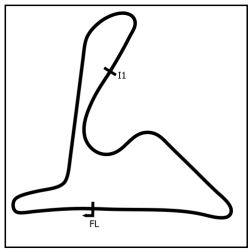



# 2026 Historic Festival sponsored by Carole Nash

## Historic Racing Car Association (HRCA) Championship

## Birrane Trophy (R6) - SECTOR ANALYSIS

SECTOR 1 = FL to I1, SECTOR 2 = I1 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

**P1 12 Dave Griffin** — Crossle 9s / 2000cc

IDEAL LAP TIME : 59.753 BEST LAP TIME : 59.763 DIFFERENCE : 0.010

| LAP | SECTOR 1 | SECTOR 2 | | LAP TIME | | KPH | DIFF | TIME OF DAY |
|---|---|---|---|---|---|---|---|---|
| 1 - | | 28.937 | 166.6 | 1:05.975 | | 100.51 | 6.212 | 15:00:00.054 |
| 2 - | 31.907 | 29.338 | 166.4 | 1:01.245 | | 108.27 | 1.482 | 15:01:01.299 |
| 3 - | 31.636 | 29.158 | 165.8 | 1:00.794 | | 109.07 | 1.031 | 15:02:02.093 |
| 4 - | 31.166 | 28.949 | 165.6 | 1:00.115 | (2) | 110.30 | 0.352 | 15:03:02.208 |
| 5 - | 31.238 | 29.168 | 165.1 | 1:00.406 | | 109.77 | 0.643 | 15:04:02.614 |
| 6 - | 31.169 | 29.093 | 165.3 | 1:00.262 | | 110.03 | 0.499 | 15:05:02.876 |
| 7 - | 31.237 | 29.129 | 167.1 | 1:00.366 | | 109.84 | 0.603 | 15:06:03.242 |
| ***8 -*** | ***31.023*** | 28.740 | ***167.7*** | ***59.763*** | ***(1)*** | ***110.95*** | | ***15:07:03.005*** |
| 9 - | 31.395 | ***28.730*** | 166.1 | 1:00.125 | (3) | 110.29 | 0.362 | 15:08:03.130 |
| 10 - | 32.281 | 28.776 | 166.4 | 1:01.057 | | 108.60 | 1.294 | 15:09:04.187 |
| 11 - | 31.784 | 29.010 | 165.8 | 1:00.794 | | 109.07 | 1.031 | 15:10:04.981 |
| 12 - | 31.897 | 29.829 | 164.6 | 1:01.726 | | 107.42 | 1.963 | 15:11:06.707 |
| 13 - | 31.882 | 29.371 | 159.2 | 1:01.253 | | 108.25 | 1.490 | 15:12:07.960 |
| 14 - | 32.842 | 29.681 | 164.1 | 1:02.523 | | 106.06 | 2.760 | 15:13:10.483 |
| 15 - | 32.191 | 29.855 | 165.1 | 1:02.046 | | 106.87 | 2.283 | 15:14:12.529 |

**P2 90 Billy Crosbie** — Crossle 9s / 2000cc

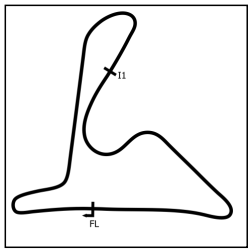
IDEAL LAP TIME : 1:00.748 BEST LAP TIME : 1:00.951 DIFFERENCE : 0.203

| LAP | SECTOR 1 | SECTOR 2 | | LAP TIME | | KPH | DIFF | TIME OF DAY |
|---|---|---|---|---|---|---|---|---|
| 1 - | | 29.500 | 163.1 | 1:08.824 | | 96.34 | 7.873 | 15:00:02.903 |
| 2 - | 32.601 | 29.084 | ***164.3*** | 1:01.685 | | 107.50 | 0.734 | 15:01:04.588 |
| 3 - | 32.411 | 29.280 | 163.8 | 1:01.691 | | 107.49 | 0.740 | 15:02:06.279 |
| 4 - | 32.661 | 29.045 | 161.1 | 1:01.706 | | 107.46 | 0.755 | 15:03:07.985 |
| 5 - | 32.502 | 29.574 | 161.1 | 1:02.076 | | 106.82 | 1.125 | 15:04:10.061 |
| 6 - | 32.998 | 30.077 | 158.8 | 1:03.075 | | 105.13 | 2.124 | 15:05:13.136 |
| 7 - | 32.350 | 29.589 | 160.2 | 1:01.939 | | 107.06 | 0.988 | 15:06:15.075 |
| 8 - | 32.420 | 29.712 | 156.7 | 1:02.132 | | 106.72 | 1.181 | 15:07:17.207 |
| 9 - | 32.316 | 29.684 | 160.4 | 1:02.000 | | 106.95 | 1.049 | 15:08:19.207 |
| 10 - | 32.264 | 29.484 | 159.2 | 1:01.748 | | 107.39 | 0.797 | 15:09:20.955 |
| 11 - | 32.790 | 29.234 | 161.9 | 1:02.024 | | 106.91 | 1.073 | 15:10:22.979 |
| 12 - | 32.447 | ***28.924*** | 162.4 | 1:01.371 | (2) | 108.05 | 0.420 | 15:11:24.350 |
| ***13 -*** | ***31.824*** | 29.127 | 158.5 | ***1:00.951*** | ***(1)*** | ***108.79*** | | ***15:12:25.301*** |
| 14 - | 32.386 | 29.288 | 158.1 | 1:01.674 | (3) | 107.52 | 0.723 | 15:13:26.975 |
| 15 - | 32.011 | 29.669 | 156.7 | 1:01.680 | | 107.50 | 0.729 | 15:14:28.655 |

**P3 55 Bernard Foley** — Crossle 42 S / 1993cc

IDEAL LAP TIME : 1:01.216 BEST LAP TIME : 1:01.472 DIFFERENCE : 0.256

| LAP | SECTOR 1 | SECTOR 2 | | LAP TIME | | KPH | DIFF | TIME OF DAY |
|---|---|---|---|---|---|---|---|---|
| 1 - | | 29.698 | 153.8 | 1:09.644 | | 95.21 | 8.172 | 15:00:03.723 |
| 2 - | 32.851 | 29.427 | 147.5 | 1:02.278 | | 106.47 | 0.806 | 15:01:06.001 |
| 3 - | 32.430 | 29.766 | 147.5 | 1:02.196 | | 106.61 | 0.724 | 15:02:08.197 |
| 4 - | 33.086 | 29.475 | 151.0 | 1:02.561 | | 105.99 | 1.089 | 15:03:10.758 |
| 5 - | 32.330 | 29.418 | 147.7 | 1:01.748 | | 107.39 | 0.276 | 15:04:12.506 |
| 6 - | 32.607 | 29.644 | 151.2 | 1:02.251 | | 106.52 | 0.779 | 15:05:14.757 |
| 7 - | 32.381 | 29.184 | 155.8 | 1:01.565 | (3) | 107.71 | 0.093 | 15:06:16.322 |
| 8 - | 32.572 | ***29.120*** | 151.0 | 1:01.692 | | 107.48 | 0.220 | 15:07:18.014 |
| 9 - | 32.548 | 29.602 | 149.7 | 1:02.150 | | 106.69 | 0.678 | 15:08:20.164 |
| 10 - | 32.308 | 29.377 | ***156.2*** | 1:01.685 | | 107.50 | 0.213 | 15:09:21.849 |
| 11 - | 32.674 | 29.587 | 155.3 | 1:02.261 | | 106.50 | 0.789 | 15:10:24.110 |
| ***12 -*** | 32.265 | 29.207 | 151.4 | ***1:01.472*** | ***(1)*** | ***107.87*** | | ***15:11:25.582*** |
| 13 - | 32.991 | 29.180 | 150.8 | 1:02.171 | | 106.66 | 0.699 | 15:12:27.753 |
| 14 - | 32.327 | 29.367 | 147.3 | 1:01.694 | | 107.48 | 0.222 | 15:13:29.447 |
| 15 - | ***32.096*** | 29.468 | 149.7 | 1:01.564 | (2) | 107.71 | 0.092 | 15:14:31.011 |




## 2026 Historic Festival sponsored by Carole Nash

## Historic Racing Car Association (HRCA) Championship

# Birrane Trophy (R6) - SECTOR ANALYSIS

SECTOR 1 = FL to I1, SECTOR 2 = I1 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

### P4 147 Stephen Kelly — U2 Mallock Mk23 / 1800cc

IDEAL LAP TIME : 1:01.191 BEST LAP TIME : 1:01.265 DIFFERENCE : 0.074

| LAP | SECTOR 1 | SECTOR 2 | | LAP TIME | | KPH | DIFF | TIME OF DAY |
|---|---|---|---|---|---|---|---|---|
| 1 - | | 29.638 | 146.7 | 1:08.281 | | 97.11 | 7.016 | 15:00:02.360 |
| 2 - | 32.163 | 29.357 | 146.1 | 1:01.520 | (3) | 107.78 | 0.255 | 15:01:03.880 |
| 3 - | 33.189 | 30.372 | 147.5 | 1:03.561 | | 104.32 | 2.296 | 15:02:07.441 |
| 4 - | 32.751 | 29.345 | 147.7 | 1:02.096 | | 106.78 | 0.831 | 15:03:09.537 |
| 5 - | 32.277 | 29.851 | 147.5 | 1:02.128 | | 106.73 | 0.863 | 15:04:11.665 |
| 6 - | 32.723 | 29.948 | 147.9 | 1:02.671 | | 105.80 | 1.406 | 15:05:14.336 |
| 7 - | 33.278 | 29.878 | 148.3 | 1:03.156 | | 104.99 | 1.891 | 15:06:17.492 |
| 8 - | 32.983 | 29.686 | 148.9 | 1:02.669 | | 105.81 | 1.404 | 15:07:20.161 |
| 9 - | 32.023 | ***29.327*** | 149.3 | 1:01.350 | (2) | 108.08 | 0.085 | 15:08:21.511 |
| ***10 -*** | ***31.864*** | 29.401 | ***150.2*** | ***1:01.265*** | (1) | ***108.23*** | | ***15:09:22.776*** |
| 11 - | 32.355 | 29.981 | 149.3 | 1:02.336 | | 106.37 | 1.071 | 15:10:25.112 |
| 12 - | 32.934 | 29.475 | 148.7 | 1:02.409 | | 106.25 | 1.144 | 15:11:27.521 |
| 13 - | 32.495 | 29.974 | 146.5 | 1:02.469 | | 106.15 | 1.204 | 15:12:29.990 |
| 14 - | 32.219 | 29.643 | 147.9 | 1:01.862 | | 107.19 | 0.597 | 15:13:31.852 |
| 15 - | 32.389 | 30.167 | 141.7 | 1:02.556 | | 106.00 | 1.291 | 15:14:34.408 |

### P5 10 Mark Russell — Morgan plus8 / 4600cc

IDEAL LAP TIME : 1:01.626 BEST LAP TIME : 1:01.776 DIFFERENCE : 0.150

| LAP | SECTOR 1 | SECTOR 2 | | LAP TIME | | KPH | DIFF | TIME OF DAY |
|---|---|---|---|---|---|---|---|---|
| 1 - | | 29.684 | 166.1 | 1:10.431 | | 94.15 | 8.655 | 15:00:04.510 |
| 2 - | 32.731 | 29.593 | 165.6 | 1:02.324 | | 106.39 | 0.548 | 15:01:06.834 |
| 3 - | 32.840 | 29.549 | 164.8 | 1:02.389 | | 106.28 | 0.613 | 15:02:09.223 |
| 4 - | 32.648 | ***29.250*** | 166.9 | 1:01.898 | (2) | 107.13 | 0.122 | 15:03:11.121 |
| 5 - | 32.777 | 29.602 | 166.9 | 1:02.379 | | 106.30 | 0.603 | 15:04:13.500 |
| 6 - | 32.485 | 29.682 | 166.1 | 1:02.167 | | 106.66 | 0.391 | 15:05:15.667 |
| 7 - | 32.939 | 29.508 | 167.1 | 1:02.447 | | 106.18 | 0.671 | 15:06:18.114 |
| 8 - | 33.170 | 29.497 | 167.4 | 1:02.667 | | 105.81 | 0.891 | 15:07:20.781 |
| ***9 -*** | ***32.376*** | 29.400 | 168.4 | ***1:01.776*** | (1) | ***107.34*** | | ***15:08:22.557*** |
| 10 - | 32.709 | 29.519 | ***168.7*** | 1:02.228 | | 106.56 | 0.452 | 15:09:24.785 |
| 11 - | 32.806 | 29.587 | 167.4 | 1:02.393 | | 106.28 | 0.617 | 15:10:27.178 |
| 12 - | 32.575 | 29.405 | 168.2 | 1:01.980 | (3) | 106.98 | 0.204 | 15:11:29.158 |
| 13 - | 32.782 | 29.399 | 166.1 | 1:02.181 | | 106.64 | 0.405 | 15:12:31.339 |
| 14 - | 32.817 | 29.726 | 165.8 | 1:02.543 | | 106.02 | 0.767 | 15:13:33.882 |
| 15 - | 32.536 | 29.572 | 161.6 | 1:02.108 | | 106.76 | 0.332 | 15:14:35.990 |

### P6 87 Billy Patton — Austin Healy / 1380cc

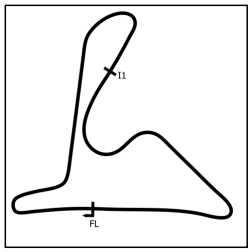
IDEAL LAP TIME : 1:10.387 BEST LAP TIME : 1:10.407 DIFFERENCE : 0.020

| LAP | SECTOR 1 | SECTOR 2 | | LAP TIME | | KPH | DIFF | TIME OF DAY |
|---|---|---|---|---|---|---|---|---|
| 1 - | | 34.207 | 127.9 | 1:20.428 | | 82.44 | 10.021 | 15:00:14.507 |
| 2 - | 37.600 | 33.948 | 130.4 | 1:11.548 | | 92.68 | 1.141 | 15:01:26.055 |
| 3 - | 36.608 | ***33.869*** | 131.3 | 1:10.477 | (2) | 94.09 | 0.070 | 15:02:36.532 |
| ***4 -*** | ***36.518*** | 33.889 | 132.0 | ***1:10.407*** | (1) | ***94.18*** | | ***15:03:46.939*** |
| 5 - | 36.952 | 34.094 | 132.0 | 1:11.046 | (3) | 93.33 | 0.639 | 15:04:57.985 |
| 6 - | 39.131 | 34.686 | 128.5 | 1:13.817 | | 89.83 | 3.410 | 15:06:11.802 |
| 7 - | 41.754 | 35.269 | 129.8 | 1:17.023 | | 86.09 | 6.616 | 15:07:28.825 |
| 8 - | 37.746 | 34.470 | ***134.6*** | 1:12.216 | | 91.82 | 1.809 | 15:08:41.041 |
| 9 - | 39.694 | 35.394 | 128.5 | 1:15.088 | | 88.31 | 4.681 | 15:09:56.129 |
| 10 - | 40.443 | 37.048 | 130.1 | 1:17.491 | | 85.57 | 7.084 | 15:11:13.620 |
| 11 - | 39.041 | 40.716 | 114.5 | 1:19.757 | | 83.14 | 9.350 | 15:12:33.377 |
| 12 - | 39.234 | 35.443 | 128.5 | 1:14.677 | | 88.79 | 4.270 | 15:13:48.054 |
| 13 - | 38.018 | 35.282 | 128.5 | 1:13.300 | | 90.46 | 2.893 | 15:15:01.354 |

## 2026 Historic Festival sponsored by Carole Nash

## Historic Racing Car Association (HRCA) Championship

# Birrane Trophy (R6) - SECTOR ANALYSIS




SECTOR 1 = FL to I1, SECTOR 2 = I1 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

**P7** **226** **Kevin Flanagan** MGB / 1800cc

IDEAL LAP TIME : BEST LAP TIME : 1:14.170 DIFFERENCE :

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | | KPH | DIFF | TIME OF DAY |
|---|---|---|---|---|---|---|---|
| 1 - | | 113.6 | 1:23.399 | | 79.51 | 9.229 | 15:00:17.478 |
| 2 - | | 112.7 | 1:14.725 | **(3)** | 88.74 | 0.555 | 15:01:32.203 |
| 3 - | | 112.8 | 1:15.222 | | 88.15 | 1.052 | 15:02:47.425 |
| 4 - | | 112.1 | 1:14.219 | **(2)** | 89.34 | 0.049 | 15:04:01.644 |
| 5 - | | 112.2 | 1:17.467 | | 85.60 | 3.297 | 15:05:19.111 |
| 6 - | | ***114.0*** | 1:14.937 | | 88.49 | 0.767 | 15:06:34.048 |
| ***7 -*** | | 112.5 | ***1:14.170*** | **(1)** | ***89.40*** | | ***15:07:48.218*** |
| 8 - | | 111.2 | 1:15.003 | | 88.41 | 0.833 | 15:09:03.221 |
| 9 - | | 110.7 | 1:15.508 | | 87.82 | 1.338 | 15:10:18.729 |
| 10 - | | 111.2 | 1:17.802 | | 85.23 | 3.632 | 15:11:36.531 |
| 11 - | | 110.0 | 1:17.486 | | 85.57 | 3.316 | 15:12:54.017 |
| 12 - | | 111.4 | 1:15.044 | | 88.36 | 0.874 | 15:14:09.061 |
| 13 - | | 110.0 | 1:15.388 | | 87.96 | 1.218 | 15:15:24.449 |

**P8** **999** **Eddie Kinirons** Ford Escort RS2000 / 1998cc

IDEAL LAP TIME : 1:05.373 BEST LAP TIME : 1:05.497 DIFFERENCE : 0.124

| LAP | SECTOR 1 | SECTOR 2 | | LAP TIME | | KPH | DIFF | TIME OF DAY |
|---|---|---|---|---|---|---|---|---|
| 1 - | | 31.701 | 141.1 | 1:15.974 | | 87.28 | 10.477 | 15:00:10.053 |
| 2 - | 34.508 | 31.628 | 140.9 | 1:06.136 | | 100.26 | 0.639 | 15:01:16.189 |
| 3 - | ***34.111*** | 31.613 | 141.1 | 1:05.724 | **(3)** | 100.89 | 0.227 | 15:02:21.913 |
| 4 - | 34.598 | 31.474 | ***141.5*** | 1:06.072 | | 100.36 | 0.575 | 15:03:27.985 |
| ***5 -*** | 34.235 | ***31.262*** | 140.9 | ***1:05.497*** | **(1)** | ***101.24*** | | ***15:04:33.482*** |
| 6 - | 34.401 | 31.483 | 139.5 | 1:05.884 | | 100.64 | 0.387 | 15:05:39.366 |
| 7 - | 34.220 | 31.303 | 140.9 | 1:05.523 | **(2)** | 101.20 | 0.026 | 15:06:44.889 |
| 8 - | 34.657 | 34.680 | 99.8 | 1:09.337 | | 95.63 | 3.840 | 15:07:54.226 |
| 9 - | 52.144 | | | | | | | |

**P9** **998** **Maurice Cullen** Davrian Imp Saloon / 1040cc

IDEAL LAP TIME : 1:06.182 BEST LAP TIME : 1:06.802 DIFFERENCE : 0.620

| LAP | SECTOR 1 | SECTOR 2 | | LAP TIME | | KPH | DIFF | TIME OF DAY |
|---|---|---|---|---|---|---|---|---|
| 1 - | | ***31.350*** | ***135.5*** | 1:13.316 | | 90.44 | 6.514 | 15:00:07.395 |
| ***2 -*** | ***34.832*** | 31.970 | 133.0 | ***1:06.802*** | **(1)** | ***99.26*** | | ***15:01:14.197*** |
| 3 - | 35.230 | 32.167 | | 1:07.397 | **(2)** | 98.39 | 0.595 | 15:02:21.594 |
| 4 - | | | | 1:08.573 | **(3)** | 96.70 | 1.771 | 15:03:30.167 |
| 5 - | | | | 1:10.339 | | 94.27 | 3.537 | 15:04:40.506 |