

| LMC Aintree Sprint 27th May 2023. Timekeepers Log - Not official results |                 |       |                            | 64ft Bechers Speed Time |      |       |     | 64ft Bechers Speed Time |      |       |     | 64ft Bechers Speed Time |       |       |       | 64ft Bechers Speed Time |       |       |      | 64ft Bechers Speed Time |       |       |       | 64ft Bechers Speed Time |       |       |       |       |       |       |       |       |       |       |       |       |
|--------------------------------------------------------------------------|-----------------|-------|----------------------------|-------------------------|------|-------|-----|-------------------------|------|-------|-----|-------------------------|-------|-------|-------|-------------------------|-------|-------|------|-------------------------|-------|-------|-------|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| No                                                                       | Competitor      | Class | H'Cap Car                  | c.c.                    | P1   | P2    | P3  | T1                      | T2   | T3    | T4  | T5                      | T6    | T7    | T8    | T9                      | T10   | T11   | T12  | T13                     | T14   | T15   | T16   | T17                     | T18   | T19   | T20   |       |       |       |       |       |       |       |       |       |
| 1                                                                        | Steven D'Cruze  | Intro | Ford Puma                  | 1679                    | 3.05 | 41.45 | 94  | 64.26                   | 2.9  | 39.42 | 93  | 61.91                   | 2.87  | 39.09 | 92    | 61.1                    | 2.89  | 39.25 | 90   | 61.46                   | 2.94  | 39.53 | 91    | 61.85                   | 3.07  | 39.49 | 91    | 61.6  | 2.88  | 38.96 | 91    | 61.15 | 2.88  | 38.92 | 91    | 60.95 |
| 3                                                                        | Clive Plested   | SA    | MG ZR                      | 1400                    | 3.09 | 41.74 | 84  | 65.61                   | 3.06 | 41.6  | 83  | 65.62                   | 3.13  | 40.6  | 84    | 64.03                   | 3.04  | 41.31 | 84   | 64.85                   | 2.99  | 41.29 | 82    | 64.41                   | 3.03  | 41.07 | 81    | 64.69 | 3.01  | 40.87 | 81    | 64.15 | 3.11  | 40.8  | 82    | 64.12 |
| 4                                                                        | Chris Smith     | SA    | MG ZR                      | 1400                    | 3.02 | 40.94 | 88  | 63.21                   | 2.92 | 39.51 | 88  | 61.76                   | 2.93  | 38.49 | 88    | 60.5                    | 2.91  | 38.51 | 88   | 60.2                    | 2.91  | 38.65 | 86    | 61.06                   | 2.94  | 38.37 | 86    | 60.39 | 3.04  | 39.39 | 86    | 61.68 | 3.03  | 39.73 | 84    | 62.29 |
| 7                                                                        | Paul Gorge      | SB    | Citroen C2                 | 1600                    | 2.77 | 37.1  | 96  | 58.1                    | 2.77 | 36.78 | 96  | 57.65                   | 2.76  | 36.72 | 94    | 57.59                   | 2.76  | 36.85 | 96   | 57.76                   | 2.77  | 36.51 | 94    | 57.72                   | 2.76  | 36.66 | 93    | 57.83 | 2.82  | 36.97 | 94    | 58.02 |       |       |       |       |
| 10                                                                       | David Goodlad   | SC    | Renault Clio 172 Cup       | 1998                    | 2.72 | 36.74 | 106 | 56.51                   | 2.66 | 36.9  | 104 | 57.54                   | 2.7   | 36.88 | 103   | 57.14                   | 2.7   | 36.99 | 105  | 57.06                   | 2.66  | 37.26 | 103   | 57.78                   | 2.68  | 36.78 | 102   | 57.12 | 2.68  | 37.34 | 102   | 57.84 | 2.65  | 36.18 | 102   | 56.27 |
| 14                                                                       | Peter Messer    | SD    | Mazda MX5                  | 1998                    | 2.64 | 38.31 | 102 | 59.53                   | 2.69 | 38.09 | 100 | 59.13                   | 2.77  | 37.61 | 101   | 58.56                   | 2.77  | 37.11 | 99   | 57.84                   | 2.95  | 37.48 | 100   | 58.36                   | 2.99  | 38.03 | 97    | 59.42 | 2.71  | 37.46 | 98    | 58.64 | 2.73  | 37.85 | 99    | 58.5  |
| 17                                                                       | Andrew Till     | 1A    | Ford Fiesta St line        | 998T                    | 2.77 | 37.24 | 96  | 58.27                   | 2.8  | 36.78 | 95  | 58.02                   | 2.82  | 36.89 | 95    | 57.64                   | 2.77  | 36.57 | 96   | 57.39                   | 2.78  | 36.67 | 95    | 57.55                   | 2.81  | 36.37 | 94    | 57.41 |       |       |       |       |       |       |       |       |
| 18                                                                       | Gordon Peters   | 1A    | Fiat 500 Sport             | 1368                    | 2.9  | 39.66 | 92  | 61.76                   |      |       |     | 2.84                    | 37.91 | 93    | 59.08 | 2.86                    | 37.88 | 92    | 59.5 | 2.91                    | 37.99 | 91    | 59.28 | 2.85                    | 37.96 | 90    | 59.54 | 2.91  | 37.93 | 91    | 59.55 | 2.87  | 38.08 | 91    | 58.96 |       |
| 21                                                                       | Michael Wiggins | 1B    | Honda Civic Type R         | 1998                    | 3.48 | 42.22 | 94  | 65.67                   | 2.92 | 39.74 | 94  | 62.36                   | 2.91  | 38.63 | 94    | 60.46                   | 3.22  | 38.14 | 94   | 60.09                   | 2.77  | 37.64 | 96    | 59.56                   | 2.82  | 37.72 | 92    | 60.38 | 2.82  | 38.62 | 92    | 61    | 2.85  | 38.49 | 93    | 60.32 |
| 22                                                                       | Russell Thorpe  | 1B    | Renault 5 GT Turbo         | 1397T                   | 2.73 | 36.69 | 107 | 56.88                   | 2.9  | 36.52 | 107 | 56.42                   | 2.83  | 35.13 | 114   | 53.6                    | 2.84  | 35.06 | 114  | 54.12                   | 2.81  | 34.44 | 112   | 54.92                   | 2.82  | 34.34 | 112   | 53.58 | 2.82  | 34.99 | 114   | 53.71 |       |       |       |       |
| 23                                                                       | Ian Butcher     | 1B    | Honda Integra DC2          | 1797                    | 2.64 | 34.18 | 114 | 52.63                   | 2.73 | 34.1  | 114 | 52.66                   | 2.69  | 33.59 | 112   | 52.09                   | 2.6   | 33.19 | 114  | 51.74                   |       |       |       |                         |       |       |       |       |       |       |       |       |       |       |       |       |
| 24                                                                       | Jonathan Baines | 1B    | Renault Clio 200 Cup       | 1998                    | 2.89 | 38.95 | 99  | 56.32                   | 2.91 | 36.92 | 100 | 57.73                   | 2.73  | 36.61 | 101   | 56.98                   | 2.8   | 36.67 | 101  | 57.04                   | 2.75  | 36.72 | 100   | 57.36                   | 2.77  | 35.83 | 99    | 56.36 | 2.73  | 35.6  | 100   | 56.2  | 2.81  | 36.01 | 100   | 56.41 |
| 25                                                                       | John Earley     | 1B    | Renault Clio               | 1998                    | 2.86 | 39.43 | 103 | 60.51                   | 2.88 | 37.12 | 101 | 57.01                   | 2.79  | 37.5  | 107   | 57.02                   | 2.85  | 37.46 | 107  | 57.19                   | 2.65  | 36.08 | 105   | 55.73                   | 2.64  | 36.11 | 103   | 56.06 | 2.57  | 36.51 | 103   | 56.38 |       |       |       |       |
| 28                                                                       | Graham Mintram  | 1C    | Lancia Delta HF Turbo      | 1585T                   | 3.04 | 40.41 | 96  | 63.55                   | 3.01 | 40.77 | 93  | 64.42                   | 2.84  | 41.2  | 95    | 63.58                   | 3     | 41.21 | 94   | 64.62                   | 2.97  | 41.29 | 93    | 64.67                   | 2.95  | 40.91 | 92    | 64.15 | 3.02  | 40.43 | 92    | 64.27 |       |       |       |       |
| 31                                                                       | Michael Thomson | 1D    | Honda S2000                | 1997                    | 2.6  | 33.42 | 114 | 52.25                   | 2.5  | 32.6  | 113 | 50.91                   | 2.44  | 32.25 | 113   | 50.73                   | 2.44  | 32.15 | 113  | 50.3                    | 2.46  | 32.63 | 111   | 51.12                   | 2.45  | 32.54 | 112   | 50.73 | 2.43  | 32.62 | 112   | 50.9  |       |       |       |       |
| 32                                                                       | Nigel Trundle   | 1D    | Mazda MX5                  | 1998                    | 2.73 | 38    | 109 | 59.1                    | 2.57 | 36.6  | 106 | 57.53                   | 2.6   | 35.72 | 109   | 55.7                    | 2.61  | 35.87 | 75   | 85.39                   | 2.56  | 36.31 | 108   | 56.86                   | 2.62  | 36.6  | 108   | 57.04 | 2.56  | 36.49 | 108   | 56.72 | 2.52  | 35.96 | 109   | 55.97 |
| 33                                                                       | Oliver Chilton  | 1D    | Mazda MX5                  | 1999                    | 2.96 | 40.57 | 101 | 62.34                   | 2.67 | 38.16 | 100 | 59.46                   | 2.71  | 37.08 | 101   | 57.94                   | 2.71  | 36.7  | 102  | 57.19                   | 2.67  | 36.74 | 101   | 57.35                   | 2.7   | 36.46 | 101   | 56.84 | 2.66  | 36.74 | 101   | 57.12 | 2.66  | 36.67 | 102   | 56.94 |
| 34                                                                       | Chris Machell   | 1D    | Mazda MX5                  | 1998                    | 2.84 | 38.48 | 100 | 60.76                   | 2.88 | 38.75 | 100 | 60.72                   | 2.8   | 39.12 | 100   | 60.83                   | 2.66  | 37.62 | 101  | 59.01                   | 2.65  | 37.71 | 99    | 59.46                   | 2.79  | 37.94 | 99    | 58.91 | 2.68  | 38.41 | 99    | 60    |       |       |       |       |
| 35                                                                       | Lee Earley      | 1D    | Honda S2000                | 1997S                   | 2.53 | 36.53 | 102 | 56.86                   | 2.59 | 35.85 | 104 | 56.33                   | 2.55  | 35.3  | 108   | 54.92                   | 2.46  | 35.69 | 106  | 55.53                   | 2.58  | 34.95 | 107   | 54.71                   | 2.62  | 36.31 | 106   | 55.99 | 2.56  | 35.54 | 105   | 55.19 | 2.52  | 35.25 | 109   | 54.32 |
| 739                                                                      | Tanya Everett   | 1E    | Morgan Plus 8              | 3900                    | N/S  |       |     |                         |      |       |     |                         |       |       |       |                         |       |       |      |                         |       |       |       |                         |       |       |       |       |       |       |       |       |       |       |       |       |
| 38                                                                       | Glen Shaw       | 1E    | Nissan 350Z                | 3498                    | 2.87 | 36.81 | 119 | 56.16                   | 2.73 | 34.24 | 118 | 52.9                    | 2.52  | 33.86 | 119   | 51.92                   | 2.53  | 33.48 | 118  | 51.88                   | 2.77  | 34.12 | 118   | 52.43                   | 2.84  | 33.67 | 117   | 52.05 | 2.79  | 33.64 | 116   | 52.48 |       |       |       |       |
| 39                                                                       | Dave Everett    | 1E    | Morgan Plus 8              | 3900                    | 2.38 | 37.91 | 108 | 58.75                   | 2.56 | 38.24 | 103 | 58.9                    | 2.43  | 37.21 | 109   | 57.05                   | 2.58  | 37.52 | 109  | 57.59                   | 2.4   | 37.26 | 108   | 57.21                   | 2.36  | 36.92 | 108   | 56.87 | 2.38  | 36.02 | 108   | 55.82 |       |       |       |       |
| 42                                                                       | Zoe Shearman    | 1F    | Lotus Exige                | 1800                    | 2.36 | 37.27 | 104 | 58.42                   | 2.35 | 35.96 | 107 | 55.93                   | 2.22  | 35.07 | 109   | 55.01                   | 2.35  | 34.82 | 102  | 54.43                   | 2.43  | 35.03 | 105   | 54.27                   | 2.34  | 34.5  | 106   | 54.23 | 2.33  | 34.65 | 106   | 54.12 | 2.21  | 33.64 | 108   | 52.75 |
| 43                                                                       | Phill Wood      | 1F    | Lotus Elise111 S           | 1796                    | 2.63 | 37.24 | 107 | 57.1                    | 2.39 | 36.08 | 107 | 55.83                   | 2.49  | 36.03 | 101   | 56.41                   | 2.33  | 34.65 | 108  | 53.49                   | 2.37  | 34.92 | 108   | 53.89                   | 2.45  | 34.12 | 105   | 52.84 | 2.31  | 33.73 | 105   | 52.95 | 2.46  | 34.62 | 107   | 53.54 |
| 44                                                                       | Steve Wilson    | 1F    | Lotus Elise S2             | 1796                    | 2.64 | 39    | 105 | 59.47                   | 2.32 | 36.63 | 107 | 56.85                   | 2.35  | 35.71 | 104   | 55.97                   | 2.32  | 35.69 | 101  | 56.26                   | 2.32  | 34.62 | 104   | 54.68                   | 2.45  | 35.49 | 106   | 55.13 | 2.33  | 34.78 | 105   | 54.41 | 2.4   | 35.13 | 106   | 55    |
| 45                                                                       | David Lee       | 1F    | Lotus Elise                | 1796                    | 2.45 | 37.76 | 102 | 57.94                   | 2.39 | 37.06 | 105 | 57.37                   | 2.41  | 36.66 | 100   | 57.86                   | 2.37  | 36.03 | 104  | 56.9                    | 2.33  | 36.07 | 99    | 56.58                   | 2.37  | 35.76 | 102   | 56.13 | 2.34  | 36.63 | 99    | 57.33 | 2.37  | 36.71 | 100   | 57.15 |
| 751                                                                      | Chris Bramall   | 2A    | Caterham Super Seven Zetec | 1800                    | 2.52 | 33.5  | 109 | 52.15                   | 2.6  | 33.15 | 109 | 51.55                   | 2.47  | 32.93 | 109   | 51.54                   | 2.42  | 32.84 | 109  | 51.64                   | 2.52  | 32.92 | 107   | 51.77                   | 2.44  | 32.82 | 106   | 51.86 | 2.48  | 32.97 | 106   | 51.84 | 2.47  | 32.68 | 107   | 51.57 |
| 48                                                                       | Les Goding      | 2A    | Caterham Seven             | 1800                    | 2.5  | 34.25 | 115 | 52.84                   | 2.38 | 32.45 | 122 | 49.87                   | 2.36  | 32.5  | 122   | 50.16                   | 2.36  | 32.69 | 123  | 50.09                   | 2.36  | 32.65 | 121   | 50.12                   | 2.35  | 32.59 | 120   | 50.21 | 2.35  | 32.59 | 119   | 50.03 | 2.33  | 32.54 | 122   | 49.91 |
| 49                                                                       | Martin Walker   | 2A    | Westfield Seiw             | 1620                    | 2.65 | 33.69 | 114 | 51.58                   | 2.63 | 33.05 | 112 | 51.39                   | 2.36  | 32.14 | 111   | 50.19                   | 2.28  | 32.04 | 112  | 50.01                   | 2.27  | 31.87 | 110   | 50.09                   | 2.33  | 31.97 | 110   | 50.35 | 2.35  | 31.96 | FAIL  |       |       |       |       |       |
| 50                                                                       | Roger Abbott    | 2A    | Caterham Seven 270R        | 1598                    | 2.6  | 34.97 | 106 | 54.92                   | 2.45 | 34.02 | 105 | 53.42                   | 2.35  | 34.26 | 108   | 53.51                   | 2.38  | 34.47 | 105  | 53.74                   | 2.44  | 33.69 | 101   | 53.06                   | 2.43  | 33.93 | 106   | 53.19 | 2.29  | 34.5  | 105   | 53.58 | 2.46  | 33.65 | 104   | 54.37 |
| 51                                                                       | Matt Bramall    | 2A    | Caterham Super Seven Zetec | 1800                    | 2.57 | 32.7  | 109 | 51.18                   | 2.56 | 32.35 | 109 | 50.76                   | 2.51  | 32.1  | 109   | 50.34                   | 2.51  | 31.87 | 107  | 50.31                   | 2.48  | 31.91 | 107   | 50.36                   | 2.45  | 32.17 | 107   | 50.69 | 2.49  | 32.13 | 107   | 50.51 | 2.43  | 32.01 | 107   | 50.43 |
| 54                                                                       | Nigel Hinson    | 2B    | Caterham Seven 620R        | 1998S                   | 2.64 | 35.13 | 123 | 53.75                   | 2.41 | 32.9  | 123 | 50.73                   | 2.37  | 33.22 | 123   | 50.36                   | 2.41  | 32.56 | 125  | 49.79                   | 2.47  | 33.06 | 119   | 50.74                   |       |       |       |       |       |       |       |       |       |       |       |       |
| 55                                                                       | Nigel Fox       | 2B    | Caterham Super Seven Zetec | 1988                    | 2.5  | 32.2  | 122 | 49.15                   | 2.39 | 31.34 | 120 | 48.9                    | 2.44  | 31.69 | 120   | 48.9                    | 2.41  | 31.25 | 122  | 48.76                   | 2.5   | 31.02 | 119   | 48.54                   | 2.3   | 30.28 | 121   | 47.86 | 2.32  | 30.71 | 120   | 48.3  | 2.32  | 30.62 | 120   | 48.2  |
| 56                                                                       | Sean Bourn      | 2B    | Carcraft Cyclone           | 2100                    | 2.27 | 32.36 | 123 | 50.79                   | 2.25 | 31.52 | 121 | 48.53                   | 2.22  | 31.23 | 120   | 48.                     |       |       |      |                         |       |       |       |                         |       |       |       |       |       |       |       |       |       |       |       |       |