| 2   | 3:34.64  | 1:28.15  |
| 1   | 2:06.49  | 2:06.49  |

CAR No. : 30  
VAN DIEMEN RF84 1600  
NOEL MARTIN-SMITH

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 7   | 10:45.67 | 1:22.57  |
| 6   | 9:23.10  | 1:21.61  |
| 5   | 8:01.49  | 1:20.56* |
| 4   | 6:40.93  | 1:20.97  |
| 3   | 5:19.96  | 1:22.48  |
| 2   | 3:57.48  | 1:24.28  |
| 1   | 2:33.20  | 2:33.20  |

CAR No. : 31  
JOHNSON FORMULA FORD  
KEITH COWAN

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 7   | 10:14.78 | 1:19.76* |
| 6   | 8:55.02  | 1:20.49  |
| 5   | 7:34.53  | 1:20.25  |
| 4   | 6:14.28  | 1:20.05  |
| 3   | 4:54.23  | 1:20.38  |
| 2   | 3:33.85  | 1:22.35  |
| 1   | 2:11.50  | 2:11.50  |

CAR No. : 32  
CROSSLE 32F  
MICHAEL CLARK

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 7   | 10:14.08 | 1:18.34* |
| 6   | 8:55.74  | 1:19.95  |
| 5   | 7:35.79  | 1:19.93  |
| 4   | 6:15.86  | 1:26.36  |
| 3   | 4:49.50  | 1:19.68  |
| 2   | 3:29.82  | 1:22.81  |
| 1   | 2:07.01  | 2:07.01  |

CAR No. : 34  
KERAM FORMULA FORD  
BRENT MAIN

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 7   | 10:11.98 | 1:22.26  |
| 6   | 8:49.72  | 1:21.23* |
| 5   | 7:28.49  | 1:21.89  |
| 4   | 6:06.60  | 1:21.69  |
| 3   | 4:44.91  | 1:22.43  |
| 2   | 3:22.48  | 1:23.70  |
| 1   | 1:58.78  | 1:58.78  |

CAR No. : 35  
BRABHAM BT 16  
PETER AVERY

|     | RUN-TIME | LAP-TIME |
|-----|----------|----------|
| lap | mm:ss.ff | mm:ss.ff |
| 6   | 8:32.59  | 1:28.11  |
| 5   | 7:04.48  | 1:18.64  |
| 4   | 5:45.84  | 1:18.20* |
| 3   | 4:27.64  | 1:18.24  |
| 2   | 3:09.40  | 1:20.54  |
| 1   | 1:48.86  | 1:48.86  |

CAR No. : 43  
PRS FORM. FORD RH02  
DAVE SILVERTON

| RUN-TIME LAP-TIME  |          |          | RUN-TIME LAP-TIME |          |          | RUN-TIME LAP-TIME |          |          |
|--------------------|----------|----------|-------------------|----------|----------|-------------------|----------|----------|
| lap                | mm:ss.ff | mm:ss.ff | lap               | mm:ss.ff | mm:ss.ff | lap               | mm:ss.ff | mm:ss.ff |
| 7                  | 10:46.11 | 1:21.81  | 7                 | 9:43.65  | 1:19.09  | 7                 | 10:10.31 | 1:23.83  |
| 6                  | 9:24.30  | 1:24.29  | 6                 | 8:24.56  | 1:21.35  | 6                 | 8:46.48  | 1:21.95  |
| 5                  | 8:00.01  | 1:20.81* | 5                 | 7:03.21  | 1:18.87  | 5                 | 7:24.53  | 1:21.96  |
| 4                  | 6:39.20  | 1:22.37  | 4                 | 5:44.34  | 1:17.47* | 4                 | 6:02.57  | 1:21.43* |
| 3                  | 5:16.83  | 1:22.57  | 3                 | 4:26.87  | 1:18.54  | 3                 | 4:41.14  | 1:21.82  |
| 2                  | 3:54.26  | 1:23.96  | 2                 | 3:08.33  | 1:21.17  | 2                 | 3:19.32  | 1:24.52  |
| 1                  | 2:30.30  | 2:30.30  | 1                 | 1:47.16  | 1:47.16  | 1                 | 1:54.80  | 1:54.80  |
| CAR No. : 44       |          |          | CAR No. : 68      |          |          | CAR No. : 71      |          |          |
| BUCKLER DD2 CLIMAX |          |          | MERCEDES BBM MK 2 |          |          |                   |          |          |
| CRAIG LAING        |          |          | KEN WILLIAMS      |          |          |                   |          |          |

| RUN-TIME LAP-TIME |          |          | RUN-TIME LAP-TIME   |          |          | RUN-TIME LAP-TIME    |          |          |
|-------------------|----------|----------|---------------------|----------|----------|----------------------|----------|----------|
| lap               | mm:ss.ff | mm:ss.ff | lap                 | mm:ss.ff | mm:ss.ff | lap                  | mm:ss.ff | mm:ss.ff |
| 8                 | 10:49.03 | 1:17.45  | 8                   | 9:31.58  | 1:16.60* | 7                    | 10:47.82 | 1:20.41  |
| 7                 | 9:31.58  | 1:16.60* | 7                   | 8:14.98  | 1:16.88  | 6                    | 9:27.41  | 1:20.03* |
| 6                 | 8:14.98  | 1:16.88  | 6                   | 6:58.10  | 1:19.63  | 5                    | 8:07.38  | 1:20.91  |
| 5                 | 6:58.10  | 1:19.63  | 5                   | 5:38.47  | 1:17.01  | 4                    | 6:46.47  | 1:21.19  |
| 4                 | 5:38.47  | 1:17.01  | 4                   | 4:21.46  | 1:17.37  | 3                    | 5:25.28  | 1:23.46  |
| 3                 | 4:21.46  | 1:17.37  | 3                   | 3:04.09  | 1:17.68  | 2                    | 4:01.82  | 1:24.14  |
| 2                 | 3:04.09  | 1:17.68  | 2                   | 1:46.41  | 1:46.41  | 1                    | 2:37.68  | 2:37.68  |
| 1                 | 1:46.41  | 1:46.41  |                     |          |          |                      |          |          |
| CAR No. : 72      |          |          | CAR No. : 74        |          |          | CAR No. : 85         |          |          |
| ELDEN FF PH 10    |          |          | GLH FORM. FORD 1600 |          |          | HAWKE FORM.FORD DL2A |          |          |
| RON WILKIN        |          |          | PAUL DOLD           |          |          | MIKE HUNTER          |          |          |

| RUN-TIME LAP-TIME    |          |          | RUN-TIME LAP-TIME    |          |          | RUN-TIME LAP-TIME    |          |          |
|----------------------|----------|----------|----------------------|----------|----------|----------------------|----------|----------|
| lap                  | mm:ss.ff | mm:ss.ff | lap                  | mm:ss.ff | mm:ss.ff | lap                  | mm:ss.ff | mm:ss.ff |
| 7                    | 10:13.60 | 1:18.27* | 7                    | 10:13.60 | 1:18.27* | 7                    | 10:22.99 | 1:20.85* |
| 6                    | 9:11.18  | 1:22.06* | 6                    | 8:55.33  | 1:20.19  | 6                    | 9:02.14  | 1:22.27  |
| 5                    | 7:49.12  | 1:23.68  | 5                    | 7:35.14  | 1:20.23  | 5                    | 7:39.87  | 1:21.07  |
| 4                    | 6:25.44  | 1:23.14  | 4                    | 6:14.91  | 1:20.28  | 4                    | 6:18.80  | 1:20.88  |
| 3                    | 5:02.30  | 1:28.83  | 3                    | 4:54.63  | 1:19.52  | 3                    | 4:57.92  | 1:21.88  |
| 2                    | 3:33.47  | 1:28.05  | 2                    | 3:35.11  | 1:22.62  | 2                    | 3:36.04  | 1:22.76  |
| 1                    | 2:05.42  | 2:05.42  | 1                    | 2:12.49  | 2:12.49  | 1                    | 2:13.28  | 2:13.28  |
| CAR No. : 111        |          |          | CAR No. : 113        |          |          | CAR No. : 133        |          |          |
| TITAN FORM.FORD MK6C |          |          | CHEETAH FORMULA FORD |          |          | SPARTON FORMULA FORD |          |          |
| ROBERT GILES         |          |          | GERALD DUNCAN        |          |          | PHILIP MAJOR         |          |          |

| RUN-TIME LAP-TIME |          |          | RUN-TIME LAP-TIME   |          |          | RUN-TIME LAP-TIME |          |          |
|-------------------|----------|----------|---------------------|----------|----------|-------------------|----------|----------|
| lap               | mm:ss.ff | mm:ss.ff | lap                 | mm:ss.ff | mm:ss.ff | lap               | mm:ss.ff | mm:ss.ff |
| 6                 | 9:47.55  | 1:27.64* | 6                   | 8:44.34  | 1:22.61  | 5                 | 8:23.78  | 1:25.33* |
| 5                 | 8:19.91  | 1:28.27  | 5                   | 7:21.73  | 1:21.59* | 4                 | 6:58.45  | 1:28.27  |
| 4                 | 6:51.64  | 1:28.63  | 4                   | 6:00.14  | 1:21.69  | 3                 | 5:30.18  | 1:29.11  |
| 3                 | 5:23.01  | 1:29.25  | 3                   | 4:38.45  | 1:21.90  | 2                 | 4:01.07  | 1:29.47  |
| 2                 | 3:53.76  | 1:29.37  | 2                   | 3:16.55  | 1:22.19  | 1                 | 2:31.60  | 2:31.60  |
| 1                 | 2:24.39  | 2:24.39  | 1                   | 1:54.36  | 1:54.36  |                   |          |          |
| CAR No. : 147     |          |          | CAR No. : 223       |          |          | CAR No. : 333     |          |          |
| BEOWULF MK1       |          |          | LOLA 440 FORM. FORD |          |          | MOGUL SPORT MK 1  |          |          |
| RICHARD WRIGHT    |          |          | BERNIE HINES        |          |          | BILL ROUGHAN      |          |          |

| RUN-TIME |          |          | LAP-TIME |          |          |
|----------|----------|----------|----------|----------|----------|
| lap      | mm:ss.ff | mm:ss.ff | lap      | mm:ss.ff | mm:ss.ff |
| 5        | 8:27.03  | 1:22.85  | *        |          |          |
| 4        | 7:15.23  | 1:56.40  | P        |          |          |
| 3        | 5:18.83  | 1:30.80  | *        |          |          |
| 2        | 3:48.03  | 1:31.29  |          |          |          |
| 1        | 2:16.74  | 2:16.74  |          |          |          |

CAR No. : 421  
TERRAPIN MK1  
GRAY RICHARDS

CAR No. : 911  
PALLISER WDF3-4 F.F.  
VIC CLARKE