



Rob Roy Revival 2023 - Sunday Provisional Results

| # | DRIVER | CAR | Year | Cap (cc) | Out right | Best Time | Run 1 | | | Run 2 | | | Run 3 | | | Run 4 | | | Run 5 | | | Run 6 | | |
|------------------------|-------------------|---------------------------------|------|----------|-----------|-----------|-------|-------|-----|-------|--------------|-----|-------|--------------|-----|-------|-------|-----|-------|--------------|-----|-------|-------|-----|
| | | | | | | | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd |
| Heidelberg | | | | | | | | | | | | | | | | | | | | | | | | |
| 196 | David Bishop | Austin 7 | 1927 | 803 | 32 | 34.47 | 13.41 | 37.00 | 79 | 13.00 | 35.48 | 81 | 13.44 | 36.26 | 81 | 12.84 | 34.78 | 82 | 12.87 | 34.47 | 82 | 12.89 | 35.00 | 82 |
| 147 | Colin Kirkpatrick | Bugatti T37 Townley Racing | 1927 | 1500 | 44 | 36.07 | 13.72 | 37.85 | 85 | 13.79 | 37.06 | 91 | 13.65 | 36.07 | 91 | 13.84 | 36.64 | 92 | 14.13 | 36.34 | 99 | | | |
| 3 | Matthew White | Austin7 Wasp Mk 3 | 1954 | 803 | 49 | 37.60 | 17.28 | 51.44 | 26 | 15.64 | 39.77 | 58 | 15.42 | 39.00 | 64 | 14.86 | 37.60 | 60 | 14.86 | 38.10 | 61 | 14.48 | 38.36 | 57 |
| 341 | John Balthazar | Wolseley Hornet Special | 1934 | 1271 | 59 | 41.00 | 16.50 | 43.29 | 60 | 14.70 | 41.00 | 61 | 14.34 | 43.03 | 51 | 14.87 | 41.03 | 65 | 15.94 | 42.06 | 63 | | | |
| 333 | Philip Soderstrom | Morris Roadster | 1938 | 1175 | 61 | 42.23 | 14.95 | 45.34 | 45 | 15.11 | 42.23 | 69 | 14.55 | 44.64 | 33 | | dns | | | dns | | | | |
| 9 | George Morgan | MG K3 Replica | 1933 | 1271 | 64 | 44.24 | 17.69 | 47.49 | 68 | 17.38 | 44.82 | 70 | 17.74 | 47.61 | 69 | 16.87 | 44.24 | 68 | 17.67 | 45.67 | 68 | 17.30 | 44.98 | 71 |
| 23 | Matthew Magilton | MG NA Magnette | 1934 | 1098 | 66 | 48.26 | 21.26 | 61.02 | 29 | 23.23 | 60.86 | 38 | 21.93 | 53.84 | 51 | 19.35 | 48.29 | 53 | 18.73 | 48.26 | 51 | 20.39 | 48.48 | 49 |
| 18 | Bill Atherton | MG PA | 1934 | 900 | 68 | 57.64 | | dns | | 25.09 | 64.52 | 33 | 22.86 | 57.64 | 38 | | dns | | | dns | | | | |
| 20 | Nathan Tasca | Singer 9 Sports | 1933 | 972 | 70 | 64.78 | 20.75 | dnf | | | dns | | | dns | | 26.87 | 64.78 | 34 | | dns | | | | |
| Arthurs Seat | | | | | | | | | | | | | | | | | | | | | | | | |
| 16 | Graeme Raper | George Reed Ford Special Monosk | 1948 | 4512 | 9 | 30.42 | 11.54 | 30.42 | 110 | 11.34 | 30.67 | 110 | 11.19 | 30.61 | 105 | 11.19 | 30.44 | 110 | 12.15 | 31.00 | 111 | | | |
| 134 | Philip Gray | Ford V8 Special | 1934 | 3600 | 16 | 32.67 | 12.11 | 33.40 | 106 | 11.99 | 32.73 | 104 | 11.94 | 32.67 | 101 | | dns | | | dns | | | | |
| 156 | Derek McLaughlan | Edelbrock Ford Special | 1956 | 4800 | 20 | 33.02 | 12.45 | dnf | | 12.37 | 33.66 | 79 | 12.30 | 33.02 | 89 | 11.98 | 33.29 | 92 | | dns | | | | |
| 141 | Louise Raper | George Reed Ford Special So-C | 1947 | 3990 | 23 | 33.66 | 13.29 | 35.02 | 94 | 12.89 | 34.48 | 101 | 12.45 | 33.66 | 101 | 12.79 | 33.69 | 101 | 13.11 | 33.75 | 101 | | | |
| 25 | Paul Doherty | Dodge Special | 1938 | 4100 | 33 | 34.51 | 13.99 | 36.98 | 85 | 12.87 | 34.86 | 94 | 12.92 | 34.99 | 92 | 13.00 | 34.67 | 92 | 12.88 | 34.51 | 92 | 13.38 | 34.79 | 93 |
| 89 | Andrew Clayton | MG TC Holden Special | 1947 | 2250 | 37 | 34.77 | 13.62 | 36.42 | 76 | 13.43 | 35.94 | 76 | 13.29 | 34.77 | 77 | 13.17 | 41.79 | 63 | 13.28 | 34.80 | 75 | 13.10 | 34.49 | 77 |
| 132 | Ray Sprague | Ford Roadster | 1932 | 4225 | 38 | 34.87 | 13.29 | 37.55 | 78 | 13.16 | <u>41.19</u> | 93 | 12.58 | <u>38.34</u> | 102 | 12.79 | 34.87 | 101 | 12.30 | 37.94 | 73 | | | |
| 100 | Ivan Stephens | Jaguar SS100 | 1937 | 2500 | | DNS | | | | | | | | | | | | | | | | | | |
| Hepburn Springs | | | | | | | | | | | | | | | | | | | | | | | | |
| 59 | Mark Pitman | MG TC | 1949 | 1340 | 13 | 32.04 | 12.70 | 33.24 | 92 | 12.53 | 33.11 | 94 | 12.09 | 32.24 | 94 | 12.15 | 32.04 | 95 | 12.21 | 32.51 | 92 | 12.47 | 32.95 | 92 |
| 95 | Daniel Jeffries | Elfin Streamliner | 1960 | 998 | 22 | 33.55 | 13.64 | 39.71 | 75 | 13.05 | 35.14 | 89 | 13.22 | 33.60 | 91 | 12.88 | 33.55 | 90 | 13.15 | 33.93 | 90 | 12.77 | 33.74 | 90 |
| 39 | John Gillett | MG TC Special S/C | 1949 | 1350 | 27 | 33.92 | 12.76 | 35.90 | 94 | 12.63 | 35.02 | 88 | 12.12 | 33.92 | 99 | | dns | | 12.47 | <u>39.29</u> | 96 | | | |
| 4 | Marlon Shan | MG Milano | 1960 | 1360 | 46 | 36.95 | 14.12 | 39.18 | 76 | 13.69 | 40.10 | 75 | 13.56 | 37.03 | 80 | 14.40 | 37.44 | 80 | 14.38 | 36.95 | 79 | | | |
| 19 | Fred Brock | MG TC Special | 1949 | 1366 | 48 | 37.42 | 14.24 | 38.56 | 82 | 14.12 | 38.00 | 84 | 14.08 | 38.07 | 86 | 13.93 | 37.42 | 86 | 14.00 | 37.74 | 86 | | | |
| 34 | Andrew Watson | MG TC | 1948 | 1450 | 54 | 38.70 | 14.35 | 41.42 | 60 | 14.02 | 56.39 | 26 | 14.51 | 39.05 | 69 | 14.38 | 39.23 | 60 | 14.37 | 38.70 | 70 | 14.54 | 39.43 | 63 |
| 123 | Robert Boast | MG TC Special | 1958 | 1325 | 55 | 39.46 | 16.11 | 41.71 | 70 | 15.95 | 40.18 | 84 | 16.21 | 39.46 | 76 | 16.30 | 40.56 | 86 | 16.22 | 39.74 | 84 | | | |
| 72 | Barry Brickland | MG TC | 1949 | 1310 | 56 | 39.50 | 15.30 | 41.63 | 63 | 15.14 | 40.97 | 62 | 14.88 | 40.54 | 63 | 14.97 | 39.50 | 66 | 14.90 | 44.63 | 48 | | | |
| 88 | Paul O'Connor | Lotus Mk 6 Climax | 1955 | 1100 | 57 | 39.64 | 16.01 | 43.49 | 59 | 15.48 | 42.89 | 51 | 15.47 | 39.64 | 71 | 15.13 | 40.28 | 65 | 16.53 | 40.69 | 67 | | | |
| 1 | Bill Bentley | Elfin Streamliner | 1960 | 1172 | 60 | 41.63 | 17.21 | 48.10 | 31 | 18.72 | 45.70 | 51 | 16.73 | 41.63 | 58 | 16.11 | 43.42 | 50 | 17.39 | 43.61 | 46 | | | |
| 15 | Bernard Andrivon | Ford Gazelle Special | 1956 | 1216 | 62 | 42.60 | 16.26 | 44.01 | 51 | 15.67 | 42.60 | 50 | 16.52 | 93.68 | 14 | | dns | | | dns | | 17.07 | 47.48 | 39 |
| 103 | John Makeham | MG TC | 1949 | 1500 | 65 | 46.16 | 16.66 | 49.99 | 53 | 16.56 | dnf | | 16.71 | 53.00 | 46 | 16.33 | 46.79 | 51 | 16.06 | 46.16 | 48 | | | |

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| # | DRIVER | CAR | Year | Cap (cc) | Out right | Best Time | Run 1 | | | Run 2 | | | Run 3 | | | Run 4 | | | Run 5 | | | Run 6 | | |
|-----------------------|-------------------|------------------------------|------|----------|-----------|--------------|-------|-------|-----|-------|--------------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| | | | | | | | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd |
| Templestowe | | | | | | | | | | | | | | | | | | | | | | | | |
| 75 | Louis Santin | Singer LeMans | 1934 | 1656 | 10 | <u>31.17</u> | 12.44 | 33.05 | 96 | 12.16 | 32.51 | 98 | 12.07 | 31.36 | 103 | 11.83 | 31.17 | 103 | 11.95 | 33.08 | 66 | 12.07 | 31.19 | 103 |
| 120 | Michael Ellsmore | MG A Coupe | 1957 | 1950 | 24 | <u>33.70</u> | 12.88 | 34.38 | 84 | 12.47 | 45.84 | 50 | 12.57 | 33.83 | 86 | 12.62 | 33.70 | 85 | 13.15 | 33.77 | 86 | | | |
| 80 | Colin Sullivan | Elfin Streamliner | 1959 | 1600 | 25 | <u>33.78</u> | 13.79 | 36.67 | 89 | 13.35 | 35.86 | 93 | | dns | | 12.77 | 33.78 | 98 | 12.95 | 36.59 | 77 | | | |
| 30 | John Orchard | Triumph TR2 | 1954 | 2187 | 35 | <u>34.63</u> | 14.05 | 38.27 | 73 | 13.36 | 35.65 | 81 | 13.10 | 34.94 | 81 | 12.96 | 34.71 | 81 | 12.96 | 34.63 | 82 | | | |
| 37 | Bill Atherton | Elfin Streamliner | 1960 | 1528 | 47 | <u>37.15</u> | 14.30 | 41.00 | 69 | 13.69 | 37.36 | 85 | 13.74 | 37.15 | 84 | | dns | | | dns | | | | |
| 144 | Ian Prior | MG Sebring MGA | 1961 | 1600 | 51 | <u>37.92</u> | 14.63 | 39.68 | 61 | 14.47 | 38.61 | 62 | 14.25 | 37.95 | 63 | 13.99 | 37.92 | 61 | 14.37 | 38.68 | 62 | | | |
| 2 | Declan Foo | Triumph TR3A | 1963 | 1991 | 53 | <u>38.60</u> | 16.99 | 42.33 | 67 | 15.16 | 39.81 | 73 | 15.51 | 39.42 | 72 | 15.18 | 38.60 | 75 | 15.02 | 38.68 | 72 | 14.56 | 37.44 | 75 |
| 110 | Matt Scott | Elfin Streamliner | 1960 | 1588 | 58 | <u>39.88</u> | 14.79 | 40.60 | 65 | 14.71 | 39.88 | 80 | 15.44 | 42.87 | 60 | 16.90 | 43.90 | 70 | 14.67 | 40.53 | 81 | 14.44 | 38.79 | 84 |
| Lakeland | | | | | | | | | | | | | | | | | | | | | | | | |
| 53 | Laurie Bennett | Elfin 600 | 1971 | 1600 | 1 | <u>26.66</u> | 11.21 | 29.61 | 93 | 10.79 | <u>33.75</u> | 104 | 10.42 | 27.17 | 111 | 10.58 | 27.38 | 114 | 10.66 | 26.66 | 126 | 12.63 | 29.50 | 118 |
| 185 | Angus Mitchell | ASP Clubman | 1969 | 1480 | 3 | <u>28.09</u> | 11.51 | 30.08 | 105 | 11.34 | 29.59 | 109 | 11.47 | 29.29 | 109 | 11.27 | 29.06 | 110 | 10.99 | 28.09 | 111 | 11.16 | 28.84 | 109 |
| 90 | Andrew McGrath | Lola T342 | 1975 | 1600 | 4 | <u>28.23</u> | 11.62 | 30.10 | 105 | 10.85 | 28.74 | 110 | 10.89 | 28.58 | 110 | 10.72 | 28.23 | 109 | 10.93 | 30.46 | 93 | | | |
| 94 | Paul Faulkner | Brabham BT-29 FF | 1969 | 1600 | 5 | <u>28.34</u> | 12.39 | 31.28 | 85 | 11.26 | 29.23 | 90 | 11.35 | 28.58 | 110 | 11.15 | 28.34 | 111 | | dns | | | | |
| 8 | Kevin Miller | Elfin 300 | 1959 | 1598 | 6 | <u>29.12</u> | 13.05 | 34.54 | 68 | 11.58 | 30.49 | 86 | 11.57 | 30.64 | 76 | 10.99 | 29.80 | 88 | 11.16 | 29.12 | 91 | | | |
| 181 | Lyndon Arnel | Lola T440 | 1977 | 1600 | 7 | <u>29.50</u> | 11.92 | 32.12 | 102 | 11.79 | 30.84 | 106 | 11.52 | 30.11 | 109 | 11.48 | 29.67 | 108 | 11.12 | 29.50 | 109 | | | |
| 27 | Antonio Cafiso | Elfin Clubman | 1969 | 1580 | 8 | <u>30.07</u> | 12.57 | 32.28 | 78 | 12.54 | <u>36.32</u> | 99 | 12.22 | 30.40 | 114 | 12.27 | 30.08 | 113 | 12.29 | 30.07 | 114 | 12.14 | 29.80 | 113 |
| 162 | Alan Mead | Elleton BMC BW- MM1000 | 1962 | 998 | 10 | <u>31.17</u> | 12.65 | 33.22 | 107 | 20.29 | 41.19 | 105 | 11.96 | 31.17 | 110 | 12.13 | 32.05 | 109 | 12.21 | 31.78 | 109 | | | |
| 28 | John Hardy | Alpine Renault A110 1600S | 1967 | 1596 | 19 | <u>32.72</u> | 13.22 | 35.93 | 86 | 12.79 | 32.72 | 97 | 13.18 | 33.14 | 98 | 13.06 | 33.11 | 97 | 13.49 | 33.47 | 97 | 12.71 | 32.27 | 98 |
| 111 | James Lambert | Elfin Mono Mk2C Cosworth | 1966 | 1500 | 21 | <u>33.50</u> | 13.32 | 45.65 | 33 | 13.39 | 37.27 | 55 | 12.40 | 33.50 | 86 | 12.74 | 35.95 | 87 | 13.15 | 34.32 | 97 | | | |
| 231 | Abby Wingett | Elfin FJ | 1962 | 1098 | 28 | <u>34.01</u> | 14.62 | 39.97 | 63 | 13.89 | 35.98 | 78 | 13.28 | 34.84 | 86 | 13.24 | 34.18 | 90 | 13.44 | 34.01 | 97 | 12.75 | 33.70 | 84 |
| 14 | Rod Chivas | Canstel Mk. 2 | 1967 | 1397 | 36 | <u>34.70</u> | 14.93 | 39.70 | 74 | 13.63 | 36.42 | 75 | 13.48 | 35.41 | 77 | 13.47 | 35.31 | 76 | 13.32 | 34.70 | 78 | | | |
| 31 | Nigel Tait | Lolita Mk1 | 1964 | 1310 | 50 | <u>37.71</u> | 14.56 | 40.95 | 71 | 14.47 | 39.02 | 80 | 14.57 | 39.08 | 91 | 14.22 | 37.71 | 92 | 14.34 | 38.28 | 85 | 14.00 | 37.58 | 82 |
| 412 | Ernst Luthi | Alpine Renault A110 | 1971 | 1397 | 67 | <u>50.37</u> | 15.87 | 50.37 | 40 | | dns | | | dns | | | dns | | | dns | | | | |
| 142 | Nigel Buckley | Cohen and Adams "CO-AD" | 1977 | 1560 | 69 | <u>60.98</u> | 21.05 | 62.34 | 22 | 21.76 | 60.98 | 36 | | dns | | | dns | | | dns | | | | |
| Mt Tarrengower | | | | | | | | | | | | | | | | | | | | | | | | |
| 81 | Jeffrey Welsh | Prad Holden Sports | 1965 | 2350 | 17 | <u>32.69</u> | 13.67 | 37.18 | 64 | 13.35 | 34.53 | 89 | 12.79 | 33.99 | 85 | 12.67 | 33.18 | 93 | 12.65 | 32.69 | 95 | | | |
| 44 | John Bowe | Chevrolet Corvette | 1966 | 7000 | 18 | <u>32.71</u> | 13.02 | 36.51 | 69 | 12.57 | 34.65 | 85 | 11.91 | 32.71 | 83 | | dns | | 11.95 | 33.04 | 78 | | | |
| 68 | Vic Spiteri | Jaguar E-Type | 1967 | 4200 | 25 | <u>33.78</u> | 13.01 | 36.50 | 76 | 12.52 | 35.73 | 56 | 12.48 | 35.72 | 86 | 12.73 | 35.20 | 93 | 12.28 | 33.78 | 107 | 12.36 | 33.94 | 105 |
| 32 | Donald Hume | Porsche Carrera | 1967 | 3000 | 29 | <u>34.04</u> | 14.63 | 42.10 | 50 | 13.53 | 39.12 | 56 | 12.65 | 34.04 | 91 | | dns | | | dns | | | | |
| 64 | Gary Ball | Shelby Daytona Coupe Replica | 1964 | 5690 | 40 | <u>35.20</u> | 13.78 | 39.10 | 95 | 12.98 | 37.07 | 98 | 12.21 | 35.20 | 105 | 13.19 | 37.83 | 100 | 13.77 | 40.48 | 93 | | | |
| 118 | John Rundell | Jaguar C Type Replica | 1951 | 3400 | 41 | <u>35.68</u> | 13.73 | 36.97 | 87 | 13.25 | 35.94 | 85 | 13.36 | 35.83 | 90 | 13.59 | 36.09 | 95 | 13.44 | 35.68 | 93 | | | |
| 56 | Maurice Harper | Jaguar D Type Replica | 1956 | 4200 | 45 | <u>36.25</u> | 14.38 | 39.79 | 68 | 13.57 | 37.71 | 78 | 13.74 | 37.32 | 72 | 13.97 | 36.94 | 92 | 13.97 | 36.25 | 98 | 13.74 | 36.38 | 96 |
| 96 | Trevor Montgomery | Jaguar XK120 | 1951 | 3422 | | <u>DNS</u> | | | | | | | | | | | | | | | | | | |

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|-----------------|-----------------------|---------------------------|------|----------|-----------|--------------|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|-------|-------|-----|
| | | | | | | | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd | Split | Time | Spd |
| Morwell | | | | | | | | | | | | | | | | | | | | | | | | |
| 155 | Peter Weymouth-Wilson | Morris Cooper S | 1970 | 1326 | 12 | <u>31.38</u> | 12.25 | 31.99 | 103 | 12.05 | 31.47 | 102 | 12.01 | 31.38 | 102 | | dns | | | dns | | | | |
| 79 | Geoff Vernon | Chevy Nova | 1964 | 5435 | 30 | <u>34.08</u> | 14.53 | 37.39 | 81 | 13.23 | 34.51 | 92 | 13.39 | 34.70 | 87 | 13.67 | 35.65 | 98 | 12.63 | 34.08 | 100 | 12.66 | 33.48 | 109 |
| 66 | Lindsay Siebler | Austin Cooper S | 1967 | 1310 | 31 | <u>34.28</u> | 13.83 | 38.14 | 76 | 13.01 | 35.71 | 89 | 13.17 | 35.17 | 94 | 12.91 | 34.28 | 94 | | dns | | | | |
| 112 | Andrew White | Volvo 122S | 1964 | 1991 | 34 | <u>34.55</u> | 14.47 | 38.34 | 82 | 12.81 | 34.55 | 91 | | dns | | | dns | | | dns | | | | |
| 49 | Kevin Brown | Morris Cooper S | 1964 | 1293 | 39 | <u>35.17</u> | 13.34 | 37.70 | 68 | 13.54 | 36.64 | 88 | 13.23 | 36.19 | 82 | 12.98 | 35.17 | 90 | 13.04 | 35.68 | 91 | | | |
| 7 | Chris Logue | Jaguar Mk7M | 1954 | 3442 | | DNS | | | | | | | | | | | | | | | | | | |
| Mt Leura | | | | | | | | | | | | | | | | | | | | | | | | |
| 263 | Darren Visser | Bates Cyclo | 1977 | 750 | 2 | <u>27.18</u> | 10.45 | 28.47 | 107 | 10.72 | 27.87 | 120 | 10.33 | 27.31 | 120 | 10.35 | 27.18 | 120 | 10.35 | 27.75 | 98 | | | |
| 188 | Mark Atkinson | Falkenberg Jinx | 1966 | 500 | 14 | <u>32.15</u> | 12.35 | 37.43 | 58 | 13.54 | 33.39 | 90 | 12.21 | 32.15 | 91 | 12.80 | 32.90 | 89 | | | | | | |
| 46 | Rodney North | Cooper-Irving MkV | 1957 | 1000 | 15 | <u>32.27</u> | 13.07 | 35.01 | 92 | 12.74 | 33.46 | 94 | 12.56 | 33.05 | 96 | 12.32 | 32.27 | 100 | 13.03 | 34.05 | 92 | | | |
| 119 | Russell Van | CMS Formula Vee | 1974 | 1200 | 42 | <u>35.74</u> | 14.52 | 37.82 | 84 | 13.84 | 36.47 | 82 | 13.47 | 35.88 | 83 | 13.18 | 35.74 | 77 | 13.40 | 35.78 | 78 | | | |
| 11 | Shane Lee | Elfin Formula Vee | 1968 | 1192 | 43 | <u>35.76</u> | 13.51 | 40.00 | 49 | 13.89 | 36.63 | 68 | 13.77 | 36.89 | 73 | 13.38 | 35.86 | 72 | 13.42 | 35.76 | 74 | | | |
| 113 | Matthew Van | F500 Eddie Thomas Special | 1948 | 490 | 52 | <u>38.26</u> | 14.80 | 40.91 | 61 | 15.89 | 40.66 | 61 | 17.36 | 41.61 | 64 | | dns | | 14.42 | 38.26 | 65 | | | |
| 149 | Craig Webb | Bates Cyclo Cyclo 500 | 1968 | 500 | 63 | <u>43.07</u> | 12.06 | dnf | | | dns | | 16.26 | 43.07 | 58 | | dns | | | dns | | | | |

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