



BMCRC-MRO Championships 2018

**Round 3
Cadwell Park**

28th / 29th April 2018



Results Provided by Timing Solutions Ltd
www.tsl-timing.com

BMCRC-MRO Championships 2018



CHILTON MOTORS LTD
MZ CHAMPIONSHIP



BMZRC 250 MZ & Blue Haze GP

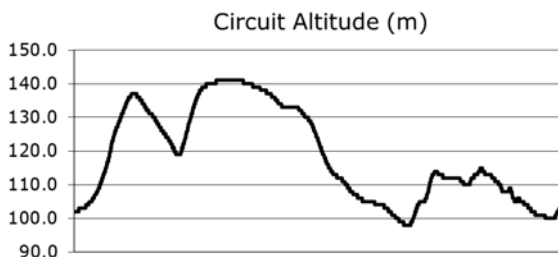
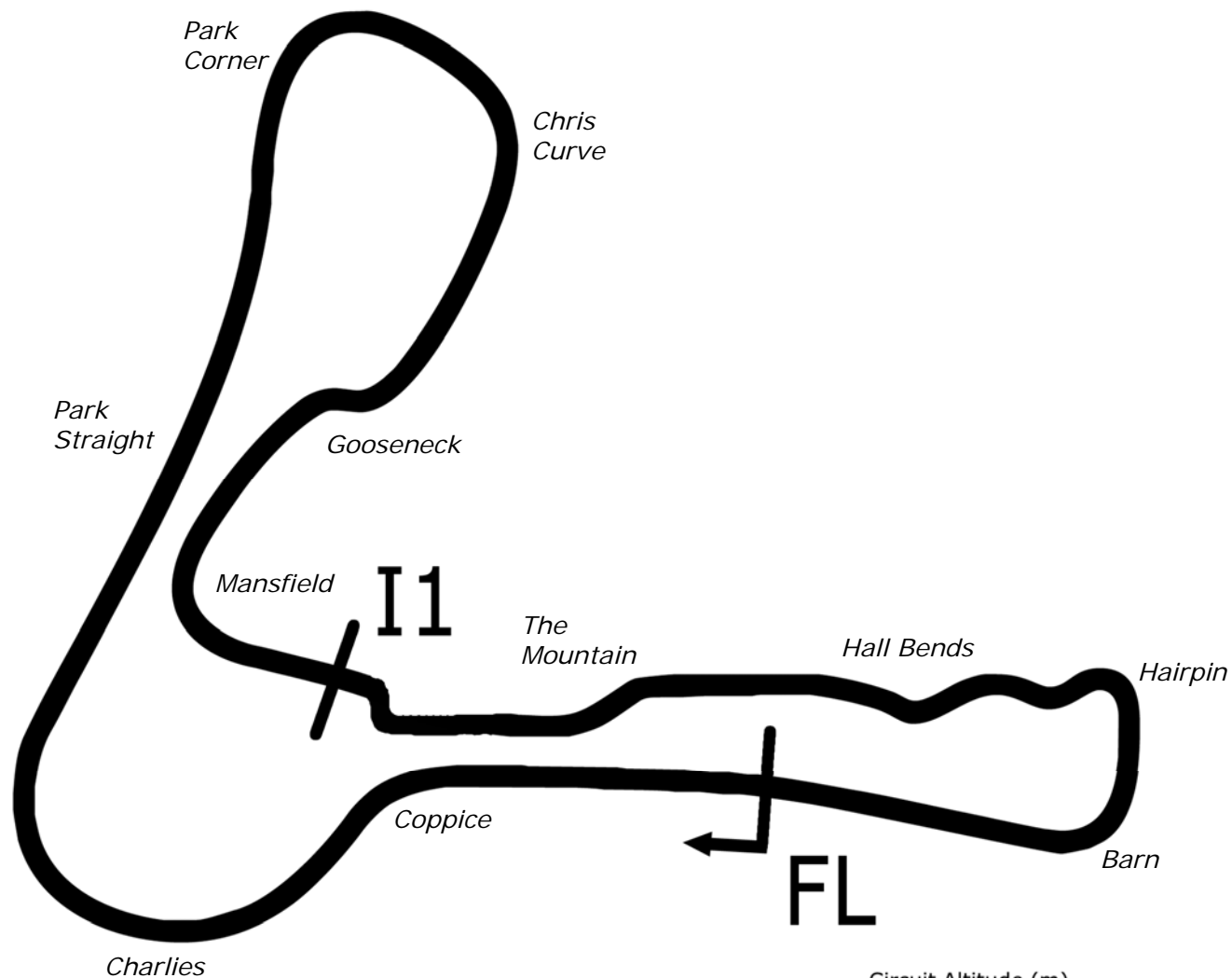
Cadwell Park Circuit

28th / 29th April 2018



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Cadwell Park



| | | | |
|--|--------------|------------|-----------|
| Length | 2.1870 miles | 3519.6 m | |
| FL | | 53.31024 N | 0.05940 W |
| I1 | 2330m | 53.30708 N | 0.06270 W |
| Pit Entry | 3472m | 53.31103 N | 0.05889 W |
| Pit Exit | 0m after FL | 53.31030 N | 0.05940 W |
| Pit Entry-Pit Exit 92m, 5.5s @60kph, 4.1s @80kph | | | |

All results available at www.tsl-timing.com

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP QUALIFYING - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|-----|----------------------|--|----------|----|------|--------|-------|-------|
| 1 | 13 | GPF | 1 Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 1:59.759 | 3 | 5 | | | 65.53 |
| 2 | 82 | | 1 Mark TAYLOR | MZ - Longhove Contracts | 2:02.380 | 6 | 6 | 2.621 | 2.621 | 64.12 |
| 3 | 95 | | 2 Christopher ROGERS | MZ - CB Racing | 2:03.363 | 5 | 5 | 3.604 | 0.983 | 63.61 |
| 4 | 85 | | 3 Andrew WALES | MZ - Illuminated Design LTD | 2:05.050 | 3 | 5 | 5.291 | 1.687 | 62.75 |
| 5 | 96 | | 4 Chris KENT | MZ - Me, Myself & I | 2:05.166 | 5 | 6 | 5.407 | 0.116 | 62.70 |
| 6 | 39 | GPF | 2 Dan WRIGHT | Yamaha - | 2:06.814 | 5 | 5 | 7.055 | 1.648 | 61.88 |
| 7 | 90 | GP | 1 Pete THORNE | Yamaha - Aspire Classic Restorations | 2:06.991 | 5 | 5 | 7.232 | 0.177 | 61.80 |
| 8 | 9 | | 5 Gary HOWLETT | MZ - HS Racing | 2:07.619 | 3 | 4 | 7.860 | 0.628 | 61.49 |
| 9 | 20 | | 6 Christopher WATSON | MZ - Expert Locksmiths Medway | 2:07.833 | 4 | 5 | 8.074 | 0.214 | 61.39 |
| 10 | 63 | | 7 Keith BADGER | MZ - Bgr racing | 2:08.245 | 3 | 4 | 8.486 | 0.412 | 61.19 |
| 11 | 55 | GPF | 3 Nick COOPER | Aprilia - Skint Racing - Wemoto.com and Mr Spotch Gard | 2:09.187 | 4 | 6 | 9.428 | 0.942 | 60.74 |
| 12 | 21 | GPF | 4 Ben HUNTER | Yamaha - | 2:10.649 | 2 | 3 | 10.890 | 1.462 | 60.06 |
| 13 | 68 | | 8 Graham GARRIQUES | MZ - | 2:12.271 | 2 | 4 | 12.512 | 1.622 | 59.33 |
| 14 | 69 | R | 1 Alexander MANN | MZ - | 2:14.230 | 2 | 2 | 14.471 | 1.959 | 58.46 |
| 15 | 3 | GP | 2 Tom BARRETT | Honda - | 2:14.946 | 3 | 4 | 15.187 | 0.716 | 58.15 |
| 16 | 130 | GP | 3 Malcolm HOWELL | Yamaha - | 2:15.131 | 5 | 5 | 15.372 | 0.185 | 58.07 |
| 17 | 30 | GPF | 5 Neil HEWSON | Suzuki - | 2:16.274 | 5 | 5 | 16.515 | 1.143 | 57.59 |
| 18 | 113 | | 9 Liam NEWMAN | MZ - Team newman racing | 2:16.856 | 2 | 2 | 17.097 | 0.582 | 57.34 |
| 19 | 25 | | 10 Chris CHADDERTON | MZ - | 2:16.962 | 2 | 5 | 17.203 | 0.106 | 57.30 |
| 20 | 40 | | 11 Simon SNOWDEN | MZ - Wheels motorcycles peterborough | 2:17.180 | 5 | 5 | 17.421 | 0.218 | 57.20 |
| 21 | 17 | GPF | 6 David PATERSON | Yamaha - Lots of overtime | 2:19.673 | 2 | 2 | 19.914 | 2.493 | 56.18 |
| 22 | 5 | | 12 Garry SAMETT | MZ - smallmouse | 2:21.330 | 4 | 5 | 21.571 | 1.657 | 55.53 |
| 23 | 6 | | 13 Jerry FROST | MZ - | 2:23.430 | 2 | 2 | 23.671 | 2.100 | 54.71 |
| 24 | 60 | GPF | 7 Ian READ | Suzuki - MiMS Racing | 2:25.424 | 4 | 4 | 25.665 | 1.994 | 53.96 |
| 25 | 28 | R | 2 William BROWN | MZ - | 2:25.841 | 4 | 5 | 26.082 | 0.417 | 53.81 |
| 26 | 32 | R | 3 John ASHMEAD | MZ - | 2:26.475 | 4 | 5 | 26.716 | 0.634 | 53.57 |
| 27 | 47 | | 14 Richard FAYERS | MZ - | 2:27.838 | 4 | 5 | 28.079 | 1.363 | 53.08 |
| 28 | 56 | R | 4 Russell TURNER | MZ - | 2:28.381 | 2 | 5 | 28.622 | 0.543 | 52.89 |
| 29 | 66 | | 15 Mark VINCENT | MZ - Putoline | 2:35.807 | 3 | 4 | 36.048 | 7.426 | 50.37 |
| 30 | 11 | GPF | 8 Gael MACHARD | Aprilia - | | | 0 | | | |

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 09:21 Flag 09:33 End: 09:35

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

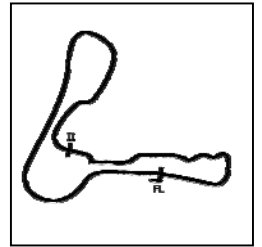
Results can be found at www.tsl-timing.com

Printed - 09:36 Saturday, 28 April 2018



Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

QUALIFYING - 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 13 GPF | | Doug EDMONDSON | | Yamaha - Mungo what could possibly go wrong | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|--|
| IDEAL LAP TIME : 1:59.065 | | BEST LAP TIME : 1:59.759 | | DIFFERENCE : 0.694 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:16.594 | 51.656 | 2:08.250 | 61.19 | 8.491 | 09:23:48.135 | |
| 2 - | 1:11.033 | 50.452 | 2:01.485 | 64.60 | 1.726 | 09:25:49.620 | |
| 3 - | 1:09.711 | 50.048 | 1:59.759 (1) | 65.53 | | 09:27:49.379 | |
| 4 - | 1:10.244 | 51.098 | 2:01.342 (3) | 64.67 | 1.583 | 09:29:50.721 | |
| 5 - | 1:10.734 | 49.354 | 2:00.088 (2) | 65.35 | 0.329 | 09:31:50.809 | |

| P2 82 | | Mark TAYLOR | | MZ - Longhove Contracts | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:01.134 | | BEST LAP TIME : 2:02.380 | | DIFFERENCE : 1.246 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:15.562 | 54.602 | 2:10.164 | 60.29 | 7.784 | 09:23:59.358 | |
| 2 - | 1:13.106 | 52.452 | 2:05.558 | 62.50 | 3.178 | 09:26:04.916 | |
| 3 - | 1:11.791 | 51.194 | 2:02.985 (3) | 63.81 | 0.605 | 09:28:07.901 | |
| 4 - | 1:12.245 | 50.824 | 2:03.069 | 63.76 | 0.689 | 09:30:10.970 | |
| 5 - | 1:10.385 | 52.575 | 2:02.960 (2) | 63.82 | 0.580 | 09:32:13.930 | |
| 6 - | 1:11.631 | 50.749 | 2:02.380 (1) | 64.12 | | 09:34:16.310 | |

| P3 95 | | Christopher ROGERS | | MZ - CB Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:03.363 | | BEST LAP TIME : 2:03.363 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:17.704 | 56.689 | 2:14.393 | 58.39 | 11.030 | 09:26:35.781 | |
| 2 - | 1:14.551 | 53.895 | 2:08.446 | 61.10 | 5.083 | 09:28:44.227 | |
| 3 - | 1:13.088 | 52.051 | 2:05.139 (3) | 62.71 | 1.776 | 09:30:49.366 | |
| 4 - | 1:11.865 | 53.009 | 2:04.874 (2) | 62.84 | 1.511 | 09:32:54.240 | |
| 5 - | 1:11.504 | 51.859 | 2:03.363 (1) | 63.61 | | 09:34:57.603 | |

| P4 85 | | Andrew WALES | | MZ - Illuminated Design LTD | | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:04.155 | | BEST LAP TIME : 2:05.050 | | DIFFERENCE : 0.895 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:16.864 | 54.645 | 2:11.509 | 59.67 | 6.459 | 09:23:56.473 | |
| 2 - | 1:14.714 | 53.380 | 2:08.094 | 61.26 | 3.044 | 09:26:04.567 | |
| 3 - | 1:13.408 | 51.642 | 2:05.050 (1) | 62.75 | | 09:28:09.617 | |
| 4 - | 1:12.513 | 53.477 | 2:05.990 (3) | 62.29 | 0.940 | 09:30:15.607 | |
| 5 - | 1:12.536 | 53.174 | 2:05.710 (2) | 62.42 | 0.660 | 09:32:21.317 | |

| P5 96 | | Chris KENT | | MZ - Me, Myself & I | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:04.612 | | BEST LAP TIME : 2:05.166 | | DIFFERENCE : 0.554 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:16.491 | 54.324 | 2:10.815 | 59.99 | 5.649 | 09:23:59.983 | |
| 2 - | 1:13.319 | 53.051 | 2:06.370 | 62.10 | 1.204 | 09:26:06.353 | |
| 3 - | 1:12.920 | 52.358 | 2:05.278 (2) | 62.64 | 0.112 | 09:28:11.631 | |
| 4 - | 1:12.420 | 53.594 | 2:06.014 (3) | 62.27 | 0.848 | 09:30:17.645 | |
| 5 - | 1:12.254 | 52.912 | 2:05.166 (1) | 62.70 | | 09:32:22.811 | |
| 6 - | 1:17.874 | 54.627 | 2:12.501 | 59.23 | 7.335 | 09:34:35.312 | |

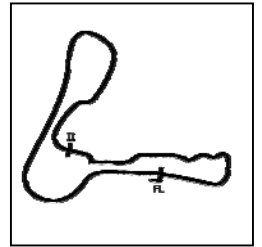
| P6 39 GPF | | Dan WRIGHT | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:06.222 | | BEST LAP TIME : 2:06.814 | | DIFFERENCE : 0.592 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:16.707 | 56.067 | 2:12.774 | 59.10 | 5.960 | 09:23:52.131 | |
| 2 - | 1:14.301 | 53.826 | 2:08.127 | 61.25 | 1.313 | 09:26:00.258 | |
| 3 - | 1:13.403 | 53.449 | 2:06.852 (2) | 61.86 | 0.038 | 09:28:07.110 | |
| 4 - | 1:12.810 | 54.789 | 2:07.599 (3) | 61.50 | 0.785 | 09:30:14.709 | |
| 5 - | 1:12.773 | 54.041 | 2:06.814 (1) | 61.88 | | 09:32:21.523 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:21 Flag 09:33 End: 09:35

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

QUALIFYING - 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 90 GP | | Pete THORNE | | Yamaha - Aspire Classic Restorations | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:06.991 | | BEST LAP TIME : 2:06.991 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:20.658 | 54.890 | 2:15.548 | 57.89 | 8.557 | 09:24:11.033 | |
| 2 - | 1:16.043 | 53.882 | 2:09.925 | 60.40 | 2.934 | 09:26:20.958 | |
| 3 - | 1:14.556 | 53.698 | 2:08.254 (3) | 61.19 | 1.263 | 09:28:29.212 | |
| 4 - | 1:14.433 | 53.622 | 2:08.055 (2) | 61.28 | 1.064 | 09:30:37.267 | |
| 5 - | 1:13.444 | 53.547 | 2:06.991 (1) | 61.80 | | 09:32:44.258 | |

| P8 9 | | Gary HOWLETT | | MZ - HS Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:07.619 | | BEST LAP TIME : 2:07.619 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:20.759 | 55.645 | 2:16.404 | 57.53 | 8.785 | 09:24:13.270 | |
| 2 - | 1:15.146 | 54.062 | 2:09.208 (3) | 60.73 | 1.589 | 09:26:22.478 | |
| 3 - | 1:13.742 | 53.877 | 2:07.619 (1) | 61.49 | | 09:28:30.097 | |
| 4 - | 1:13.934 | 54.071 | 2:08.005 (2) | 61.31 | 0.386 | 09:30:38.102 | |

| P9 20 | | Christopher WATSON | | MZ - Expert Locksmiths Medway | | | |
|---------------------------|-----------------|---------------------------|---------------------|-------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:07.711 | | BEST LAP TIME : 2:07.833 | | DIFFERENCE : 0.122 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:23.939 | 55.607 | 2:19.546 | 56.24 | 11.713 | 09:24:12.908 | |
| 2 - | 1:16.876 | 53.613 | 2:10.489 (3) | 60.14 | 2.656 | 09:26:23.397 | |
| 3 - | 1:15.966 | 52.500 | 2:08.466 (2) | 61.09 | 0.633 | 09:28:31.863 | |
| 4 - | 1:15.808 | 52.025 | 2:07.833 (1) | 61.39 | | 09:30:39.696 | |
| 5 - | 1:15.686 | 56.376 | 2:12.062 | 59.42 | 4.229 | 09:32:51.758 | |

| P10 63 | | Keith BADGER | | MZ - Bgr racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:08.134 | | BEST LAP TIME : 2:08.245 | | DIFFERENCE : 0.111 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:20.161 | 54.729 | 2:14.890 | 58.18 | 6.645 | 09:24:03.949 | |
| 2 - | 1:15.881 | 53.862 | 2:09.743 (3) | 60.48 | 1.498 | 09:26:13.692 | |
| 3 - | 1:14.821 | 53.424 | 2:08.245 (1) | 61.19 | | 09:28:21.937 | |
| 4 - | 1:14.710 | 53.716 | 2:08.426 (2) | 61.10 | 0.181 | 09:30:30.363 | |

| P11 55 GPF | | Nick COOPER | | Aprilia - Skint Racing - Wemoto.com and Mr Spotch Gardening | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|--|
| IDEAL LAP TIME : 2:08.729 | | BEST LAP TIME : 2:09.187 | | DIFFERENCE : 0.458 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:18.314 | 55.952 | 2:14.266 | 58.45 | 5.079 | 09:23:58.671 | |
| 2 - | 1:15.493 | 55.290 | 2:10.783 | 60.00 | 1.596 | 09:26:09.454 | |
| 3 - | 1:15.033 | 55.088 | 2:10.121 (3) | 60.31 | 0.934 | 09:28:19.575 | |
| 4 - | 1:14.926 | 54.261 | 2:09.187 (1) | 60.74 | | 09:30:28.762 | |
| 5 - | 1:16.160 | 54.802 | 2:10.962 | 59.92 | 1.775 | 09:32:39.724 | |
| 6 - | 1:14.468 | 54.881 | 2:09.349 (2) | 60.67 | 0.162 | 09:34:49.073 | |

| P12 21 GPF | | Ben HUNTER | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:10.649 | | BEST LAP TIME : 2:10.649 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:17.209 | 55.275 | 2:12.484 (3) | 59.23 | 1.835 | 09:23:53.066 | |
| 2 - | 1:15.456 | 55.193 | 2:10.649 (1) | 60.06 | | 09:26:03.715 | |
| 3 - | 1:16.377 | 55.727 | 2:12.104 (2) | 59.40 | 1.455 | 09:28:15.819 | |

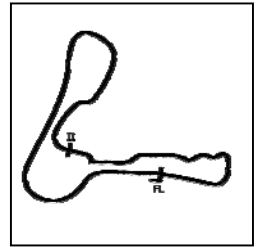
| P13 68 | | Graham GARRIQUES | | MZ - | | | |
|---------------------------|----------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:10.302 | | BEST LAP TIME : 2:12.271 | | DIFFERENCE : 1.969 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:33.126 | 1:00.902 | 2:34.028 | 50.95 | 21.757 | 09:24:46.355 | |
| 2 - | 1:16.625 | 55.646 | 2:12.271 (1) | 59.33 | | 09:26:58.626 | |
| 3 - | 1:18.515 | 58.522 | 2:17.037 (3) | 57.26 | 4.766 | 09:29:15.663 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:21 Flag 09:33 End: 09:35

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

QUALIFYING - 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

4 - 1:17.293 **55.245** 2:12.538 (2) 59.21 0.267 09:31:28.201

| P14 69 R Alexander MANN | | MZ - | | | | |
|---------------------------|----------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:13.096 | | BEST LAP TIME : 2:14.230 | | DIFFERENCE : 1.134 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:25.942 | 56.862 | 2:22.804 (2) | 54.95 | 8.574 | 09:24:33.676 |
| 2 - | 1:18.905 | 55.325 | 2:14.230 (1) | 58.46 | | 09:26:47.906 |

| P15 3 GP Tom BARRETT | | Honda - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.354 | | BEST LAP TIME : 2:14.946 | | DIFFERENCE : 2.592 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:34.047 | 1:03.061 | 2:37.108 | 49.95 | 22.162 | 09:24:47.837 |
| 2 - | 1:23.241 | 59.866 | 2:23.107 (3) | 54.84 | 8.161 | 09:27:10.944 |
| 3 - | 1:17.127 | 57.819 | 2:14.946 (1) | 58.15 | | 09:29:25.890 |
| 4 - | 1:20.635 | 55.227 | 2:15.862 (2) | 57.76 | 0.916 | 09:31:41.752 |

| P16 130 GP Malcolm HOWELL | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.937 | | BEST LAP TIME : 2:15.131 | | DIFFERENCE : 0.194 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.343 | 58.766 | 2:23.109 | 54.83 | 7.978 | 09:24:35.594 |
| 2 - | 1:19.556 | 1:03.149 | 2:22.705 | 54.99 | 7.574 | 09:26:58.299 |
| 3 - | 1:17.898 | 1:00.206 | 2:18.104 (2) | 56.82 | 2.973 | 09:29:16.403 |
| 4 - | 1:21.344 | 58.538 | 2:19.882 (3) | 56.10 | 4.751 | 09:31:36.285 |
| 5 - | 1:16.399 | 58.732 | 2:15.131 (1) | 58.07 | | 09:33:51.416 |

| P17 30 GPF Neil HEWSON | | Suzuki - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.274 | | BEST LAP TIME : 2:16.274 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:26.237 | 1:00.233 | 2:26.470 | 53.58 | 10.196 | 09:24:26.198 |
| 2 - | 1:25.609 | 59.534 | 2:25.143 | 54.07 | 8.869 | 09:26:51.341 |
| 3 - | 1:21.192 | 1:02.395 | 2:23.587 (3) | 54.65 | 7.313 | 09:29:14.928 |
| 4 - | 1:22.263 | 57.816 | 2:20.079 (2) | 56.02 | 3.805 | 09:31:35.007 |
| 5 - | 1:19.752 | 56.522 | 2:16.274 (1) | 57.59 | | 09:33:51.281 |

| P18 113 Liam NEWMAN | | MZ - Team newman racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.856 | | BEST LAP TIME : 2:16.856 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.501 | 59.682 | 2:24.183 (2) | 54.43 | 7.327 | 09:24:17.822 |
| 2 - | 1:20.328 | 56.528 | 2:16.856 (1) | 57.34 | | 09:26:34.678 |

| P19 25 Chris CHADDERTON | | MZ - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.962 | | BEST LAP TIME : 2:16.962 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:23.910 | 57.468 | 2:21.378 | 55.51 | 4.416 | 09:24:09.483 |
| 2 - | 1:20.723 | 56.239 | 2:16.962 (1) | 57.30 | | 09:26:26.445 |
| 3 - | 1:22.884 | 57.779 | 2:20.663 | 55.79 | 3.701 | 09:28:47.108 |
| 4 - | 1:21.579 | 56.543 | 2:18.122 (2) | 56.81 | 1.160 | 09:31:05.230 |
| 5 - | 1:21.316 | 57.257 | 2:18.573 (3) | 56.63 | 1.611 | 09:33:23.803 |

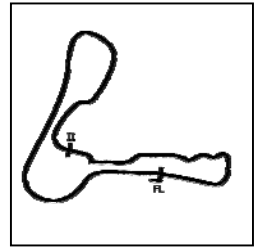
| P20 40 Simon SNOWDEN | | MZ - Wheels motorcycles peterborough | | | | |
|---------------------------|-----------------|--------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.970 | | BEST LAP TIME : 2:17.180 | | DIFFERENCE : 0.210 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:31.041 | 1:00.966 | 2:32.007 | 51.62 | 14.827 | 09:24:34.860 |
| 2 - | 1:20.581 | 59.063 | 2:19.644 | 56.20 | 2.464 | 09:26:54.504 |
| 3 - | 1:20.653 | 58.898 | 2:19.551 (3) | 56.23 | 2.371 | 09:29:14.055 |
| 4 - | 1:20.171 | 57.167 | 2:17.338 (2) | 57.14 | 0.158 | 09:31:31.393 |
| 5 - | 1:20.381 | 56.799 | 2:17.180 (1) | 57.20 | | 09:33:48.573 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:21 Flag 09:33 End: 09:35

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

QUALIFYING - 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

| P21 | 17 GPF | David PATERSON | Yamaha - Lots of overtime | | | |
|---------------------------|-----------------|--------------------------|---------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.673 | | BEST LAP TIME : 2:19.673 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:29.233 | 1:00.088 | 2:29.321 (2) | 52.55 | 9.648 | 09:24:17.200 |
| 2 - | 1:21.756 | 57.917 | 2:19.673 (1) | 56.18 | | 09:26:36.873 |

| P22 | 5 | Garry SAMETT | MZ - smallmouse | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.711 | | BEST LAP TIME : 2:21.330 | | DIFFERENCE : 1.619 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:35.446 | 1:04.890 | 2:40.336 | 48.94 | 19.006 | 09:24:48.428 |
| 2 - | 1:27.289 | 1:03.658 | 2:30.947 | 51.99 | 9.617 | 09:27:19.375 |
| 3 - | 1:26.700 | 1:01.260 | 2:27.960 (3) | 53.04 | 6.630 | 09:29:47.335 |
| 4 - | 1:22.542 | 58.788 | 2:21.330 (1) | 55.53 | | 09:32:08.665 |
| 5 - | 1:20.923 | 1:00.916 | 2:21.839 (2) | 55.33 | 0.509 | 09:34:30.504 |

| P23 | 6 | Jerry FROST | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:23.430 | | BEST LAP TIME : 2:23.430 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:30.795 | 1:02.037 | 2:32.832 (2) | 51.35 | 9.402 | 09:24:35.442 |
| 2 - | 1:22.975 | 1:00.455 | 2:23.430 (1) | 54.71 | | 09:26:58.872 |

| P24 | 60 GPF | Ian READ | Suzuki - MiMS Racing | | | |
|---------------------------|-----------------|--------------------------|----------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:25.424 | | BEST LAP TIME : 2:25.424 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:25.562 | 1:00.960 | 2:26.522 (3) | 53.56 | 1.098 | 09:24:25.419 |
| 2 - | 1:29.197 | 1:03.183 | 2:32.380 | 51.50 | 6.956 | 09:26:57.799 |
| 3 - | 1:25.722 | 1:00.791 | 2:26.513 (2) | 53.56 | 1.089 | 09:29:24.312 |
| 4 - | 1:24.748 | 1:00.676 | 2:25.424 (1) | 53.96 | | 09:31:49.736 |

| P25 | 28 R | William BROWN | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:25.841 | | BEST LAP TIME : 2:25.841 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:34.636 | 1:05.338 | 2:39.974 | 49.05 | 14.133 | 09:24:45.391 |
| 2 - | 1:31.823 | 1:03.808 | 2:35.631 | 50.42 | 9.790 | 09:27:21.022 |
| 3 - | 1:29.364 | 1:04.168 | 2:33.532 (3) | 51.11 | 7.691 | 09:29:54.554 |
| 4 - | 1:25.440 | 1:00.401 | 2:25.841 (1) | 53.81 | | 09:32:20.395 |
| 5 - | 1:27.899 | 1:01.766 | 2:29.665 (2) | 52.43 | 3.824 | 09:34:50.060 |

| P26 | 32 R | John ASHMEAD | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:25.089 | | BEST LAP TIME : 2:26.475 | | DIFFERENCE : 1.386 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:31.840 | 1:04.477 | 2:36.317 | 50.20 | 9.842 | 09:24:44.789 |
| 2 - | 1:29.288 | 1:03.455 | 2:32.743 | 51.38 | 6.268 | 09:27:17.532 |
| 3 - | 1:30.487 | 1:00.670 | 2:31.157 (3) | 51.91 | 4.682 | 09:29:48.689 |
| 4 - | 1:27.849 | 58.626 | 2:26.475 (1) | 53.57 | | 09:32:15.164 |
| 5 - | 1:26.463 | 1:02.806 | 2:29.269 (2) | 52.57 | 2.794 | 09:34:44.433 |

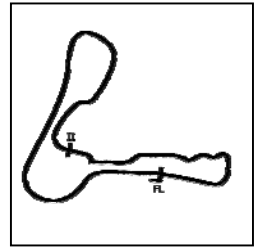
| P27 | 47 | Richard FAYERS | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:27.558 | | BEST LAP TIME : 2:27.838 | | DIFFERENCE : 0.280 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:31.486 | 1:04.435 | 2:35.921 | 50.33 | 8.083 | 09:24:45.980 |
| 2 - | 1:28.761 | 1:03.986 | 2:32.747 | 51.37 | 4.909 | 09:27:18.727 |
| 3 - | 1:29.842 | 1:01.588 | 2:31.430 (3) | 51.82 | 3.592 | 09:29:50.157 |
| 4 - | 1:27.581 | 1:00.257 | 2:27.838 (1) | 53.08 | | 09:32:17.995 |
| 5 - | 1:28.836 | 59.977 | 2:28.813 (2) | 52.73 | 0.975 | 09:34:46.808 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:21 Flag 09:33 End: 09:35

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

QUALIFYING - 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

| P28 56 R | | Russell TURNER | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:27.985 | | BEST LAP TIME : 2:28.381 | | DIFFERENCE : 0.396 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:31.992 | 1:05.380 | 2:37.372 | 49.86 | 8.991 | 09:24:43.314 |
| 2 - | 1:26.444 | 1:01.937 | 2:28.381 (1) | 52.89 | | 09:27:11.695 |
| 3 - | 1:26.254 | 1:05.425 | 2:31.679 (3) | 51.74 | 3.298 | 09:29:43.374 |
| 4 - | 1:29.846 | 1:01.855 | 2:31.701 | 51.73 | 3.320 | 09:32:15.075 |
| 5 - | 1:26.130 | 1:04.712 | 2:30.842 (2) | 52.02 | 2.461 | 09:34:45.917 |

| P29 66 | | Mark VINCENT | | MZ - Putoline | | |
|---------------------------|----------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:35.635 | | BEST LAP TIME : 2:35.807 | | DIFFERENCE : 0.172 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:37.490 | 1:07.247 | 2:44.737 | 47.63 | 8.930 | 09:25:05.521 |
| 2 - | 1:32.694 | 1:04.465 | 2:37.159 (3) | 49.93 | 1.352 | 09:27:42.680 |
| 3 - | 1:31.872 | 1:03.935 | 2:35.807 (1) | 50.37 | | 09:30:18.487 |
| 4 - | 1:32.044 | 1:04.494 | 2:36.538 (2) | 50.13 | 0.731 | 09:32:55.025 |

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

QUALIFYING - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|------------|-----------------|-----|------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:59.065 | | |
| 1 | 13 | EDMONDSON | 1:09.711 | 13 | EDMONDSON | 49.354 | 1 | 13 | EDMONDSON | 1:59.065 | 1:59.759 | 0.694 |
| 2 | 82 | TAYLOR | 1:10.385 | 82 | TAYLOR | 50.749 | 2 | 82 | TAYLOR | 2:01.134 | 2:02.380 | 1.246 |
| 3 | 95 | ROGERS | 1:11.504 | 85 | WALES | 51.642 | 3 | 95 | ROGERS | 2:03.363 | 2:03.363 | 0.000 |
| 4 | 96 | KENT | 1:12.254 | 95 | ROGERS | 51.859 | 4 | 85 | WALES | 2:04.155 | 2:05.050 | 0.895 |
| 5 | 85 | WALES | 1:12.513 | 20 | WATSON | 52.025 | 5 | 96 | KENT | 2:04.612 | 2:05.166 | 0.554 |
| 6 | 39 | WRIGHT | 1:12.773 | 96 | KENT | 52.358 | 6 | 39 | WRIGHT | 2:06.222 | 2:06.814 | 0.592 |
| 7 | 90 | THORNE | 1:13.444 | 63 | BADGER | 53.424 | 7 | 90 | THORNE | 2:06.991 | 2:06.991 | 0.000 |
| 8 | 9 | HOWLETT | 1:13.742 | 39 | WRIGHT | 53.449 | 8 | 9 | HOWLETT | 2:07.619 | 2:07.619 | 0.000 |
| 9 | 55 | COOPER | 1:14.468 | 90 | THORNE | 53.547 | 9 | 20 | WATSON | 2:07.711 | 2:07.833 | 0.122 |
| 10 | 63 | BADGER | 1:14.710 | 9 | HOWLETT | 53.877 | 10 | 63 | BADGER | 2:08.134 | 2:08.245 | 0.111 |
| 11 | 68 | GARRIQUES | 1:15.057 | 55 | COOPER | 54.261 | 11 | 55 | COOPER | 2:08.729 | 2:09.187 | 0.458 |
| 12 | 21 | HUNTER | 1:15.456 | 21 | HUNTER | 55.193 | 12 | 68 | GARRIQUES | 2:10.302 | 2:12.271 | 1.969 |
| 13 | 20 | WATSON | 1:15.686 | 3 | BARRETT | 55.227 | 13 | 21 | HUNTER | 2:10.649 | 2:10.649 | 0.000 |
| 14 | 130 | HOWELL | 1:16.399 | 68 | GARRIQUES | 55.245 | 14 | 3 | BARRETT | 2:12.354 | 2:14.946 | 2.592 |
| 15 | 3 | BARRETT | 1:17.127 | 69 | MANN | 55.325 | 15 | 69 | MANN | 2:13.096 | 2:14.230 | 1.134 |
| 16 | 69 | MANN | 1:17.771 | 25 | CHADDERTON | 56.239 | 16 | 130 | HOWELL | 2:14.937 | 2:15.131 | 0.194 |
| 17 | 30 | HEWSON | 1:19.752 | 30 | HEWSON | 56.522 | 17 | 30 | HEWSON | 2:16.274 | 2:16.274 | 0.000 |
| 18 | 40 | SNOWDEN | 1:20.171 | 113 | NEWMAN | 56.528 | 18 | 113 | NEWMAN | 2:16.856 | 2:16.856 | 0.000 |
| 19 | 113 | NEWMAN | 1:20.328 | 40 | SNOWDEN | 56.799 | 19 | 25 | CHADDERTON | 2:16.962 | 2:16.962 | 0.000 |
| 20 | 25 | CHADDERTON | 1:20.723 | 17 | PATERSON | 57.917 | 20 | 40 | SNOWDEN | 2:16.970 | 2:17.180 | 0.210 |
| 21 | 5 | SAMETT | 1:20.923 | 130 | HOWELL | 58.538 | 21 | 17 | PATERSON | 2:19.673 | 2:19.673 | 0.000 |
| 22 | 17 | PATERSON | 1:21.756 | 32 | ASHMEAD | 58.626 | 22 | 5 | SAMETT | 2:19.711 | 2:21.330 | 1.619 |
| 23 | 6 | FROST | 1:22.975 | 5 | SAMETT | 58.788 | 23 | 6 | FROST | 2:23.430 | 2:23.430 | 0.000 |
| 24 | 60 | READ | 1:24.748 | 47 | FAYERS | 59.977 | 24 | 32 | ASHMEAD | 2:25.089 | 2:26.475 | 1.386 |
| 25 | 28 | BROWN | 1:25.440 | 28 | BROWN | 1:00.401 | 25 | 60 | READ | 2:25.424 | 2:25.424 | 0.000 |
| 26 | 56 | TURNER | 1:26.130 | 6 | FROST | 1:00.455 | 26 | 28 | BROWN | 2:25.841 | 2:25.841 | 0.000 |
| 27 | 32 | ASHMEAD | 1:26.463 | 60 | READ | 1:00.676 | 27 | 47 | FAYERS | 2:27.558 | 2:27.838 | 0.280 |
| 28 | 47 | FAYERS | 1:27.581 | 56 | TURNER | 1:01.855 | 28 | 56 | TURNER | 2:27.985 | 2:28.381 | 0.396 |
| 29 | 66 | VINCENT | 1:31.700 | 66 | VINCENT | 1:03.935 | 29 | 66 | VINCENT | 2:35.635 | 2:35.807 | 0.172 |
| 30 | | | | | | | | | | | | |

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP
RACE 2 - GRID (7 Laps)

| | | | | | | | | | |
|--------|----|----------|---------------------------|----|------------------------|------------------------------|----|----------|------------------------------|
| ROW 12 | 34 | 2:25.424 | 60 Ian READ | 35 | 11 Gael MACHARD | 1 | | | |
| ROW 11 | 31 | 2:15.131 | 130 Malcolm HOWELL | 32 | 2:16.274 | 30 Neil HEWSON | 33 | 2:19.673 | 17 David PATERSON |
| ROW 10 | 28 | 2:09.187 | 55 Nick COOPER | 29 | 2:10.649 | 21 Ben HUNTER | 30 | 2:14.946 | 3 Tom BARRETT |
| ROW 9 | 25 | 1:59.759 | 13 Doug EDMONDSON | 26 | 2:06.814 | 39 Dan WRIGHT | 27 | 2:06.991 | 90 Pete THORNE |
| ROW 8 | 22 | | | 23 | | | 24 | | |
| ROW 7 | 19 | 2:35.807 | 66 Mark VINCENT | 20 | | | 21 | | |
| ROW 6 | 16 | 2:26.475 | 32 John ASHMEAD | 17 | 2:27.838 | 47 Richard FAYERS | 18 | 2:28.381 | 56 Russell TURNER |
| ROW 5 | 13 | 2:21.330 | 5 Garry SAMETT | 14 | 2:23.430 | 6 Jerry FROST | 15 | 2:25.841 | 28 William BROWN |
| ROW 4 | 10 | 2:16.856 | 113 Liam NEWMAN | 11 | 2:16.962 | 25 Chris CHADDERTON | 12 | 2:17.180 | 40 Simon SNOWDEN |
| ROW 3 | 7 | 2:08.245 | 63 Keith BADGER | 8 | 2:12.271 | 68 Graham GARRIQUES | 9 | 2:14.230 | 69 Alexander MANN |
| ROW 2 | 4 | 2:05.166 | 96 Chris KENT | 5 | 2:07.619 | 9 Gary HOWLETT | 6 | 2:07.833 | 20 Christopher WATSON |
| ROW 1 | 1 | 2:02.380 | 82 Mark TAYLOR | 2 | 2:03.363 | 95 Christopher ROGERS | 3 | 2:05.050 | 85 Andrew WALES |
| | | | Pole | | | | | | |

Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 09:50 Saturday, 28 April 2018



Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP
RACE 2 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|----|-----|----------------------|---|------|-----------|----------|--------|-------|----------|----|
| 1 | 95 | | 1 Christopher ROGERS | MZ - CB Racing | 7 | 14:34.880 | | | 62.79 | 2:01.724 | 4 |
| 2 | 68 | | 2 Graham GARRIQUES | MZ - | 7 | 14:56.617 | 21.737 | 21.737 | 61.27 | 2:05.296 | 6 |
| 3 | 13 | GPF | 1 Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 7 | 15:02.163 | 27.283 | 5.546 | 60.89 | 1:57.384 | 6 |
| 4 | 85 | | 3 Andrew WALES | MZ - Illuminated Design LTD | 7 | 15:08.216 | 33.336 | 6.053 | 60.48 | 2:05.990 | 6 |
| 5 | 20 | | 4 Christopher WATSON | MZ - Expert Locksmiths Medway | 7 | 15:13.665 | 38.785 | 5.449 | 60.12 | 2:08.568 | 6 |
| 6 | 9 | | 5 Gary HOWLETT | MZ - HS Racing | 7 | 15:16.801 | 41.921 | 3.136 | 59.92 | 2:07.630 | 6 |
| 7 | 69 | R | 1 Alexander MANN | MZ - | 7 | 15:30.381 | 55.501 | 13.580 | 59.04 | 2:10.492 | 3 |
| 8 | 90 | GP | 1 Pete THORNE | Yamaha - Aspire Classic Restorations | 7 | 16:00.299 | 1:25.419 | 29.918 | 57.20 | 2:05.397 | 7 |
| 9 | 3 | GP | 2 Tom BARRETT | Honda - | 7 | 16:04.897 | 1:30.017 | 4.598 | 56.93 | 2:05.641 | 4 |
| 10 | 21 | GPF | 2 Ben HUNTER | Yamaha - | 7 | 16:10.756 | 1:35.876 | 5.859 | 56.59 | 2:07.232 | 2 |
| 11 | 5 | | 6 Garry SAMETT | MZ - smallmouse | 7 | 16:11.024 | 1:36.144 | 0.268 | 56.57 | 2:13.644 | 7 |
| 12 | 55 | GPF | 3 Nick COOPER | Aprilia - Skint Racing - Wemoto.com and Mr Spotch | 7 | 16:14.960 | 1:40.080 | 3.936 | 56.34 | 2:08.351 | 4 |
| 13 | 17 | GPF | 4 David PATERSON | Yamaha - Lots of overtime | 7 | 16:21.343 | 1:46.463 | 6.383 | 55.98 | 2:08.575 | 7 |
| 14 | 25 | | 7 Chris CHADDERTON | MZ - | 7 | 16:26.788 | 1:51.908 | 5.445 | 55.67 | 2:17.169 | 6 |
| 15 | 47 | | 8 Richard FAYERS | MZ - | 7 | 16:41.773 | 2:06.893 | 14.985 | 54.83 | 2:19.353 | 4 |
| 16 | 60 | GPF | 5 Ian READ | Suzuki - MiMS Racing | 6 | 14:40.984 | 1 Lap | 1 Lap | 53.44 | 2:13.717 | 6 |
| 17 | 30 | GPF | 6 Neil HEWSON | Suzuki - | 6 | 14:41.444 | 1 Lap | 0.460 | 53.42 | 2:12.423 | 6 |
| 18 | 56 | R | 2 Russell TURNER | MZ - | 6 | 14:50.265 | 1 Lap | 8.821 | 52.89 | 2:20.765 | 6 |
| 19 | 66 | | 9 Mark VINCENT | MZ - Putoline | 6 | 14:59.096 | 1 Lap | 8.831 | 52.37 | 2:26.244 | 6 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|-----|----------------|--------------------------------------|---|-----------|--------|----------|-------|----------|---|
| DNF | 32 | R | John ASHMEAD | MZ - | 5 | 11:53.956 | 2 Laps | 1 Lap | 54.96 | 2:16.382 | 4 |
| DNF | 96 | | Chris KENT | MZ - Me, Myself & I | 4 | 8:18.139 | 3 Laps | 1 Lap | 63.01 | 2:00.353 | 4 |
| DNF | 39 | GPF | Dan WRIGHT | Yamaha - | 4 | 9:25.156 | 3 Laps | 1:07.017 | 55.54 | 2:03.511 | 2 |
| DNF | 82 | | Mark TAYLOR | MZ - Longhove Contracts | 3 | 6:17.860 | 4 Laps | 1 Lap | 62.30 | 2:03.022 | 2 |
| DNF | 40 | | Simon SNOWDEN | MZ - Wheels motorcycles peterborough | 3 | 7:00.926 | 4 Laps | 43.066 | 55.93 | 2:16.658 | 2 |
| DNF | 113 | | Liam NEWMAN | MZ - Team newman racing | 3 | 7:09.457 | 4 Laps | 8.531 | 54.82 | 2:17.174 | 3 |
| DNF | 130 | GP | Malcolm HOWELL | Yamaha - | 3 | 8:04.634 | 4 Laps | 55.177 | 48.58 | 2:17.117 | 2 |
| DNF | 63 | | Keith BADGER | MZ - Bgr racing | 0 | | | | | | |
| DNF | 28 | R | William BROWN | MZ - | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|----|-----|----------------|---|---|----------|-----------|------------|
| 13 | GPF | Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 6 | 1:57.384 | 66.85 mph | 107.59 kph |
| 96 | | Chris KENT | MZ - Me, Myself & I | 4 | 2:00.353 | 65.20 mph | 104.94 kph |
| 90 | GP | Pete THORNE | Yamaha - Aspire Classic Restorations | 7 | 2:05.397 | 62.58 mph | 100.72 kph |
| 69 | R | Alexander MANN | MZ - | 3 | 2:10.492 | 60.14 mph | 96.78 kph |

Class - 92.5% of Race Speed = 58.08 mph
 Class GPF - 92.5% of Race Speed = 56.32 mph
 Class R - 92.5% of Race Speed = 54.61 mph
 Class GP - 92.5% of Race Speed = 52.91 mph

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 13:35 Flag 13:50 End: 13:52

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 13:54 Saturday, 28 April 2018



Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - LAP CHART

LAP 1 @ 13:37:39.864

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 95 | | 2:11.383 |
| 82 | 0.268 | 2:11.651 |
| 96 | 0.983 | 2:12.366 |
| 85 | 2.869 | 2:14.252 |
| 68 | 5.705 | 2:17.088 |
| 20 | 6.489 | 2:17.872 |
| 9 | 8.848 | 2:20.231 |
| 69 | 9.332 | 2:20.715 |
| 40 | 15.823 | 2:27.206 |
| 113 | 20.013 | 2:31.396 |
| 47 | 20.803 | 2:32.186 |
| 32 | 22.268 | 2:33.651 |
| 5 | 22.291 | 2:33.674 |
| 25 | 22.937 | 2:34.320 |
| 56 | 26.668 | 2:38.051 |
| 66 | 32.579 | 2:43.962 |
| 13 | 50.875 | 3:02.258 |
| 39 | 58.218 | 3:09.601 |
| 21 | 1:00.104 | 3:11.487 |
| 55 | 1:04.211 | 3:15.594 |
| 90 | 1:04.280 | 3:15.663 |
| 3 | 1:06.081 | 3:17.464 |
| 17 | 1:07.449 | 3:18.832 |
| 60 | 1:10.715 | 3:22.098 |
| 30 | 1:15.135 | 3:26.518 |
| 130 | 1:16.728 | 3:28.111 |

LAP 2 @ 13:39:42.985

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 95 | | 2:03.121 |
| 82 | 0.169 | 2:03.022 |
| 96 | 1.154 | 2:03.292 |
| 68 | 11.129 | 2:08.545 |
| 20 | 12.265 | 2:08.897 |
| 85 | 16.554 | 2:16.806 |
| 9 | 17.435 | 2:11.708 |
| 69 | 17.815 | 2:11.604 |
| 40 | 29.360 | 2:16.658 |
| 5 | 37.581 | 2:18.411 |
| 113 | 37.779 | 2:20.887 |
| 47 | 38.569 | 2:20.887 |
| 32 | 39.439 | 2:20.292 |
| 25 | 40.003 | 2:20.187 |
| 13 | 45.968 | 1:58.214 |
| 56 | 53.807 | 2:30.260 |
| 66 | 57.665 | 2:28.207 |
| 39 | 58.608 | 2:03.511 |
| 21 | 1:04.215 | 2:07.232 |
| 90 | 1:09.461 | 2:08.302 |
| 3 | 1:11.513 | 2:08.553 |
| 55 | 1:12.601 | 2:11.511 |
| 17 | 1:15.456 | 2:11.128 |
| 60 | 1:23.897 | 2:16.303 |
| 30 | 1:28.550 | 2:16.536 |
| 130 | 1:30.724 | 2:17.117 |

LAP 3 @ 13:41:45.693

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 95 | | 2:02.708 |
| 96 | 0.574 | 2:02.128 |
| 82 | 0.648 | 2:03.187 |

| | | |
|-----|----------|----------|
| 68 | 15.078 | 2:06.657 |
| 20 | 18.499 | 2:08.942 |
| 85 | 23.576 | 2:09.730 |
| 9 | 24.391 | 2:09.664 |
| 69 | 25.599 | 2:10.492 |
| 13 | 43.631 | 2:00.371 |
| 40 | 43.714 | 2:17.062 |
| 5 | 51.021 | 2:16.148 |
| 113 | 52.245 | 2:17.174 |
| 47 | 55.569 | 2:19.708 |
| 32 | 56.083 | 2:19.352 |
| 25 | 56.310 | 2:19.015 |
| 39 | 59.811 | 2:03.911 |
| 21 | 1:10.432 | 2:08.925 |
| 90 | 1:15.434 | 2:08.681 |
| 3 | 1:17.332 | 2:08.527 |
| 55 | 1:20.238 | 2:10.345 |
| 56 | 1:22.063 | 2:30.964 |
| 66 | 1:22.246 | 2:27.289 |
| 17 | 1:24.721 | 2:11.973 |
| 60 | 1:39.597 | 2:18.408 |
| 30 | 1:41.282 | 2:15.440 |
| 130 | 1:47.422 | 2:19.406 |

LAP 4 @ 13:43:46.620

| NO | BEHIND | LAP TIME |
|----|----------|----------|
| 96 | | 2:00.353 |
| 95 | 0.797 | 2:01.724 |
| 68 | 20.264 | 2:06.113 |
| 20 | 26.530 | 2:08.958 |
| 85 | 30.243 | 2:07.594 |
| 9 | 32.972 | 2:09.508 |
| 69 | 36.653 | 2:11.981 |
| 13 | 40.679 | 1:57.975 |
| 39 | 1:07.017 | 2:08.133 |
| 5 | 1:07.894 | 2:17.800 |
| 32 | 1:11.538 | 2:16.382 |
| 25 | 1:12.801 | 2:17.418 |
| 47 | 1:13.995 | 2:19.353 |
| 21 | 1:19.195 | 2:09.690 |
| 3 | 1:22.046 | 2:05.641 |
| 90 | 1:22.664 | 2:08.157 |
| 55 | 1:27.662 | 2:08.351 |
| 17 | 1:34.971 | 2:11.177 |
| 66 | 1:47.657 | 2:26.338 |
| 56 | 1:49.062 | 2:27.926 |
| 60 | 1:53.757 | 2:15.087 |
| 30 | 1:55.318 | 2:14.963 |

LAP 5 @ 13:45:50.808

| NO | BEHIND | LAP TIME |
|----|----------|----------|
| 95 | | 2:03.391 |
| 68 | 22.702 | 2:06.626 |
| 20 | 31.417 | 2:09.075 |
| 85 | 32.620 | 2:06.565 |
| 13 | 34.491 | 1:58.000 |
| 9 | 38.580 | 2:09.796 |
| 69 | 44.588 | 2:12.123 |
| 5 | 1:21.386 | 2:17.680 |
| 90 | 1:25.877 | 2:07.401 |
| 25 | 1:26.657 | 2:18.044 |
| 3 | 1:26.810 | 2:08.952 |
| 21 | 1:27.764 | 2:12.757 |
| 32 | 1:31.629 | 2:24.279 |

| | | |
|----|----------|----------|
| 47 | 1:32.572 | 2:22.765 |
| 55 | 1:33.641 | 2:10.167 |
| 17 | 1:40.658 | 2:09.875 |
| 60 | 2:04.940 | 2:15.371 |

LAP 6 @ 13:47:57.363

| NO | BEHIND | LAP TIME |
|----|----------|----------|
| 95 | | 2:06.555 |
| 30 | 1 Lap | 2:15.564 |
| 56 | 1 Lap | 2:22.299 |
| 66 | 1 Lap | 2:27.056 |
| 68 | 21.443 | 2:05.296 |
| 13 | 25.320 | 1:57.384 |
| 85 | 32.055 | 2:05.990 |
| 20 | 33.430 | 2:08.568 |
| 9 | 39.655 | 2:07.630 |
| 69 | 49.589 | 2:11.556 |
| 90 | 1:26.020 | 2:06.698 |
| 3 | 1:27.708 | 2:07.453 |
| 5 | 1:28.498 | 2:13.667 |
| 21 | 1:31.053 | 2:09.844 |
| 55 | 1:36.882 | 2:09.796 |
| 25 | 1:37.271 | 2:17.169 |
| 17 | 1:43.886 | 2:09.783 |
| 47 | 1:48.114 | 2:22.097 |

LAP 7 @ 13:50:03.361

| NO | BEHIND | LAP TIME |
|----|----------|----------|
| 95 | | 2:05.998 |
| 60 | 1 Lap | 2:13.717 |
| 30 | 1 Lap | 2:12.423 |
| 56 | 1 Lap | 2:20.765 |
| 68 | 21.737 | 2:06.292 |
| 66 | 1 Lap | 2:26.244 |
| 13 | 27.283 | 2:07.961 |
| 85 | 33.336 | 2:07.279 |
| 20 | 38.785 | 2:11.353 |
| 9 | 41.921 | 2:08.264 |
| 69 | 55.501 | 2:11.910 |
| 90 | 1:25.419 | 2:05.397 |
| 3 | 1:30.017 | 2:08.307 |
| 21 | 1:35.876 | 2:10.821 |
| 5 | 1:36.144 | 2:13.644 |
| 55 | 1:40.080 | 2:09.196 |
| 17 | 1:46.463 | 2:08.575 |
| 25 | 1:51.908 | 2:20.635 |
| 47 | 2:06.893 | 2:24.777 |

Weather / Track : Rain / Wet

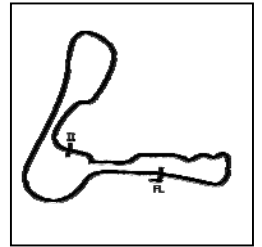
Circuit Length = 2.1800 miles
Start: 13:35 Flag 13:50 End: 13:52

Results can be found at www.tsl-timing.com

Printed - 13:55 Saturday, 28 April 2018

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - 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 95 Christopher ROGERS | | MZ - CB Racing | | | | |
|---------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.724 | | BEST LAP TIME : 2:01.724 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:11.383 | 59.73 | 9.659 | 13:37:39.864 |
| 2 - | 1:11.925 | 51.196 | 2:03.121 (3) | 63.74 | 1.397 | 13:39:42.985 |
| 3 - | 1:11.645 | 51.063 | 2:02.708 (2) | 63.95 | 0.984 | 13:41:45.693 |
| 4 - | 1:11.007 | 50.717 | 2:01.724 (1) | 64.47 | | 13:43:47.417 |
| 5 - | 1:11.024 | 52.367 | 2:03.391 | 63.60 | 1.667 | 13:45:50.808 |
| 6 - | 1:12.717 | 53.838 | 2:06.555 | 62.01 | 4.831 | 13:47:57.363 |
| 7 - | 1:13.587 | 52.411 | 2:05.998 | 62.28 | 4.274 | 13:50:03.361 |

| P2 68 Graham GARRIQUES | | MZ - | | | | |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.174 | | BEST LAP TIME : 2:05.296 | | DIFFERENCE : 1.122 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:17.088 | 57.24 | 11.792 | 13:37:45.569 |
| 2 - | 1:15.360 | 53.185 | 2:08.545 | 61.05 | 3.249 | 13:39:54.114 |
| 3 - | 1:14.500 | 52.157 | 2:06.657 | 61.96 | 1.361 | 13:42:00.771 |
| 4 - | 1:13.069 | 53.044 | 2:06.113 (2) | 62.23 | 0.817 | 13:44:06.884 |
| 5 - | 1:13.990 | 52.636 | 2:06.626 | 61.97 | 1.330 | 13:46:13.510 |
| 6 - | 1:12.943 | 52.353 | 2:05.296 (1) | 62.63 | | 13:48:18.806 |
| 7 - | 1:12.017 | 54.275 | 2:06.292 (3) | 62.14 | 0.996 | 13:50:25.098 |

| P3 13 GPF Doug EDMONDSON | | Yamaha - Mungo what could possibly go wrong | | | | |
|---------------------------------|-----------------|---|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:57.140 | | BEST LAP TIME : 1:57.384 | | DIFFERENCE : 0.244 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.356 | 3:02.258 | 43.06 | 1:04.874 | 13:38:30.739 |
| 2 - | 1:09.238 | 48.976 | 1:58.214 | 66.38 | 0.830 | 13:40:28.953 |
| 3 - | 1:10.978 | 49.393 | 2:00.371 | 65.19 | 2.987 | 13:42:29.324 |
| 4 - | 1:08.731 | 49.244 | 1:57.975 (2) | 66.52 | 0.591 | 13:44:27.299 |
| 5 - | 1:08.996 | 49.004 | 1:58.000 (3) | 66.50 | 0.616 | 13:46:25.299 |
| 6 - | 1:08.975 | 48.409 | 1:57.384 (1) | 66.85 | | 13:48:22.683 |
| 7 - | 1:08.856 | 59.105 | 2:07.961 | 61.33 | 10.577 | 13:50:30.644 |

| P4 85 Andrew WALES | | MZ - Illuminated Design LTD | | | | |
|---------------------------|-----------------|-----------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.990 | | BEST LAP TIME : 2:05.990 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:14.252 | 58.45 | 8.262 | 13:37:42.733 |
| 2 - | 1:22.066 | 54.740 | 2:16.806 | 57.36 | 10.816 | 13:39:59.539 |
| 3 - | 1:15.991 | 53.739 | 2:09.730 | 60.49 | 3.740 | 13:42:09.269 |
| 4 - | 1:14.285 | 53.309 | 2:07.594 | 61.50 | 1.604 | 13:44:16.863 |
| 5 - | 1:14.079 | 52.486 | 2:06.565 (2) | 62.00 | 0.575 | 13:46:23.428 |
| 6 - | 1:13.569 | 52.421 | 2:05.990 (1) | 62.29 | | 13:48:29.418 |
| 7 - | 1:14.085 | 53.194 | 2:07.279 (3) | 61.66 | 1.289 | 13:50:36.697 |

| P5 20 Christopher WATSON | | MZ - Expert Locksmiths Medway | | | | |
|---------------------------------|-----------------|-------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:08.213 | | BEST LAP TIME : 2:08.568 | | DIFFERENCE : 0.355 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:17.872 | 56.92 | 9.304 | 13:37:46.353 |
| 2 - | 1:15.807 | 53.090 | 2:08.897 (2) | 60.88 | 0.329 | 13:39:55.250 |
| 3 - | 1:15.496 | 53.446 | 2:08.942 (3) | 60.86 | 0.374 | 13:42:04.192 |
| 4 - | 1:15.399 | 53.559 | 2:08.958 | 60.85 | 0.390 | 13:44:13.150 |
| 5 - | 1:16.175 | 52.900 | 2:09.075 | 60.80 | 0.507 | 13:46:22.225 |
| 6 - | 1:15.754 | 52.814 | 2:08.568 (1) | 61.04 | | 13:48:30.793 |
| 7 - | 1:16.863 | 54.490 | 2:11.353 | 59.74 | 2.785 | 13:50:42.146 |

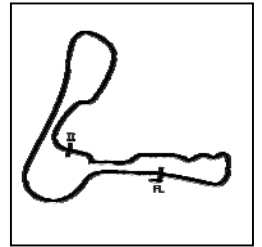
| P6 9 Gary HOWLETT | | MZ - HS Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.630 | | BEST LAP TIME : 2:07.630 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:17.872 | 56.92 | 9.304 | 13:37:46.353 |
| 2 - | 1:15.807 | 53.090 | 2:08.897 (2) | 60.88 | 0.329 | 13:39:55.250 |
| 3 - | 1:15.496 | 53.446 | 2:08.942 (3) | 60.86 | 0.374 | 13:42:04.192 |
| 4 - | 1:15.399 | 53.559 | 2:08.958 | 60.85 | 0.390 | 13:44:13.150 |
| 5 - | 1:16.175 | 52.900 | 2:09.075 | 60.80 | 0.507 | 13:46:22.225 |
| 6 - | 1:15.754 | 52.814 | 2:08.568 (1) | 61.04 | | 13:48:30.793 |
| 7 - | 1:16.863 | 54.490 | 2:11.353 | 59.74 | 2.785 | 13:50:42.146 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 13:35 Flag 13:50 End: 13:52

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | | 2:20.231 | 55.96 | 12.601 | 13:37:48.712 |
| 2 - | 1:16.448 | 55.260 | 2:11.708 | 59.58 | 4.078 | 13:40:00.420 |
| 3 - | 1:15.931 | 53.733 | 2:09.664 | 60.52 | 2.034 | 13:42:10.084 |
| 4 - | 1:15.351 | 54.157 | 2:09.508 (3) | 60.59 | 1.878 | 13:44:19.592 |
| 5 - | 1:16.025 | 53.771 | 2:09.796 | 60.46 | 2.166 | 13:46:29.388 |
| 6 - | 1:14.681 | 52.949 | 2:07.630 (1) | 61.49 | | 13:48:37.018 |
| 7 - | 1:14.778 | 53.486 | 2:08.264 (2) | 61.18 | 0.634 | 13:50:45.282 |

| P7 69 R Alexander MANN | | | MZ - | | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:10.492 | | BEST LAP TIME : 2:10.492 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | | 2:20.715 | 55.77 | 10.223 | 13:37:49.196 |
| 2 - | 1:17.444 | 54.160 | 2:11.604 (3) | 59.63 | 1.112 | 13:40:00.800 |
| 3 - | 1:16.473 | 54.019 | 2:10.492 (1) | 60.14 | | 13:42:11.292 |
| 4 - | 1:16.927 | 55.054 | 2:11.981 | 59.46 | 1.489 | 13:44:23.273 |
| 5 - | 1:17.519 | 54.604 | 2:12.123 | 59.39 | 1.631 | 13:46:35.396 |
| 6 - | 1:16.944 | 54.612 | 2:11.556 (2) | 59.65 | 1.064 | 13:48:46.952 |
| 7 - | 1:17.052 | 54.858 | 2:11.910 | 59.49 | 1.418 | 13:50:58.862 |

| P8 90 GP Pete THORNE | | | Yamaha - Aspire Classic Restorations | | | |
|---------------------------|----------|--------------------------|--------------------------------------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:05.000 | | BEST LAP TIME : 2:05.397 | | DIFFERENCE : 0.397 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|----------|---------------------|
| 1 - | | 54.019 | 3:15.663 | 40.11 | 1:10.266 | 13:38:44.144 |
| 2 - | 1:14.909 | 53.393 | 2:08.302 | 61.16 | 2.905 | 13:40:52.446 |
| 3 - | 1:14.513 | 54.168 | 2:08.681 | 60.98 | 3.284 | 13:43:01.127 |
| 4 - | 1:14.614 | 53.543 | 2:08.157 | 61.23 | 2.760 | 13:45:09.284 |
| 5 - | 1:12.926 | 54.475 | 2:07.401 (3) | 61.60 | 2.004 | 13:47:16.685 |
| 6 - | 1:13.298 | 53.400 | 2:06.698 (2) | 61.94 | 1.301 | 13:49:23.383 |
| 7 - | 1:13.323 | 52.074 | 2:05.397 (1) | 62.58 | | 13:51:28.780 |

| P9 3 GP Tom BARRETT | | | Honda - | | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:05.270 | | BEST LAP TIME : 2:05.641 | | DIFFERENCE : 0.371 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|----------|---------------------|
| 1 - | | 54.568 | 3:17.464 | 39.74 | 1:11.823 | 13:38:45.945 |
| 2 - | 1:14.375 | 54.178 | 2:08.553 | 61.04 | 2.912 | 13:40:54.498 |
| 3 - | 1:13.724 | 54.803 | 2:08.527 | 61.06 | 2.886 | 13:43:03.025 |
| 4 - | 1:11.596 | 54.045 | 2:05.641 (1) | 62.46 | | 13:45:08.666 |
| 5 - | 1:12.797 | 56.155 | 2:08.952 | 60.86 | 3.311 | 13:47:17.618 |
| 6 - | 1:13.779 | 53.674 | 2:07.453 (2) | 61.57 | 1.812 | 13:49:25.071 |
| 7 - | 1:13.175 | 55.132 | 2:08.307 (3) | 61.16 | 2.666 | 13:51:33.378 |

| P10 21 GPF Ben HUNTER | | | Yamaha - | | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:06.399 | | BEST LAP TIME : 2:07.232 | | DIFFERENCE : 0.833 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|----------|---------------------|
| 1 - | | 52.579 | 3:11.487 | 40.98 | 1:04.255 | 13:38:39.968 |
| 2 - | 1:13.820 | 53.412 | 2:07.232 (1) | 61.68 | | 13:40:47.200 |
| 3 - | 1:15.176 | 53.749 | 2:08.925 (2) | 60.87 | 1.693 | 13:42:56.125 |
| 4 - | 1:15.321 | 54.369 | 2:09.690 (3) | 60.51 | 2.458 | 13:45:05.815 |
| 5 - | 1:17.527 | 55.230 | 2:12.757 | 59.11 | 5.525 | 13:47:18.572 |
| 6 - | 1:15.667 | 54.177 | 2:09.844 | 60.44 | 2.612 | 13:49:28.416 |
| 7 - | 1:15.886 | 54.935 | 2:10.821 | 59.99 | 3.589 | 13:51:39.237 |

| P11 5 Garry SAMETT | | | MZ - smallmouse | | | |
|---------------------------|----------|--------------------------|-----------------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:13.317 | | BEST LAP TIME : 2:13.644 | | DIFFERENCE : 0.327 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

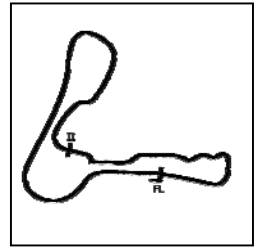
| | | | | | | |
|-----|----------|--------|--------------|-------|--------|--------------|
| 1 - | | | 2:33.674 | 51.06 | 20.030 | 13:38:02.155 |
| 2 - | 1:20.245 | 58.166 | 2:18.411 | 56.70 | 4.767 | 13:40:20.566 |
| 3 - | 1:18.771 | 57.377 | 2:16.148 (3) | 57.64 | 2.504 | 13:42:36.714 |
| 4 - | 1:18.261 | 59.539 | 2:17.800 | 56.95 | 4.156 | 13:44:54.514 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 13:35 Flag 13:50 End: 13:52

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 5 - | 1:19.705 | 57.975 | 2:17.680 | 57.00 | 4.036 | 13:47:12.194 |
| 6 - | 1:16.946 | 56.721 | 2:13.667 (2) | 58.71 | 0.023 | 13:49:25.861 |
| 7 - | 1:17.273 | 56.371 | 2:13.644 (1) | 58.72 | | 13:51:39.505 |

| P12 55 GPF Nick COOPER | | Aprilia - Skint Racing - Wemoto.com and Mr Spotch Gardening | | | | |
|-------------------------------|-----------------|---|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:07.609 | | BEST LAP TIME : 2:08.351 | | DIFFERENCE : 0.742 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.798 | 3:15.594 | 40.12 | 1:07.243 | 13:38:44.075 |
| 2 - | 1:16.635 | 54.876 | 2:11.511 | 59.67 | 3.160 | 13:40:55.586 |
| 3 - | 1:15.461 | 54.884 | 2:10.345 | 60.20 | 1.994 | 13:43:05.931 |
| 4 - | 1:14.119 | 54.232 | 2:08.351 (1) | 61.14 | | 13:45:14.282 |
| 5 - | 1:15.452 | 54.715 | 2:10.167 | 60.29 | 1.816 | 13:47:24.449 |
| 6 - | 1:15.626 | 54.170 | 2:09.796 (3) | 60.46 | 1.445 | 13:49:34.245 |
| 7 - | 1:13.439 | 55.757 | 2:09.196 (2) | 60.74 | 0.845 | 13:51:43.441 |

| P13 17 GPF David PATERSON | | Yamaha - Lots of overtime | | | | |
|----------------------------------|-----------------|---------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:08.575 | | BEST LAP TIME : 2:08.575 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.641 | 3:18.832 | 39.47 | 1:10.257 | 13:38:47.313 |
| 2 - | 1:16.840 | 54.288 | 2:11.128 | 59.85 | 2.553 | 13:40:58.441 |
| 3 - | 1:17.232 | 54.741 | 2:11.973 | 59.46 | 3.398 | 13:43:10.414 |
| 4 - | 1:17.093 | 54.084 | 2:11.177 | 59.82 | 2.602 | 13:45:21.591 |
| 5 - | 1:16.457 | 53.418 | 2:09.875 (3) | 60.42 | 1.300 | 13:47:31.466 |
| 6 - | 1:16.092 | 53.691 | 2:09.783 (2) | 60.47 | 1.208 | 13:49:41.249 |
| 7 - | 1:15.644 | 52.931 | 2:08.575 (1) | 61.03 | | 13:51:49.824 |

| P14 25 Chris CHADDERTON | | MZ - | | | | |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.876 | | BEST LAP TIME : 2:17.169 | | DIFFERENCE : 0.293 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:34.320 | 50.85 | 17.151 | 13:38:02.801 |
| 2 - | 1:22.116 | 58.071 | 2:20.187 | 55.98 | 3.018 | 13:40:22.988 |
| 3 - | 1:22.035 | 56.980 | 2:19.015 | 56.45 | 1.846 | 13:42:42.003 |
| 4 - | 1:20.966 | 56.452 | 2:17.418 (2) | 57.11 | 0.249 | 13:44:59.421 |
| 5 - | 1:21.114 | 56.930 | 2:18.044 (3) | 56.85 | 0.875 | 13:47:17.465 |
| 6 - | 1:20.424 | 56.745 | 2:17.169 (1) | 57.21 | | 13:49:34.634 |
| 7 - | 1:21.430 | 59.205 | 2:20.635 | 55.80 | 3.466 | 13:51:55.269 |

| P15 47 Richard FAYERS | | MZ - | | | | |
|------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.514 | | BEST LAP TIME : 2:19.353 | | DIFFERENCE : 0.839 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:32.186 | 51.56 | 12.833 | 13:38:00.667 |
| 2 - | 1:22.556 | 58.331 | 2:20.887 (3) | 55.70 | 1.534 | 13:40:21.554 |
| 3 - | 1:21.730 | 57.978 | 2:19.708 (2) | 56.17 | 0.355 | 13:42:41.262 |
| 4 - | 1:22.569 | 56.784 | 2:19.353 (1) | 56.31 | | 13:45:00.615 |
| 5 - | 1:22.482 | 1:00.283 | 2:22.765 | 54.97 | 3.412 | 13:47:23.380 |
| 6 - | 1:24.212 | 57.885 | 2:22.097 | 55.23 | 2.744 | 13:49:45.477 |
| 7 - | 1:24.449 | 1:00.328 | 2:24.777 | 54.20 | 5.424 | 13:52:10.254 |

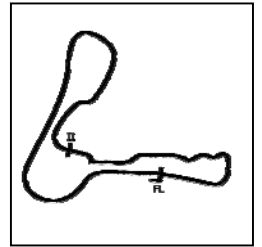
| P16 60 GPF Ian READ | | Suzuki - MiMS Racing | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:13.717 | | BEST LAP TIME : 2:13.717 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.453 | 3:22.098 | 38.83 | 1:08.381 | 13:38:50.579 |
| 2 - | 1:18.655 | 57.648 | 2:16.303 | 57.57 | 2.586 | 13:41:06.882 |
| 3 - | 1:21.723 | 56.685 | 2:18.408 | 56.70 | 4.691 | 13:43:25.290 |
| 4 - | 1:18.641 | 56.446 | 2:15.087 (2) | 58.09 | 1.370 | 13:45:40.377 |
| 5 - | 1:18.386 | 56.985 | 2:15.371 (3) | 57.97 | 1.654 | 13:47:55.748 |
| 6 - | 1:17.660 | 56.057 | 2:13.717 (1) | 58.69 | | 13:50:09.465 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 13:35 Flag 13:50 End: 13:52

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - 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

| P17 30 GPF Neil HEWSON | | | Suzuki - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:12.423 | | BEST LAP TIME : 2:12.423 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 58.424 | 3:26.518 | 38.00 | 1:14.095 | 13:38:54.999 |
| 2 - | 1:18.592 | 57.944 | 2:16.536 | 57.47 | 4.113 | 13:41:11.535 |
| 3 - | 1:18.715 | 56.725 | 2:15.440 (3) | 57.94 | 3.017 | 13:43:26.975 |
| 4 - | 1:18.276 | 56.687 | 2:14.963 (2) | 58.14 | 2.540 | 13:45:41.938 |
| 5 - | 1:18.018 | 57.546 | 2:15.564 | 57.89 | 3.141 | 13:47:57.502 |
| 6 - | 1:16.850 | 55.573 | 2:12.423 (1) | 59.26 | | 13:50:09.925 |

| P18 56 R Russell TURNER | | | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.765 | | BEST LAP TIME : 2:20.765 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:38.051 | 49.65 | 17.286 | 13:38:06.532 |
| 2 - | 1:26.767 | 1:03.493 | 2:30.260 | 52.22 | 9.495 | 13:40:36.792 |
| 3 - | 1:25.706 | 1:05.258 | 2:30.964 | 51.98 | 10.199 | 13:43:07.756 |
| 4 - | 1:25.756 | 1:02.170 | 2:27.926 (3) | 53.05 | 7.161 | 13:45:35.682 |
| 5 - | 1:22.103 | 1:00.196 | 2:22.299 (2) | 55.15 | 1.534 | 13:47:57.981 |
| 6 - | 1:21.578 | 59.187 | 2:20.765 (1) | 55.75 | | 13:50:18.746 |

| P19 66 Mark VINCENT | | | MZ - Putoline | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:24.519 | | BEST LAP TIME : 2:26.244 | | DIFFERENCE : 1.725 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:43.962 | 47.86 | 17.718 | 13:38:12.443 |
| 2 - | 1:27.247 | 1:00.960 | 2:28.207 | 52.95 | 1.963 | 13:40:40.650 |
| 3 - | 1:26.215 | 1:01.074 | 2:27.289 | 53.28 | 1.045 | 13:43:07.939 |
| 4 - | 1:24.151 | 1:02.187 | 2:26.338 (2) | 53.62 | 0.094 | 13:45:34.277 |
| 5 - | 1:26.688 | 1:00.368 | 2:27.056 (3) | 53.36 | 0.812 | 13:48:01.333 |
| 6 - | 1:25.719 | 1:00.525 | 2:26.244 (1) | 53.66 | | 13:50:27.577 |

| P20 32 R John ASHMEAD | | | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.368 | | BEST LAP TIME : 2:16.382 | | DIFFERENCE : 0.014 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:33.651 | 51.07 | 17.269 | 13:38:02.132 |
| 2 - | 1:23.632 | 56.660 | 2:20.292 (3) | 55.94 | 3.910 | 13:40:22.424 |
| 3 - | 1:21.424 | 57.928 | 2:19.352 (2) | 56.31 | 2.970 | 13:42:41.776 |
| 4 - | 1:19.708 | 56.674 | 2:16.382 (1) | 57.54 | | 13:44:58.158 |
| 5 - | 1:20.599 | 1:03.680 | 2:24.279 | 54.39 | 7.897 | 13:47:22.437 |

| P21 96 Chris KENT | | | MZ - Me, Myself & I | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.353 | | BEST LAP TIME : 2:00.353 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:12.366 | 59.29 | 12.013 | 13:37:40.847 |
| 2 - | 1:11.637 | 51.655 | 2:03.292 (3) | 63.65 | 2.939 | 13:39:44.139 |
| 3 - | 1:11.040 | 51.088 | 2:02.128 (2) | 64.26 | 1.775 | 13:41:46.267 |
| 4 - | 1:09.765 | 50.588 | 2:00.353 (1) | 65.20 | | 13:43:46.620 |

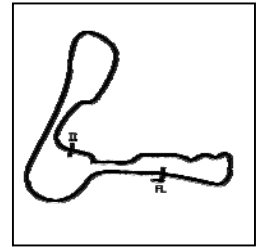
| P22 39 GPF Dan WRIGHT | | | Yamaha - | | | |
|---------------------------|----------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:03.116 | | BEST LAP TIME : 2:03.511 | | DIFFERENCE : 0.395 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.577 | 3:09.601 | 41.39 | 1:06.090 | 13:38:38.082 |
| 2 - | 1:11.558 | 51.953 | 2:03.511 (1) | 63.54 | | 13:40:41.593 |
| 3 - | 1:12.141 | 51.770 | 2:03.911 (2) | 63.33 | 0.400 | 13:42:45.504 |
| 4 - | 1:11.723 | 56.410 | 2:08.133 (3) | 61.24 | 4.622 | 13:44:53.637 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 13:35 Flag 13:50 End: 13:52

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - 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

| P23 82 | | Mark TAYLOR | | MZ - Longhove Contracts | | |
|---------------------------|----------|--------------------------|---------------------|-------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.867 | | BEST LAP TIME : 2:03.022 | | DIFFERENCE : 2.155 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:11.651 | 59.61 | 8.629 | 13:37:40.132 |
| 2 - | 1:11.827 | 51.195 | 2:03.022 (1) | 63.79 | | 13:39:43.154 |
| 3 - | 1:12.385 | 50.802 | 2:03.187 (2) | 63.70 | 0.165 | 13:41:46.341 |

| P24 40 | | Simon SNOWDEN | | MZ - Wheels motorcycles peterborough | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.249 | | BEST LAP TIME : 2:16.658 | | DIFFERENCE : 0.409 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:27.206 | 53.31 | 10.548 | 13:37:55.687 |
| 2 - | 1:20.495 | 56.163 | 2:16.658 (1) | 57.42 | | 13:40:12.345 |
| 3 - | 1:20.086 | 56.976 | 2:17.062 (2) | 57.25 | 0.404 | 13:42:29.407 |

| P25 113 | | Liam NEWMAN | | MZ - Team newman racing | | |
|---------------------------|----------|--------------------------|---------------------|-------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.614 | | BEST LAP TIME : 2:17.174 | | DIFFERENCE : 0.560 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:31.396 | 51.83 | 14.222 | 13:37:59.877 |
| 2 - | 1:21.555 | 59.332 | 2:20.887 (2) | 55.70 | 3.713 | 13:40:20.764 |
| 3 - | 1:20.019 | 57.155 | 2:17.174 (1) | 57.21 | | 13:42:37.938 |

| P26 130 GP | | Malcolm HOWELL | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:17.098 | | BEST LAP TIME : 2:17.117 | | DIFFERENCE : 0.019 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 59.460 | 3:28.111 | 37.71 | 1:10.994 | 13:38:56.592 |
| 2 - | 1:19.782 | 57.335 | 2:17.117 (1) | 57.23 | | 13:41:13.709 |
| 3 - | 1:19.763 | 59.643 | 2:19.406 (2) | 56.29 | 2.289 | 13:43:33.115 |

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|------------|-----------------|-----|------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:57.140 | | |
| 1 | 13 | EDMONDSON | 1:08.731 | 13 | EDMONDSON | 48.409 | 1 | 13 | EDMONDSON | 1:57.140 | 1:57.384 | 0.244 |
| 2 | 96 | KENT | 1:09.765 | 96 | KENT | 50.588 | 2 | 96 | KENT | 2:00.353 | 2:00.353 | 0.000 |
| 3 | 82 | TAYLOR | 1:10.065 | 95 | ROGERS | 50.717 | 3 | 82 | TAYLOR | 2:00.867 | 2:03.022 | 2.155 |
| 4 | 95 | ROGERS | 1:11.007 | 82 | TAYLOR | 50.802 | 4 | 95 | ROGERS | 2:01.724 | 2:01.724 | 0.000 |
| 5 | 39 | WRIGHT | 1:11.346 | 39 | WRIGHT | 51.770 | 5 | 39 | WRIGHT | 2:03.116 | 2:03.511 | 0.395 |
| 6 | 3 | BARRETT | 1:11.596 | 90 | THORNE | 52.074 | 6 | 68 | GARRIQUES | 2:04.174 | 2:05.296 | 1.122 |
| 7 | 68 | GARRIQUES | 1:12.017 | 68 | GARRIQUES | 52.157 | 7 | 90 | THORNE | 2:05.000 | 2:05.397 | 0.397 |
| 8 | 90 | THORNE | 1:12.926 | 85 | WALES | 52.421 | 8 | 3 | BARRETT | 2:05.270 | 2:05.641 | 0.371 |
| 9 | 55 | COOPER | 1:13.439 | 21 | HUNTER | 52.579 | 9 | 85 | WALES | 2:05.990 | 2:05.990 | 0.000 |
| 10 | 85 | WALES | 1:13.569 | 20 | WATSON | 52.814 | 10 | 21 | HUNTER | 2:06.399 | 2:07.232 | 0.833 |
| 11 | 21 | HUNTER | 1:13.820 | 17 | PATERSON | 52.931 | 11 | 55 | COOPER | 2:07.609 | 2:08.351 | 0.742 |
| 12 | 9 | HOWLETT | 1:14.681 | 9 | HOWLETT | 52.949 | 12 | 9 | HOWLETT | 2:07.630 | 2:07.630 | 0.000 |
| 13 | 20 | WATSON | 1:15.399 | 3 | BARRETT | 53.674 | 13 | 20 | WATSON | 2:08.213 | 2:08.568 | 0.355 |
| 14 | 17 | PATERSON | 1:15.644 | 69 | MANN | 54.019 | 14 | 17 | PATERSON | 2:08.575 | 2:08.575 | 0.000 |
| 15 | 69 | MANN | 1:16.473 | 55 | COOPER | 54.170 | 15 | 69 | MANN | 2:10.492 | 2:10.492 | 0.000 |
| 16 | 30 | HEWSON | 1:16.850 | 30 | HEWSON | 55.573 | 16 | 30 | HEWSON | 2:12.423 | 2:12.423 | 0.000 |
| 17 | 5 | SAMETT | 1:16.946 | 60 | READ | 56.057 | 17 | 5 | SAMETT | 2:13.317 | 2:13.644 | 0.327 |
| 18 | 60 | READ | 1:17.660 | 40 | SNOWDEN | 56.163 | 18 | 60 | READ | 2:13.717 | 2:13.717 | 0.000 |
| 19 | 113 | NEWMAN | 1:19.459 | 5 | SAMETT | 56.371 | 19 | 40 | SNOWDEN | 2:16.249 | 2:16.658 | 0.409 |
| 20 | 32 | ASHMEAD | 1:19.708 | 25 | CHADDERTON | 56.452 | 20 | 32 | ASHMEAD | 2:16.368 | 2:16.382 | 0.014 |
| 21 | 130 | HOWELL | 1:19.763 | 32 | ASHMEAD | 56.660 | 21 | 113 | NEWMAN | 2:16.614 | 2:17.174 | 0.560 |
| 22 | 40 | SNOWDEN | 1:20.086 | 47 | FAYERS | 56.784 | 22 | 25 | CHADDERTON | 2:16.876 | 2:17.169 | 0.293 |
| 23 | 25 | CHADDERTON | 1:20.424 | 113 | NEWMAN | 57.155 | 23 | 130 | HOWELL | 2:17.098 | 2:17.117 | 0.019 |
| 24 | 56 | TURNER | 1:21.578 | 130 | HOWELL | 57.335 | 24 | 47 | FAYERS | 2:18.514 | 2:19.353 | 0.839 |
| 25 | 47 | FAYERS | 1:21.730 | 56 | TURNER | 59.187 | 25 | 56 | TURNER | 2:20.765 | 2:20.765 | 0.000 |
| 26 | 66 | VINCENT | 1:24.151 | 66 | VINCENT | 1:00.368 | 26 | 66 | VINCENT | 2:24.519 | 2:26.244 | 1.725 |
| 27 | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles

Start: 13:35 Flag 13:50 End: 13:52

Results can be found at www.tsl-timing.com

Printed - 13:55 Saturday, 28 April 2018

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP
RACE 10 - GRID (7 Laps)

| | | | | | | | | | |
|--------|----|----------|------------------------------|----|------------------------|------------------------------|----|----------|----------------------------|
| ROW 12 | 34 | 2:17.117 | 130 Malcolm HOWELL | 35 | 11 Gael MACHARD | 1 | | | |
| ROW 11 | 31 | 2:08.575 | 17 David PATERSON | 32 | 2:12.423 | 30 Neil HEWSON | 33 | 2:13.717 | 60 Ian READ |
| ROW 10 | 28 | 2:05.641 | 3 Tom BARRETT | 29 | 2:07.232 | 21 Ben HUNTER | 30 | 2:08.351 | 55 Nick COOPER |
| ROW 9 | 25 | 1:57.384 | 13 Doug EDMONDSON | 26 | 2:03.511 | 39 Dan WRIGHT | 27 | 2:05.397 | 90 Pete THORNE |
| ROW 8 | 22 | | | 23 | | | 24 | | |
| ROW 7 | 19 | | 6 Jerry FROST | 20 | | | 21 | | |
| ROW 6 | 16 | 2:26.244 | 66 Mark VINCENT | 17 | | 63 Keith BADGER | 18 | | 28 William BROWN |
| ROW 5 | 13 | 2:17.174 | 113 Liam NEWMAN | 14 | 2:19.353 | 47 Richard FAYERS | 15 | 2:20.765 | 56 Russell TURNER |
| ROW 4 | 10 | 2:16.382 | 32 John ASHMEAD | 11 | 2:16.658 | 40 Simon SNOWDEN | 12 | 2:17.169 | 25 Chris CHADDERTON |
| ROW 3 | 7 | 2:08.568 | 20 Christopher WATSON | 8 | 2:10.492 | 69 Alexander MANN | 9 | 2:13.644 | 5 Garry SAMETT |
| ROW 2 | 4 | 2:05.296 | 68 Graham GARRIQUES | 5 | 2:05.990 | 85 Andrew WALES | 6 | 2:07.630 | 9 Gary HOWLETT |
| ROW 1 | 1 | 2:00.353 | 96 Chris KENT | 2 | 2:01.724 | 95 Christopher ROGERS | 3 | 2:03.022 | 82 Mark TAYLOR |
| | | | Pole | | | | | | |

Cadwell Park
 Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 14:00 Saturday, 28 April 2018



Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP
RACE 10 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|-----|----------------------|---|------|-----------|----------|--------|-------|----------|----|
| 1 | 82 | | 1 Mark TAYLOR | MZ - Longhove Contracts | 5 | 10:20.950 | | | 63.19 | 2:01.402 | 2 |
| 2 | 96 | | 2 Chris KENT | MZ - Me, Myself & I | 5 | 10:30.472 | 9.522 | 9.522 | 62.23 | 2:03.579 | 5 |
| 3 | 85 | | 3 Andrew WALES | MZ - Illuminated Design LTD | 5 | 10:34.186 | 13.236 | 3.714 | 61.87 | 2:03.958 | 3 |
| 4 | 68 | | 4 Graham GARRIQUES | MZ - | 5 | 10:42.667 | 21.717 | 8.481 | 61.05 | 2:05.896 | 2 |
| 5 | 95 | | 5 Christopher ROGERS | MZ - CB Racing | 5 | 10:42.798 | 21.848 | 0.131 | 61.04 | 2:06.538 | 2 |
| 6 | 63 | | 6 Keith BADGER | MZ - Bgr racing | 5 | 10:44.409 | 23.459 | 1.611 | 60.89 | 2:05.469 | 2 |
| 7 | 20 | | 7 Christopher WATSON | MZ - Expert Locksmiths Medway | 5 | 10:57.376 | 36.426 | 12.967 | 59.69 | 2:09.187 | 3 |
| 8 | 13 | GPF | 1 Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 5 | 11:02.613 | 41.663 | 5.237 | 59.22 | 1:57.078 | 2 |
| 9 | 9 | | 8 Gary HOWLETT | MZ - HS Racing | 5 | 11:02.650 | 41.700 | 0.037 | 59.21 | 2:09.563 | 4 |
| 10 | 69 | R | 1 Alexander MANN | MZ - | 5 | 11:17.813 | 56.863 | 15.163 | 57.89 | 2:13.015 | 2 |
| 11 | 40 | | 9 Simon SNOWDEN | MZ - Wheels motorcycles peterborough | 5 | 11:24.775 | 1:03.825 | 6.962 | 57.30 | 2:13.184 | 2 |
| 12 | 113 | | 10 Liam NEWMAN | MZ - Team newman racing | 5 | 11:41.744 | 1:20.794 | 16.969 | 55.91 | 2:16.622 | 4 |
| 13 | 5 | | 11 Garry SAMETT | MZ - smallmouse | 5 | 11:42.374 | 1:21.424 | 0.630 | 55.86 | 2:15.718 | 5 |
| 14 | 47 | | 12 Richard FAYERS | MZ - | 5 | 11:43.673 | 1:22.723 | 1.299 | 55.76 | 2:16.598 | 5 |
| 15 | 25 | | 13 Chris CHADDERTON | MZ - | 5 | 11:44.574 | 1:23.624 | 0.901 | 55.69 | 2:18.514 | 2 |
| 16 | 90 | GP | 1 Pete THORNE | Yamaha - Aspire Classic Restorations | 5 | 11:52.692 | 1:31.742 | 8.118 | 55.05 | 2:05.667 | 2 |
| 17 | 32 | R | 2 John ASHMEAD | MZ - | 5 | 11:59.025 | 1:38.075 | 6.333 | 54.57 | 2:19.869 | 4 |
| 18 | 56 | R | 3 Russell TURNER | MZ - | 5 | 12:00.330 | 1:39.380 | 1.305 | 54.47 | 2:19.860 | 4 |
| 19 | 21 | GPF | 2 Ben HUNTER | Yamaha - | 5 | 12:02.599 | 1:41.649 | 2.269 | 54.30 | 2:07.853 | 2 |
| 20 | 55 | GPF | 3 Nick COOPER | Aprilia - Skint Racing - Wemoto.com and Mr Spotch | 5 | 12:12.971 | 1:52.021 | 10.372 | 53.53 | 2:11.211 | 5 |
| 21 | 60 | GPF | 4 Ian READ | Suzuki - MiMS Racing | 5 | 12:13.321 | 1:52.371 | 0.350 | 53.51 | 2:10.837 | 2 |
| 22 | 3 | GP | 2 Tom BARRETT | Honda - | 5 | 12:16.650 | 1:55.700 | 3.329 | 53.26 | 2:10.745 | 4 |
| 23 | 11 | GPF | 5 Gael MACHARD | Aprilia - | 5 | 12:34.025 | 2:13.075 | 17.375 | 52.04 | 2:12.218 | 4 |

NOT CLASSIFIED

DNF 30 GPF Neil HEWSON Suzuki - 0

FASTEST LAP

| | | | | | | | |
|----|-----|----------------|---|---|----------|-----------|------------|
| 13 | GPF | Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 2 | 1:57.078 | 67.03 mph | 107.87 kph |
| 82 | | Mark TAYLOR | MZ - Longhove Contracts | 2 | 2:01.402 | 64.64 mph | 104.03 kph |
| 90 | GP | Pete THORNE | Yamaha - Aspire Classic Restorations | 2 | 2:05.667 | 62.45 mph | 100.50 kph |
| 69 | R | Alexander MANN | MZ - | 2 | 2:13.015 | 59.00 mph | 94.95 kph |

Class - 92.5% of Race Speed = 58.45 mph
Class GPF - 92.5% of Race Speed = 54.77 mph
Class R - 92.5% of Race Speed = 53.54 mph
Class GP - 92.5% of Race Speed = 50.92 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 17:30 Flag 17:40 End: 17:42

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 17:43 Saturday, 28 April 2018



Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - LAP CHART

LAP 1 @ 17:32:11.145

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 82 | | 2:10.135 |
| 96 | 3.704 | 2:13.839 |
| 95 | 4.681 | 2:14.816 |
| 85 | 4.865 | 2:15.000 |
| 68 | 5.614 | 2:15.749 |
| 20 | 9.198 | 2:19.333 |
| 9 | 9.265 | 2:19.400 |
| 63 | 10.297 | 2:20.432 |
| 69 | 11.115 | 2:21.250 |
| 25 | 15.740 | 2:25.875 |
| 113 | 17.828 | 2:27.963 |
| 40 | 18.282 | 2:28.417 |
| 47 | 20.344 | 2:30.479 |
| 5 | 21.622 | 2:31.757 |
| 56 | 24.619 | 2:34.754 |
| 32 | 24.692 | 2:34.827 |
| 13 | 59.727 | 3:09.862 |
| 21 | 1:11.811 | 3:21.946 |
| 55 | 1:15.356 | 3:25.491 |
| 60 | 1:15.905 | 3:26.040 |
| 90 | 1:16.703 | 3:26.838 |
| 3 | 1:17.828 | 3:27.963 |
| 11 | 1:25.838 | 3:35.973 |

LAP 2 @ 17:34:12.547

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 82 | | 2:01.402 |
| 96 | 7.300 | 2:04.998 |
| 85 | 7.860 | 2:04.397 |
| 95 | 9.817 | 2:06.538 |
| 68 | 10.108 | 2:05.896 |
| 63 | 14.364 | 2:05.469 |
| 20 | 17.202 | 2:09.406 |
| 9 | 18.657 | 2:10.794 |
| 69 | 22.728 | 2:13.015 |
| 40 | 30.064 | 2:13.184 |
| 25 | 32.852 | 2:18.514 |
| 113 | 33.543 | 2:17.117 |
| 47 | 38.011 | 2:19.069 |
| 5 | 39.436 | 2:19.216 |
| 56 | 44.715 | 2:21.498 |
| 32 | 45.721 | 2:22.431 |
| 13 | 55.403 | 1:57.078 |
| 21 | 1:18.262 | 2:07.853 |
| 90 | 1:20.968 | 2:05.667 |
| 60 | 1:25.340 | 2:10.837 |
| 55 | 1:25.958 | 2:12.004 |
| 3 | 1:27.789 | 2:11.363 |
| 11 | 1:41.380 | 2:16.944 |

LAP 3 @ 17:36:14.278

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 82 | | 2:01.731 |
| 96 | 9.327 | 2:03.758 |
| 85 | 10.087 | 2:03.958 |
| 95 | 15.240 | 2:07.154 |
| 68 | 15.652 | 2:07.275 |
| 63 | 19.495 | 2:06.862 |
| 20 | 24.658 | 2:09.187 |
| 9 | 28.441 | 2:11.515 |
| 69 | 35.777 | 2:14.780 |

| | | | | | |
|-----|----------|----------|----|----------|----------|
| 40 | 42.698 | 2:14.365 | 3 | 1:55.700 | 2:12.112 |
| 25 | 50.963 | 2:19.842 | 11 | 2:13.075 | 2:14.003 |
| 13 | 52.463 | 1:58.791 | | | |
| 113 | 55.052 | 2:23.240 | | | |
| 5 | 55.584 | 2:17.879 | | | |
| 47 | 56.308 | 2:20.028 | | | |
| 32 | 1:04.759 | 2:20.769 | | | |
| 56 | 1:04.820 | 2:21.836 | | | |
| 21 | 1:25.484 | 2:08.953 | | | |
| 90 | 1:25.513 | 2:06.276 | | | |
| 60 | 1:35.269 | 2:11.660 | | | |
| 55 | 1:36.993 | 2:12.766 | | | |
| 3 | 1:40.525 | 2:14.467 | | | |
| 11 | 1:54.536 | 2:14.887 | | | |

LAP 4 @ 17:38:17.579

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 82 | | 2:03.301 |
| 96 | 10.324 | 2:04.298 |
| 85 | 11.433 | 2:04.647 |
| 95 | 19.418 | 2:07.479 |
| 68 | 19.746 | 2:07.395 |
| 63 | 22.223 | 2:06.029 |
| 20 | 31.143 | 2:09.786 |
| 9 | 34.703 | 2:09.563 |
| 69 | 46.420 | 2:13.944 |
| 13 | 47.729 | 1:58.567 |
| 40 | 53.019 | 2:13.622 |
| 25 | 1:07.342 | 2:19.680 |
| 113 | 1:08.373 | 2:16.622 |
| 5 | 1:10.087 | 2:17.804 |
| 47 | 1:10.506 | 2:17.499 |
| 32 | 1:21.327 | 2:19.869 |
| 56 | 1:21.379 | 2:19.860 |
| 90 | 1:28.630 | 2:06.418 |
| 21 | 1:33.906 | 2:11.723 |
| 60 | 1:44.814 | 2:12.846 |
| 55 | 1:45.191 | 2:11.499 |
| 3 | 1:47.969 | 2:10.745 |
| 11 | 2:03.453 | 2:12.218 |

LAP 5 @ 17:40:21.960

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 82 | | 2:04.381 |
| 96 | 9.522 | 2:03.579 |
| 85 | 13.236 | 2:06.184 |
| 68 | 21.717 | 2:06.352 |
| 95 | 21.848 | 2:06.811 |
| 63 | 23.459 | 2:05.617 |
| 20 | 36.426 | 2:09.664 |
| 13 | 41.663 | 1:58.315 |
| 9 | 41.700 | 2:11.378 |
| 69 | 56.863 | 2:14.824 |
| 40 | 1:03.825 | 2:15.187 |
| 113 | 1:20.794 | 2:16.802 |
| 5 | 1:21.424 | 2:15.718 |
| 47 | 1:22.723 | 2:16.598 |
| 25 | 1:23.624 | 2:20.663 |
| 90 | 1:31.742 | 2:07.493 |
| 32 | 1:38.075 | 2:21.129 |
| 56 | 1:39.380 | 2:22.382 |
| 21 | 1:41.649 | 2:12.124 |
| 55 | 1:52.021 | 2:11.211 |
| 60 | 1:52.371 | 2:11.938 |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park

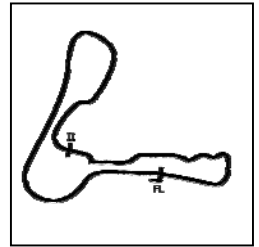
Circuit Length = 2.1800 miles

Start: 17:30 Flag 17:40 End: 17:42

Printed - 17:45 Saturday, 28 April 2018

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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 82 | | Mark TAYLOR | | MZ - Longhove Contracts | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.388 | | BEST LAP TIME : 2:01.402 | | DIFFERENCE : 0.014 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.697 | 2:10.135 | 60.30 | 8.733 | 17:32:11.145 |
| 2 - | 1:11.021 | 50.381 | 2:01.402 (1) | 64.64 | | 17:34:12.547 |
| 3 - | 1:11.007 | 50.724 | 2:01.731 (2) | 64.47 | 0.329 | 17:36:14.278 |
| 4 - | 1:12.264 | 51.037 | 2:03.301 (3) | 63.64 | 1.899 | 17:38:17.579 |
| 5 - | 1:12.556 | 51.825 | 2:04.381 | 63.09 | 2.979 | 17:40:21.960 |

| P2 96 | | Chris KENT | | MZ - Me, Myself & I | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.226 | | BEST LAP TIME : 2:03.579 | | DIFFERENCE : 0.353 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.123 | 2:13.839 | 58.63 | 10.260 | 17:32:14.849 |
| 2 - | 1:12.069 | 52.929 | 2:04.998 | 62.78 | 1.419 | 17:34:19.847 |
| 3 - | 1:12.275 | 51.483 | 2:03.758 (2) | 63.41 | 0.179 | 17:36:23.605 |
| 4 - | 1:12.092 | 52.206 | 2:04.298 (3) | 63.13 | 0.719 | 17:38:27.903 |
| 5 - | 1:11.743 | 51.836 | 2:03.579 (1) | 63.50 | | 17:40:31.482 |

| P3 85 | | Andrew WALES | | MZ - Illuminated Design LTD | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.549 | | BEST LAP TIME : 2:03.958 | | DIFFERENCE : 0.409 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.551 | 2:15.000 | 58.13 | 11.042 | 17:32:16.010 |
| 2 - | 1:12.239 | 52.158 | 2:04.397 (2) | 63.08 | 0.439 | 17:34:20.407 |
| 3 - | 1:12.240 | 51.718 | 2:03.958 (1) | 63.31 | | 17:36:24.365 |
| 4 - | 1:11.831 | 52.816 | 2:04.647 (3) | 62.96 | 0.689 | 17:38:29.012 |
| 5 - | 1:12.224 | 53.960 | 2:06.184 | 62.19 | 2.226 | 17:40:35.196 |

| P4 68 | | Graham GARRIQUES | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.395 | | BEST LAP TIME : 2:05.896 | | DIFFERENCE : 0.501 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.903 | 2:15.749 | 57.81 | 9.853 | 17:32:16.759 |
| 2 - | 1:13.156 | 52.740 | 2:05.896 (1) | 62.33 | | 17:34:22.655 |
| 3 - | 1:14.360 | 52.915 | 2:07.275 (3) | 61.66 | 1.379 | 17:36:29.930 |
| 4 - | 1:14.232 | 53.163 | 2:07.395 | 61.60 | 1.499 | 17:38:37.325 |
| 5 - | 1:14.113 | 52.239 | 2:06.352 (2) | 62.11 | 0.456 | 17:40:43.677 |

| P5 95 | | Christopher ROGERS | | MZ - CB Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.335 | | BEST LAP TIME : 2:06.538 | | DIFFERENCE : 1.203 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.759 | 2:14.816 | 58.21 | 8.278 | 17:32:15.826 |
| 2 - | 1:13.511 | 53.027 | 2:06.538 (1) | 62.02 | | 17:34:22.364 |
| 3 - | 1:14.250 | 52.904 | 2:07.154 (3) | 61.72 | 0.616 | 17:36:29.518 |
| 4 - | 1:14.277 | 53.202 | 2:07.479 | 61.56 | 0.941 | 17:38:36.997 |
| 5 - | 1:14.987 | 51.824 | 2:06.811 (2) | 61.88 | 0.273 | 17:40:43.808 |

| P6 63 | | Keith BADGER | | MZ - Bgr racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.276 | | BEST LAP TIME : 2:05.469 | | DIFFERENCE : 0.193 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.931 | 2:20.432 | 55.88 | 14.963 | 17:32:21.442 |
| 2 - | 1:13.118 | 52.351 | 2:05.469 (1) | 62.54 | | 17:34:26.911 |
| 3 - | 1:14.368 | 52.494 | 2:06.862 | 61.86 | 1.393 | 17:36:33.773 |
| 4 - | 1:13.833 | 52.196 | 2:06.029 (3) | 62.27 | 0.560 | 17:38:39.802 |
| 5 - | 1:13.459 | 52.158 | 2:05.617 (2) | 62.47 | 0.148 | 17:40:45.419 |

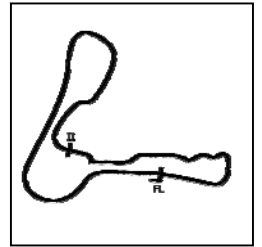
| P7 20 | | Christopher WATSON | | MZ - Expert Locksmiths Medway | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.551 | | BEST LAP TIME : 2:09.187 | | DIFFERENCE : 0.636 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.931 | 2:20.432 | 55.88 | 14.963 | 17:32:21.442 |
| 2 - | 1:13.118 | 52.351 | 2:05.469 (1) | 62.54 | | 17:34:26.911 |
| 3 - | 1:14.368 | 52.494 | 2:06.862 | 61.86 | 1.393 | 17:36:33.773 |
| 4 - | 1:13.833 | 52.196 | 2:06.029 (3) | 62.27 | 0.560 | 17:38:39.802 |
| 5 - | 1:13.459 | 52.158 | 2:05.617 (2) | 62.47 | 0.148 | 17:40:45.419 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:30 Flag 17:40 End: 17:42

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 53.962 | 2:19.333 | 56.32 | 10.146 | 17:32:20.343 |
| 2 - | 1:16.169 | 53.237 | 2:09.406 (2) | 60.64 | 0.219 | 17:34:29.749 |
| 3 - | 1:16.317 | 52.870 | 2:09.187 (1) | 60.74 | | 17:36:38.936 |
| 4 - | 1:16.526 | 53.260 | 2:09.786 | 60.46 | 0.599 | 17:38:48.722 |
| 5 - | 1:17.282 | 52.382 | 2:09.664 (3) | 60.52 | 0.477 | 17:40:58.386 |

| P8 13 GPF | | Doug EDMONDSON | | Yamaha - Mungo what could possibly go wrong | | |
|---------------------------|-----------------|--------------------------|---------------------|---|----------|---------------------|
| IDEAL LAP TIME : 1:56.569 | | BEST LAP TIME : 1:57.078 | | DIFFERENCE : 0.509 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.445 | 3:09.862 | 41.33 | 1:12.784 | 17:33:10.872 |
| 2 - | 1:08.124 | 48.954 | 1:57.078 (1) | 67.03 | | 17:35:07.950 |
| 3 - | 1:08.479 | 50.312 | 1:58.791 | 66.06 | 1.713 | 17:37:06.741 |
| 4 - | 1:09.407 | 49.160 | 1:58.567 (3) | 66.19 | 1.489 | 17:39:05.308 |
| 5 - | 1:09.073 | 49.242 | 1:58.315 (2) | 66.33 | 1.237 | 17:41:03.623 |

| P9 9 | | Gary HOWLETT | | MZ - HS Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:09.556 | | BEST LAP TIME : 2:09.563 | | DIFFERENCE : 0.007 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.457 | 2:19.400 | 56.29 | 9.837 | 17:32:20.410 |
| 2 - | 1:16.371 | 54.423 | 2:10.794 (2) | 60.00 | 1.231 | 17:34:31.204 |
| 3 - | 1:16.168 | 55.347 | 2:11.515 | 59.67 | 1.952 | 17:36:42.719 |
| 4 - | 1:15.554 | 54.009 | 2:09.563 (1) | 60.57 | | 17:38:52.282 |
| 5 - | 1:15.547 | 55.831 | 2:11.378 (3) | 59.73 | 1.815 | 17:41:03.660 |

| P10 69 R | | Alexander MANN | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:13.004 | | BEST LAP TIME : 2:13.015 | | DIFFERENCE : 0.011 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.445 | 2:21.250 | 55.56 | 8.235 | 17:32:22.260 |
| 2 - | 1:17.559 | 55.456 | 2:13.015 (1) | 59.00 | | 17:34:35.275 |
| 3 - | 1:18.460 | 56.320 | 2:14.780 (3) | 58.22 | 1.765 | 17:36:50.055 |
| 4 - | 1:18.087 | 55.857 | 2:13.944 (2) | 58.59 | 0.929 | 17:39:03.999 |
| 5 - | 1:19.333 | 55.491 | 2:14.824 | 58.20 | 1.809 | 17:41:18.823 |

| P11 40 | | Simon SNOWDEN | | MZ - Wheels motorcycles peterborough | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.874 | | BEST LAP TIME : 2:13.184 | | DIFFERENCE : 0.310 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.074 | 2:28.417 | 52.87 | 15.233 | 17:32:29.427 |
| 2 - | 1:17.908 | 55.276 | 2:13.184 (1) | 58.92 | | 17:34:42.611 |
| 3 - | 1:19.027 | 55.338 | 2:14.365 (3) | 58.40 | 1.181 | 17:36:56.976 |
| 4 - | 1:18.656 | 54.966 | 2:13.622 (2) | 58.73 | 0.438 | 17:39:10.598 |
| 5 - | 1:19.398 | 55.789 | 2:15.187 | 58.05 | 2.003 | 17:41:25.785 |

| P12 113 | | Liam NEWMAN | | MZ - Team newman racing | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.202 | | BEST LAP TIME : 2:16.622 | | DIFFERENCE : 1.420 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.124 | 2:27.963 | 53.04 | 11.341 | 17:32:28.973 |
| 2 - | 1:19.417 | 57.700 | 2:17.117 (3) | 57.23 | 0.495 | 17:34:46.090 |
| 3 - | 1:18.834 | 1:04.406 | 2:23.240 | 54.78 | 6.618 | 17:37:09.330 |
| 4 - | 1:20.254 | 56.368 | 2:16.622 (1) | 57.44 | | 17:39:25.952 |
| 5 - | 1:19.403 | 57.399 | 2:16.802 (2) | 57.36 | 0.180 | 17:41:42.754 |

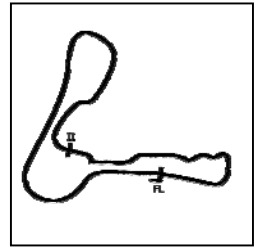
| P13 5 | | Garry SAMETT | | MZ - smallmouse | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:15.718 | | BEST LAP TIME : 2:15.718 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 58.700 | 2:31.757 | 51.71 | 16.039 | 17:32:32.767 |
| 2 - | 1:21.381 | 57.835 | 2:19.216 | 56.37 | 3.498 | 17:34:51.983 |
| 3 - | 1:20.358 | 57.521 | 2:17.879 (3) | 56.91 | 2.161 | 17:37:09.862 |
| 4 - | 1:20.417 | 57.387 | 2:17.804 (2) | 56.95 | 2.086 | 17:39:27.666 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:30 Flag 17:40 End: 17:42

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

5 - 1:19.016 56.702 2:15.718 (1) 57.82 17:41:43.384

| P14 47 | | Richard FAYERS | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.553 | | BEST LAP TIME : 2:16.598 | | DIFFERENCE : 0.045 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 58.361 | 2:30.479 | 52.15 | 13.881 | 17:32:31.489 |
| 2 - | 1:21.689 | 57.380 | 2:19.069 (3) | 56.43 | 2.471 | 17:34:50.558 |
| 3 - | 1:22.805 | 57.223 | 2:20.028 | 56.04 | 3.430 | 17:37:10.586 |
| 4 - | 1:20.533 | 56.966 | 2:17.499 (2) | 57.07 | 0.901 | 17:39:28.085 |
| 5 - | 1:19.587 | 57.011 | 2:16.598 (1) | 57.45 | | 17:41:44.683 |

| P15 25 | | Chris CHADDERTON | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:18.024 | | BEST LAP TIME : 2:18.514 | | DIFFERENCE : 0.490 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.193 | 2:25.875 | 53.79 | 7.361 | 17:32:26.885 |
| 2 - | 1:20.831 | 57.683 | 2:18.514 (1) | 56.65 | | 17:34:45.399 |
| 3 - | 1:21.359 | 58.483 | 2:19.842 (3) | 56.12 | 1.328 | 17:37:05.241 |
| 4 - | 1:21.766 | 57.914 | 2:19.680 (2) | 56.18 | 1.166 | 17:39:24.921 |
| 5 - | 1:21.732 | 58.931 | 2:20.663 | 55.79 | 2.149 | 17:41:45.584 |

| P16 90 GP | | Pete THORNE | | Yamaha - Aspire Classic Restorations | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|----------|---------------------|
| IDEAL LAP TIME : 2:04.802 | | BEST LAP TIME : 2:05.667 | | DIFFERENCE : 0.865 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.242 | 3:26.838 | 37.94 | 1:21.171 | 17:33:27.848 |
| 2 - | 1:13.850 | 51.817 | 2:05.667 (1) | 62.45 | | 17:35:33.515 |
| 3 - | 1:12.985 | 53.291 | 2:06.276 (2) | 62.15 | 0.609 | 17:37:39.791 |
| 4 - | 1:13.643 | 52.775 | 2:06.418 (3) | 62.08 | 0.751 | 17:39:46.209 |
| 5 - | 1:14.875 | 52.618 | 2:07.493 | 61.55 | 1.826 | 17:41:53.702 |

| P17 32 R | | John ASHMEAD | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.869 | | BEST LAP TIME : 2:19.869 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 59.079 | 2:34.827 | 50.68 | 14.958 | 17:32:35.837 |
| 2 - | 1:23.488 | 58.943 | 2:22.431 | 55.10 | 2.562 | 17:34:58.268 |
| 3 - | 1:22.891 | 57.878 | 2:20.769 (2) | 55.75 | 0.900 | 17:37:19.037 |
| 4 - | 1:22.589 | 57.280 | 2:19.869 (1) | 56.11 | | 17:39:38.906 |
| 5 - | 1:22.963 | 58.166 | 2:21.129 (3) | 55.60 | 1.260 | 17:42:00.035 |

| P18 56 R | | Russell TURNER | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.052 | | BEST LAP TIME : 2:19.860 | | DIFFERENCE : 0.808 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:00.533 | 2:34.754 | 50.71 | 14.894 | 17:32:35.764 |
| 2 - | 1:22.645 | 58.853 | 2:21.498 (2) | 55.46 | 1.638 | 17:34:57.262 |
| 3 - | 1:23.470 | 58.366 | 2:21.836 (3) | 55.33 | 1.976 | 17:37:19.098 |
| 4 - | 1:20.686 | 59.174 | 2:19.860 (1) | 56.11 | | 17:39:38.958 |
| 5 - | 1:23.716 | 58.666 | 2:22.382 | 55.11 | 2.522 | 17:42:01.340 |

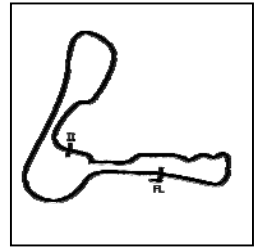
| P19 21 GPF | | Ben HUNTER | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:07.387 | | BEST LAP TIME : 2:07.853 | | DIFFERENCE : 0.466 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.138 | 3:21.946 | 38.86 | 1:14.093 | 17:33:22.956 |
| 2 - | 1:14.249 | 53.604 | 2:07.853 (1) | 61.38 | | 17:35:30.809 |
| 3 - | 1:14.817 | 54.136 | 2:08.953 (2) | 60.85 | 1.100 | 17:37:39.762 |
| 4 - | 1:16.758 | 54.965 | 2:11.723 (3) | 59.58 | 3.870 | 17:39:51.485 |
| 5 - | 1:17.700 | 54.424 | 2:12.124 | 59.39 | 4.271 | 17:42:03.609 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:30 Flag 17:40 End: 17:42

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

| P20 55 GPF Nick COOPER | | Aprilia - Skint Racing - Wemoto.com and Mr Spotch Gardening | | | | |
|-------------------------------|-----------------|---|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:10.721 | | BEST LAP TIME : 2:11.211 | | DIFFERENCE : 0.490 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.223 | 3:25.491 | 38.19 | 1:14.280 | 17:33:26.501 |
| 2 - | 1:15.780 | 56.224 | 2:12.004 (3) | 59.45 | 0.793 | 17:35:38.505 |
| 3 - | 1:17.221 | 55.545 | 2:12.766 | 59.11 | 1.555 | 17:37:51.271 |
| 4 - | 1:15.873 | 55.626 | 2:11.499 (2) | 59.68 | 0.288 | 17:40:02.770 |
| 5 - | 1:16.270 | 54.941 | 2:11.211 (1) | 59.81 | | 17:42:13.981 |

| P21 60 GPF Ian READ | | Suzuki - MiMS Racing | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:10.360 | | BEST LAP TIME : 2:10.837 | | DIFFERENCE : 0.477 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.421 | 3:26.040 | 38.08 | 1:15.203 | 17:33:27.050 |
| 2 - | 1:15.939 | 54.898 | 2:10.837 (1) | 59.98 | | 17:35:37.887 |
| 3 - | 1:16.858 | 54.802 | 2:11.660 (2) | 59.60 | 0.823 | 17:37:49.547 |
| 4 - | 1:16.908 | 55.938 | 2:12.846 | 59.07 | 2.009 | 17:40:02.393 |
| 5 - | 1:16.925 | 55.013 | 2:11.938 (3) | 59.48 | 1.101 | 17:42:14.331 |

| P22 3 GP Tom BARRETT | | Honda - | | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:10.447 | | BEST LAP TIME : 2:10.745 | | DIFFERENCE : 0.298 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.714 | 3:27.963 | 37.73 | 1:17.218 | 17:33:28.973 |
| 2 - | 1:15.247 | 56.116 | 2:11.363 (2) | 59.74 | 0.618 | 17:35:40.336 |
| 3 - | 1:17.756 | 56.711 | 2:14.467 | 58.36 | 3.722 | 17:37:54.803 |
| 4 - | 1:15.545 | 55.200 | 2:10.745 (1) | 60.02 | | 17:40:05.548 |
| 5 - | 1:15.682 | 56.430 | 2:12.112 (3) | 59.40 | 1.367 | 17:42:17.660 |

| P23 11 GPF Gael MACHARD | | Aprilia - | | | | |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:12.218 | | BEST LAP TIME : 2:12.218 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:00.554 | 3:35.973 | 36.33 | 1:23.755 | 17:33:36.983 |
| 2 - | 1:21.466 | 55.478 | 2:16.944 | 57.30 | 4.726 | 17:35:53.927 |
| 3 - | 1:19.074 | 55.813 | 2:14.887 (3) | 58.18 | 2.669 | 17:38:08.814 |
| 4 - | 1:17.855 | 54.363 | 2:12.218 (1) | 59.35 | | 17:40:21.032 |
| 5 - | 1:18.492 | 55.511 | 2:14.003 (2) | 58.56 | 1.785 | 17:42:35.035 |

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|------------|-----------------|-----|------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:56.569 | | |
| 1 | 13 | EDMONDSON | 1:08.124 | 13 | EDMONDSON | 48.445 | 1 | 13 | EDMONDSON | 1:56.569 | 1:57.078 | 0.509 |
| 2 | 82 | TAYLOR | 1:11.007 | 82 | TAYLOR | 50.381 | 2 | 82 | TAYLOR | 2:01.388 | 2:01.402 | 0.014 |
| 3 | 96 | KENT | 1:11.743 | 96 | KENT | 51.483 | 3 | 96 | KENT | 2:03.226 | 2:03.579 | 0.353 |
| 4 | 85 | WALES | 1:11.831 | 85 | WALES | 51.718 | 4 | 85 | WALES | 2:03.549 | 2:03.958 | 0.409 |
| 5 | 90 | THORNE | 1:12.985 | 90 | THORNE | 51.817 | 5 | 90 | THORNE | 2:04.802 | 2:05.667 | 0.865 |
| 6 | 63 | BADGER | 1:13.118 | 95 | ROGERS | 51.824 | 6 | 63 | BADGER | 2:05.276 | 2:05.469 | 0.193 |
| 7 | 68 | GARRIQUES | 1:13.156 | 63 | BADGER | 52.158 | 7 | 95 | ROGERS | 2:05.335 | 2:06.538 | 1.203 |
| 8 | 95 | ROGERS | 1:13.511 | 68 | GARRIQUES | 52.239 | 8 | 68 | GARRIQUES | 2:05.395 | 2:05.896 | 0.501 |
| 9 | 21 | HUNTER | 1:14.249 | 20 | WATSON | 52.382 | 9 | 21 | HUNTER | 2:07.387 | 2:07.853 | 0.466 |
| 10 | 3 | BARRETT | 1:15.247 | 21 | HUNTER | 53.138 | 10 | 20 | WATSON | 2:08.551 | 2:09.187 | 0.636 |
| 11 | 9 | HOWLETT | 1:15.547 | 9 | HOWLETT | 54.009 | 11 | 9 | HOWLETT | 2:09.556 | 2:09.563 | 0.007 |
| 12 | 55 | COOPER | 1:15.780 | 11 | MACHARD | 54.363 | 12 | 60 | READ | 2:10.360 | 2:10.837 | 0.477 |
| 13 | 60 | READ | 1:15.939 | 60 | READ | 54.421 | 13 | 3 | BARRETT | 2:10.447 | 2:10.745 | 0.298 |
| 14 | 20 | WATSON | 1:16.169 | 55 | COOPER | 54.941 | 14 | 55 | COOPER | 2:10.721 | 2:11.211 | 0.490 |
| 15 | 69 | MANN | 1:17.559 | 40 | SNOWDEN | 54.966 | 15 | 11 | MACHARD | 2:12.218 | 2:12.218 | 0.000 |
| 16 | 11 | MACHARD | 1:17.855 | 3 | BARRETT | 55.200 | 16 | 40 | SNOWDEN | 2:12.874 | 2:13.184 | 0.310 |
| 17 | 40 | SNOWDEN | 1:17.908 | 69 | MANN | 55.445 | 17 | 69 | MANN | 2:13.004 | 2:13.015 | 0.011 |
| 18 | 113 | NEWMAN | 1:18.834 | 113 | NEWMAN | 56.368 | 18 | 113 | NEWMAN | 2:15.202 | 2:16.622 | 1.420 |
| 19 | 5 | SAMETT | 1:19.016 | 5 | SAMETT | 56.702 | 19 | 5 | SAMETT | 2:15.718 | 2:15.718 | 0.000 |
| 20 | 47 | FAYERS | 1:19.587 | 47 | FAYERS | 56.966 | 20 | 47 | FAYERS | 2:16.553 | 2:16.598 | 0.045 |
| 21 | 56 | TURNER | 1:20.686 | 25 | CHADDERTON | 57.193 | 21 | 25 | CHADDERTON | 2:18.024 | 2:18.514 | 0.490 |
| 22 | 25 | CHADDERTON | 1:20.831 | 32 | ASHMEAD | 57.280 | 22 | 56 | TURNER | 2:19.052 | 2:19.860 | 0.808 |
| 23 | 32 | ASHMEAD | 1:22.589 | 56 | TURNER | 58.366 | 23 | 32 | ASHMEAD | 2:19.869 | 2:19.869 | 0.000 |
| 24 | | | | | | | | | | | | |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com


Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 17:30 Flag 17:40 End: 17:42

Printed - 17:44 Saturday, 28 April 2018

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP
RACE 2 - GRID (9 Laps)

| | | | | | | |
|--------|----|-----------------------------------|----|---------------------------------|----|-----------------------------------|
| ROW 12 | 34 | 17 David PATERSON | 35 | 130 Malcolm HOWELL | 1 | |
| ROW 11 | 31 | 2:12.218 11 Gael MACHARD | 32 | 30 Neil HEWSON | 33 | 39 Dan WRIGHT |
| ROW 10 | 28 | 2:10.745 3 Tom BARRETT | 29 | 2:10.837 60 Ian READ | 30 | 2:11.211 55 Nick COOPER |
| ROW 9 | 25 | 1:57.078 13 Doug EDMONDSON | 26 | 2:05.667 90 Pete THORNE | 27 | 2:07.853 21 Ben HUNTER |
| ROW 8 | 22 | | 23 | | 24 | |
| ROW 7 | 19 | 6 Jerry FROST | 20 | | 21 | |
| ROW 6 | 16 | 2:19.869 32 John ASHMEAD | 17 | 66 Mark VINCENT | 18 | 28 William BROWN |
| ROW 5 | 13 | 2:16.622 113 Liam NEWMAN | 14 | 2:18.514 25 Chris CHADDERTON | 15 | 2:19.860 56 Russell TURNER |
| ROW 4 | 10 | 2:13.184 40 Simon SNOWDEN | 11 | 2:15.718 5 Garry SAMETT | 12 | 2:16.598 47 Richard FAYERS |
| ROW 3 | 7 | 2:09.187 20 Christopher WATSON | 8 | 2:09.563 9 Gary HOWLETT | 9 | 2:13.015 69 Alexander MANN |
| ROW 2 | 4 | 2:05.469 63 Keith BADGER | 5 | 2:05.896 68 Graham GARRIQUES | 6 | 2:06.538 95 Christopher ROGERS |
| ROW 1 | 1 | 2:01.402 82 Mark TAYLOR | 2 | 2:03.579 96 Chris KENT | 3 | 2:03.958 85 Andrew WALES |

Pole



Cadwell Park
 Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 17:50 Saturday, 28 April 2018



Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP
RACE 2 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|------|-----|----------------------|---|------|-----------|----------|--------|-------|----------|----|
| 1 | 82 | | 1 Mark TAYLOR | MZ - Longhove Contracts | 8 | 15:06.659 | | | 69.24 | 1:50.301 | 6 |
| 2 | 95 * | | 2 Christopher ROGERS | MZ - CB Racing | 8 | 15:10.371 | 3.712 | 3.712 | 68.96 | 1:50.833 | 4 |
| 3 | 13 | GPF | 1 Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 8 | 15:24.975 | 18.316 | 14.604 | 67.87 | 1:46.903 | 6 |
| 4 | 96 | | 3 Chris KENT | MZ - Me, Myself & I | 8 | 15:30.614 | 23.955 | 5.639 | 67.46 | 1:53.869 | 2 |
| 5 | 63 | | 4 Keith BADGER | MZ - Bgr racing | 8 | 15:43.689 | 37.030 | 13.075 | 66.53 | 1:55.829 | 7 |
| 6 | 85 | | 5 Andrew WALES | MZ - Illuminated Design LTD | 8 | 15:43.773 | 37.114 | 0.084 | 66.52 | 1:55.765 | 7 |
| 7 | 9 | | 6 Gary HOWLETT | MZ - HS Racing | 8 | 15:50.183 | 43.524 | 6.410 | 66.07 | 1:55.341 | 7 |
| 8 | 68 | | 7 Graham GARRIQUES | MZ - | 8 | 15:56.958 | 50.299 | 6.775 | 65.60 | 1:57.360 | 7 |
| 9 | 40 | | 8 Simon SNOWDEN | MZ - Wheels motorcycles peterborough | 8 | 15:59.229 | 52.570 | 2.271 | 65.45 | 1:57.938 | 3 |
| 10 | 90 | GP | 1 Pete THORNE | Yamaha - Aspire Classic Restorations | 8 | 16:10.283 | 1:03.624 | 11.054 | 64.70 | 1:52.144 | 2 |
| 11 | 69 | R | 1 Alexander MANN | MZ - | 8 | 16:19.451 | 1:12.792 | 9.168 | 64.10 | 2:00.658 | 6 |
| 12 | 20 | | 9 Christopher WATSON | MZ - Expert Locksmiths Medway | 8 | 16:26.837 | 1:20.178 | 7.386 | 63.62 | 1:59.341 | 3 |
| 13 | 21 | GPF | 2 Ben HUNTER | Yamaha - | 8 | 16:44.617 | 1:37.958 | 17.780 | 62.49 | 1:56.364 | 2 |
| 14 | 55 | GPF | 3 Nick COOPER | Aprilia - Skint Racing - Wemoto.com and Mr Spotch | 8 | 16:59.558 | 1:52.899 | 14.941 | 61.58 | 1:58.412 | 6 |
| 15 | 3 | GP | 2 Tom BARRETT | Honda - | 7 | 15:12.823 | 1 Lap | 1 Lap | 60.18 | 1:57.060 | 3 |
| 16 | 113 | | 10 Liam NEWMAN | MZ - Team newman racing | 7 | 15:14.383 | 1 Lap | 1.560 | 60.08 | 2:07.559 | 6 |
| 17 | 60 | GPF | 4 Ian READ | Suzuki - MiMS Racing | 7 | 15:15.960 | 1 Lap | 1.577 | 59.97 | 2:00.094 | 5 |
| 18 | 28 | R | 2 William BROWN | MZ - | 7 | 15:16.707 | 1 Lap | 0.747 | 59.92 | 2:07.387 | 7 |
| 19 | 25 | | 11 Chris CHADDERTON | MZ - | 7 | 15:18.822 | 1 Lap | 2.115 | 59.79 | 2:07.916 | 6 |
| 20 | 11 | GPF | 5 Gael MACHARD | Aprilia - | 7 | 15:20.342 | 1 Lap | 1.520 | 59.69 | 2:01.270 | 6 |
| 21 | 17 | GPF | 6 David PATERSON | Yamaha - Lots of overtime | 7 | 15:25.813 | 1 Lap | 5.471 | 59.33 | 2:02.211 | 6 |
| 22 | 47 | | 12 Richard FAYERS | MZ - | 7 | 15:25.839 | 1 Lap | 0.026 | 59.33 | 2:10.259 | 3 |
| 23 | 66 | | 13 Mark VINCENT | MZ - Putoline | 7 | 15:57.529 | 1 Lap | 31.690 | 57.37 | 2:12.805 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|-----|----------------|----------|---|----------|--------|--------|-------|----------|---|
| DNF | 32 | R | John ASHMEAD | MZ - | 3 | 6:38.702 | 5 Laps | 4 Laps | 59.05 | 2:09.006 | 3 |
| DNF | 39 | GPF | Dan WRIGHT | Yamaha - | 1 | 2:56.177 | 7 Laps | 2 Laps | 44.54 | | |
| DNF | 56 | R | Russell TURNER | MZ - | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|----|-----|----------------|---|---|----------|-----------|------------|
| 13 | GPF | Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 6 | 1:46.903 | 73.41 mph | 118.14 kph |
| 82 | | Mark TAYLOR | MZ - Longhove Contracts | 6 | 1:50.301 | 71.15 mph | 114.50 kph |
| 90 | GP | Pete THORNE | Yamaha - Aspire Classic Restorations | 2 | 1:52.144 | 69.98 mph | 112.62 kph |
| 69 | R | Alexander MANN | MZ - | 6 | 2:00.658 | 65.04 mph | 104.67 kph |

*No. 95 - Transponder not working
 Class - 92.5% of Race Speed = 64.04 mph
 Class GPF - 92.5% of Race Speed = 62.77 mph
 Class GP - 92.5% of Race Speed = 59.84 mph
 Class R - 92.5% of Race Speed = 59.29 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 10:42 Flag 10:57 End: 10:59

Weather / Track : Cloudy / Dry
 These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 11:03 Sunday, 29 April 2018



Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - LAP CHART

LAP 1 @ 10:44:24.430

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 82 | | 1:59.961 |
| 96 | 1.272 | 2:01.233 |
| 95 | 1.486 | 2:01.447 |
| 85 | 4.452 | 2:04.413 |
| 63 | 4.876 | 2:04.837 |
| 68 | 7.351 | 2:07.312 |
| 9 | 8.202 | 2:08.163 |
| 40 | 8.908 | 2:08.869 |
| 20 | 9.034 | 2:08.995 |
| 69 | 9.547 | 2:09.508 |
| 113 | 18.066 | 2:18.027 |
| 47 | 19.875 | 2:19.836 |
| 32 | 19.958 | 2:19.919 |
| 25 | 21.005 | 2:20.966 |
| 28 | 21.135 | 2:21.096 |
| 66 | 21.781 | 2:21.742 |
| 13 | 49.217 | 2:49.178 |
| 90 | 54.208 | 2:54.169 |
| 39 | 56.216 | 2:56.177 |
| 21 | 57.627 | 2:57.588 |
| 55 | 59.769 | 2:59.730 |
| 60 | 1:03.820 | 3:03.781 |
| 11 | 1:03.843 | 3:03.804 |
| 17 | 1:04.408 | 3:04.369 |
| 3 | 1:17.884 | 3:17.845 |

LAP 2 @ 10:46:17.312

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 82 | | 1:52.882 |
| 96 | 2.259 | 1:53.869 |
| 95 | 2.321 | 1:53.717 |
| 85 | 10.047 | 1:58.477 |
| 63 | 10.331 | 1:58.337 |
| 68 | 14.493 | 2:00.024 |
| 9 | 15.048 | 1:59.728 |
| 40 | 15.333 | 1:59.307 |
| 20 | 16.225 | 2:00.073 |
| 69 | 18.111 | 2:01.446 |
| 113 | 36.415 | 2:11.231 |
| 32 | 36.853 | 2:09.777 |
| 28 | 38.502 | 2:10.249 |
| 47 | 38.602 | 2:11.609 |
| 25 | 39.963 | 2:11.840 |
| 66 | 41.704 | 2:12.805 |
| 13 | 43.770 | 1:47.435 |
| 90 | 53.470 | 1:52.144 |
| 21 | 1:01.109 | 1:56.364 |
| 55 | 1:06.841 | 1:59.954 |
| 60 | 1:14.852 | 2:03.914 |
| 17 | 1:14.925 | 2:03.399 |
| 11 | 1:15.346 | 2:04.385 |
| 3 | 1:24.024 | 1:59.022 |

LAP 3 @ 10:48:09.769

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 82 | | 1:52.457 |
| 95 | 1.685 | 1:51.821 |
| 96 | 4.312 | 1:54.510 |
| 63 | 15.115 | 1:57.241 |
| 85 | 15.536 | 1:57.946 |
| 40 | 20.814 | 1:57.938 |

| | | |
|-----|----------|----------|
| 68 | 21.099 | 1:59.063 |
| 9 | 22.442 | 1:59.851 |
| 20 | 23.109 | 1:59.341 |
| 69 | 28.123 | 2:02.469 |
| 13 | 39.364 | 1:48.051 |
| 32 | 53.402 | 2:09.006 |
| 113 | 54.390 | 2:10.432 |
| 28 | 55.370 | 2:09.325 |
| 90 | 55.447 | 1:54.434 |
| 47 | 56.404 | 2:10.259 |
| 25 | 58.164 | 2:10.658 |
| 66 | 1:03.853 | 2:14.606 |
| 21 | 1:06.003 | 1:57.351 |
| 55 | 1:14.939 | 2:00.555 |
| 60 | 1:26.152 | 2:03.757 |
| 17 | 1:26.964 | 2:04.496 |
| 11 | 1:27.446 | 2:04.557 |
| 3 | 1:28.627 | 1:57.060 |

LAP 4 @ 10:50:02.131

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 82 | | 1:52.362 |
| 95 | 0.156 | 1:50.833 |
| 96 | 8.002 | 1:56.052 |
| 63 | 20.762 | 1:58.009 |
| 85 | 20.830 | 1:57.656 |
| 40 | 27.239 | 1:58.787 |
| 68 | 27.588 | 1:58.851 |
| 9 | 28.099 | 1:58.019 |
| 20 | 31.052 | 2:00.305 |
| 13 | 34.424 | 1:47.422 |
| 69 | 36.899 | 2:01.138 |
| 90 | 58.426 | 1:55.341 |
| 113 | 1:10.589 | 2:08.561 |
| 28 | 1:13.096 | 2:10.088 |
| 21 | 1:14.279 | 2:00.638 |
| 47 | 1:15.006 | 2:10.964 |
| 25 | 1:15.854 | 2:10.052 |
| 55 | 1:24.047 | 2:01.470 |
| 66 | 1:27.948 | 2:16.457 |
| 60 | 1:35.935 | 2:02.145 |
| 3 | 1:36.172 | 1:59.907 |
| 17 | 1:37.692 | 2:03.090 |
| 11 | 1:38.005 | 2:02.921 |

LAP 5 @ 10:51:53.509

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 95 | | 1:51.222 |
| 82 | 0.262 | 1:51.640 |
| 96 | 12.919 | 1:56.295 |
| 63 | 26.396 | 1:57.012 |
| 85 | 26.748 | 1:57.296 |
| 13 | 31.612 | 1:48.566 |
| 9 | 32.932 | 1:56.211 |
| 40 | 33.835 | 1:57.974 |
| 68 | 34.683 | 1:58.473 |
| 20 | 40.912 | 2:01.238 |
| 69 | 46.852 | 2:01.331 |
| 90 | 1:00.063 | 1:53.015 |
| 21 | 1:20.029 | 1:57.128 |
| 113 | 1:28.594 | 2:09.383 |
| 28 | 1:31.302 | 2:09.584 |
| 55 | 1:32.331 | 1:59.662 |
| 25 | 1:32.750 | 2:08.274 |

| | | |
|----|----------|----------|
| 47 | 1:34.044 | 2:10.416 |
| 3 | 1:43.552 | 1:58.758 |
| 60 | 1:44.651 | 2:00.094 |
| 11 | 1:48.087 | 2:01.460 |
| 17 | 1:49.959 | 2:03.645 |

LAP 6 @ 10:53:44.072

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 82 | | 1:50.301 |
| 95 | 1.518 | 1:52.081 |
| 66 | 1 Lap | 2:17.631 |
| 96 | 18.172 | 1:55.816 |
| 13 | 27.952 | 1:46.903 |
| 63 | 32.214 | 1:56.381 |
| 85 | 32.631 | 1:56.446 |
| 9 | 37.995 | 1:55.626 |
| 68 | 41.647 | 1:57.527 |
| 40 | 42.418 | 1:59.146 |
| 20 | 50.829 | 2:00.480 |
| 69 | 56.947 | 2:00.658 |
| 90 | 1:03.275 | 1:53.775 |
| 21 | 1:26.294 | 1:56.828 |
| 55 | 1:40.180 | 1:58.412 |
| 113 | 1:45.590 | 2:07.559 |
| 28 | 1:49.717 | 2:08.978 |
| 25 | 1:50.103 | 2:07.916 |
| 3 | 1:53.773 | 2:00.784 |
| 60 | 1:54.594 | 2:00.506 |
| 47 | 1:54.607 | 2:11.126 |

LAP 7 @ 10:55:39.024

| NO | BEHIND | LAP TIME |
|----|----------|----------|
| 82 | | 1:54.952 |
| 95 | 0.188 | 1:53.622 |
| 11 | 1 Lap | 2:01.270 |
| 17 | 1 Lap | 2:02.211 |
| 96 | 19.364 | 1:56.144 |
| 13 | 20.773 | 1:47.773 |
| 66 | 1 Lap | 2:17.319 |
| 63 | 33.091 | 1:55.829 |
| 85 | 33.444 | 1:55.765 |
| 9 | 38.384 | 1:55.341 |
| 68 | 44.055 | 1:57.360 |
| 40 | 45.656 | 1:58.190 |
| 20 | 58.046 | 2:02.169 |
| 90 | 1:01.758 | 1:53.435 |
| 69 | 1:04.190 | 2:02.195 |
| 21 | 1:28.882 | 1:57.540 |
| 55 | 1:45.749 | 2:00.521 |

LAP 8 @ 10:57:31.128

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 82 | | 1:52.104 |
| 95 | 3.712 | 1:55.628 |
| 3 | 1 Lap | 1:59.447 |
| 113 | 1 Lap | 2:09.190 |
| 60 | 1 Lap | 2:01.763 |
| 28 | 1 Lap | 2:07.387 |
| 25 | 1 Lap | 2:09.116 |
| 11 | 1 Lap | 2:01.945 |
| 13 | 18.316 | 1:49.647 |
| 17 | 1 Lap | 2:04.603 |
| 47 | 1 Lap | 2:11.629 |

| | | |
|----|----------|----------|
| 96 | 23.955 | 1:56.695 |
| 63 | 37.030 | 1:56.043 |
| 85 | 37.114 | 1:55.774 |
| 9 | 43.524 | 1:57.244 |
| 68 | 50.299 | 1:58.348 |
| 66 | 1 Lap | 2:16.969 |
| 40 | 52.570 | 1:59.018 |
| 90 | 1:03.624 | 1:53.970 |
| 69 | 1:12.792 | 2:00.706 |
| 20 | 1:20.178 | 2:14.236 |
| 21 | 1:37.958 | 2:01.180 |
| 55 | 1:52.899 | 1:59.254 |

Cadwell Park

Circuit Length = 2.1800 miles

Start: 10:42 Flag 10:57 End: 10:59

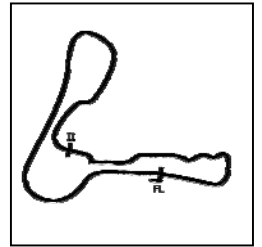
Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Printed - 11:05 Sunday, 29 April 2018

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - 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 82 | | Mark TAYLOR | | MZ - Longhove Contracts | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:50.254 | | BEST LAP TIME : 1:50.301 | | DIFFERENCE : 0.047 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.288 | 1:59.961 | 65.42 | 9.660 | 10:44:24.430 |
| 2 - | 1:05.985 | 46.897 | 1:52.882 | 69.52 | 2.581 | 10:46:17.312 |
| 3 - | 1:06.028 | 46.429 | 1:52.457 | 69.78 | 2.156 | 10:48:09.769 |
| 4 - | 1:06.367 | 45.995 | 1:52.362 | 69.84 | 2.061 | 10:50:02.131 |
| 5 - | 1:05.768 | 45.872 | 1:51.640 (2) | 70.29 | 1.339 | 10:51:53.771 |
| 6 - | 1:04.487 | 45.814 | 1:50.301 (1) | 71.15 | | 10:53:44.072 |
| 7 - | 1:07.490 | 47.462 | 1:54.952 | 68.27 | 4.651 | 10:55:39.024 |
| 8 - | 1:06.337 | 45.767 | 1:52.104 (3) | 70.00 | 1.803 | 10:57:31.128 |

| P2 95 | | Christopher ROGERS | | MZ - CB Racing | | |
|------------------|----------|--------------------------|---------------------|----------------|--------|---------------------|
| IDEAL LAP TIME : | | BEST LAP TIME : 1:50.833 | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:01.447 | 64.62 | 10.614 | 10:44:25.916 |
| 2 - | | | 1:53.717 | 69.01 | 2.884 | 10:46:19.633 |
| 3 - | | | 1:51.821 (3) | 70.18 | 0.988 | 10:48:11.454 |
| 4 - | | | 1:50.833 (1) | 70.80 | | 10:50:02.287 |
| 5 - | | | 1:51.222 (2) | 70.56 | 0.389 | 10:51:53.509 |
| 6 - | | | 1:52.081 | 70.02 | 1.248 | 10:53:45.590 |
| 7 - | | | 1:53.622 | 69.07 | 2.789 | 10:55:39.212 |
| 8 - | | | 1:55.628 | 67.87 | 4.795 | 10:57:34.840 |

| P3 13 GPF | | Doug EDMONDSON | | Yamaha - Mungo what could possibly go wrong | | |
|---------------------------|-----------------|--------------------------|---------------------|---|----------|---------------------|
| IDEAL LAP TIME : 1:46.681 | | BEST LAP TIME : 1:46.903 | | DIFFERENCE : 0.222 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.148 | 2:49.178 | 46.38 | 1:02.275 | 10:45:13.647 |
| 2 - | 1:02.933 | 44.502 | 1:47.435 (3) | 73.04 | 0.532 | 10:47:01.082 |
| 3 - | 1:03.267 | 44.784 | 1:48.051 | 72.63 | 1.148 | 10:48:49.133 |
| 4 - | 1:02.944 | 44.478 | 1:47.422 (2) | 73.05 | 0.519 | 10:50:36.555 |
| 5 - | 1:03.088 | 45.478 | 1:48.566 | 72.28 | 1.663 | 10:52:25.121 |
| 6 - | 1:02.818 | 44.085 | 1:46.903 (1) | 73.41 | | 10:54:12.024 |
| 7 - | 1:02.596 | 45.177 | 1:47.773 | 72.82 | 0.870 | 10:55:59.797 |
| 8 - | 1:02.643 | 47.004 | 1:49.647 | 71.57 | 2.744 | 10:57:49.444 |

| P4 96 | | Chris KENT | | MZ - Me, Myself & I | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.869 | | BEST LAP TIME : 1:53.869 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.895 | 2:01.233 | 64.73 | 7.364 | 10:44:25.702 |
| 2 - | 1:06.149 | 47.720 | 1:53.869 (1) | 68.92 | | 10:46:19.571 |
| 3 - | 1:06.416 | 48.094 | 1:54.510 (2) | 68.53 | 0.641 | 10:48:14.081 |
| 4 - | 1:07.383 | 48.669 | 1:56.052 | 67.62 | 2.183 | 10:50:10.133 |
| 5 - | 1:08.131 | 48.164 | 1:56.295 | 67.48 | 2.426 | 10:52:06.428 |
| 6 - | 1:07.519 | 48.297 | 1:55.816 (3) | 67.76 | 1.947 | 10:54:02.244 |
| 7 - | 1:07.729 | 48.415 | 1:56.144 | 67.57 | 2.275 | 10:55:58.388 |
| 8 - | 1:07.553 | 49.142 | 1:56.695 | 67.25 | 2.826 | 10:57:55.083 |

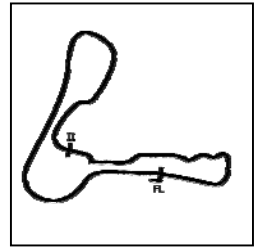
| P5 63 | | Keith BADGER | | MZ - Bgr racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.733 | | BEST LAP TIME : 1:55.829 | | DIFFERENCE : 0.096 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.469 | 2:04.837 | 62.86 | 9.008 | 10:44:29.306 |
| 2 - | 1:08.725 | 49.612 | 1:58.337 | 66.31 | 2.508 | 10:46:27.643 |
| 3 - | 1:08.459 | 48.782 | 1:57.241 | 66.93 | 1.412 | 10:48:24.884 |
| 4 - | 1:09.138 | 48.871 | 1:58.009 | 66.50 | 2.180 | 10:50:22.893 |
| 5 - | 1:08.664 | 48.348 | 1:57.012 | 67.07 | 1.183 | 10:52:19.905 |
| 6 - | 1:08.066 | 48.315 | 1:56.381 (3) | 67.43 | 0.552 | 10:54:16.286 |
| 7 - | 1:07.886 | 47.943 | 1:55.829 (1) | 67.75 | | 10:56:12.115 |
| 8 - | 1:08.196 | 47.847 | 1:56.043 (2) | 67.63 | 0.214 | 10:58:08.158 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:42 Flag 10:57 End: 10:59

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - 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

| P6 85 | | Andrew WALES | | MZ - Illuminated Design LTD | | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:55.446 | | BEST LAP TIME : 1:55.765 | | DIFFERENCE : 0.319 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.778 | 2:04.413 | 63.08 | 8.648 | 10:44:28.882 | |
| 2 - | 1:08.655 | 49.822 | 1:58.477 | 66.24 | 2.712 | 10:46:27.359 | |
| 3 - | 1:09.207 | 48.739 | 1:57.946 | 66.53 | 2.181 | 10:48:25.305 | |
| 4 - | 1:09.036 | 48.620 | 1:57.656 | 66.70 | 1.891 | 10:50:22.961 | |
| 5 - | 1:09.012 | 48.284 | 1:57.296 | 66.90 | 1.531 | 10:52:20.257 | |
| 6 - | 1:08.432 | 48.014 | 1:56.446 (3) | 67.39 | 0.681 | 10:54:16.703 | |
| 7 - | 1:07.862 | 47.903 | 1:55.765 (1) | 67.79 | | 10:56:12.468 | |
| 8 - | 1:07.543 | 48.231 | 1:55.774 (2) | 67.78 | 0.009 | 10:58:08.242 | |

| P7 9 | | Gary HOWLETT | | MZ - HS Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:55.321 | | BEST LAP TIME : 1:55.341 | | DIFFERENCE : 0.020 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.954 | 2:08.163 | 61.23 | 12.822 | 10:44:32.632 | |
| 2 - | 1:10.014 | 49.714 | 1:59.728 | 65.54 | 4.387 | 10:46:32.360 | |
| 3 - | 1:10.330 | 49.521 | 1:59.851 | 65.48 | 4.510 | 10:48:32.211 | |
| 4 - | 1:09.107 | 48.912 | 1:58.019 | 66.49 | 2.678 | 10:50:30.230 | |
| 5 - | 1:07.763 | 48.448 | 1:56.211 (3) | 67.53 | 0.870 | 10:52:26.441 | |
| 6 - | 1:07.524 | 48.102 | 1:55.626 (2) | 67.87 | 0.285 | 10:54:22.067 | |
| 7 - | 1:07.544 | 47.797 | 1:55.341 (1) | 68.04 | | 10:56:17.408 | |
| 8 - | 1:08.683 | 48.561 | 1:57.244 | 66.93 | 1.903 | 10:58:14.652 | |

| P8 68 | | Graham GARRIQUES | | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:56.795 | | BEST LAP TIME : 1:57.360 | | DIFFERENCE : 0.565 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.523 | 2:07.312 | 61.64 | 9.952 | 10:44:31.781 | |
| 2 - | 1:10.413 | 49.611 | 2:00.024 | 65.38 | 2.664 | 10:46:31.805 | |
| 3 - | 1:09.736 | 49.327 | 1:59.063 | 65.91 | 1.703 | 10:48:30.868 | |
| 4 - | 1:10.052 | 48.799 | 1:58.851 | 66.03 | 1.491 | 10:50:29.719 | |
| 5 - | 1:09.629 | 48.844 | 1:58.473 | 66.24 | 1.113 | 10:52:28.192 | |
| 6 - | 1:08.418 | 49.109 | 1:57.527 (2) | 66.77 | 0.167 | 10:54:25.719 | |
| 7 - | 1:08.983 | 48.377 | 1:57.360 (1) | 66.87 | | 10:56:23.079 | |
| 8 - | 1:08.829 | 49.519 | 1:58.348 (3) | 66.31 | 0.988 | 10:58:21.427 | |

| P9 40 | | Simon SNOWDEN | | MZ - Wheels motorcycles peterborough | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:57.473 | | BEST LAP TIME : 1:57.938 | | DIFFERENCE : 0.465 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.836 | 2:08.869 | 60.89 | 10.931 | 10:44:33.338 | |
| 2 - | 1:09.468 | 49.839 | 1:59.307 | 65.78 | 1.369 | 10:46:32.645 | |
| 3 - | 1:09.298 | 48.640 | 1:57.938 (1) | 66.54 | | 10:48:30.583 | |
| 4 - | 1:10.034 | 48.753 | 1:58.787 | 66.06 | 0.849 | 10:50:29.370 | |
| 5 - | 1:09.596 | 48.378 | 1:57.974 (2) | 66.52 | 0.036 | 10:52:27.344 | |
| 6 - | 1:09.095 | 50.051 | 1:59.146 | 65.86 | 1.208 | 10:54:26.490 | |
| 7 - | 1:09.543 | 48.647 | 1:58.190 (3) | 66.40 | 0.252 | 10:56:24.680 | |
| 8 - | 1:09.931 | 49.087 | 1:59.018 | 65.94 | 1.080 | 10:58:23.698 | |

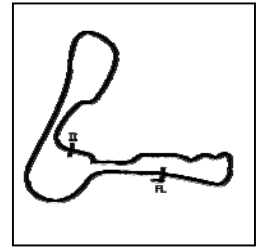
| P10 90 GP | | Pete THORNE | | Yamaha - Aspire Classic Restorations | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:52.144 | | BEST LAP TIME : 1:52.144 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 47.695 | 2:54.169 | 45.05 | 1:02.025 | 10:45:18.638 | |
| 2 - | 1:05.082 | 47.062 | 1:52.144 (1) | 69.98 | | 10:47:10.782 | |
| 3 - | 1:05.592 | 48.842 | 1:54.434 | 68.58 | 2.290 | 10:49:05.216 | |
| 4 - | 1:08.161 | 47.180 | 1:55.341 | 68.04 | 3.197 | 10:51:00.557 | |
| 5 - | 1:05.851 | 47.164 | 1:53.015 (2) | 69.44 | 0.871 | 10:52:53.572 | |
| 6 - | 1:05.258 | 48.517 | 1:53.775 | 68.97 | 1.631 | 10:54:47.347 | |
| 7 - | 1:05.989 | 47.446 | 1:53.435 (3) | 69.18 | 1.291 | 10:56:40.782 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:42 Flag 10:57 End: 10:59

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - 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

8 - 1:06.717 47.253 1:53.970 68.86 1.826 10:58:34.752

| P11 69 R Alexander MANN | | MZ - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.231 | | BEST LAP TIME : 2:00.658 | | DIFFERENCE : 0.427 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.193 | 2:09.508 | 60.59 | 8.850 | 10:44:33.977 |
| 2 - | 1:11.412 | 50.034 | 2:01.446 | 64.62 | 0.788 | 10:46:35.423 |
| 3 - | 1:12.446 | 50.023 | 2:02.469 | 64.08 | 1.811 | 10:48:37.892 |
| 4 - | 1:11.584 | 49.554 | 2:01.138 (3) | 64.78 | 0.480 | 10:50:39.030 |
| 5 - | 1:11.128 | 50.203 | 2:01.331 | 64.68 | 0.673 | 10:52:40.361 |
| 6 - | 1:11.277 | 49.381 | 2:00.658 (1) | 65.04 | | 10:54:41.019 |
| 7 - | 1:11.912 | 50.283 | 2:02.195 | 64.22 | 1.537 | 10:56:43.214 |
| 8 - | 1:11.603 | 49.103 | 2:00.706 (2) | 65.01 | 0.048 | 10:58:43.920 |

| P12 20 Christopher WATSON | | MZ - Expert Locksmiths Medway | | | | |
|---------------------------|-----------------|-------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.341 | | BEST LAP TIME : 1:59.341 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.103 | 2:08.995 | 60.83 | 9.654 | 10:44:33.464 |
| 2 - | 1:10.635 | 49.438 | 2:00.073 (2) | 65.36 | 0.732 | 10:46:33.537 |
| 3 - | 1:09.997 | 49.344 | 1:59.341 (1) | 65.76 | | 10:48:32.878 |
| 4 - | 1:10.384 | 49.921 | 2:00.305 (3) | 65.23 | 0.964 | 10:50:33.183 |
| 5 - | 1:11.680 | 49.558 | 2:01.238 | 64.73 | 1.897 | 10:52:34.421 |
| 6 - | 1:11.078 | 49.402 | 2:00.480 | 65.14 | 1.139 | 10:54:34.901 |
| 7 - | 1:11.243 | 50.926 | 2:02.169 | 64.23 | 2.828 | 10:56:37.070 |
| 8 - | 1:19.580 | 54.656 | 2:14.236 | 58.46 | 14.895 | 10:58:51.306 |

| P13 21 GPF Ben HUNTER | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:55.990 | | BEST LAP TIME : 1:56.364 | | DIFFERENCE : 0.374 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.817 | 2:57.588 | 44.19 | 1:01.224 | 10:45:22.057 |
| 2 - | 1:07.173 | 49.191 | 1:56.364 (1) | 67.44 | | 10:47:18.421 |
| 3 - | 1:07.905 | 49.446 | 1:57.351 | 66.87 | 0.987 | 10:49:15.772 |
| 4 - | 1:09.942 | 50.696 | 2:00.638 | 65.05 | 4.274 | 10:51:16.410 |
| 5 - | 1:08.139 | 48.989 | 1:57.128 (3) | 67.00 | 0.764 | 10:53:13.538 |
| 6 - | 1:07.878 | 48.950 | 1:56.828 (2) | 67.17 | 0.464 | 10:55:10.366 |
| 7 - | 1:08.055 | 49.485 | 1:57.540 | 66.76 | 1.176 | 10:57:07.906 |
| 8 - | 1:10.141 | 51.039 | 2:01.180 | 64.76 | 4.816 | 10:59:09.086 |

| P14 55 GPF Nick COOPER | | Aprilia - Skint Racing - Wemoto.com and Mr Spotch Gardening | | | | |
|---------------------------|-----------------|---|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:58.403 | | BEST LAP TIME : 1:58.412 | | DIFFERENCE : 0.009 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.485 | 2:59.730 | 43.66 | 1:01.318 | 10:45:24.199 |
| 2 - | 1:09.871 | 50.083 | 1:59.954 | 65.42 | 1.542 | 10:47:24.153 |
| 3 - | 1:10.681 | 49.874 | 2:00.555 | 65.09 | 2.143 | 10:49:24.708 |
| 4 - | 1:11.828 | 49.642 | 2:01.470 | 64.60 | 3.058 | 10:51:26.178 |
| 5 - | 1:09.648 | 50.014 | 1:59.662 (3) | 65.58 | 1.250 | 10:53:25.840 |
| 6 - | 1:09.615 | 48.797 | 1:58.412 (1) | 66.27 | | 10:55:24.252 |
| 7 - | 1:10.702 | 49.819 | 2:00.521 | 65.11 | 2.109 | 10:57:24.773 |
| 8 - | 1:09.606 | 49.648 | 1:59.254 (2) | 65.80 | 0.842 | 10:59:24.027 |

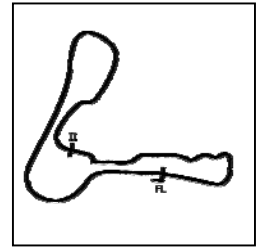
| P15 3 GP Tom BARRETT | | Honda - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:56.618 | | BEST LAP TIME : 1:57.060 | | DIFFERENCE : 0.442 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.269 | 3:17.845 | 39.66 | 1:20.785 | 10:45:42.314 |
| 2 - | 1:08.470 | 50.552 | 1:59.022 (3) | 65.93 | 1.962 | 10:47:41.336 |
| 3 - | 1:07.048 | 50.012 | 1:57.060 (1) | 67.04 | | 10:49:38.396 |
| 4 - | 1:09.689 | 50.218 | 1:59.907 | 65.45 | 2.847 | 10:51:38.303 |
| 5 - | 1:09.188 | 49.570 | 1:58.758 (2) | 66.08 | 1.698 | 10:53:37.061 |
| 6 - | 1:07.475 | 53.309 | 2:00.784 | 64.97 | 3.724 | 10:55:37.845 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:42 Flag 10:57 End: 10:59

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - 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

7 - 1:07.536 51.911 1:59.447 65.70 2.387 10:57:37.292

| | | | | | | |
|---------------------------|--------------------------|--------------------|-------------------------|--|--|--|
| P16 113 | Liam NEWMAN | | MZ - Team newman racing | | | |
| IDEAL LAP TIME : 2:07.559 | BEST LAP TIME : 2:07.559 | DIFFERENCE : 0.000 | | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 55.004 | 2:18.027 | 56.85 | 10.468 | 10:44:42.496 |
| 2 - | 1:16.269 | 54.962 | 2:11.231 | 59.80 | 3.672 | 10:46:53.727 |
| 3 - | 1:15.343 | 55.089 | 2:10.432 | 60.16 | 2.873 | 10:49:04.159 |
| 4 - | 1:14.744 | 53.817 | 2:08.561 (2) | 61.04 | 1.002 | 10:51:12.720 |
| 5 - | 1:14.922 | 54.461 | 2:09.383 | 60.65 | 1.824 | 10:53:22.103 |
| 6 - | 1:14.244 | 53.315 | 2:07.559 (1) | 61.52 | | 10:55:29.662 |
| 7 - | 1:14.703 | 54.487 | 2:09.190 (3) | 60.74 | 1.631 | 10:57:38.852 |

| | | | | | | |
|---------------------------|--------------------------|--------------------|----------------------|--|--|--|
| P17 60 GPF | Ian READ | | Suzuki - MIMS Racing | | | |
| IDEAL LAP TIME : 1:59.124 | BEST LAP TIME : 2:00.094 | DIFFERENCE : 0.970 | | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|----------|---------------------|
| 1 - | | 51.002 | 3:03.781 | 42.70 | 1:03.687 | 10:45:28.250 |
| 2 - | 1:11.175 | 52.739 | 2:03.914 | 63.33 | 3.820 | 10:47:32.164 |
| 3 - | 1:12.619 | 51.138 | 2:03.757 | 63.41 | 3.663 | 10:49:35.921 |
| 4 - | 1:11.383 | 50.762 | 2:02.145 | 64.25 | 2.051 | 10:51:38.066 |
| 5 - | 1:10.258 | 49.836 | 2:00.094 (1) | 65.34 | | 10:53:38.160 |
| 6 - | 1:09.288 | 51.218 | 2:00.506 (2) | 65.12 | 0.412 | 10:55:38.666 |
| 7 - | 1:10.534 | 51.229 | 2:01.763 (3) | 64.45 | 1.669 | 10:57:40.429 |

| | | | | | | |
|---------------------------|--------------------------|--------------------|------|--|--|--|
| P18 28 R | William BROWN | | MZ - | | | |
| IDEAL LAP TIME : 2:07.387 | BEST LAP TIME : 2:07.387 | DIFFERENCE : 0.000 | | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 55.906 | 2:21.096 | 55.62 | 13.709 | 10:44:45.565 |
| 2 - | 1:15.432 | 54.817 | 2:10.249 | 60.25 | 2.862 | 10:46:55.814 |
| 3 - | 1:14.111 | 55.214 | 2:09.325 (3) | 60.68 | 1.938 | 10:49:05.139 |
| 4 - | 1:15.605 | 54.483 | 2:10.088 | 60.32 | 2.701 | 10:51:15.227 |
| 5 - | 1:15.647 | 53.937 | 2:09.584 | 60.56 | 2.197 | 10:53:24.811 |
| 6 - | 1:14.898 | 54.080 | 2:08.978 (2) | 60.84 | 1.591 | 10:55:33.789 |
| 7 - | 1:14.110 | 53.277 | 2:07.387 (1) | 61.60 | | 10:57:41.176 |

| | | | | | | |
|---------------------------|--------------------------|--------------------|------|--|--|--|
| P19 25 | Chris CHADDERTON | | MZ - | | | |
| IDEAL LAP TIME : 2:07.288 | BEST LAP TIME : 2:07.916 | DIFFERENCE : 0.628 | | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 55.616 | 2:20.966 | 55.67 | 13.050 | 10:44:45.435 |
| 2 - | 1:17.285 | 54.555 | 2:11.840 | 59.52 | 3.924 | 10:46:57.275 |
| 3 - | 1:16.157 | 54.501 | 2:10.658 | 60.06 | 2.742 | 10:49:07.933 |
| 4 - | 1:16.060 | 53.992 | 2:10.052 | 60.34 | 2.136 | 10:51:17.985 |
| 5 - | 1:15.092 | 53.182 | 2:08.274 (2) | 61.18 | 0.358 | 10:53:26.259 |
| 6 - | 1:14.106 | 53.810 | 2:07.916 (1) | 61.35 | | 10:55:34.175 |
| 7 - | 1:14.776 | 54.340 | 2:09.116 (3) | 60.78 | 1.200 | 10:57:43.291 |

| | | | | | | |
|---------------------------|--------------------------|--------------------|-----------|--|--|--|
| P20 11 GPF | Gael MACHARD | | Aprilia - | | | |
| IDEAL LAP TIME : 2:01.233 | BEST LAP TIME : 2:01.270 | DIFFERENCE : 0.037 | | | | |

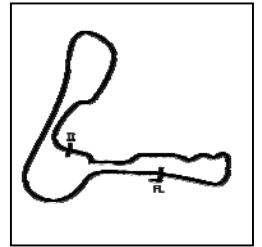
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|----------|---------------------|
| 1 - | | 51.433 | 3:03.804 | 42.69 | 1:02.534 | 10:45:28.273 |
| 2 - | 1:13.056 | 51.329 | 2:04.385 | 63.09 | 3.115 | 10:47:32.658 |
| 3 - | 1:13.043 | 51.514 | 2:04.557 | 63.00 | 3.287 | 10:49:37.215 |
| 4 - | 1:11.846 | 51.075 | 2:02.921 | 63.84 | 1.651 | 10:51:40.136 |
| 5 - | 1:11.262 | 50.198 | 2:01.460 (2) | 64.61 | 0.190 | 10:53:41.596 |
| 6 - | 1:11.035 | 50.235 | 2:01.270 (1) | 64.71 | | 10:55:42.866 |
| 7 - | 1:11.603 | 50.342 | 2:01.945 (3) | 64.35 | 0.675 | 10:57:44.811 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:42 Flag 10:57 End: 10:59

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - 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

| P21 17 GPF | | David PATERSON | | Yamaha - Lots of overtime | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|----------|---------------------|
| IDEAL LAP TIME : 2:01.902 | | BEST LAP TIME : 2:02.211 | | DIFFERENCE : 0.309 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.625 | 3:04.369 | 42.56 | 1:02.158 | 10:45:28.838 |
| 2 - | 1:12.687 | 50.712 | 2:03.399 (3) | 63.59 | 1.188 | 10:47:32.237 |
| 3 - | 1:12.637 | 51.859 | 2:04.496 | 63.03 | 2.285 | 10:49:36.733 |
| 4 - | 1:11.809 | 51.281 | 2:03.090 (2) | 63.75 | 0.879 | 10:51:39.823 |
| 5 - | 1:12.518 | 51.127 | 2:03.645 | 63.47 | 1.434 | 10:53:43.468 |
| 6 - | 1:11.277 | 50.934 | 2:02.211 (1) | 64.21 | | 10:55:45.679 |
| 7 - | 1:13.651 | 50.952 | 2:04.603 | 62.98 | 2.392 | 10:57:50.282 |

| P22 47 | | Richard FAYERS | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:09.977 | | BEST LAP TIME : 2:10.259 | | DIFFERENCE : 0.282 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.893 | 2:19.836 | 56.12 | 9.577 | 10:44:44.305 |
| 2 - | 1:17.166 | 54.443 | 2:11.609 | 59.63 | 1.350 | 10:46:55.914 |
| 3 - | 1:16.333 | 53.926 | 2:10.259 (1) | 60.24 | | 10:49:06.173 |
| 4 - | 1:16.768 | 54.196 | 2:10.964 (3) | 59.92 | 0.705 | 10:51:17.137 |
| 5 - | 1:16.753 | 53.663 | 2:10.416 (2) | 60.17 | 0.157 | 10:53:27.553 |
| 6 - | 1:16.314 | 54.812 | 2:11.126 | 59.85 | 0.867 | 10:55:38.679 |
| 7 - | 1:17.294 | 54.335 | 2:11.629 | 59.62 | 1.370 | 10:57:50.308 |

| P23 66 | | Mark VINCENT | | MZ - Putoline | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:12.805 | | BEST LAP TIME : 2:12.805 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.371 | 2:21.742 | 55.36 | 8.937 | 10:44:46.211 |
| 2 - | 1:18.097 | 54.708 | 2:12.805 (1) | 59.09 | | 10:46:59.016 |
| 3 - | 1:18.726 | 55.880 | 2:14.606 (2) | 58.30 | 1.801 | 10:49:13.622 |
| 4 - | 1:20.135 | 56.322 | 2:16.457 (3) | 57.51 | 3.652 | 10:51:30.079 |
| 5 - | 1:21.454 | 56.177 | 2:17.631 | 57.02 | 4.826 | 10:53:47.710 |
| 6 - | 1:20.582 | 56.737 | 2:17.319 | 57.15 | 4.514 | 10:56:05.029 |
| 7 - | 1:21.050 | 55.919 | 2:16.969 | 57.29 | 4.164 | 10:58:21.998 |

| P24 32 R | | John ASHMEAD | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.752 | | BEST LAP TIME : 2:09.006 | | DIFFERENCE : 0.254 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.966 | 2:19.919 | 56.08 | 10.913 | 10:44:44.388 |
| 2 - | 1:16.352 | 53.425 | 2:09.777 (2) | 60.47 | 0.771 | 10:46:54.165 |
| 3 - | 1:15.327 | 53.679 | 2:09.006 (1) | 60.83 | | 10:49:03.171 |

| P25 39 GPF | | Dan WRIGHT | | Yamaha - | | |
|---------------------------|----------|-----------------|----------|--------------|------|--------------|
| IDEAL LAP TIME : 1:53.849 | | BEST LAP TIME : | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.970 | 2:56.177 | 44.54 | | 10:45:20.646 |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 10:42 Flag 10:57 End: 10:59

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 2 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|------------|-----------------|-----|------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:46.681 | | |
| 1 | 13 | EDMONDSON | 1:02.596 | 13 | EDMONDSON | 44.085 | 1 | 13 | EDMONDSON | 1:46.681 | 1:46.903 | 0.222 |
| 2 | 82 | TAYLOR | 1:04.487 | 82 | TAYLOR | 45.767 | 2 | 82 | TAYLOR | 1:50.254 | 1:50.301 | 0.047 |
| 3 | 90 | THORNE | 1:05.082 | 90 | THORNE | 47.062 | 3 | 90 | THORNE | 1:52.144 | 1:52.144 | 0.000 |
| 4 | 39 | WRIGHT | 1:05.879 | 96 | KENT | 47.720 | 4 | 39 | WRIGHT | 1:53.849 | | |
| 5 | 96 | KENT | 1:06.149 | 9 | HOWLETT | 47.797 | 5 | 96 | KENT | 1:53.869 | 1:53.869 | 0.000 |
| 6 | 3 | BARRETT | 1:07.048 | 63 | BADGER | 47.847 | 6 | 9 | HOWLETT | 1:55.321 | 1:55.341 | 0.020 |
| 7 | 21 | HUNTER | 1:07.173 | 85 | WALES | 47.903 | 7 | 85 | WALES | 1:55.446 | 1:55.765 | 0.319 |
| 8 | 9 | HOWLETT | 1:07.524 | 39 | WRIGHT | 47.970 | 8 | 63 | BADGER | 1:55.733 | 1:55.829 | 0.096 |
| 9 | 85 | WALES | 1:07.543 | 68 | GARRIQUES | 48.377 | 9 | 21 | HUNTER | 1:55.990 | 1:56.364 | 0.374 |
| 10 | 63 | BADGER | 1:07.886 | 40 | SNOWDEN | 48.378 | 10 | 3 | BARRETT | 1:56.618 | 1:57.060 | 0.442 |
| 11 | 68 | GARRIQUES | 1:08.418 | 55 | COOPER | 48.797 | 11 | 68 | GARRIQUES | 1:56.795 | 1:57.360 | 0.565 |
| 12 | 40 | SNOWDEN | 1:09.095 | 21 | HUNTER | 48.817 | 12 | 40 | SNOWDEN | 1:57.473 | 1:57.938 | 0.465 |
| 13 | 60 | READ | 1:09.288 | 69 | MANN | 49.103 | 13 | 55 | COOPER | 1:58.403 | 1:58.412 | 0.009 |
| 14 | 55 | COOPER | 1:09.606 | 20 | WATSON | 49.344 | 14 | 60 | READ | 1:59.124 | 2:00.094 | 0.970 |
| 15 | 20 | WATSON | 1:09.997 | 3 | BARRETT | 49.570 | 15 | 20 | WATSON | 1:59.341 | 1:59.341 | 0.000 |
| 16 | 11 | MACHARD | 1:11.035 | 60 | READ | 49.836 | 16 | 69 | MANN | 2:00.231 | 2:00.658 | 0.427 |
| 17 | 69 | MANN | 1:11.128 | 11 | MACHARD | 50.198 | 17 | 11 | MACHARD | 2:01.233 | 2:01.270 | 0.037 |
| 18 | 17 | PATERSON | 1:11.277 | 17 | PATERSON | 50.625 | 18 | 17 | PATERSON | 2:01.902 | 2:02.211 | 0.309 |
| 19 | 25 | CHADDERTON | 1:14.106 | 25 | CHADDERTON | 53.182 | 19 | 25 | CHADDERTON | 2:07.288 | 2:07.916 | 0.628 |
| 20 | 28 | BROWN | 1:14.110 | 28 | BROWN | 53.277 | 20 | 28 | BROWN | 2:07.387 | 2:07.387 | 0.000 |
| 21 | 113 | NEWMAN | 1:14.244 | 113 | NEWMAN | 53.315 | 21 | 113 | NEWMAN | 2:07.559 | 2:07.559 | 0.000 |
| 22 | 32 | ASHMEAD | 1:15.327 | 32 | ASHMEAD | 53.425 | 22 | 32 | ASHMEAD | 2:08.752 | 2:09.006 | 0.254 |
| 23 | 47 | FAYERS | 1:16.314 | 47 | FAYERS | 53.663 | 23 | 47 | FAYERS | 2:09.977 | 2:10.259 | 0.282 |
| 24 | 66 | VINCENT | 1:18.097 | 66 | VINCENT | 54.708 | 24 | 66 | VINCENT | 2:12.805 | 2:12.805 | 0.000 |
| 25 | | | | | | | 25 | 95 | ROGERS | | 1:50.833 | |
| 26 | | | | | | | | | | | | |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 10:42 Flag 10:57 End: 10:59

Printed - 11:05 Sunday, 29 April 2018

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP
RACE 10 - GRID (8 Laps)

| | | | | | | | | | | |
|--------|----|----------------------------|--------------------------|----------|------------------------------|--------------------------|----------|------------------------------|------------------------|----------|
| ROW 12 | | 34 | 30 Neil HEWSON | 35 | 130 Malcolm HOWELL | 1 | | | | |
| ROW 11 | 31 | 11 Gael MACHARD | 2:01.270 | 32 | 17 David PATERSON | 2:02.211 | 33 | 39 Dan WRIGHT | | |
| ROW 10 | | 28 | 3 Tom BARRETT | 1:57.060 | 29 | 55 Nick COOPER | 1:58.412 | 30 | 60 Ian READ | 2:00.094 |
| ROW 9 | 25 | 13 Doug EDMONDSON | 1:46.903 | 26 | 90 Pete THORNE | 1:52.144 | 27 | 21 Ben HUNTER | 1:56.364 | |
| ROW 8 | | 22 | | 23 | | 24 | | | | |
| ROW 7 | 19 | 6 Jerry FROST | 20 | | 21 | | | | | |
| ROW 6 | | 16 | 66 Mark VINCENT | 2:12.805 | 17 | 56 Russell TURNER | 18 | 5 Garry SAMETT | | |
| ROW 5 | 13 | 25 Chris CHADDERTON | 2:07.916 | 14 | 32 John ASHMEAD | 2:09.006 | 15 | 47 Richard FAYERS | 2:10.259 | |
| ROW 4 | | 10 | 69 Alexander MANN | 2:00.658 | 11 | 28 William BROWN | 1:59.341 | 12 | 113 Liam NEWMAN | 2:07.559 |
| ROW 3 | 7 | 68 Graham GARRIQUES | 1:57.360 | 8 | 40 Simon SNOWDEN | 1:57.938 | 9 | 20 Christopher WATSON | | |
| ROW 2 | | 4 | 9 Gary HOWLETT | 1:55.341 | 5 | 85 Andrew WALES | 1:55.765 | 6 | 63 Keith BADGER | 1:55.829 |
| ROW 1 | 1 | 82 Mark TAYLOR | 1:50.301 | 2 | 95 Christopher ROGERS | 1:50.833 | 3 | 96 Chris KENT | 1:53.869 | |
| | | | Pole | | | | | | | |

Cadwell Park
 Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 11:08 Sunday, 29 April 2018



Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP
RACE 10 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|-----|----------------------|---|------|-----------|----------|--------|-------|----------|----|
| 1 | 95 | | 1 Christopher ROGERS | MZ - CB Racing | 8 | 14:57.418 | | | 69.96 | 1:50.478 | 6 |
| 2 | 82 | | 2 Mark TAYLOR | MZ - Longhove Contracts | 8 | 14:58.038 | 0.620 | 0.620 | 69.91 | 1:49.699 | 8 |
| 3 | 96 | | 3 Chris KENT | MZ - Me, Myself & I | 8 | 15:14.031 | 16.613 | 15.993 | 68.68 | 1:52.053 | 3 |
| 4 | 85 | | 4 Andrew WALES | MZ - Illuminated Design LTD | 8 | 15:33.925 | 36.507 | 19.894 | 67.22 | 1:55.006 | 7 |
| 5 | 63 | | 5 Keith BADGER | MZ - Bgr racing | 8 | 15:33.993 | 36.575 | 0.068 | 67.22 | 1:55.204 | 6 |
| 6 | 9 | | 6 Gary HOWLETT | MZ - HS Racing | 8 | 15:47.220 | 49.802 | 13.227 | 66.28 | 1:56.413 | 6 |
| 7 | 40 | | 7 Simon SNOWDEN | MZ - Wheels motorcycles peterborough | 8 | 15:47.522 | 50.104 | 0.302 | 66.26 | 1:56.439 | 8 |
| 8 | 90 | GP | 1 Pete THORNE | Yamaha - Aspire Classic Restorations | 8 | 16:03.814 | 1:06.396 | 16.292 | 65.14 | 1:52.605 | 2 |
| 9 | 69 | R | 1 Alexander MANN | MZ - | 8 | 16:07.840 | 1:10.422 | 4.026 | 64.87 | 1:59.418 | 7 |
| 10 | 20 | | 8 Christopher WATSON | MZ - Expert Locksmiths Medway | 8 | 16:16.071 | 1:18.653 | 8.231 | 64.32 | 1:59.965 | 5 |
| 11 | 55 | GPF | 1 Nick COOPER | Aprilia - Skint Racing - Wemoto.com and Mr Spotch | 8 | 16:23.612 | 1:26.194 | 7.541 | 63.83 | 1:53.948 | 7 |
| 12 | 21 | GPF | 2 Ben HUNTER | Yamaha - | 8 | 16:25.643 | 1:28.225 | 2.031 | 63.69 | 1:54.498 | 5 |
| 13 | 60 | GPF | 3 Ian READ | Suzuki - MiMS Racing | 8 | 16:43.419 | 1:46.001 | 17.776 | 62.57 | 1:57.602 | 3 |
| 14 | 113 | | 9 Liam NEWMAN | MZ - Team newman racing | 8 | 16:58.665 | 2:01.247 | 15.246 | 61.63 | 2:05.677 | 4 |
| 15 | 11 | GPF | 4 Gael MACHARD | Aprilia - | 7 | 15:08.119 | 1 Lap | 1 Lap | 60.49 | 1:58.535 | 2 |
| 16 | 66 | | 10 Mark VINCENT | MZ - Putoline | 7 | 15:11.258 | 1 Lap | 3.139 | 60.28 | 2:07.339 | 7 |
| 17 | 28 | R | 2 William BROWN | MZ - | 7 | 15:11.744 | 1 Lap | 0.486 | 60.25 | 2:06.538 | 5 |
| 18 | 47 | | 11 Richard FAYERS | MZ - | 7 | 15:15.176 | 1 Lap | 3.432 | 60.02 | 2:08.041 | 6 |
| 19 | 30 | GPF | 5 Neil HEWSON | Suzuki - | 7 | 15:16.594 | 1 Lap | 1.418 | 59.93 | 2:00.466 | 7 |
| 20 | 56 | R | 3 Russell TURNER | MZ - | 7 | 15:23.701 | 1 Lap | 7.107 | 59.47 | 2:07.746 | 7 |
| 21 | 25 | | 12 Chris CHADDERTON | MZ - | 7 | 15:24.831 | 1 Lap | 1.130 | 59.40 | 2:08.272 | 7 |
| 22 | 32 | R | 4 John ASHMEAD | MZ - | 7 | 15:34.627 | 1 Lap | 9.796 | 58.77 | 2:08.981 | 6 |
| 23 | 42 | GPF | 6 Martin PEARSON | Yamaha - | 7 | 15:39.736 | 1 Lap | 5.109 | 58.45 | 2:04.385 | 7 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|-----|------------------|---------------------------|---|-----------|--------|--------|-------|----------|---|
| DNF | 3 | GP | Tom BARRETT | Honda - | 6 | 12:39.348 | 2 Laps | 1 Lap | 62.01 | 1:54.881 | 5 |
| DNF | 68 | | Graham GARRIQUES | MZ - | 2 | 4:02.502 | 6 Laps | 4 Laps | 64.72 | 1:57.223 | 2 |
| DNF | 17 | GPF | David PATERSON | Yamaha - Lots of overtime | 2 | 5:01.045 | 6 Laps | 58.543 | 52.13 | 2:03.069 | 2 |

FASTEST LAP

| | | | | | | | | | |
|----|-----|--|----------------|---|---|----------|--|-----------|------------|
| 82 | | | Mark TAYLOR | MZ - Longhove Contracts | 8 | 1:49.699 | | 71.54 mph | 115.13 kph |
| 90 | GP | | Pete THORNE | Yamaha - Aspire Classic Restorations | 2 | 1:52.605 | | 69.69 mph | 112.16 kph |
| 55 | GPF | | Nick COOPER | Aprilia - Skint Racing - Wemoto.com and Mr Spotch | 7 | 1:53.948 | | 68.87 mph | 110.84 kph |
| 69 | R | | Alexander MANN | MZ - | 7 | 1:59.418 | | 65.71 mph | 105.76 kph |

Class - 92.5% of Race Speed = 64.71 mph
Class GP - 92.5% of Race Speed = 60.25 mph
Class R - 92.5% of Race Speed = 60.00 mph
Class GPF - 92.5% of Race Speed = 59.04 mph

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Weather / Track : Cloudy / Dry
These results are provisional until the conclusion of any judicial and technical matters.

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|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 15:16 Sunday, 29 April 2018



Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - LAP CHART

LAP 1 @ 14:59:14.626

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 82 | | 1:57.900 |
| 95 | 0.253 | 1:58.153 |
| 96 | 1.761 | 1:59.661 |
| 63 | 4.150 | 2:02.050 |
| 85 | 4.404 | 2:02.304 |
| 9 | 6.917 | 2:04.817 |
| 68 | 7.379 | 2:05.279 |
| 40 | 7.600 | 2:05.500 |
| 69 | 8.676 | 2:06.576 |
| 20 | 9.822 | 2:07.722 |
| 113 | 13.696 | 2:11.596 |
| 32 | 19.803 | 2:17.703 |
| 28 | 21.928 | 2:19.828 |
| 25 | 22.213 | 2:20.113 |
| 66 | 22.453 | 2:20.353 |
| 47 | 23.251 | 2:21.151 |
| 56 | 25.726 | 2:23.626 |
| 90 | 49.462 | 2:47.362 |
| 21 | 54.374 | 2:52.274 |
| 55 | 56.270 | 2:54.170 |
| 60 | 56.990 | 2:54.890 |
| 3 | 57.564 | 2:55.464 |
| 11 | 58.544 | 2:56.444 |
| 17 | 1:00.076 | 2:57.976 |
| 30 | 1:03.678 | 3:01.578 |
| 42 | 1:06.708 | 3:04.608 |

LAP 2 @ 15:01:07.016

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 95 | | 1:52.137 |
| 82 | 0.104 | 1:52.494 |
| 96 | 1.704 | 1:52.333 |
| 85 | 7.688 | 1:55.674 |
| 63 | 8.208 | 1:56.448 |
| 9 | 11.889 | 1:57.362 |
| 68 | 12.212 | 1:57.223 |
| 40 | 13.110 | 1:57.900 |
| 69 | 16.259 | 1:59.973 |
| 20 | 17.586 | 2:00.154 |
| 113 | 28.722 | 2:07.416 |
| 28 | 39.276 | 2:09.738 |
| 66 | 41.136 | 2:11.073 |
| 25 | 42.257 | 2:12.434 |
| 47 | 42.290 | 2:11.429 |
| 56 | 45.169 | 2:11.833 |
| 90 | 49.677 | 1:52.605 |
| 32 | 49.743 | 2:22.330 |
| 21 | 59.162 | 1:57.178 |
| 55 | 1:00.263 | 1:56.383 |
| 60 | 1:02.374 | 1:57.774 |
| 3 | 1:02.718 | 1:57.544 |
| 11 | 1:04.689 | 1:58.535 |
| 17 | 1:10.755 | 2:03.069 |
| 30 | 1:15.618 | 2:04.330 |
| 42 | 1:19.925 | 2:05.607 |

LAP 3 @ 15:02:58.601

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 95 | | 1:51.585 |
| 82 | 0.180 | 1:51.661 |
| 96 | 2.172 | 1:52.053 |

| | | |
|-----|----------|----------|
| 85 | 11.515 | 1:55.412 |
| 63 | 11.908 | 1:55.285 |
| 9 | 18.584 | 1:58.280 |
| 40 | 19.837 | 1:58.312 |
| 69 | 25.869 | 2:01.195 |
| 20 | 26.978 | 2:00.977 |
| 113 | 43.666 | 2:06.529 |
| 90 | 52.327 | 1:54.235 |
| 28 | 57.329 | 2:09.638 |
| 66 | 58.152 | 2:08.601 |
| 47 | 59.564 | 2:08.859 |
| 25 | 1:02.480 | 2:11.808 |
| 56 | 1:04.681 | 2:11.097 |
| 21 | 1:05.254 | 1:57.677 |
| 55 | 1:05.684 | 1:57.006 |
| 3 | 1:06.334 | 1:55.201 |
| 60 | 1:08.391 | 1:57.602 |
| 32 | 1:10.501 | 2:12.343 |
| 11 | 1:14.316 | 2:01.212 |
| 30 | 1:26.562 | 2:02.529 |
| 42 | 1:33.851 | 2:05.511 |

LAP 4 @ 15:04:49.684

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 95 | | 1:51.083 |
| 82 | 0.085 | 1:50.988 |
| 96 | 4.647 | 1:53.558 |
| 63 | 16.542 | 1:55.717 |
| 85 | 16.665 | 1:56.233 |
| 9 | 25.808 | 1:58.307 |
| 40 | 26.066 | 1:57.312 |
| 69 | 35.509 | 2:00.723 |
| 20 | 36.394 | 2:00.499 |
| 90 | 56.442 | 1:55.198 |
| 113 | 58.260 | 2:05.677 |
| 55 | 1:11.476 | 1:56.875 |
| 21 | 1:12.570 | 1:58.399 |
| 3 | 1:15.176 | 1:59.925 |
| 28 | 1:15.764 | 2:09.518 |
| 60 | 1:15.807 | 1:58.499 |
| 66 | 1:15.841 | 2:08.772 |
| 47 | 1:17.743 | 2:09.262 |
| 25 | 1:22.740 | 2:11.343 |
| 56 | 1:23.310 | 2:09.712 |
| 11 | 1:25.397 | 2:02.164 |
| 32 | 1:31.480 | 2:12.062 |
| 30 | 1:37.296 | 2:01.817 |

LAP 5 @ 15:06:40.870

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 95 | | 1:51.186 |
| 82 | 0.013 | 1:51.114 |
| 42 | 1 Lap | 2:09.479 |
| 96 | 6.756 | 1:53.295 |
| 85 | 21.556 | 1:56.077 |
| 63 | 22.053 | 1:56.697 |
| 9 | 32.087 | 1:57.465 |
| 40 | 32.819 | 1:57.939 |
| 69 | 44.388 | 2:00.065 |
| 20 | 45.173 | 1:59.965 |
| 90 | 59.294 | 1:54.038 |
| 113 | 1:13.139 | 2:06.065 |
| 55 | 1:14.404 | 1:54.114 |
| 21 | 1:15.882 | 1:54.498 |

| | | |
|----|----------|----------|
| 3 | 1:18.871 | 1:54.881 |
| 60 | 1:22.261 | 1:57.640 |
| 28 | 1:31.116 | 2:06.538 |
| 66 | 1:32.022 | 2:07.367 |
| 47 | 1:34.715 | 2:08.158 |
| 11 | 1:41.786 | 2:07.575 |
| 25 | 1:42.454 | 2:10.900 |
| 56 | 1:43.241 | 2:11.117 |
| 30 | 1:47.103 | 2:00.993 |

LAP 6 @ 15:08:31.348

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 95 | | 1:50.478 |
| 82 | 0.590 | 1:51.055 |
| 32 | 1 Lap | 2:10.889 |
| 96 | 10.353 | 1:54.075 |
| 42 | 1 Lap | 2:05.641 |
| 85 | 26.717 | 1:55.639 |
| 63 | 26.779 | 1:55.204 |
| 9 | 38.022 | 1:56.413 |
| 40 | 39.457 | 1:57.116 |
| 69 | 54.159 | 2:00.249 |
| 20 | 55.358 | 2:00.663 |
| 90 | 1:01.881 | 1:53.065 |
| 55 | 1:20.361 | 1:56.435 |
| 21 | 1:20.980 | 1:55.576 |
| 3 | 1:24.726 | 1:56.333 |
| 113 | 1:29.970 | 2:07.309 |
| 60 | 1:30.843 | 1:59.060 |
| 28 | 1:49.107 | 2:08.469 |
| 66 | 1:49.297 | 2:07.753 |

LAP 7 @ 15:10:23.543

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 95 | | 1:52.195 |
| 11 | 1 Lap | 2:00.912 |
| 47 | 1 Lap | 2:08.041 |
| 82 | 1.522 | 1:53.127 |
| 56 | 1 Lap | 2:08.570 |
| 30 | 1 Lap | 2:04.881 |
| 25 | 1 Lap | 2:09.961 |
| 96 | 12.223 | 1:54.065 |
| 32 | 1 Lap | 2:08.981 |
| 42 | 1 Lap | 2:04.505 |
| 85 | 29.528 | 1:55.006 |
| 63 | 30.077 | 1:55.493 |
| 9 | 43.160 | 1:57.333 |
| 40 | 44.266 | 1:57.004 |
| 69 | 1:01.382 | 1:59.418 |
| 90 | 1:02.544 | 1:52.858 |
| 20 | 1:05.237 | 2:02.074 |
| 55 | 1:22.114 | 1:53.948 |
| 21 | 1:23.582 | 1:54.797 |
| 60 | 1:37.918 | 1:59.270 |
| 113 | 1:44.694 | 2:06.919 |

LAP 8 @ 15:12:14.144

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 95 | | 1:50.601 |
| 82 | 0.620 | 1:49.699 |
| 11 | 1 Lap | 2:01.277 |
| 66 | 1 Lap | 2:07.339 |
| 28 | 1 Lap | 2:08.015 |

| | | |
|-----|----------|----------|
| 96 | 16.613 | 1:54.991 |
| 47 | 1 Lap | 2:08.276 |
| 30 | 1 Lap | 2:00.466 |
| 56 | 1 Lap | 2:07.746 |
| 25 | 1 Lap | 2:08.272 |
| 85 | 36.507 | 1:57.580 |
| 63 | 36.575 | 1:57.099 |
| 32 | 1 Lap | 2:10.319 |
| 42 | 1 Lap | 2:04.385 |
| 9 | 49.802 | 1:57.243 |
| 40 | 50.104 | 1:56.439 |
| 90 | 1:06.396 | 1:54.453 |
| 69 | 1:10.422 | 1:59.641 |
| 20 | 1:18.653 | 2:04.017 |
| 55 | 1:26.194 | 1:54.681 |
| 21 | 1:28.225 | 1:55.244 |
| 60 | 1:46.001 | 1:58.684 |
| 113 | 2:01.247 | 2:07.154 |

Cadwell Park

Circuit Length = 2.1800 miles

Start: 14:57 Flag 15:12 End: 15:14

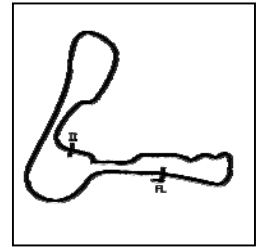
Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Printed - 15:17 Sunday, 29 April 2018

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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 95 Christopher ROGERS | | MZ - CB Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.918 | | BEST LAP TIME : 1:50.478 | | DIFFERENCE : 0.560 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.276 | 1:58.153 | 66.42 | 7.675 | 14:59:14.879 |
| 2 - | 1:05.820 | 46.317 | 1:52.137 | 69.98 | 1.659 | 15:01:07.016 |
| 3 - | 1:05.709 | 45.876 | 1:51.585 | 70.33 | 1.107 | 15:02:58.601 |
| 4 - | 1:05.150 | 45.933 | 1:51.083 (3) | 70.65 | 0.605 | 15:04:49.684 |
| 5 - | 1:04.734 | 46.452 | 1:51.186 | 70.58 | 0.708 | 15:06:40.870 |
| 6 - | 1:04.641 | 45.837 | 1:50.478 (1) | 71.03 | | 15:08:31.348 |
| 7 - | 1:05.490 | 46.705 | 1:52.195 | 69.95 | 1.717 | 15:10:23.543 |
| 8 - | 1:05.324 | 45.277 | 1:50.601 (2) | 70.95 | 0.123 | 15:12:14.144 |

| P2 82 Mark TAYLOR | | MZ - Longhove Contracts | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.533 | | BEST LAP TIME : 1:49.699 | | DIFFERENCE : 0.166 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.465 | 1:57.900 | 66.56 | 8.201 | 14:59:14.626 |
| 2 - | 1:06.202 | 46.292 | 1:52.494 | 69.76 | 2.795 | 15:01:07.120 |
| 3 - | 1:05.741 | 45.920 | 1:51.661 | 70.28 | 1.962 | 15:02:58.781 |
| 4 - | 1:05.123 | 45.865 | 1:50.988 (2) | 70.71 | 1.289 | 15:04:49.769 |
| 5 - | 1:04.795 | 46.319 | 1:51.114 | 70.63 | 1.415 | 15:06:40.883 |
| 6 - | 1:04.916 | 46.139 | 1:51.055 (3) | 70.66 | 1.356 | 15:08:31.938 |
| 7 - | 1:07.632 | 45.495 | 1:53.127 | 69.37 | 3.428 | 15:10:25.065 |
| 8 - | 1:04.961 | 44.738 | 1:49.699 (1) | 71.54 | | 15:12:14.764 |

| P3 96 Chris KENT | | MZ - Me, Myself & I | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:52.053 | | BEST LAP TIME : 1:52.053 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.217 | 1:59.661 | 65.58 | 7.608 | 14:59:16.387 |
| 2 - | 1:05.345 | 46.988 | 1:52.333 (2) | 69.86 | 0.280 | 15:01:08.720 |
| 3 - | 1:05.088 | 46.965 | 1:52.053 (1) | 70.03 | | 15:03:00.773 |
| 4 - | 1:05.897 | 47.661 | 1:53.558 | 69.11 | 1.505 | 15:04:54.331 |
| 5 - | 1:05.795 | 47.500 | 1:53.295 (3) | 69.27 | 1.242 | 15:06:47.626 |
| 6 - | 1:06.691 | 47.384 | 1:54.075 | 68.79 | 2.022 | 15:08:41.701 |
| 7 - | 1:06.535 | 47.530 | 1:54.065 | 68.80 | 2.012 | 15:10:35.766 |
| 8 - | 1:06.535 | 48.456 | 1:54.991 | 68.24 | 2.938 | 15:12:30.757 |

| P4 85 Andrew WALES | | MZ - Illuminated Design LTD | | | | |
|---------------------------|-----------------|-----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.450 | | BEST LAP TIME : 1:55.006 | | DIFFERENCE : 0.556 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.737 | 2:02.304 | 64.16 | 7.298 | 14:59:19.030 |
| 2 - | 1:07.443 | 48.231 | 1:55.674 | 67.84 | 0.668 | 15:01:14.704 |
| 3 - | 1:07.390 | 48.022 | 1:55.412 (2) | 68.00 | 0.406 | 15:03:10.116 |
| 4 - | 1:07.953 | 48.280 | 1:56.233 | 67.52 | 1.227 | 15:05:06.349 |
| 5 - | 1:07.822 | 48.255 | 1:56.077 | 67.61 | 1.071 | 15:07:02.426 |
| 6 - | 1:08.090 | 47.549 | 1:55.639 (3) | 67.86 | 0.633 | 15:08:58.065 |
| 7 - | 1:06.901 | 48.105 | 1:55.006 (1) | 68.24 | | 15:10:53.071 |
| 8 - | 1:07.751 | 49.829 | 1:57.580 | 66.74 | 2.574 | 15:12:50.651 |

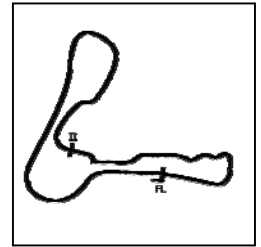
| P5 63 Keith BADGER | | MZ - Bgr racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.048 | | BEST LAP TIME : 1:55.204 | | DIFFERENCE : 0.156 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.831 | 2:02.050 | 64.30 | 6.846 | 14:59:18.776 |
| 2 - | 1:08.042 | 48.406 | 1:56.448 | 67.39 | 1.244 | 15:01:15.224 |
| 3 - | 1:07.217 | 48.068 | 1:55.285 (2) | 68.07 | 0.081 | 15:03:10.509 |
| 4 - | 1:07.235 | 48.482 | 1:55.717 | 67.82 | 0.513 | 15:05:06.226 |
| 5 - | 1:08.544 | 48.153 | 1:56.697 | 67.25 | 1.493 | 15:07:02.923 |
| 6 - | 1:07.240 | 47.964 | 1:55.204 (1) | 68.12 | | 15:08:58.127 |
| 7 - | 1:07.240 | 48.253 | 1:55.493 (3) | 67.95 | 0.289 | 15:10:53.620 |
| 8 - | 1:08.646 | 48.453 | 1:57.099 | 67.02 | 1.895 | 15:12:50.719 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

| | | | | | | |
|---------------------------|----------|--------------------------|--------------------|--|--|--|
| P6 | 9 | Gary HOWLETT | MZ - HS Racing | | | |
| IDEAL LAP TIME : 1:56.152 | | BEST LAP TIME : 1:56.413 | DIFFERENCE : 0.261 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 49.073 | 2:04.817 | 62.87 | 8.404 | 14:59:21.543 |
| 2 - | 1:08.257 | 49.105 | 1:57.362 | 66.87 | 0.949 | 15:01:18.905 |
| 3 - | 1:08.818 | 49.462 | 1:58.280 | 66.35 | 1.867 | 15:03:17.185 |
| 4 - | 1:09.269 | 49.038 | 1:58.307 | 66.33 | 1.894 | 15:05:15.492 |
| 5 - | 1:09.303 | 48.162 | 1:57.465 | 66.81 | 1.052 | 15:07:12.957 |
| 6 - | 1:07.990 | 48.423 | 1:56.413 (1) | 67.41 | | 15:09:09.370 |
| 7 - | 1:09.027 | 48.306 | 1:57.333 (3) | 66.88 | 0.920 | 15:11:06.703 |
| 8 - | 1:08.716 | 48.527 | 1:57.243 (2) | 66.93 | 0.830 | 15:13:03.946 |

| | | | | | | |
|---------------------------|-----------|--------------------------|--------------------------------------|--|--|--|
| P7 | 40 | Simon SNOWDEN | MZ - Wheels motorcycles peterborough | | | |
| IDEAL LAP TIME : 1:56.439 | | BEST LAP TIME : 1:56.439 | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 48.686 | 2:05.500 | 62.53 | 9.061 | 14:59:22.226 |
| 2 - | 1:09.197 | 48.703 | 1:57.900 | 66.56 | 1.461 | 15:01:20.126 |
| 3 - | 1:09.878 | 48.434 | 1:58.312 | 66.33 | 1.873 | 15:03:18.438 |
| 4 - | 1:09.050 | 48.262 | 1:57.312 | 66.89 | 0.873 | 15:05:15.750 |
| 5 - | 1:09.219 | 48.720 | 1:57.939 | 66.54 | 1.500 | 15:07:13.689 |
| 6 - | 1:08.820 | 48.296 | 1:57.116 (3) | 67.01 | 0.677 | 15:09:10.805 |
| 7 - | 1:08.948 | 48.056 | 1:57.004 (2) | 67.07 | 0.565 | 15:11:07.809 |
| 8 - | 1:08.389 | 48.050 | 1:56.439 (1) | 67.40 | | 15:13:04.248 |

| | | | | | | |
|---------------------------|--------------|--------------------------|--------------------------------------|--|--|--|
| P8 | 90 GP | Pete THORNE | Yamaha - Aspire Classic Restorations | | | |
| IDEAL LAP TIME : 1:52.025 | | BEST LAP TIME : 1:52.605 | DIFFERENCE : 0.580 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 47.020 | 2:47.362 | 46.89 | 54.757 | 15:00:04.088 |
| 2 - | 1:05.005 | 47.600 | 1:52.605 (1) | 69.69 | | 15:01:56.693 |
| 3 - | 1:06.282 | 47.953 | 1:54.235 | 68.70 | 1.630 | 15:03:50.928 |
| 4 - | 1:06.244 | 48.954 | 1:55.198 | 68.12 | 2.593 | 15:05:46.126 |
| 5 - | 1:06.382 | 47.656 | 1:54.038 | 68.81 | 1.433 | 15:07:40.164 |
| 6 - | 1:05.702 | 47.363 | 1:53.065 (3) | 69.41 | 0.460 | 15:09:33.229 |
| 7 - | 1:05.662 | 47.196 | 1:52.858 (2) | 69.53 | 0.253 | 15:11:26.087 |
| 8 - | 1:07.015 | 47.438 | 1:54.453 | 68.57 | 1.848 | 15:13:20.540 |

| | | | | | | |
|---------------------------|-------------|--------------------------|--------------------|--|--|--|
| P9 | 69 R | Alexander MANN | MZ - | | | |
| IDEAL LAP TIME : 1:59.202 | | BEST LAP TIME : 1:59.418 | DIFFERENCE : 0.216 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 49.185 | 2:06.576 | 62.00 | 7.158 | 14:59:23.302 |
| 2 - | 1:10.183 | 49.790 | 1:59.973 (3) | 65.41 | 0.555 | 15:01:23.275 |
| 3 - | 1:11.062 | 50.133 | 2:01.195 | 64.75 | 1.777 | 15:03:24.470 |
| 4 - | 1:10.839 | 49.884 | 2:00.723 | 65.00 | 1.305 | 15:05:25.193 |
| 5 - | 1:10.438 | 49.627 | 2:00.065 | 65.36 | 0.647 | 15:07:25.258 |
| 6 - | 1:10.941 | 49.308 | 2:00.249 | 65.26 | 0.831 | 15:09:25.507 |
| 7 - | 1:10.399 | 49.019 | 1:59.418 (1) | 65.71 | | 15:11:24.925 |
| 8 - | 1:10.304 | 49.337 | 1:59.641 (2) | 65.59 | 0.223 | 15:13:24.566 |

| | | | | | | |
|---------------------------|-----------|---------------------------|-------------------------------|--|--|--|
| P10 | 20 | Christopher WATSON | MZ - Expert Locksmiths Medway | | | |
| IDEAL LAP TIME : 1:59.698 | | BEST LAP TIME : 1:59.965 | DIFFERENCE : 0.267 | | | |

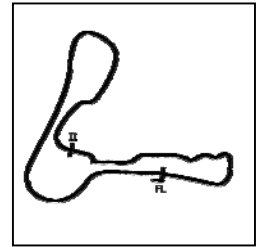
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 49.503 | 2:07.722 | 61.44 | 7.757 | 14:59:24.448 |
| 2 - | 1:10.692 | 49.462 | 2:00.154 (2) | 65.31 | 0.189 | 15:01:24.602 |
| 3 - | 1:11.195 | 49.782 | 2:00.977 | 64.87 | 1.012 | 15:03:25.579 |
| 4 - | 1:11.090 | 49.409 | 2:00.499 (3) | 65.12 | 0.534 | 15:05:26.078 |
| 5 - | 1:10.289 | 49.676 | 1:59.965 (1) | 65.41 | | 15:07:26.043 |
| 6 - | 1:11.127 | 49.536 | 2:00.663 | 65.04 | 0.698 | 15:09:26.706 |
| 7 - | 1:11.709 | 50.365 | 2:02.074 | 64.28 | 2.109 | 15:11:28.780 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

8 - 1:12.863 51.154 2:04.017 63.28 4.052 15:13:32.797

| P11 55 GPF Nick COOPER | | Aprilia - Skint Racing - Wemoto.com and Mr Spotch Gardening | | | | |
|---------------------------|-----------------|---|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:53.657 | | BEST LAP TIME : 1:53.948 | | DIFFERENCE : 0.291 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.200 | 2:54.170 | 45.05 | 1:00.222 | 15:00:10.896 |
| 2 - | 1:08.018 | 48.365 | 1:56.383 | 67.43 | 2.435 | 15:02:07.279 |
| 3 - | 1:07.949 | 49.057 | 1:57.006 | 67.07 | 3.058 | 15:04:04.285 |
| 4 - | 1:08.434 | 48.441 | 1:56.875 | 67.14 | 2.927 | 15:06:01.160 |
| 5 - | 1:06.537 | 47.577 | 1:54.114 (2) | 68.77 | 0.166 | 15:07:55.274 |
| 6 - | 1:08.358 | 48.077 | 1:56.435 | 67.40 | 2.487 | 15:09:51.709 |
| 7 - | 1:06.080 | 47.868 | 1:53.948 (1) | 68.87 | | 15:11:45.657 |
| 8 - | 1:06.919 | 47.762 | 1:54.681 (3) | 68.43 | 0.733 | 15:13:40.338 |

| P12 21 GPF Ben HUNTER | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.286 | | BEST LAP TIME : 1:54.498 | | DIFFERENCE : 0.212 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.733 | 2:52.274 | 45.55 | 57.776 | 15:00:09.000 |
| 2 - | 1:07.885 | 49.293 | 1:57.178 | 66.97 | 2.680 | 15:02:06.178 |
| 3 - | 1:08.699 | 48.978 | 1:57.677 | 66.69 | 3.179 | 15:04:03.855 |
| 4 - | 1:08.772 | 49.627 | 1:58.399 | 66.28 | 3.901 | 15:06:02.254 |
| 5 - | 1:06.450 | 48.048 | 1:54.498 (1) | 68.54 | | 15:07:56.752 |
| 6 - | 1:07.406 | 48.170 | 1:55.576 | 67.90 | 1.078 | 15:09:52.328 |
| 7 - | 1:06.760 | 48.037 | 1:54.797 (2) | 68.36 | 0.299 | 15:11:47.125 |
| 8 - | 1:07.408 | 47.836 | 1:55.244 (3) | 68.09 | 0.746 | 15:13:42.369 |

| P13 60 GPF Ian READ | | Suzuki - MiMS Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.009 | | BEST LAP TIME : 1:57.602 | | DIFFERENCE : 0.593 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.334 | 2:54.890 | 44.87 | 57.288 | 15:00:11.616 |
| 2 - | 1:08.064 | 49.710 | 1:57.774 (3) | 66.63 | 0.172 | 15:02:09.390 |
| 3 - | 1:07.675 | 49.927 | 1:57.602 (1) | 66.73 | | 15:04:06.992 |
| 4 - | 1:08.419 | 50.080 | 1:58.499 | 66.22 | 0.897 | 15:06:05.491 |
| 5 - | 1:07.747 | 49.893 | 1:57.640 (2) | 66.71 | 0.038 | 15:08:03.131 |
| 6 - | 1:09.006 | 50.054 | 1:59.060 | 65.91 | 1.458 | 15:10:02.191 |
| 7 - | 1:09.217 | 50.053 | 1:59.270 | 65.80 | 1.668 | 15:12:01.461 |
| 8 - | 1:08.126 | 50.558 | 1:58.684 | 66.12 | 1.082 | 15:14:00.145 |

| P14 113 Liam NEWMAN | | MZ - Team newman racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.218 | | BEST LAP TIME : 2:05.677 | | DIFFERENCE : 0.459 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.488 | 2:11.596 | 59.63 | 5.919 | 14:59:28.322 |
| 2 - | 1:14.015 | 53.401 | 2:07.416 | 61.59 | 1.739 | 15:01:35.738 |
| 3 - | 1:13.530 | 52.999 | 2:06.529 (3) | 62.02 | 0.852 | 15:03:42.267 |
| 4 - | 1:13.588 | 52.089 | 2:05.677 (1) | 62.44 | | 15:05:47.944 |
| 5 - | 1:13.487 | 52.578 | 2:06.065 (2) | 62.25 | 0.388 | 15:07:54.009 |
| 6 - | 1:13.129 | 54.180 | 2:07.309 | 61.64 | 1.632 | 15:10:01.318 |
| 7 - | 1:13.668 | 53.251 | 2:06.919 | 61.83 | 1.242 | 15:12:08.237 |
| 8 - | 1:13.903 | 53.251 | 2:07.154 | 61.72 | 1.477 | 15:14:15.391 |

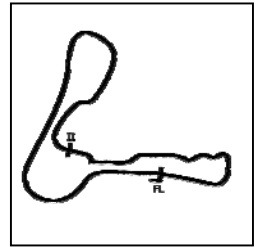
| P15 11 GPF Gael MACHARD | | Aprilia - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.535 | | BEST LAP TIME : 1:58.535 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.948 | 2:56.444 | 44.47 | 57.909 | 15:00:13.170 |
| 2 - | 1:09.211 | 49.324 | 1:58.535 (1) | 66.20 | | 15:02:11.705 |
| 3 - | 1:11.175 | 50.037 | 2:01.212 (3) | 64.74 | 2.677 | 15:04:12.917 |
| 4 - | 1:11.097 | 51.067 | 2:02.164 | 64.24 | 3.629 | 15:06:15.081 |
| 5 - | 1:14.555 | 53.020 | 2:07.575 | 61.51 | 9.040 | 15:08:22.656 |
| 6 - | 1:10.982 | 49.930 | 2:00.912 (2) | 64.90 | 2.377 | 15:10:23.568 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

7 - 1:10.555 50.722 2:01.277 64.71 2.742 15:12:24.845

| P16 66 Mark VINCENT | | | MZ - Putoline | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.131 | | BEST LAP TIME : 2:07.339 | | DIFFERENCE : 0.208 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.980 | 2:20.353 | 55.91 | 13.014 | 14:59:37.079 |
| 2 - | 1:17.446 | 53.627 | 2:11.073 | 59.87 | 3.734 | 15:01:48.152 |
| 3 - | 1:15.702 | 52.899 | 2:08.601 | 61.02 | 1.262 | 15:03:56.753 |
| 4 - | 1:15.436 | 53.336 | 2:08.772 | 60.94 | 1.433 | 15:06:05.525 |
| 5 - | 1:14.852 | 52.515 | 2:07.367 (2) | 61.61 | 0.028 | 15:08:12.892 |
| 6 - | 1:15.353 | 52.400 | 2:07.753 (3) | 61.43 | 0.414 | 15:10:20.645 |
| 7 - | 1:15.060 | 52.279 | 2:07.339 (1) | 61.63 | | 15:12:27.984 |

| P17 28 R William BROWN | | | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.806 | | BEST LAP TIME : 2:06.538 | | DIFFERENCE : 0.732 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.865 | 2:19.828 | 56.12 | 13.290 | 14:59:36.554 |
| 2 - | 1:15.741 | 53.997 | 2:09.738 | 60.49 | 3.200 | 15:01:46.292 |
| 3 - | 1:15.117 | 54.521 | 2:09.638 | 60.53 | 3.100 | 15:03:55.930 |
| 4 - | 1:15.304 | 54.214 | 2:09.518 | 60.59 | 2.980 | 15:06:05.448 |
| 5 - | 1:14.112 | 52.426 | 2:06.538 (1) | 62.02 | | 15:08:11.986 |
| 6 - | 1:14.085 | 54.384 | 2:08.469 (3) | 61.08 | 1.931 | 15:10:20.455 |
| 7 - | 1:13.380 | 54.635 | 2:08.015 (2) | 61.30 | 1.477 | 15:12:28.470 |

| P18 47 Richard FAYERS | | | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.827 | | BEST LAP TIME : 2:08.041 | | DIFFERENCE : 0.214 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.907 | 2:21.151 | 55.60 | 13.110 | 14:59:37.877 |
| 2 - | 1:16.797 | 54.632 | 2:11.429 | 59.71 | 3.388 | 15:01:49.306 |
| 3 - | 1:15.400 | 53.459 | 2:08.859 | 60.90 | 0.818 | 15:03:58.165 |
| 4 - | 1:15.437 | 53.825 | 2:09.262 | 60.71 | 1.221 | 15:06:07.427 |
| 5 - | 1:14.867 | 53.291 | 2:08.158 (2) | 61.23 | 0.117 | 15:08:15.585 |
| 6 - | 1:15.081 | 52.960 | 2:08.041 (1) | 61.29 | | 15:10:23.626 |
| 7 - | 1:15.137 | 53.139 | 2:08.276 (3) | 61.18 | 0.235 | 15:12:31.902 |

| P19 30 GPF Neil HEWSON | | | Suzuki - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:59.840 | | BEST LAP TIME : 2:00.466 | | DIFFERENCE : 0.626 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.484 | 3:01.578 | 43.22 | 1:01.112 | 15:00:18.304 |
| 2 - | 1:12.921 | 51.409 | 2:04.330 | 63.12 | 3.864 | 15:02:22.634 |
| 3 - | 1:11.357 | 51.172 | 2:02.529 | 64.05 | 2.063 | 15:04:25.163 |
| 4 - | 1:11.536 | 50.281 | 2:01.817 (3) | 64.42 | 1.351 | 15:06:26.980 |
| 5 - | 1:10.598 | 50.395 | 2:00.993 (2) | 64.86 | 0.527 | 15:08:27.973 |
| 6 - | 1:12.825 | 52.056 | 2:04.881 | 62.84 | 4.415 | 15:10:32.854 |
| 7 - | 1:09.559 | 50.907 | 2:00.466 (1) | 65.14 | | 15:12:33.320 |

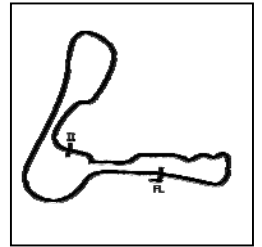
| P20 56 R Russell TURNER | | | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.811 | | BEST LAP TIME : 2:07.746 | | DIFFERENCE : 0.935 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.851 | 2:23.626 | 54.64 | 15.880 | 14:59:40.352 |
| 2 - | 1:16.642 | 55.191 | 2:11.833 | 59.53 | 4.087 | 15:01:52.185 |
| 3 - | 1:16.672 | 54.425 | 2:11.097 | 59.86 | 3.351 | 15:04:03.282 |
| 4 - | 1:15.880 | 53.832 | 2:09.712 (3) | 60.50 | 1.966 | 15:06:12.994 |
| 5 - | 1:16.555 | 54.562 | 2:11.117 | 59.85 | 3.371 | 15:08:24.111 |
| 6 - | 1:16.081 | 52.489 | 2:08.570 (2) | 61.04 | 0.824 | 15:10:32.681 |
| 7 - | 1:14.322 | 53.424 | 2:07.746 (1) | 61.43 | | 15:12:40.427 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

| P21 25 | | Chris CHADDERTON | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.139 | | BEST LAP TIME : 2:08.272 | | DIFFERENCE : 0.133 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.439 | 2:20.113 | 56.01 | 11.841 | 14:59:36.839 |
| 2 - | 1:17.332 | 55.102 | 2:12.434 | 59.26 | 4.162 | 15:01:49.273 |
| 3 - | 1:17.551 | 54.257 | 2:11.808 | 59.54 | 3.536 | 15:04:01.081 |
| 4 - | 1:16.749 | 54.594 | 2:11.343 | 59.75 | 3.071 | 15:06:12.424 |
| 5 - | 1:16.783 | 54.117 | 2:10.900 (3) | 59.95 | 2.628 | 15:08:23.324 |
| 6 - | 1:16.350 | 53.611 | 2:09.961 (2) | 60.38 | 1.689 | 15:10:33.285 |
| 7 - | 1:14.528 | 53.744 | 2:08.272 (1) | 61.18 | | 15:12:41.557 |

| P22 32 R | | John ASHMEAD | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.698 | | BEST LAP TIME : 2:08.981 | | DIFFERENCE : 0.283 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.764 | 2:17.703 | 56.99 | 8.722 | 14:59:34.429 |
| 2 - | 1:27.615 | 54.715 | 2:22.330 | 55.13 | 13.349 | 15:01:56.759 |
| 3 - | 1:18.635 | 53.708 | 2:12.343 | 59.30 | 3.362 | 15:04:09.102 |
| 4 - | 1:17.877 | 54.185 | 2:12.062 | 59.42 | 3.081 | 15:06:21.164 |
| 5 - | 1:16.515 | 54.374 | 2:10.889 (3) | 59.95 | 1.908 | 15:08:32.053 |
| 6 - | 1:16.492 | 52.489 | 2:08.981 (1) | 60.84 | | 15:10:41.034 |
| 7 - | 1:16.209 | 54.110 | 2:10.319 (2) | 60.22 | 1.338 | 15:12:51.353 |

| P23 42 GPF | | Martin PEARSON | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:04.313 | | BEST LAP TIME : 2:04.385 | | DIFFERENCE : 0.072 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.768 | 3:04.608 | 42.51 | 1:00.223 | 15:00:21.334 |
| 2 - | 1:13.766 | 51.841 | 2:05.607 | 62.48 | 1.222 | 15:02:26.941 |
| 3 - | 1:12.961 | 52.550 | 2:05.511 (3) | 62.52 | 1.126 | 15:04:32.452 |
| 4 - | 1:15.315 | 54.164 | 2:09.479 | 60.61 | 5.094 | 15:06:41.931 |
| 5 - | 1:13.852 | 51.789 | 2:05.641 | 62.46 | 1.256 | 15:08:47.572 |
| 6 - | 1:13.135 | 51.370 | 2:04.505 (2) | 63.03 | 0.120 | 15:10:52.077 |
| 7 - | 1:12.943 | 51.442 | 2:04.385 (1) | 63.09 | | 15:12:56.462 |

| P24 3 GP | | Tom BARRETT | | Honda - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:54.300 | | BEST LAP TIME : 1:54.881 | | DIFFERENCE : 0.581 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.275 | 2:55.464 | 44.72 | 1:00.583 | 15:00:12.190 |
| 2 - | 1:08.260 | 49.284 | 1:57.544 | 66.76 | 2.663 | 15:02:09.734 |
| 3 - | 1:06.449 | 48.752 | 1:55.201 (2) | 68.12 | 0.320 | 15:04:04.935 |
| 4 - | 1:08.766 | 51.159 | 1:59.925 | 65.44 | 5.044 | 15:06:04.860 |
| 5 - | 1:05.548 | 49.333 | 1:54.881 (1) | 68.31 | | 15:07:59.741 |
| 6 - | 1:07.339 | 48.994 | 1:56.333 (3) | 67.46 | 1.452 | 15:09:56.074 |

| P25 68 | | Graham GARRIQUES | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.223 | | BEST LAP TIME : 1:57.223 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.378 | 2:05.279 | 62.64 | 8.056 | 14:59:22.005 |
| 2 - | 1:09.029 | 48.194 | 1:57.223 (1) | 66.94 | | 15:01:19.228 |

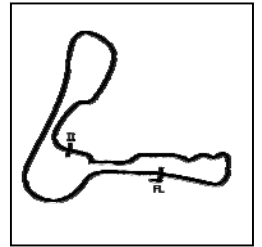
| P26 17 GPF | | David PATERSON | | Yamaha - Lots of overtime | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.426 | | BEST LAP TIME : 2:03.069 | | DIFFERENCE : 0.643 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.671 | 2:57.976 | 44.09 | 54.907 | 15:00:14.702 |
| 2 - | 1:11.755 | 51.314 | 2:03.069 (1) | 63.76 | | 15:02:17.771 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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 95 Christopher ROGERS | | MZ - CB Racing | | | | |
|---------------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.918 | | BEST LAP TIME : 1:50.478 | | | | |
| | | DIFFERENCE : 0.560 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.276 | 1:58.153 | 66.42 | 7.675 | 14:59:14.879 |
| 2 - | 1:05.820 | 46.317 | 1:52.137 | 69.98 | 1.659 | 15:01:07.016 |
| 3 - | 1:05.709 | 45.876 | 1:51.585 | 70.33 | 1.107 | 15:02:58.601 |
| 4 - | 1:05.150 | 45.933 | 1:51.083 (3) | 70.65 | 0.605 | 15:04:49.684 |
| 5 - | 1:04.734 | 46.452 | 1:51.186 | 70.58 | 0.708 | 15:06:40.870 |
| 6 - | 1:04.641 | 45.837 | 1:50.478 (1) | 71.03 | | 15:08:31.348 |
| 7 - | 1:05.490 | 46.705 | 1:52.195 | 69.95 | 1.717 | 15:10:23.543 |
| 8 - | 1:05.324 | 45.277 | 1:50.601 (2) | 70.95 | 0.123 | 15:12:14.144 |

| P2 82 Mark TAYLOR | | MZ - Longhove Contracts | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.533 | | BEST LAP TIME : 1:49.699 | | | | |
| | | DIFFERENCE : 0.166 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.465 | 1:57.900 | 66.56 | 8.201 | 14:59:14.626 |
| 2 - | 1:06.202 | 46.292 | 1:52.494 | 69.76 | 2.795 | 15:01:07.120 |
| 3 - | 1:05.741 | 45.920 | 1:51.661 | 70.28 | 1.962 | 15:02:58.781 |
| 4 - | 1:05.123 | 45.865 | 1:50.988 (2) | 70.71 | 1.289 | 15:04:49.769 |
| 5 - | 1:04.795 | 46.319 | 1:51.114 | 70.63 | 1.415 | 15:06:40.883 |
| 6 - | 1:04.916 | 46.139 | 1:51.055 (3) | 70.66 | 1.356 | 15:08:31.938 |
| 7 - | 1:07.632 | 45.495 | 1:53.127 | 69.37 | 3.428 | 15:10:25.065 |
| 8 - | 1:04.961 | 44.738 | 1:49.699 (1) | 71.54 | | 15:12:14.764 |

| P3 96 Chris KENT | | MZ - Me, Myself & I | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:52.053 | | BEST LAP TIME : 1:52.053 | | | | |
| | | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.217 | 1:59.661 | 65.58 | 7.608 | 14:59:16.387 |
| 2 - | 1:05.345 | 46.988 | 1:52.333 (2) | 69.86 | 0.280 | 15:01:08.720 |
| 3 - | 1:05.088 | 46.965 | 1:52.053 (1) | 70.03 | | 15:03:00.773 |
| 4 - | 1:05.897 | 47.661 | 1:53.558 | 69.11 | 1.505 | 15:04:54.331 |
| 5 - | 1:05.795 | 47.500 | 1:53.295 (3) | 69.27 | 1.242 | 15:06:47.626 |
| 6 - | 1:06.691 | 47.384 | 1:54.075 | 68.79 | 2.022 | 15:08:41.701 |
| 7 - | 1:06.535 | 47.530 | 1:54.065 | 68.80 | 2.012 | 15:10:35.766 |
| 8 - | 1:06.535 | 48.456 | 1:54.991 | 68.24 | 2.938 | 15:12:30.757 |

| P4 85 Andrew WALES | | MZ - Illuminated Design LTD | | | | |
|---------------------------|-----------------|-----------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.450 | | BEST LAP TIME : 1:55.006 | | | | |
| | | DIFFERENCE : 0.556 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.737 | 2:02.304 | 64.16 | 7.298 | 14:59:19.030 |
| 2 - | 1:07.443 | 48.231 | 1:55.674 | 67.84 | 0.668 | 15:01:14.704 |
| 3 - | 1:07.390 | 48.022 | 1:55.412 (2) | 68.00 | 0.406 | 15:03:10.116 |
| 4 - | 1:07.953 | 48.280 | 1:56.233 | 67.52 | 1.227 | 15:05:06.349 |
| 5 - | 1:07.822 | 48.255 | 1:56.077 | 67.61 | 1.071 | 15:07:02.426 |
| 6 - | 1:08.090 | 47.549 | 1:55.639 (3) | 67.86 | 0.633 | 15:08:58.065 |
| 7 - | 1:06.901 | 48.105 | 1:55.006 (1) | 68.24 | | 15:10:53.071 |
| 8 - | 1:07.751 | 49.829 | 1:57.580 | 66.74 | 2.574 | 15:12:50.651 |

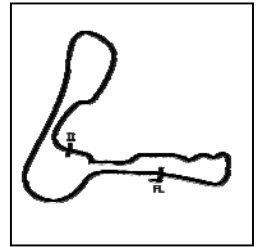
| P5 63 Keith BADGER | | MZ - Bgr racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.048 | | BEST LAP TIME : 1:55.204 | | | | |
| | | DIFFERENCE : 0.156 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.831 | 2:02.050 | 64.30 | 6.846 | 14:59:18.776 |
| 2 - | 1:08.042 | 48.406 | 1:56.448 | 67.39 | 1.244 | 15:01:15.224 |
| 3 - | 1:07.217 | 48.068 | 1:55.285 (2) | 68.07 | 0.081 | 15:03:10.509 |
| 4 - | 1:07.235 | 48.482 | 1:55.717 | 67.82 | 0.513 | 15:05:06.226 |
| 5 - | 1:08.544 | 48.153 | 1:56.697 | 67.25 | 1.493 | 15:07:02.923 |
| 6 - | 1:07.240 | 47.964 | 1:55.204 (1) | 68.12 | | 15:08:58.127 |
| 7 - | 1:07.240 | 48.253 | 1:55.493 (3) | 67.95 | 0.289 | 15:10:53.620 |
| 8 - | 1:08.646 | 48.453 | 1:57.099 | 67.02 | 1.895 | 15:12:50.719 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

| P6 9 | | Gary HOWLETT | | MZ - HS Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.152 | | BEST LAP TIME : 1:56.413 | | DIFFERENCE : 0.261 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.073 | 2:04.817 | 62.87 | 8.404 | 14:59:21.543 |
| 2 - | 1:08.257 | 49.105 | 1:57.362 | 66.87 | 0.949 | 15:01:18.905 |
| 3 - | 1:08.818 | 49.462 | 1:58.280 | 66.35 | 1.867 | 15:03:17.185 |
| 4 - | 1:09.269 | 49.038 | 1:58.307 | 66.33 | 1.894 | 15:05:15.492 |
| 5 - | 1:09.303 | 48.162 | 1:57.465 | 66.81 | 1.052 | 15:07:12.957 |
| 6 - | 1:07.990 | 48.423 | 1:56.413 (1) | 67.41 | | 15:09:09.370 |
| 7 - | 1:09.027 | 48.306 | 1:57.333 (3) | 66.88 | 0.920 | 15:11:06.703 |
| 8 - | 1:08.716 | 48.527 | 1:57.243 (2) | 66.93 | 0.830 | 15:13:03.946 |

| P7 40 | | Simon SNOWDEN | | MZ - Wheels motorcycles peterborough | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.439 | | BEST LAP TIME : 1:56.439 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.686 | 2:05.500 | 62.53 | 9.061 | 14:59:22.226 |
| 2 - | 1:09.197 | 48.703 | 1:57.900 | 66.56 | 1.461 | 15:01:20.126 |
| 3 - | 1:09.878 | 48.434 | 1:58.312 | 66.33 | 1.873 | 15:03:18.438 |
| 4 - | 1:09.050 | 48.262 | 1:57.312 | 66.89 | 0.873 | 15:05:15.750 |
| 5 - | 1:09.219 | 48.720 | 1:57.939 | 66.54 | 1.500 | 15:07:13.689 |
| 6 - | 1:08.820 | 48.296 | 1:57.116 (3) | 67.01 | 0.677 | 15:09:10.805 |
| 7 - | 1:08.948 | 48.056 | 1:57.004 (2) | 67.07 | 0.565 | 15:11:07.809 |
| 8 - | 1:08.389 | 48.050 | 1:56.439 (1) | 67.40 | | 15:13:04.248 |

| P8 90 GP | | Pete THORNE | | Yamaha - Aspire Classic Restorations | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.025 | | BEST LAP TIME : 1:52.605 | | DIFFERENCE : 0.580 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.020 | 2:47.362 | 46.89 | 54.757 | 15:00:04.088 |
| 2 - | 1:05.005 | 47.600 | 1:52.605 (1) | 69.69 | | 15:01:56.693 |
| 3 - | 1:06.282 | 47.953 | 1:54.235 | 68.70 | 1.630 | 15:03:50.928 |
| 4 - | 1:06.244 | 48.954 | 1:55.198 | 68.12 | 2.593 | 15:05:46.126 |
| 5 - | 1:06.382 | 47.656 | 1:54.038 | 68.81 | 1.433 | 15:07:40.164 |
| 6 - | 1:05.702 | 47.363 | 1:53.065 (3) | 69.41 | 0.460 | 15:09:33.229 |
| 7 - | 1:05.662 | 47.196 | 1:52.858 (2) | 69.53 | 0.253 | 15:11:26.087 |
| 8 - | 1:07.015 | 47.438 | 1:54.453 | 68.57 | 1.848 | 15:13:20.540 |

| P9 69 R | | Alexander MANN | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.202 | | BEST LAP TIME : 1:59.418 | | DIFFERENCE : 0.216 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.185 | 2:06.576 | 62.00 | 7.158 | 14:59:23.302 |
| 2 - | 1:10.183 | 49.790 | 1:59.973 (3) | 65.41 | 0.555 | 15:01:23.275 |
| 3 - | 1:11.062 | 50.133 | 2:01.195 | 64.75 | 1.777 | 15:03:24.470 |
| 4 - | 1:10.839 | 49.884 | 2:00.723 | 65.00 | 1.305 | 15:05:25.193 |
| 5 - | 1:10.438 | 49.627 | 2:00.065 | 65.36 | 0.647 | 15:07:25.258 |
| 6 - | 1:10.941 | 49.308 | 2:00.249 | 65.26 | 0.831 | 15:09:25.507 |
| 7 - | 1:10.399 | 49.019 | 1:59.418 (1) | 65.71 | | 15:11:24.925 |
| 8 - | 1:10.304 | 49.337 | 1:59.641 (2) | 65.59 | 0.223 | 15:13:24.566 |

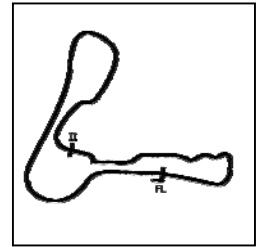
| P10 20 | | Christopher WATSON | | MZ - Expert Locksmiths Medway | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.698 | | BEST LAP TIME : 1:59.965 | | DIFFERENCE : 0.267 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.503 | 2:07.722 | 61.44 | 7.757 | 14:59:24.448 |
| 2 - | 1:10.692 | 49.462 | 2:00.154 (2) | 65.31 | 0.189 | 15:01:24.602 |
| 3 - | 1:11.195 | 49.782 | 2:00.977 | 64.87 | 1.012 | 15:03:25.579 |
| 4 - | 1:11.090 | 49.409 | 2:00.499 (3) | 65.12 | 0.534 | 15:05:26.078 |
| 5 - | 1:10.289 | 49.676 | 1:59.965 (1) | 65.41 | | 15:07:26.043 |
| 6 - | 1:11.127 | 49.536 | 2:00.663 | 65.04 | 0.698 | 15:09:26.706 |
| 7 - | 1:11.709 | 50.365 | 2:02.074 | 64.28 | 2.109 | 15:11:28.780 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

8 - 1:12.863 51.154 2:04.017 63.28 4.052 15:13:32.797

| P11 55 GPF Nick COOPER | | Aprilia - Skint Racing - Wemoto.com and Mr Spotch Gardening | | | | |
|---------------------------|-----------------|---|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:53.657 | | BEST LAP TIME : 1:53.948 | | DIFFERENCE : 0.291 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.200 | 2:54.170 | 45.05 | 1:00.222 | 15:00:10.896 |
| 2 - | 1:08.018 | 48.365 | 1:56.383 | 67.43 | 2.435 | 15:02:07.279 |
| 3 - | 1:07.949 | 49.057 | 1:57.006 | 67.07 | 3.058 | 15:04:04.285 |
| 4 - | 1:08.434 | 48.441 | 1:56.875 | 67.14 | 2.927 | 15:06:01.160 |
| 5 - | 1:06.537 | 47.577 | 1:54.114 (2) | 68.77 | 0.166 | 15:07:55.274 |
| 6 - | 1:08.358 | 48.077 | 1:56.435 | 67.40 | 2.487 | 15:09:51.709 |
| 7 - | 1:06.080 | 47.868 | 1:53.948 (1) | 68.87 | | 15:11:45.657 |
| 8 - | 1:06.919 | 47.762 | 1:54.681 (3) | 68.43 | 0.733 | 15:13:40.338 |

| P12 21 GPF Ben HUNTER | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.286 | | BEST LAP TIME : 1:54.498 | | DIFFERENCE : 0.212 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.733 | 2:52.274 | 45.55 | 57.776 | 15:00:09.000 |
| 2 - | 1:07.885 | 49.293 | 1:57.178 | 66.97 | 2.680 | 15:02:06.178 |
| 3 - | 1:08.699 | 48.978 | 1:57.677 | 66.69 | 3.179 | 15:04:03.855 |
| 4 - | 1:08.772 | 49.627 | 1:58.399 | 66.28 | 3.901 | 15:06:02.254 |
| 5 - | 1:06.450 | 48.048 | 1:54.498 (1) | 68.54 | | 15:07:56.752 |
| 6 - | 1:07.406 | 48.170 | 1:55.576 | 67.90 | 1.078 | 15:09:52.328 |
| 7 - | 1:06.760 | 48.037 | 1:54.797 (2) | 68.36 | 0.299 | 15:11:47.125 |
| 8 - | 1:07.408 | 47.836 | 1:55.244 (3) | 68.09 | 0.746 | 15:13:42.369 |

| P13 60 GPF Ian READ | | Suzuki - MiMS Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.009 | | BEST LAP TIME : 1:57.602 | | DIFFERENCE : 0.593 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.334 | 2:54.890 | 44.87 | 57.288 | 15:00:11.616 |
| 2 - | 1:08.064 | 49.710 | 1:57.774 (3) | 66.63 | 0.172 | 15:02:09.390 |
| 3 - | 1:07.675 | 49.927 | 1:57.602 (1) | 66.73 | | 15:04:06.992 |
| 4 - | 1:08.419 | 50.080 | 1:58.499 | 66.22 | 0.897 | 15:06:05.491 |
| 5 - | 1:07.747 | 49.893 | 1:57.640 (2) | 66.71 | 0.038 | 15:08:03.131 |
| 6 - | 1:09.006 | 50.054 | 1:59.060 | 65.91 | 1.458 | 15:10:02.191 |
| 7 - | 1:09.217 | 50.053 | 1:59.270 | 65.80 | 1.668 | 15:12:01.461 |
| 8 - | 1:08.126 | 50.558 | 1:58.684 | 66.12 | 1.082 | 15:14:00.145 |

| P14 113 Liam NEWMAN | | MZ - Team newman racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.218 | | BEST LAP TIME : 2:05.677 | | DIFFERENCE : 0.459 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.488 | 2:11.596 | 59.63 | 5.919 | 14:59:28.322 |
| 2 - | 1:14.015 | 53.401 | 2:07.416 | 61.59 | 1.739 | 15:01:35.738 |
| 3 - | 1:13.530 | 52.999 | 2:06.529 (3) | 62.02 | 0.852 | 15:03:42.267 |
| 4 - | 1:13.588 | 52.089 | 2:05.677 (1) | 62.44 | | 15:05:47.944 |
| 5 - | 1:13.487 | 52.578 | 2:06.065 (2) | 62.25 | 0.388 | 15:07:54.009 |
| 6 - | 1:13.129 | 54.180 | 2:07.309 | 61.64 | 1.632 | 15:10:01.318 |
| 7 - | 1:13.668 | 53.251 | 2:06.919 | 61.83 | 1.242 | 15:12:08.237 |
| 8 - | 1:13.903 | 53.251 | 2:07.154 | 61.72 | 1.477 | 15:14:15.391 |

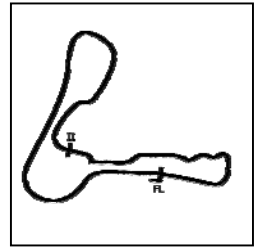
| P15 11 GPF Gael MACHARD | | Aprilia - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.535 | | BEST LAP TIME : 1:58.535 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.948 | 2:56.444 | 44.47 | 57.909 | 15:00:13.170 |
| 2 - | 1:09.211 | 49.324 | 1:58.535 (1) | 66.20 | | 15:02:11.705 |
| 3 - | 1:11.175 | 50.037 | 2:01.212 (3) | 64.74 | 2.677 | 15:04:12.917 |
| 4 - | 1:11.097 | 51.067 | 2:02.164 | 64.24 | 3.629 | 15:06:15.081 |
| 5 - | 1:14.555 | 53.020 | 2:07.575 | 61.51 | 9.040 | 15:08:22.656 |
| 6 - | 1:10.982 | 49.930 | 2:00.912 (2) | 64.90 | 2.377 | 15:10:23.568 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

7 - 1:10.555 50.722 2:01.277 64.71 2.742 15:12:24.845

| P16 66 Mark VINCENT | | | MZ - Putoline | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.131 | | BEST LAP TIME : 2:07.339 | | DIFFERENCE : 0.208 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.980 | 2:20.353 | 55.91 | 13.014 | 14:59:37.079 |
| 2 - | 1:17.446 | 53.627 | 2:11.073 | 59.87 | 3.734 | 15:01:48.152 |
| 3 - | 1:15.702 | 52.899 | 2:08.601 | 61.02 | 1.262 | 15:03:56.753 |
| 4 - | 1:15.436 | 53.336 | 2:08.772 | 60.94 | 1.433 | 15:06:05.525 |
| 5 - | 1:14.852 | 52.515 | 2:07.367 (2) | 61.61 | 0.028 | 15:08:12.892 |
| 6 - | 1:15.353 | 52.400 | 2:07.753 (3) | 61.43 | 0.414 | 15:10:20.645 |
| 7 - | 1:15.060 | 52.279 | 2:07.339 (1) | 61.63 | | 15:12:27.984 |

| P17 28 R William BROWN | | | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.806 | | BEST LAP TIME : 2:06.538 | | DIFFERENCE : 0.732 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.865 | 2:19.828 | 56.12 | 13.290 | 14:59:36.554 |
| 2 - | 1:15.741 | 53.997 | 2:09.738 | 60.49 | 3.200 | 15:01:46.292 |
| 3 - | 1:15.117 | 54.521 | 2:09.638 | 60.53 | 3.100 | 15:03:55.930 |
| 4 - | 1:15.304 | 54.214 | 2:09.518 | 60.59 | 2.980 | 15:06:05.448 |
| 5 - | 1:14.112 | 52.426 | 2:06.538 (1) | 62.02 | | 15:08:11.986 |
| 6 - | 1:14.085 | 54.384 | 2:08.469 (3) | 61.08 | 1.931 | 15:10:20.455 |
| 7 - | 1:13.380 | 54.635 | 2:08.015 (2) | 61.30 | 1.477 | 15:12:28.470 |

| P18 47 Richard FAYERS | | | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.827 | | BEST LAP TIME : 2:08.041 | | DIFFERENCE : 0.214 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.907 | 2:21.151 | 55.60 | 13.110 | 14:59:37.877 |
| 2 - | 1:16.797 | 54.632 | 2:11.429 | 59.71 | 3.388 | 15:01:49.306 |
| 3 - | 1:15.400 | 53.459 | 2:08.859 | 60.90 | 0.818 | 15:03:58.165 |
| 4 - | 1:15.437 | 53.825 | 2:09.262 | 60.71 | 1.221 | 15:06:07.427 |
| 5 - | 1:14.867 | 53.291 | 2:08.158 (2) | 61.23 | 0.117 | 15:08:15.585 |
| 6 - | 1:15.081 | 52.960 | 2:08.041 (1) | 61.29 | | 15:10:23.626 |
| 7 - | 1:15.137 | 53.139 | 2:08.276 (3) | 61.18 | 0.235 | 15:12:31.902 |

| P19 30 GPF Neil HEWSON | | | Suzuki - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:59.840 | | BEST LAP TIME : 2:00.466 | | DIFFERENCE : 0.626 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.484 | 3:01.578 | 43.22 | 1:01.112 | 15:00:18.304 |
| 2 - | 1:12.921 | 51.409 | 2:04.330 | 63.12 | 3.864 | 15:02:22.634 |
| 3 - | 1:11.357 | 51.172 | 2:02.529 | 64.05 | 2.063 | 15:04:25.163 |
| 4 - | 1:11.536 | 50.281 | 2:01.817 (3) | 64.42 | 1.351 | 15:06:26.980 |
| 5 - | 1:10.598 | 50.395 | 2:00.993 (2) | 64.86 | 0.527 | 15:08:27.973 |
| 6 - | 1:12.825 | 52.056 | 2:04.881 | 62.84 | 4.415 | 15:10:32.854 |
| 7 - | 1:09.559 | 50.907 | 2:00.466 (1) | 65.14 | | 15:12:33.320 |

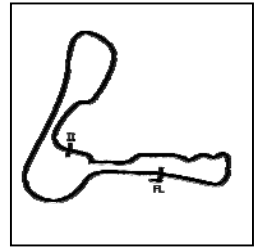
| P20 56 R Russell TURNER | | | MZ - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.811 | | BEST LAP TIME : 2:07.746 | | DIFFERENCE : 0.935 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.851 | 2:23.626 | 54.64 | 15.880 | 14:59:40.352 |
| 2 - | 1:16.642 | 55.191 | 2:11.833 | 59.53 | 4.087 | 15:01:52.185 |
| 3 - | 1:16.672 | 54.425 | 2:11.097 | 59.86 | 3.351 | 15:04:03.282 |
| 4 - | 1:15.880 | 53.832 | 2:09.712 (3) | 60.50 | 1.966 | 15:06:12.994 |
| 5 - | 1:16.555 | 54.562 | 2:11.117 | 59.85 | 3.371 | 15:08:24.111 |
| 6 - | 1:16.081 | 52.489 | 2:08.570 (2) | 61.04 | 0.824 | 15:10:32.681 |
| 7 - | 1:14.322 | 53.424 | 2:07.746 (1) | 61.43 | | 15:12:40.427 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - 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

| P21 25 | | Chris CHADDERTON | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.139 | | BEST LAP TIME : 2:08.272 | | DIFFERENCE : 0.133 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.439 | 2:20.113 | 56.01 | 11.841 | 14:59:36.839 |
| 2 - | 1:17.332 | 55.102 | 2:12.434 | 59.26 | 4.162 | 15:01:49.273 |
| 3 - | 1:17.551 | 54.257 | 2:11.808 | 59.54 | 3.536 | 15:04:01.081 |
| 4 - | 1:16.749 | 54.594 | 2:11.343 | 59.75 | 3.071 | 15:06:12.424 |
| 5 - | 1:16.783 | 54.117 | 2:10.900 (3) | 59.95 | 2.628 | 15:08:23.324 |
| 6 - | 1:16.350 | 53.611 | 2:09.961 (2) | 60.38 | 1.689 | 15:10:33.285 |
| 7 - | 1:14.528 | 53.744 | 2:08.272 (1) | 61.18 | | 15:12:41.557 |

| P22 32 R | | John ASHMEAD | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.698 | | BEST LAP TIME : 2:08.981 | | DIFFERENCE : 0.283 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.764 | 2:17.703 | 56.99 | 8.722 | 14:59:34.429 |
| 2 - | 1:27.615 | 54.715 | 2:22.330 | 55.13 | 13.349 | 15:01:56.759 |
| 3 - | 1:18.635 | 53.708 | 2:12.343 | 59.30 | 3.362 | 15:04:09.102 |
| 4 - | 1:17.877 | 54.185 | 2:12.062 | 59.42 | 3.081 | 15:06:21.164 |
| 5 - | 1:16.515 | 54.374 | 2:10.889 (3) | 59.95 | 1.908 | 15:08:32.053 |
| 6 - | 1:16.492 | 52.489 | 2:08.981 (1) | 60.84 | | 15:10:41.034 |
| 7 - | 1:16.209 | 54.110 | 2:10.319 (2) | 60.22 | 1.338 | 15:12:51.353 |

| P23 42 GPF | | Martin PEARSON | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:04.313 | | BEST LAP TIME : 2:04.385 | | DIFFERENCE : 0.072 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.768 | 3:04.608 | 42.51 | 1:00.223 | 15:00:21.334 |
| 2 - | 1:13.766 | 51.841 | 2:05.607 | 62.48 | 1.222 | 15:02:26.941 |
| 3 - | 1:12.961 | 52.550 | 2:05.511 (3) | 62.52 | 1.126 | 15:04:32.452 |
| 4 - | 1:15.315 | 54.164 | 2:09.479 | 60.61 | 5.094 | 15:06:41.931 |
| 5 - | 1:13.852 | 51.789 | 2:05.641 | 62.46 | 1.256 | 15:08:47.572 |
| 6 - | 1:13.135 | 51.370 | 2:04.505 (2) | 63.03 | 0.120 | 15:10:52.077 |
| 7 - | 1:12.943 | 51.442 | 2:04.385 (1) | 63.09 | | 15:12:56.462 |

| P24 3 GP | | Tom BARRETT | | Honda - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:54.300 | | BEST LAP TIME : 1:54.881 | | DIFFERENCE : 0.581 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.275 | 2:55.464 | 44.72 | 1:00.583 | 15:00:12.190 |
| 2 - | 1:08.260 | 49.284 | 1:57.544 | 66.76 | 2.663 | 15:02:09.734 |
| 3 - | 1:06.449 | 48.752 | 1:55.201 (2) | 68.12 | 0.320 | 15:04:04.935 |
| 4 - | 1:08.766 | 51.159 | 1:59.925 | 65.44 | 5.044 | 15:06:04.860 |
| 5 - | 1:05.548 | 49.333 | 1:54.881 (1) | 68.31 | | 15:07:59.741 |
| 6 - | 1:07.339 | 48.994 | 1:56.333 (3) | 67.46 | 1.452 | 15:09:56.074 |

| P25 68 | | Graham GARRIQUES | | MZ - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.223 | | BEST LAP TIME : 1:57.223 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.378 | 2:05.279 | 62.64 | 8.056 | 14:59:22.005 |
| 2 - | 1:09.029 | 48.194 | 1:57.223 (1) | 66.94 | | 15:01:19.228 |

| P26 17 GPF | | David PATERSON | | Yamaha - Lots of overtime | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.426 | | BEST LAP TIME : 2:03.069 | | DIFFERENCE : 0.643 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.671 | 2:57.976 | 44.09 | 54.907 | 15:00:14.702 |
| 2 - | 1:11.755 | 51.314 | 2:03.069 (1) | 63.76 | | 15:02:17.771 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:57 Flag 15:12 End: 15:14

Chilton Motors BMZRC 250 MZ & Blue Haze 2-Stroke GP

RACE 10 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|------------|----------|-----|------------|-------------------------|-----|-----|------------|----------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 95 | ROGERS | 1:04.641 | 82 | TAYLOR | 44.738 | 1 | 82 | TAYLOR | 1:49.533 | 1:49.699 | 0.166 |
| 2 | 82 | TAYLOR | 1:04.795 | 95 | ROGERS | 45.277 | 2 | 95 | ROGERS | 1:49.918 | 1:50.478 | 0.560 |
| 3 | 90 | THORNE | 1:05.005 | 96 | KENT | 46.965 | 3 | 90 | THORNE | 1:52.025 | 1:52.605 | 0.580 |
| 4 | 96 | KENT | 1:05.088 | 90 | THORNE | 47.020 | 4 | 96 | KENT | 1:52.053 | 1:52.053 | 0.000 |
| 5 | 3 | BARRETT | 1:05.548 | 85 | WALES | 47.549 | 5 | 55 | COOPER | 1:53.657 | 1:53.948 | 0.291 |
| 6 | 55 | COOPER | 1:06.080 | 55 | COOPER | 47.577 | 6 | 21 | HUNTER | 1:54.286 | 1:54.498 | 0.212 |
| 7 | 21 | HUNTER | 1:06.450 | 63 | BADGER | 47.831 | 7 | 3 | BARRETT | 1:54.300 | 1:54.881 | 0.581 |
| 8 | 85 | WALES | 1:06.901 | 21 | HUNTER | 47.836 | 8 | 85 | WALES | 1:54.450 | 1:55.006 | 0.556 |
| 9 | 63 | BADGER | 1:07.217 | 40 | SNOWDEN | 48.050 | 9 | 63 | BADGER | 1:55.048 | 1:55.204 | 0.156 |
| 10 | 60 | READ | 1:07.675 | 9 | HOWLETT | 48.162 | 10 | 9 | HOWLETT | 1:56.152 | 1:56.413 | 0.261 |
| 11 | 9 | HOWLETT | 1:07.990 | 68 | GARRIQUES | 48.194 | 11 | 40 | SNOWDEN | 1:56.439 | 1:56.439 | 0.000 |
| 12 | 40 | SNOWDEN | 1:08.389 | 3 | BARRETT | 48.752 | 12 | 60 | READ | 1:57.009 | 1:57.602 | 0.593 |
| 13 | 68 | GARRIQUES | 1:09.029 | 69 | MANN | 49.019 | 13 | 68 | GARRIQUES | 1:57.223 | 1:57.223 | 0.000 |
| 14 | 11 | MACHARD | 1:09.211 | 11 | MACHARD | 49.324 | 14 | 11 | MACHARD | 1:58.535 | 1:58.535 | 0.000 |
| 15 | 30 | HEWSON | 1:09.559 | 60 | READ | 49.334 | 15 | 69 | MANN | 1:59.202 | 1:59.418 | 0.216 |
| 16 | 69 | MANN | 1:10.183 | 20 | WATSON | 49.409 | 16 | 20 | WATSON | 1:59.698 | 1:59.965 | 0.267 |
| 17 | 20 | WATSON | 1:10.289 | 30 | HEWSON | 50.281 | 17 | 30 | HEWSON | 1:59.840 | 2:00.466 | 0.626 |
| 18 | 17 | PATERSON | 1:11.755 | 17 | PATERSON | 50.671 | 18 | 17 | PATERSON | 2:02.426 | 2:03.069 | 0.643 |
| 19 | 42 | PEARSON | 1:12.943 | 42 | PEARSON | 51.370 | 19 | 42 | PEARSON | 2:04.313 | 2:04.385 | 0.072 |
| 20 | 113 | NEWMAN | 1:13.129 | 113 | NEWMAN | 52.089 | 20 | 113 | NEWMAN | 2:05.218 | 2:05.677 | 0.459 |
| 21 | 28 | BROWN | 1:13.380 | 66 | VINCENT | 52.279 | 21 | 28 | BROWN | 2:05.806 | 2:06.538 | 0.732 |
| 22 | 56 | TURNER | 1:14.322 | 28 | BROWN | 52.426 | 22 | 56 | TURNER | 2:06.811 | 2:07.746 | 0.935 |
| 23 | 25 | CHADDERTON | 1:14.528 | 56 | TURNER | 52.489 | 23 | 66 | VINCENT | 2:07.131 | 2:07.339 | 0.208 |
| 24 | 66 | VINCENT | 1:14.852 | 32 | ASHMEAD | 52.489 | 24 | 47 | FAYERS | 2:07.827 | 2:08.041 | 0.214 |
| 25 | 47 | FAYERS | 1:14.867 | 47 | FAYERS | 52.960 | 25 | 25 | CHADDERTON | 2:08.139 | 2:08.272 | 0.133 |
| 26 | 32 | ASHMEAD | 1:16.209 | 25 | CHADDERTON | 53.611 | 26 | 32 | ASHMEAD | 2:08.698 | 2:08.981 | 0.283 |

PERFECT LAP 1:49.379

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 14:57 Flag 15:12 End: 15:14

Printed - 15:17 Sunday, 29 April 2018



FORMULA SIDECAR RACING ASSOCIATION

www.fsra.org.uk



ACU / FSRA British F2 Sidecar Championship

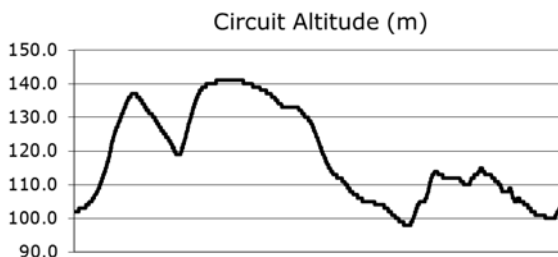
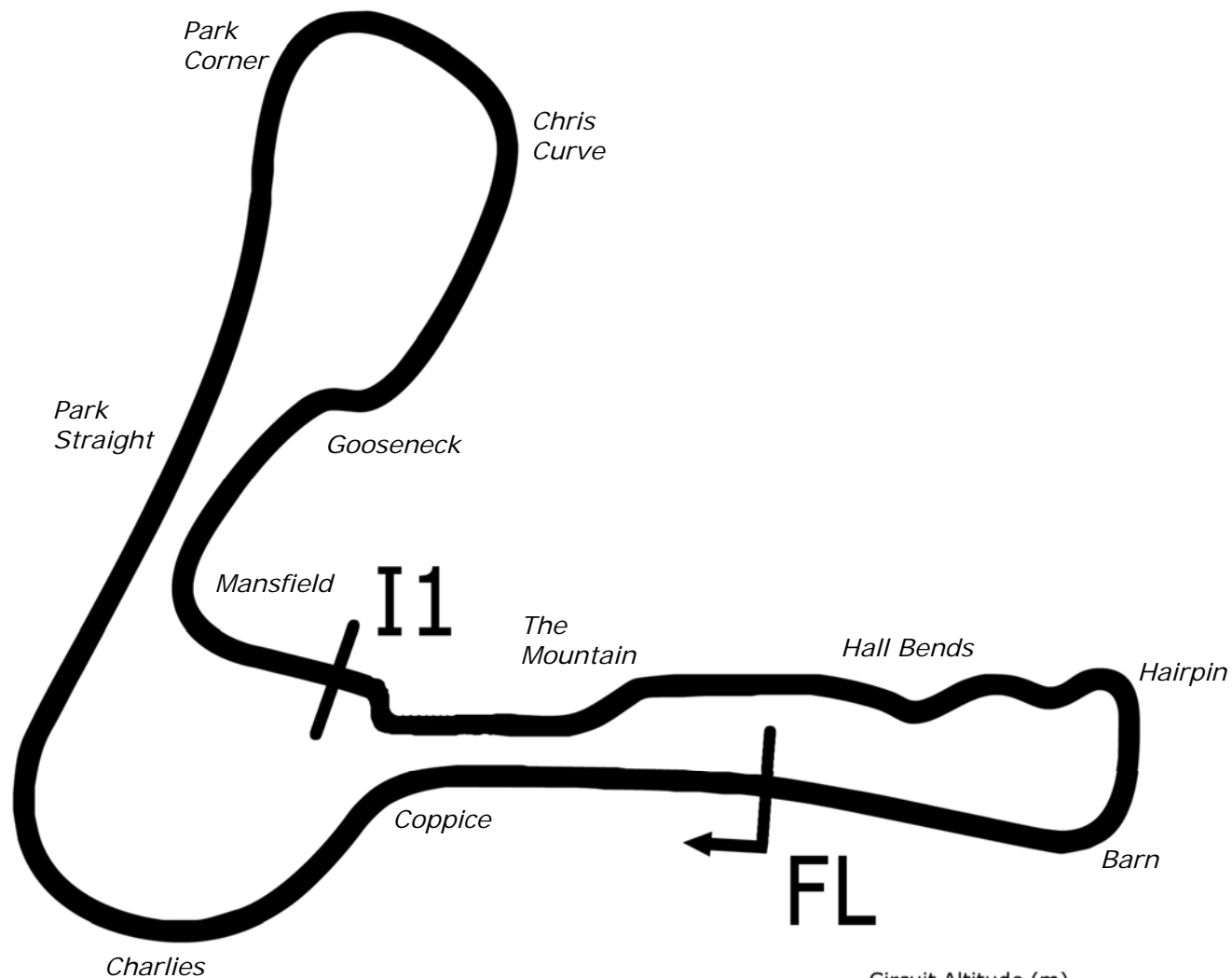
Cadwell Park Circuit

28th / 29th April 2018



Results Provided by Timing Solutions Ltd
www.tsl-timing.com

Cadwell Park



| | | | |
|--|--------------|------------|-----------|
| Length | 2.1870 miles | 3519.6 m | |
| FL | | 53.31024 N | 0.05940 W |
| I1 | 2330m | 53.30708 N | 0.06270 W |
| Pit Entry | 3472m | 53.31103 N | 0.05889 W |
| Pit Exit | 0m after FL | 53.31030 N | 0.05940 W |
| Pit Entry-Pit Exit 92m, 5.5s @60kph, 4.1s @80kph | | | |

All results available at www.tsl-timing.com



ACU/FSRA British F2 Sidecar Championship

FREE PRACTICE - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|-------|-------------------------|---|----------|----|------|--------|-------|-------|
| 1 | 72 | Super | 1 FOUNDS / WALMSLEY | DDM Suzuki - Gleave Lift Services | 1:53.155 | 2 | 5 | | | 69.35 |
| 2 | 11 | Super | 2 JACKSON / PAYNE | Windle Suzuki - | 1:54.421 | 4 | 5 | 1.266 | 1.266 | 68.58 |
| 3 | 33 | Super | 3 HEGARTY / NEAVE | Baker Honda - Mum & Dad | 1:54.757 | 3 | 3 | 1.602 | 0.336 | 68.38 |
| 4 | 7 | Cup | 1 GIBSON / MOORE | Shelbourne Suzuki - GDM Logistics | 1:55.053 | 3 | 5 | 1.898 | 0.296 | 68.21 |
| 5 | 10 | Super | 4 BAKER / KILLINGSWORTH | Shelbourne Honda - BK Racing | 1:55.973 | 3 | 3 | 2.818 | 0.920 | 67.67 |
| 6 | 5 | Super | 5 SHAND / CLAEYS | Shand F2 Suzuki - J&D Pierce Contracts | 1:56.201 | 3 | 3 | 3.046 | 0.228 | 67.53 |
| 7 | 111 | Super | 6 BRYAN / HYDE | Baker Honda - Bryan Racing | 1:57.597 | 3 | 3 | 4.442 | 1.396 | 66.73 |
| 8 | 3 | Super | 7 HARRISON / WINKLE | Bellas Honda - Printing Roller Services | 2:00.476 | 2 | 3 | 7.321 | 2.879 | 65.14 |
| 9 | 41 | Cup | 2 RILEY / HAYNES | MRE Suzuki - F C Developments | 2:01.967 | 4 | 4 | 8.812 | 1.491 | 64.34 |
| 10 | 32 | Cup | 3 LUMLEY / WHITNALL | Lumley Kawasaki - Lumley Engineering | 2:02.268 | 3 | 4 | 9.113 | 0.301 | 64.18 |
| 11 | 95 | Cup | 4 REMNANT / TILLEY | Lumley Kawasaki - SRP Racetech | 2:02.487 | 2 | 4 | 9.332 | 0.219 | 64.07 |
| 12 | 103 | Super | 8 LEBLOND / FARNIER | SGR Suzuki - Optimark | 2:03.764 | 4 | 4 | 10.609 | 1.277 | 63.41 |
| 13 | 123 | Cup | 5 HACKNEY / MORRIS | CES Suzuki - YDL | 2:04.188 | 4 | 4 | 11.033 | 0.424 | 63.19 |
| 14 | 71 | Cup | 6 SCHOFIELD / TAYLOR | Ireson Honda - | 2:06.262 | 4 | 4 | 13.107 | 2.074 | 62.15 |
| 15 | 117 | Cup | 7 SCHOFIELD / WATERS | Windle Suzuki - | 2:09.003 | 4 | 4 | 15.848 | 2.741 | 60.83 |
| 16 | 161 | Cup | 8 DOWNES / HAINSWORTH | MRE Suzuki - | 2:09.010 | 4 | 4 | 15.855 | 0.007 | 60.83 |
| 17 | 24 | Cup | 9 WILBY / LOWTHER | Shelbourne Honda - Leeds Parcel Co Ltd | 2:10.636 | 4 | 4 | 17.481 | 1.626 | 60.07 |
| 18 | 42 | Super | 9 LOWTHER / LOWTHER | LCR Honda - | 2:14.282 | 1 | 1 | 21.127 | 3.646 | 58.44 |
| 19 | 31 | Cup | 10 DUKES / MORALEE | Baker Honda - Dynobike | 2:14.548 | 2 | 2 | 21.393 | 0.266 | 58.32 |
| 20 | 167 | Cup | 11 PETTMAN / TAYLOR | Windle Yamaha - Wesco Racing | 2:17.109 | 1 | 1 | 23.954 | 2.561 | 57.23 |
| 21 | 155 | Cup | 12 RUSSELL / SMITHIES | Honda - True Heroes Racing | | | 0 | | | |

Weather / Track : Drizzle / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 10:49 Flag 10:58 End: 11:00

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

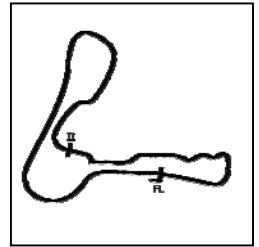
Results can be found at www.tsl-timing.com

Printed - 11:02 Saturday, 28 April 2018



ACU/FSRA British F2 Sidecar Championship

FREE PRACTICE - 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 72 Super FOUNDS / WALMSLEY | | DDM Suzuki - Gleave Lift Services | | | | |
|-------------------------------|-----------------|-----------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.155 | | BEST LAP TIME : 1:53.155 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:07.601 | 48.171 | 1:55.772 (3) | 67.78 | 2.617 | 10:51:59.944 |
| 2 - | 1:05.244 | 47.911 | 1:53.155 (1) | 69.35 | | 10:53:53.099 |
| 3 - | 1:05.293 | 47.972 | 1:53.265 (2) | 69.28 | 0.110 | 10:55:46.364 |
| 4 - | 1:07.735 | IN PIT | 2:18.203 P | 56.78 | 25.048 | 10:58:04.567 |
| 5 - | OUTLAP | 48.000 | 2:01.196 | 64.75 | 8.041 | 11:00:05.763 |

| P2 11 Super JACKSON / PAYNE | | Windle Suzuki - | | | | |
|-----------------------------|----------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : | | BEST LAP TIME : 1:54.421 | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 1:59.382 | 65.73 | 4.961 | 10:52:04.546 |
| 2 - | | | 1:55.853 | 67.74 | 1.432 | 10:54:00.399 |
| 3 - | | | 1:54.871 (3) | 68.32 | 0.450 | 10:55:55.270 |
| 4 - | | | 1:54.421 (1) | 68.58 | | 10:57:49.691 |
| 5 - | | | 1:54.497 (2) | 68.54 | 0.076 | 10:59:44.188 |

| P3 33 Super HEGARTY / NEAVE | | Baker Honda - Mum & Dad | | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.282 | | BEST LAP TIME : 1:54.757 | | DIFFERENCE : 0.475 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:09.606 | 49.705 | 1:59.311 (3) | 65.77 | 4.554 | 10:53:48.680 |
| 2 - | 1:06.194 | 48.796 | 1:54.990 (2) | 68.24 | 0.233 | 10:55:43.670 |
| 3 - | 1:05.486 | 49.271 | 1:54.757 (1) | 68.38 | | 10:57:38.427 |

| P4 7 Cup GIBSON / MOORE | | Shelbourne Suzuki - GDM Logistics | | | | |
|---------------------------|-----------------|-----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.053 | | BEST LAP TIME : 1:55.053 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:09.902 | 51.088 | 2:00.990 | 64.86 | 5.937 | 10:52:09.258 |
| 2 - | 1:08.500 | 50.225 | 1:58.725 | 66.10 | 3.672 | 10:54:07.983 |
| 3 - | 1:06.279 | 48.774 | 1:55.053 (1) | 68.21 | | 10:56:03.036 |
| 4 - | 1:07.169 | 51.473 | 1:58.642 (3) | 66.14 | 3.589 | 10:58:01.678 |
| 5 - | 1:07.602 | 50.790 | 1:58.392 (2) | 66.28 | 3.339 | 11:00:00.070 |

| P5 10 Super BAKER / KILLINGSWORTH | | Shelbourne Honda - BK Racing | | | | |
|-----------------------------------|-----------------|------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.973 | | BEST LAP TIME : 1:55.973 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:15.629 | 53.235 | 2:08.864 (3) | 60.90 | 12.891 | 10:52:16.788 |
| 2 - | 1:08.333 | 50.118 | 1:58.451 (2) | 66.25 | 2.478 | 10:54:15.239 |
| 3 - | 1:06.559 | 49.414 | 1:55.973 (1) | 67.67 | | 10:56:11.212 |

| P6 5 Super SHAND / CLAEYS | | Shand F2 Suzuki - J&D Pierce Contracts | | | | |
|---------------------------|-----------------|--|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.201 | | BEST LAP TIME : 1:56.201 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:09.942 | 49.898 | 1:59.840 (3) | 65.48 | 3.639 | 10:52:08.680 |
| 2 - | 1:07.321 | 48.927 | 1:56.248 (2) | 67.51 | 0.047 | 10:54:04.928 |
| 3 - | 1:07.299 | 48.902 | 1:56.201 (1) | 67.53 | | 10:56:01.129 |

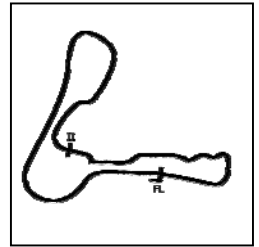
| P7 111 Super BRYAN / HYDE | | Baker Honda - Bryan Racing | | | | |
|---------------------------|----------|----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.579 | | BEST LAP TIME : 1:57.579 | | DIFFERENCE : 0.018 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:10.788 | 50.848 | 2:01.636 (3) | 64.52 | 4.039 | 10:52:07.804 |
| 2 - | 1:08.768 | 50.283 | 1:59.051 (2) | 65.92 | 1.454 | 10:54:06.855 |
| 3 - | 1:07.901 | 49.696 | 1:57.597 (1) | 66.73 | | 10:56:04.452 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 10:49 Flag 10:58 End: 11:00

ACU/FSRA British F2 Sidecar Championship

FREE PRACTICE - 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

| P8 3 Super HARRISON / WINKLE | | Bellas Honda - Printing Roller Services | | | | |
|-------------------------------------|-----------------|---|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:00.476 | | BEST LAP TIME : 2:00.476 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:12.679 | 53.363 | 2:06.042 (2) | 62.26 | 5.566 | 10:52:17.587 |
| 2 - | 1:09.930 | 50.546 | 2:00.476 (1) | 65.14 | | 10:54:18.063 |
| 3 - | 1:15.966 | 3:22.621 | 4:38.587 (3) | 28.17 | 2:38.111 | 10:58:56.650 |

| P9 41 Cup RILEY / HAYNES | | MRE Suzuki - F C Developments | | | | |
|---------------------------------|-----------------|-------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.967 | | BEST LAP TIME : 2:01.967 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:16.464 | 54.400 | 2:10.864 | 59.97 | 8.897 | 10:52:32.558 |
| 2 - | 1:13.699 | 52.225 | 2:05.924 (3) | 62.32 | 3.957 | 10:54:38.482 |
| 3 - | 1:11.066 | 52.000 | 2:03.066 (2) | 63.77 | 1.099 | 10:56:41.548 |
| 4 - | 1:10.326 | 51.641 | 2:01.967 (1) | 64.34 | | 10:58:43.515 |

| P10 32 Cup LUMLEY / WHITNALL | | Lumley Kawasaki - Lumley Engineering | | | | |
|-------------------------------------|-----------------|--------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.006 | | BEST LAP TIME : 2:02.268 | | DIFFERENCE : 2.262 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:12.941 | 49.507 | 2:02.448 (2) | 64.09 | 0.180 | 10:52:12.052 |
| 2 - | 2:06.331 | 52.166 | 2:58.497 | 43.96 | 56.229 | 10:55:10.549 |
| 3 - | 1:10.764 | 51.504 | 2:02.268 (1) | 64.18 | | 10:57:12.817 |
| 4 - | 1:10.499 | 53.215 | 2:03.714 (3) | 63.43 | 1.446 | 10:59:16.531 |

| P11 95 Cup REMNANT / TILLEY | | Lumley Kawasaki - SRP Racetech | | | | |
|------------------------------------|-----------------|--------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.495 | | BEST LAP TIME : 2:02.487 | | DIFFERENCE : 1.992 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:14.113 | 51.300 | 2:05.413 | 62.57 | 2.926 | 10:52:26.882 |
| 2 - | 1:09.381 | 53.106 | 2:02.487 (1) | 64.07 | | 10:54:29.369 |
| 3 - | 1:11.868 | 51.425 | 2:03.293 (3) | 63.65 | 0.806 | 10:56:32.662 |
| 4 - | 1:11.708 | 51.114 | 2:02.822 (2) | 63.89 | 0.335 | 10:58:35.484 |

| P12 103 Super LEBLOND / FARNIER | | SGR Suzuki - Optimark | | | | |
|--|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.764 | | BEST LAP TIME : 2:03.764 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:15.887 | 52.634 | 2:08.521 | 61.06 | 4.757 | 10:52:21.297 |
| 2 - | 1:12.943 | 51.768 | 2:04.711 (2) | 62.93 | 0.947 | 10:54:26.008 |
| 3 - | 1:13.665 | 51.688 | 2:05.353 (3) | 62.60 | 1.589 | 10:56:31.361 |
| 4 - | 1:12.437 | 51.327 | 2:03.764 (1) | 63.41 | | 10:58:35.125 |

| P13 123 Cup HACKNEY / MORRIS | | CES Suzuki - YDL | | | | |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:04.188 | | BEST LAP TIME : 2:04.188 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:14.276 | 53.348 | 2:07.624 | 61.49 | 3.436 | 10:52:22.616 |
| 2 - | 1:12.747 | 52.572 | 2:05.319 (3) | 62.62 | 1.131 | 10:54:27.935 |
| 3 - | 1:12.703 | 51.666 | 2:04.369 (2) | 63.10 | 0.181 | 10:56:32.304 |
| 4 - | 1:12.655 | 51.533 | 2:04.188 (1) | 63.19 | | 10:58:36.492 |

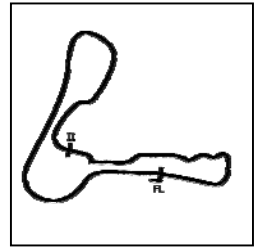
| P14 71 Cup SCHOFIELD / TAYLOR | | Ireson Honda - | | | | |
|--------------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.262 | | BEST LAP TIME : 2:06.262 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.251 | 56.649 | 2:16.900 | 57.32 | 10.638 | 10:52:38.089 |
| 2 - | 1:18.645 | 55.151 | 2:13.796 (3) | 58.65 | 7.534 | 10:54:51.885 |
| 3 - | 1:15.692 | 56.057 | 2:11.749 (2) | 59.56 | 5.487 | 10:57:03.634 |
| 4 - | 1:12.625 | 53.637 | 2:06.262 (1) | 62.15 | | 10:59:09.896 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 10:49 Flag 10:58 End: 11:00

ACU/FSRA British F2 Sidecar Championship

FREE PRACTICE - 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

| P15 117 Cup | | SCHOFIELD / WATERS | | Windle Suzuki - | | |
|---------------------------|-----------------|---------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.883 | | BEST LAP TIME : 2:09.003 | | DIFFERENCE : 1.120 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:22.998 | 58.549 | 2:21.547 | 55.44 | 12.544 | 10:52:43.128 |
| 2 - | 1:19.112 | 56.905 | 2:16.017 (3) | 57.69 | 7.014 | 10:54:59.145 |
| 3 - | 1:15.381 | 54.102 | 2:09.483 (2) | 60.61 | 0.480 | 10:57:08.628 |
| 4 - | 1:13.781 | 55.222 | 2:09.003 (1) | 60.83 | | 10:59:17.631 |

| P16 161 Cup | | DOWNES / HAINSWORTH | | MRE Suzuki - | | |
|---------------------------|-----------------|----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:09.010 | | BEST LAP TIME : 2:09.010 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:19.439 | 57.352 | 2:16.791 (3) | 57.37 | 7.781 | 10:52:43.622 |
| 2 - | 1:15.075 | 54.174 | 2:09.249 (2) | 60.72 | 0.239 | 10:54:52.871 |
| 3 - | 1:23.097 | 54.830 | 2:17.927 | 56.90 | 8.917 | 10:57:10.798 |
| 4 - | 1:14.974 | 54.036 | 2:09.010 (1) | 60.83 | | 10:59:19.808 |

| P17 24 Cup | | WILBY / LOWTHER | | Shelbourne Honda - Leeds Parcel Co Ltd | | |
|---------------------------|-----------------|--------------------------|---------------------|--|-------|---------------------|
| IDEAL LAP TIME : 2:10.636 | | BEST LAP TIME : 2:10.636 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:21.647 | 57.742 | 2:19.389 | 56.30 | 8.753 | 10:52:44.769 |
| 2 - | 1:18.907 | 56.023 | 2:14.930 (3) | 58.16 | 4.294 | 10:54:59.699 |
| 3 - | 1:16.153 | 56.364 | 2:12.517 (2) | 59.22 | 1.881 | 10:57:12.216 |
| 4 - | 1:15.583 | 55.053 | 2:10.636 (1) | 60.07 | | 10:59:22.852 |

| P18 42 Super | | LOWTHER / LOWTHER | | LCR Honda - | | |
|---------------------------|----------|--------------------------|---------------------|--------------------|------|---------------------|
| IDEAL LAP TIME : 2:08.522 | | BEST LAP TIME : 2:14.282 | | DIFFERENCE : 5.760 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.861 | 53.421 | 2:14.282 (1) | 58.44 | | 10:52:16.603 |

| P19 31 Cup | | DUKES / MORALEE | | Baker Honda - Dynobike | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.548 | | BEST LAP TIME : 2:14.548 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:18.617 | 57.767 | 2:16.384 (2) | 57.54 | 1.836 | 10:52:46.832 |
| 2 - | 1:17.303 | 57.245 | 2:14.548 (1) | 58.32 | | 10:55:01.380 |

| P20 167 Cup | | PETTMAN / TAYLOR | | Windle Yamaha - Wesco Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|------|---------------------|
| IDEAL LAP TIME : 2:17.109 | | BEST LAP TIME : 2:17.109 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.600 | 56.509 | 2:17.109 (1) | 57.23 | | 10:52:36.491 |

ACU/FSRA British F2 Sidecar Championship

FREE PRACTICE - BEST SECTORS

| SECTOR 1 | | | | SECTOR 2 | | | | IDEAL / BEST COMPARISON | | | | |
|----------|-----|-----------------------|-----------------|----------|-----------------------|---------------|-----|-------------------------|-------------------|----------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 72 | FOUND / WALMSLEY | 1:05.244 | 72 | FOUND / WALMSLEY | 47.911 | 1 | 72 | FOUND / WALMSLE | 1:53.155 | 1:53.155 | 0.000 |
| 2 | 33 | HEGARTY / NEAVE | 1:05.486 | 7 | GIBSON / MOORE | 48.774 | 2 | 33 | HEGARTY / NEAVE | 1:54.282 | 1:54.757 | 0.475 |
| 3 | 7 | GIBSON / MOORE | 1:06.279 | 33 | HEGARTY / NEAVE | 48.796 | 3 | 7 | GIBSON / MOORE | 1:55.053 | 1:55.053 | 0.000 |
| 4 | 10 | BAKER / KILLINGSWORTH | 1:06.559 | 5 | SHAND / CLAEYS | 48.902 | 4 | 10 | BAKER / KILLINGSW | 1:55.973 | 1:55.973 | 0.000 |
| 5 | 5 | SHAND / CLAEYS | 1:07.299 | 10 | BAKER / KILLINGSWORTH | 49.414 | 5 | 5 | SHAND / CLAEYS | 1:56.201 | 1:56.201 | 0.000 |
| 6 | 111 | BRYAN / HYDE | 1:07.883 | 32 | LUMLEY / WHITNALL | 49.507 | 6 | 111 | BRYAN / HYDE | 1:57.579 | 1:57.597 | 0.018 |
| 7 | 95 | REMNANT / TILLEY | 1:09.381 | 111 | BRYAN / HYDE | 49.696 | 7 | 32 | LUMLEY / WHITNALL | 2:00.006 | 2:02.268 | 2.262 |
| 8 | 3 | HARRISON / WINKLE | 1:09.930 | 3 | HARRISON / WINKLE | 50.546 | 8 | 3 | HARRISON / WINKLE | 2:00.476 | 2:00.476 | 0.000 |
| 9 | 41 | RILEY / HAYNES | 1:10.326 | 95 | REMNANT / TILLEY | 51.114 | 9 | 95 | REMNANT / TILLEY | 2:00.495 | 2:02.487 | 1.992 |
| 10 | 32 | LUMLEY / WHITNALL | 1:10.499 | 103 | LEBLOND / FARNIER | 51.327 | 10 | 41 | RILEY / HAYNES | 2:01.967 | 2:01.967 | 0.000 |
| 11 | 155 | RUSSELL / SMITHIES | 1:10.783 | 123 | HACKNEY / MORRIS | 51.533 | 11 | 103 | LEBLOND / FARNIER | 2:03.764 | 2:03.764 | 0.000 |
| 12 | 103 | LEBLOND / FARNIER | 1:12.437 | 41 | RILEY / HAYNES | 51.641 | 12 | 123 | HACKNEY / MORRIS | 2:04.188 | 2:04.188 | 0.000 |
| 13 | 71 | SCHOFIELD / TAYLOR | 1:12.625 | 42 | LOWTHER / LOWTHER | 53.421 | 13 | 71 | SCHOFIELD / TAYLO | 2:06.262 | 2:06.262 | 0.000 |
| 14 | 123 | HACKNEY / MORRIS | 1:12.655 | 71 | SCHOFIELD / TAYLOR | 53.637 | 14 | 117 | SCHOFIELD / WATEF | 2:07.883 | 2:09.003 | 1.120 |
| 15 | 117 | SCHOFIELD / WATERS | 1:13.781 | 161 | DOWNES / HAINSWORTH | 54.036 | 15 | 42 | LOWTHER / LOWTHE | 2:08.522 | 2:14.282 | 5.760 |
| 16 | 161 | DOWNES / HAINSWORTH | 1:14.974 | 117 | SCHOFIELD / WATERS | 54.102 | 16 | 161 | DOWNES / HAINSWC | 2:09.010 | 2:09.010 | 0.000 |
| 17 | 42 | LOWTHER / LOWTHER | 1:15.101 | 24 | WILBY / LOWTHER | 55.053 | 17 | 24 | WILBY / LOWTHER | 2:10.636 | 2:10.636 | 0.000 |
| 18 | 24 | WILBY / LOWTHER | 1:15.583 | 167 | PETTMAN / TAYLOR | 56.509 | 18 | 31 | DUKES / MORALEE | 2:14.548 | 2:14.548 | 0.000 |
| 19 | 31 | DUKES / MORALEE | 1:17.303 | 31 | DUKES / MORALEE | 57.245 | 19 | 167 | PETTMAN / TAYLOR | 2:17.109 | 2:17.109 | 0.000 |
| 20 | 167 | PETTMAN / TAYLOR | 1:20.600 | | | | 20 | 11 | JACKSON / PAYNE | | 1:54.421 | |
| 21 | | | | | | | | | | | | |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles

Start: 10:49 Flag 10:58 End: 11:00

Results can be found at www.tsl-timing.com

Printed - 11:03 Saturday, 28 April 2018



ACU/FSRA British F2 Sidecar Championship

QUALIFYING - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|-------|-----------------------------|---|----------|----|------|--------|-------|-------|
| 1 | 17 | Super | 1 CRAWFORD / HARDIE | LCR Suzuki - Team ARC | 1:50.166 | 4 | 7 | | | 71.23 |
| 2 | 72 | Super | 2 FOUNDS / WALMSLEY | DDM Suzuki - Gleave Lift Services | 1:51.183 | 6 | 7 | 1.017 | 1.017 | 70.58 |
| 3 | 11 | Super | 3 JACKSON / PAYNE | Windle Suzuki - | 1:53.283 | 5 | 7 | 3.117 | 2.100 | 69.27 |
| 4 | 33 | Super | 4 HEGARTY / NEAVE | Baker Honda - Mum & Dad | 1:53.328 | 6 | 6 | 3.162 | 0.045 | 69.25 |
| 5 | 7 | Cup | 1 GIBSON / MOORE | Shelbourne Suzuki - GDM Logistics | 1:53.469 | 7 | 7 | 3.303 | 0.141 | 69.16 |
| 6 | 5 | Super | 5 SHAND / CLAEYS | Shand F2 Suzuki - J&D Pierce Contracts | 1:55.072 | 7 | 7 | 4.906 | 1.603 | 68.20 |
| 7 | 111 | Super | 6 BRYAN / HYDE | Baker Honda - Bryan Racing | 1:55.199 | 5 | 7 | 5.033 | 0.127 | 68.12 |
| 8 | 8 | Cup | 2 ILARIA / STOKOE | DDM Suzuki - Powerhouse | 1:55.905 | 4 | 5 | 5.739 | 0.706 | 67.71 |
| 9 | 155 | Cup | 3 RUSSELL / SMITHIES | Honda - True Heroes Racing | 1:56.085 | 4 | 4 | 5.919 | 0.180 | 67.60 |
| 10 | 3 | Super | 7 HARRISON / WINKLE | Bellas Honda - Printing Roller Services | 1:56.124 | 2 | 4 | 5.958 | 0.039 | 67.58 |
| 11 | 32* | Cup | 4 LUMLEY / WHITNALL | Lumley Kawasaki - Lumley Engineering | 1:57.117 | 3 | 5 | 6.951 | 0.993 | 67.01 |
| 12 | 123 | Cup | 5 HACKNEY / MORRIS | CES Suzuki - YDL | 1:57.890 | 6 | 7 | 7.724 | 0.773 | 66.57 |
| 13 | 135 | Cup | 6 GUIGNARD / POUX | SGR Honda - Shock Factory/Beringer/DMD | 1:57.984 | 4 | 5 | 7.818 | 0.094 | 66.51 |
| 14 | 41 | Cup | 7 RILEY / CASWELL | MRE Suzuki - F C Developments | 1:58.007 | 4 | 7 | 7.841 | 0.023 | 66.50 |
| 15 | 19 | Cup | 8 D DICKINSON / B DICKINSON | Shelbourne Suzuki - B&B Motorcycles | 1:58.041 | 2 | 4 | 7.875 | 0.034 | 66.48 |
| 16 | 95 | Cup | 9 REMNANT / TILLEY | Lumley Kawasaki - SRP Racetech | 1:58.735 | 7 | 7 | 8.569 | 0.694 | 66.09 |
| 17 | 103 | Super | 8 LEBLOND / FARNIER | SGR Suzuki - Optimark | 2:00.050 | 7 | 7 | 9.884 | 1.315 | 65.37 |
| 18 | 31 | Cup | 10 DUKES / MORALEE | Baker Honda - Dynobike | 2:00.793 | 2 | 6 | 10.627 | 0.743 | 64.97 |
| 19 | 42 | Super | 9 LOWTHER / LOWTHER | LCR Honda - | 2:01.330 | 2 | 2 | 11.164 | 0.537 | 64.68 |
| 20 | 10 | Super | 10 BAKER / KILLINGSWORTH | Shelbourne Honda - BK Racing | 2:02.271 | 2 | 6 | 12.105 | 0.941 | 64.18 |
| 21 | 24 | Cup | 11 WILBY / LOWTHER | Shelbourne Honda - Leeds Parcel Co Ltd | 2:05.213 | 3 | 6 | 15.047 | 2.942 | 62.67 |
| 22 | 161 | Cup | 12 DOWNES / HAINSWORTH | MRE Suzuki - | 2:05.213 | 5 | 6 | 15.047 | 0.000 | 62.67 |
| 23 | 71 | Cup | 13 SCHOFIELD / TAYLOR | Ireson Honda - | 2:12.889 | 1 | 2 | 22.723 | 7.676 | 59.05 |
| 24 | 167 | Cup | 14 PETTMAN / TAYLOR | Windle Yamaha - Wesco Racing | 2:15.530 | 3 | 6 | 25.364 | 2.641 | 57.90 |
| 25 | 99 | Super | 11 RAMSDEN / RAMSDEN | LCR Honda - Ramsden Racing | | | 0 | | | |

*No 32 - Lap times disallowed - short cutting the chicane

Weather / Track : Drizzle / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 11:50 Flag 12:04 End: 12:06

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

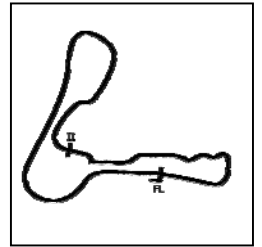
Results can be found at www.tsl-timing.com

Printed - 12:09 Saturday, 28 April 2018



ACU/FSRA British F2 Sidecar Championship

QUALIFYING - 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 17 Super CRAWFORD / HARDIE | | LCR Suzuki - Team ARC | | | | |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:49.914 | | BEST LAP TIME : 1:50.166 | | DIFFERENCE : 0.252 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:04.165 | 46.998 | 1:51.163 | 70.59 | 0.997 | 11:53:11.405 |
| 2 - | 1:03.256 | 46.959 | 1:50.215 (2) | 71.20 | 0.049 | 11:55:01.620 |
| 3 - | 1:03.391 | 47.083 | 1:50.474 (3) | 71.03 | 0.308 | 11:56:52.094 |
| 4 - | 1:02.972 | 47.194 | 1:50.166 (1) | 71.23 | | 11:58:42.260 |
| 5 - | 1:16.654 | IN PIT | 3:10.514 P | 41.19 | 1:20.348 | 12:01:52.774 |
| 6 - | OUTLAP | 51.252 | 1:59.985 | 65.40 | 9.819 | 12:03:52.759 |
| 7 - | 1:04.249 | 46.942 | 1:51.191 | 70.58 | 1.025 | 12:05:43.950 |

| P2 72 Super FOUNDS / WALMSLEY | | DDM Suzuki - Gleave Lift Services | | | | |
|-------------------------------|-----------------|-----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:51.104 | | BEST LAP TIME : 1:51.183 | | DIFFERENCE : 0.079 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:06.487 | 49.244 | 1:55.731 | 67.81 | 4.548 | 11:53:23.002 |
| 2 - | 1:05.597 | 48.629 | 1:54.226 | 68.70 | 3.043 | 11:55:17.228 |
| 3 - | 1:04.729 | 47.986 | 1:52.715 | 69.62 | 1.532 | 11:57:09.943 |
| 4 - | 1:04.578 | 47.176 | 1:51.754 (2) | 70.22 | 0.571 | 11:59:01.697 |
| 5 - | 1:04.042 | 47.744 | 1:51.786 (3) | 70.20 | 0.603 | 12:00:53.483 |
| 6 - | 1:04.121 | 47.062 | 1:51.183 (1) | 70.58 | | 12:02:44.666 |
| 7 - | 1:04.301 | 49.660 | 1:53.961 | 68.86 | 2.778 | 12:04:38.627 |

| P3 11 Super JACKSON / PAYNE | | Windle Suzuki - | | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.126 | | BEST LAP TIME : 1:53.283 | | DIFFERENCE : 0.157 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:06.935 | 49.886 | 1:56.821 | 67.18 | 3.538 | 11:53:21.317 |
| 2 - | 1:06.627 | 48.863 | 1:55.490 | 67.95 | 2.207 | 11:55:16.807 |
| 3 - | 1:06.824 | 49.039 | 1:55.863 | 67.73 | 2.580 | 11:57:12.670 |
| 4 - | 1:05.779 | 48.578 | 1:54.357 | 68.62 | 1.074 | 11:59:07.027 |
| 5 - | 1:05.052 | 48.231 | 1:53.283 (1) | 69.27 | | 12:01:00.310 |
| 6 - | 1:05.846 | 48.295 | 1:54.141 (3) | 68.75 | 0.858 | 12:02:54.451 |
| 7 - | 1:04.895 | 48.786 | 1:53.681 (2) | 69.03 | 0.398 | 12:04:48.132 |

| P4 33 Super HEGARTY / NEAVE | | Baker Honda - Mum & Dad | | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:53.283 | | BEST LAP TIME : 1:53.328 | | DIFFERENCE : 0.045 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:09.131 | 48.449 | 1:57.580 | 66.74 | 4.252 | 11:53:28.106 |
| 2 - | 1:05.538 | 48.678 | 1:54.216 (2) | 68.71 | 0.888 | 11:55:22.322 |
| 3 - | 1:06.440 | 48.864 | 1:55.304 | 68.06 | 1.976 | 11:57:17.626 |
| 4 - | 1:07.299 | 47.973 | 1:55.272 (3) | 68.08 | 1.944 | 11:59:12.898 |
| 5 - | 1:05.602 | 3:00.235 | 4:05.837 | 31.92 | 2:12.509 | 12:03:18.735 |
| 6 - | 1:05.310 | 48.018 | 1:53.328 (1) | 69.25 | | 12:05:12.063 |

| P5 7 Cup GIBSON / MOORE | | Shelbourne Suzuki - GDM Logistics | | | | |
|---------------------------|-----------------|-----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.469 | | BEST LAP TIME : 1:53.469 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:07.589 | 49.657 | 1:57.246 | 66.93 | 3.777 | 11:53:25.936 |
| 2 - | 1:06.817 | 49.401 | 1:56.218 | 67.52 | 2.749 | 11:55:22.154 |
| 3 - | 1:06.111 | 49.211 | 1:55.322 | 68.05 | 1.853 | 11:57:17.476 |
| 4 - | 1:06.271 | 48.808 | 1:55.079 | 68.19 | 1.610 | 11:59:12.555 |
| 5 - | 1:05.107 | 48.747 | 1:53.854 (2) | 68.93 | 0.385 | 12:01:06.409 |
| 6 - | 1:06.356 | 48.506 | 1:54.862 (3) | 68.32 | 1.393 | 12:03:01.271 |
| 7 - | 1:05.017 | 48.452 | 1:53.469 (1) | 69.16 | | 12:04:54.740 |

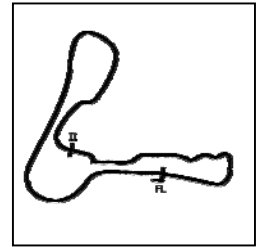
| P6 5 Super SHAND / CLAEYS | | Shand F2 Suzuki - J&D Pierce Contracts | | | | |
|---------------------------|----------|--|----------|--------------------|-------|--------------|
| IDEAL LAP TIME : 1:55.072 | | BEST LAP TIME : 1:55.072 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:10.904 | 51.744 | 2:02.648 | 63.98 | 7.576 | 11:53:51.763 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 11:50 Flag 12:04 End: 12:06

ACU/FSRA British F2 Sidecar Championship

QUALIFYING - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 2 - | 1:08.234 | 50.138 | 1:58.372 | 66.30 | 3.300 | 11:55:50.135 |
| 3 - | 1:07.508 | 49.616 | 1:57.124 (2) | 67.00 | 2.052 | 11:57:47.259 |
| 4 - | 1:09.342 | 49.760 | 1:59.102 | 65.89 | 4.030 | 11:59:46.361 |
| 5 - | 1:08.955 | 49.142 | 1:58.097 | 66.45 | 3.025 | 12:01:44.458 |
| 6 - | 1:08.269 | 49.079 | 1:57.348 (3) | 66.87 | 2.276 | 12:03:41.806 |
| 7 - | 1:06.021 | 49.051 | 1:55.072 (1) | 68.20 | | 12:05:36.878 |

| P7 111 Super BRYAN / HYDE | | | Baker Honda - Bryan Racing | | | |
|---------------------------|-----------------|--------------------------|----------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.122 | | BEST LAP TIME : 1:55.199 | | DIFFERENCE : 0.077 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:11.227 | 51.843 | 2:03.070 | 63.76 | 7.871 | 11:53:38.719 |
| 2 - | 1:09.861 | 51.302 | 2:01.163 | 64.77 | 5.964 | 11:55:39.882 |
| 3 - | 1:06.587 | 49.447 | 1:56.034 | 67.63 | 0.835 | 11:57:35.916 |
| 4 - | 1:06.584 | 49.386 | 1:55.970 (3) | 67.67 | 0.771 | 11:59:31.886 |
| 5 - | 1:06.304 | 48.895 | 1:55.199 (1) | 68.12 | | 12:01:27.085 |
| 6 - | 1:06.343 | 49.128 | 1:55.471 (2) | 67.96 | 0.272 | 12:03:22.556 |
| 7 - | 1:07.193 | 48.818 | 1:56.011 | 67.64 | 0.812 | 12:05:18.567 |

| P8 8 Cup ILARIA / STOKOE | | | DDM Suzuki - Powerhouse | | | |
|---------------------------|-----------------|--------------------------|-------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.512 | | BEST LAP TIME : 1:55.905 | | DIFFERENCE : 0.393 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:11.436 | 51.687 | 2:03.123 | 63.74 | 7.218 | 11:53:39.089 |
| 2 - | 1:07.956 | 49.612 | 1:57.568 | 66.75 | 1.663 | 11:55:36.657 |
| 3 - | 1:07.213 | 49.248 | 1:56.461 (2) | 67.38 | 0.556 | 11:57:33.118 |
| 4 - | 1:06.264 | 49.641 | 1:55.905 (1) | 67.71 | | 11:59:29.023 |
| 5 - | 1:06.905 | 49.912 | 1:56.817 (3) | 67.18 | 0.912 | 12:01:25.840 |

| P9 155 Cup RUSSELL / SMITHIES | | | Honda - True Heroes Racing | | | |
|-------------------------------|-----------------|--------------------------|----------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.085 | | BEST LAP TIME : 1:56.085 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:11.093 | 51.726 | 2:02.819 | 63.89 | 6.734 | 11:53:38.109 |
| 2 - | 1:07.395 | 49.271 | 1:56.666 (3) | 67.26 | 0.581 | 11:55:34.775 |
| 3 - | 1:07.319 | 49.142 | 1:56.461 (2) | 67.38 | 0.376 | 11:57:31.236 |
| 4 - | 1:07.183 | 48.902 | 1:56.085 (1) | 67.60 | | 11:59:27.321 |

| P10 3 Super HARRISON / WINKLE | | | Bellas Honda - Printing Roller Services | | | |
|-------------------------------|-----------------|--------------------------|---|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.256 | | BEST LAP TIME : 1:56.124 | | DIFFERENCE : 0.868 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:10.646 | 50.863 | 2:01.509 | 64.58 | 5.385 | 11:53:36.473 |
| 2 - | 1:06.401 | 49.723 | 1:56.124 (1) | 67.58 | | 11:55:32.597 |
| 3 - | 1:06.675 | 49.470 | 1:56.145 (2) | 67.57 | 0.021 | 11:57:28.742 |
| 4 - | 1:05.786 | 50.451 | 1:56.237 (3) | 67.51 | 0.113 | 11:59:24.979 |

| P11 32 Cup LUMLEY / WHITNALL | | | Lumley Kawasaki - Lumley Engineering | | | |
|------------------------------|-----------------|--------------------------|--------------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.367 | | BEST LAP TIME : 1:57.117 | | DIFFERENCE : 0.750 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:11.976 | 51.569 | 2:03.545 | 63.52 | 6.428 | 11:54:06.677 |
| 2 - | 1:11.212 | 51.059 | 2:02.271 (3) | 64.18 | 5.154 | 11:56:08.948 |
| 3 - | 1:07.029 | 50.088 | 1:57.117 (1) | 67.01 | | 11:58:06.065 |
| 4 - | 1:06.738 | 50.604 | 1:57.342 (2) | 66.88 | 0.225 | 12:00:03.407 |
| 5 - | 1:07.086 | 49.629 | 1:56.715 D | 67.24 | | 12:02:00.122 |

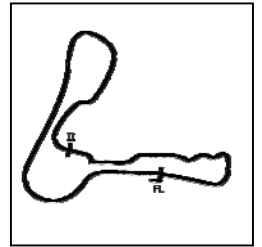
| P12 123 Cup HACKNEY / MORRIS | | | CES Suzuki - YDL | | | |
|------------------------------|----------|--------------------------|------------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 1:57.890 | | BEST LAP TIME : 1:57.890 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:12.018 | 56.191 | 2:08.209 | 61.21 | 10.319 | 11:54:05.150 |
| 2 - | 1:12.744 | 53.436 | 2:06.180 | 62.19 | 8.290 | 11:56:11.330 |
| 3 - | 1:08.241 | 50.708 | 1:58.949 (3) | 65.97 | 1.059 | 11:58:10.279 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 11:50 Flag 12:04 End: 12:06

ACU/FSRA British F2 Sidecar Championship

QUALIFYING - 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

| | | | | | | |
|------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 4 - | 1:07.942 | 50.224 | 1:58.166 (2) | 66.41 | 0.276 | 12:00:08.445 |
| 5 - | 1:08.393 | 51.179 | 1:59.572 | 65.63 | 1.682 | 12:02:08.017 |
| 6 - | 1:07.781 | 50.109 | 1:57.890 (1) | 66.57 | | 12:04:05.907 |
| 7 - | 1:08.785 | 50.839 | 1:59.624 | 65.60 | 1.734 | 12:06:05.531 |

| P13 135 Cup | | | GUIGNARD / POUX | | | | SGR Honda - Shock Factory/Beringer/DMD | |
|---------------------------|-----------------|--------------------------|------------------------|--------------------|-------|---------------------|--|--|
| IDEAL LAP TIME : 1:56.726 | | BEST LAP TIME : 1:57.984 | | DIFFERENCE : 1.258 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | 1:12.501 | 52.489 | 2:04.990 | 62.78 | 7.006 | 11:53:44.129 | | |
| 2 - | 1:10.953 | 51.195 | 2:02.148 | 64.25 | 4.164 | 11:55:46.277 | | |
| 3 - | 1:08.997 | 50.876 | 1:59.873 (3) | 65.46 | 1.889 | 11:57:46.150 | | |
| 4 - | 1:08.578 | 49.406 | 1:57.984 (1) | 66.51 | | 11:59:44.134 | | |
| 5 - | 1:07.320 | 51.171 | 1:58.491 (2) | 66.23 | 0.507 | 12:01:42.625 | | |

| P14 41 Cup | | | RILEY / CASWELL | | | | MRE Suzuki - F C Developments | |
|---------------------------|-----------------|--------------------------|------------------------|--------------------|--------|---------------------|-------------------------------|--|
| IDEAL LAP TIME : 1:57.892 | | BEST LAP TIME : 1:58.007 | | DIFFERENCE : 0.115 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | 1:12.159 | 51.727 | 2:03.886 | 63.34 | 5.879 | 11:53:41.324 | | |
| 2 - | 1:08.386 | 52.538 | 2:00.924 | 64.90 | 2.917 | 11:55:42.248 | | |
| 3 - | 1:08.839 | 50.647 | 1:59.486 (2) | 65.68 | 1.479 | 11:57:41.734 | | |
| 4 - | 1:07.245 | 50.762 | 1:58.007 (1) | 66.50 | | 11:59:39.741 | | |
| 5 - | 1:08.410 | 1:27.614 | 2:36.024 | 50.30 | 38.017 | 12:02:15.765 | | |
| 6 - | 1:09.731 | 51.711 | 2:01.442 | 64.62 | 3.435 | 12:04:17.207 | | |
| 7 - | 1:09.285 | 50.887 | 2:00.172 (3) | 65.30 | 2.165 | 12:06:17.379 | | |

| P15 19 Cup | | | D DICKINSON / B DICKINSON | | | | Shelbourne Suzuki - B&B Motorcycles | |
|---------------------------|-----------------|--------------------------|----------------------------------|--------------------|-------|---------------------|-------------------------------------|--|
| IDEAL LAP TIME : 1:57.864 | | BEST LAP TIME : 1:58.041 | | DIFFERENCE : 0.177 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | 1:10.892 | 51.893 | 2:02.785 | 63.91 | 4.744 | 11:53:57.862 | | |
| 2 - | 1:07.896 | 50.145 | 1:58.041 (1) | 66.48 | | 11:55:55.903 | | |
| 3 - | 1:08.363 | 49.968 | 1:58.331 (2) | 66.32 | 0.290 | 11:57:54.234 | | |
| 4 - | 1:08.400 | 50.193 | 1:58.593 (3) | 66.17 | 0.552 | 11:59:52.827 | | |

| P16 95 Cup | | | REMNANT / TILLEY | | | | Lumley Kawasaki - SRP Racetech | |
|---------------------------|-----------------|--------------------------|-------------------------|--------------------|--------|---------------------|--------------------------------|--|
| IDEAL LAP TIME : 1:58.636 | | BEST LAP TIME : 1:58.735 | | DIFFERENCE : 0.099 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | 1:12.216 | 51.875 | 2:04.091 | 63.24 | 5.356 | 11:53:49.111 | | |
| 2 - | 1:08.943 | 50.578 | 1:59.521 (3) | 65.66 | 0.786 | 11:55:48.632 | | |
| 3 - | 1:22.055 | 52.113 | 2:14.168 | 58.49 | 15.433 | 11:58:02.800 | | |
| 4 - | 1:09.051 | 50.972 | 2:00.023 | 65.38 | 1.288 | 12:00:02.823 | | |
| 5 - | 1:10.063 | 50.989 | 2:01.052 | 64.83 | 2.317 | 12:02:03.875 | | |
| 6 - | 1:08.328 | 50.983 | 1:59.311 (2) | 65.77 | 0.576 | 12:04:03.186 | | |
| 7 - | 1:08.058 | 50.677 | 1:58.735 (1) | 66.09 | | 12:06:01.921 | | |

| P17 103 Super | | | LEBLOND / FARNIER | | | | SGR Suzuki - Optimark | |
|---------------------------|-----------------|--------------------------|--------------------------|--------------------|-------|---------------------|-----------------------|--|
| IDEAL LAP TIME : 1:59.836 | | BEST LAP TIME : 2:00.050 | | DIFFERENCE : 0.214 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | 1:12.303 | 51.756 | 2:04.059 | 63.26 | 4.009 | 11:53:40.965 | | |
| 2 - | 1:11.061 | 50.942 | 2:02.003 | 64.32 | 1.953 | 11:55:42.968 | | |
| 3 - | 1:10.491 | 51.204 | 2:01.695 | 64.48 | 1.645 | 11:57:44.663 | | |
| 4 - | 1:11.268 | 50.229 | 2:01.497 | 64.59 | 1.447 | 11:59:46.160 | | |
| 5 - | 1:10.547 | 50.906 | 2:01.453 (3) | 64.61 | 1.403 | 12:01:47.613 | | |
| 6 - | 1:10.101 | 50.650 | 2:00.751 (2) | 64.99 | 0.701 | 12:03:48.364 | | |
| 7 - | 1:09.607 | 50.443 | 2:00.050 (1) | 65.37 | | 12:05:48.414 | | |

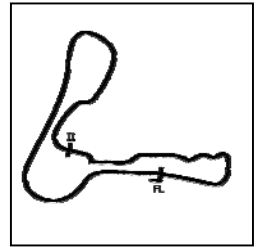
| P18 31 Cup | | | DUKES / MORALEE | | | | Baker Honda - Dynobike | |
|---------------------------|----------|--------------------------|------------------------|--------------------|------|-------------|------------------------|--|
| IDEAL LAP TIME : 2:00.126 | | BEST LAP TIME : 2:00.793 | | DIFFERENCE : 0.667 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | | |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 11:50 Flag 12:04 End: 12:06

ACU/FSRA British F2 Sidecar Championship

QUALIFYING - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | 1:14.190 | 1:11.958 | 2:26.148 | 53.69 | 25.355 | 11:54:24.523 |
| 2 - | 1:09.136 | 51.657 | 2:00.793 (1) | 64.97 | | 11:56:25.316 |
| 3 - | 1:14.784 | 51.726 | 2:06.510 | 62.03 | 5.717 | 11:58:31.826 |
| 4 - | 1:09.354 | 51.450 | 2:00.804 (2) | 64.96 | 0.011 | 12:00:32.630 |
| 5 - | 1:11.197 | 50.990 | 2:02.187 (3) | 64.22 | 1.394 | 12:02:34.817 |
| 6 - | 1:11.541 | 53.312 | 2:04.853 | 62.85 | 4.060 | 12:04:39.670 |

| P19 42 Super LOWTHER / LOWTHER | | | LCR Honda - | | | |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.330 | | BEST LAP TIME : 2:01.330 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:16.625 | 53.285 | 2:09.910 (2) | 60.41 | 8.580 | 11:53:38.375 |
| 2 - | 1:09.696 | 51.634 | 2:01.330 (1) | 64.68 | | 11:55:39.705 |

| P20 10 Super BAKER / KILLINGSWORTH | | | Shelbourne Honda - BK Racing | | | |
|------------------------------------|-----------------|--------------------------|------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.516 | | BEST LAP TIME : 2:02.271 | | DIFFERENCE : 1.755 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:13.383 | 55.722 | 2:09.105 | 60.78 | 6.834 | 11:54:14.967 |
| 2 - | 1:09.187 | 53.084 | 2:02.271 (1) | 64.18 | | 11:56:17.238 |
| 3 - | 1:13.166 | 51.329 | 2:04.495 (2) | 63.03 | 2.224 | 11:58:21.733 |
| 4 - | 1:13.275 | 53.759 | 2:07.034 | 61.77 | 4.763 | 12:00:28.767 |
| 5 - | 1:11.483 | 53.867 | 2:05.350 (3) | 62.60 | 3.079 | 12:02:34.117 |
| 6 - | 1:17.137 | 55.508 | 2:12.645 | 59.16 | 10.374 | 12:04:46.762 |

| P21 24 Cup WILBY / LOWTHER | | | Shelbourne Honda - Leeds Parcel Co Ltd | | | |
|----------------------------|-----------------|--------------------------|--|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:04.795 | | BEST LAP TIME : 2:05.213 | | DIFFERENCE : 0.418 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:12.133 | 56.894 | 2:09.027 | 60.82 | 3.814 | 11:54:05.576 |
| 2 - | 1:17.645 | 52.788 | 2:10.433 | 60.16 | 5.220 | 11:56:16.009 |
| 3 - | 1:12.007 | 53.206 | 2:05.213 (1) | 62.67 | | 11:58:21.222 |
| 4 - | 1:13.236 | 52.992 | 2:06.228 (2) | 62.17 | 1.015 | 12:00:27.450 |
| 5 - | 1:12.472 | 54.129 | 2:06.601 (3) | 61.99 | 1.388 | 12:02:34.051 |
| 6 - | 1:16.589 | 55.777 | 2:12.366 | 59.29 | 7.153 | 12:04:46.417 |

| P22 161 Cup DOWNES / HAINSWORTH | | | MRE Suzuki - | | | |
|---------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:04.914 | | BEST LAP TIME : 2:05.213 | | DIFFERENCE : 0.299 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:15.743 | 57.146 | 2:12.889 | 59.05 | 7.676 | 11:54:02.560 |
| 2 - | 1:15.007 | 56.270 | 2:11.277 | 59.78 | 6.064 | 11:56:13.837 |
| 3 - | 1:12.657 | 53.582 | 2:06.239 (3) | 62.16 | 1.026 | 11:58:20.076 |
| 4 - | 1:12.439 | 53.233 | 2:05.672 (2) | 62.44 | 0.459 | 12:00:25.748 |
| 5 - | 1:11.681 | 53.532 | 2:05.213 (1) | 62.67 | | 12:02:30.961 |
| 6 - | 1:12.910 | 56.857 | 2:09.767 | 60.47 | 4.554 | 12:04:40.728 |

| P23 71 Cup SCHOFIELD / TAYLOR | | | Ireson Honda - | | | |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.463 | | BEST LAP TIME : 2:12.889 | | DIFFERENCE : 1.426 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:15.736 | 57.153 | 2:12.889 (1) | 59.05 | | 11:54:02.996 |
| 2 - | 1:14.310 | 1:55.073 | 3:09.383 (2) | 41.44 | 56.494 | 11:57:12.379 |

| P24 167 Cup PETTMAN / TAYLOR | | | Windle Yamaha - Wesco Racing | | | |
|------------------------------|-----------------|--------------------------|------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:15.132 | | BEST LAP TIME : 2:15.530 | | DIFFERENCE : 0.398 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:21.314 | 59.699 | 2:21.013 | 55.65 | 5.483 | 11:54:04.922 |
| 2 - | 1:20.526 | 57.176 | 2:17.702 | 56.99 | 2.172 | 11:56:22.624 |
| 3 - | 1:18.976 | 56.554 | 2:15.530 (1) | 57.90 | | 11:58:38.154 |
| 4 - | 1:18.578 | 58.589 | 2:17.167 (3) | 57.21 | 1.637 | 12:00:55.321 |
| 5 - | 1:19.587 | 57.177 | 2:16.764 (2) | 57.38 | 1.234 | 12:03:12.085 |
| 6 - | 1:20.879 | 57.897 | 2:18.776 | 56.55 | 3.246 | 12:05:30.861 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 11:50 Flag 12:04 End: 12:06

ACU/FSRA British F2 Sidecar Championship

QUALIFYING - BEST SECTORS

| SECTOR 1 | | | | SECTOR 2 | | | | IDEAL / BEST COMPARISON | | | | |
|----------|-----|---------------------------|-----------------|----------|---------------------------|---------------|-----|-------------------------|---------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:49.914 | | |
| 1 | 17 | CRAWFORD / HARDIE | 1:02.972 | 17 | CRAWFORD / HARDIE | 46.942 | 1 | 17 | CRAWFORD / HARDI | 1:49.914 | 1:50.166 | 0.252 |
| 2 | 72 | FOUND / WALMSLEY | 1:04.042 | 72 | FOUND / WALMSLEY | 47.062 | 2 | 72 | FOUND / WALMSLE | 1:51.104 | 1:51.183 | 0.079 |
| 3 | 11 | JACKSON / PAYNE | 1:04.895 | 33 | HEGARTY / NEAVE | 47.973 | 3 | 11 | JACKSON / PAYNE | 1:53.126 | 1:53.283 | 0.157 |
| 4 | 7 | GIBSON / MOORE | 1:05.017 | 11 | JACKSON / PAYNE | 48.231 | 4 | 33 | HEGARTY / NEAVE | 1:53.283 | 1:53.328 | 0.045 |
| 5 | 33 | HEGARTY / NEAVE | 1:05.310 | 7 | GIBSON / MOORE | 48.452 | 5 | 7 | GIBSON / MOORE | 1:53.469 | 1:53.469 | 0.000 |
| 6 | 3 | HARRISON / WINKLE | 1:05.786 | 111 | BRYAN / HYDE | 48.818 | 6 | 5 | SHAND / CLAEYS | 1:55.072 | 1:55.072 | 0.000 |
| 7 | 5 | SHAND / CLAEYS | 1:06.021 | 155 | RUSSELL / SMITHIES | 48.902 | 7 | 111 | BRYAN / HYDE | 1:55.122 | 1:55.199 | 0.077 |
| 8 | 8 | ILARIA / STOKOE | 1:06.264 | 5 | SHAND / CLAEYS | 49.051 | 8 | 3 | HARRISON / WINKLE | 1:55.256 | 1:56.124 | 0.868 |
| 9 | 111 | BRYAN / HYDE | 1:06.304 | 8 | ILARIA / STOKOE | 49.248 | 9 | 8 | ILARIA / STOKOE | 1:55.512 | 1:55.905 | 0.393 |
| 10 | 32 | LUMLEY / WHITNALL | 1:06.738 | 135 | GUIGNARD / POUX | 49.406 | 10 | 155 | RUSSELL / SMITHIES | 1:56.085 | 1:56.085 | 0.000 |
| 11 | 155 | RUSSELL / SMITHIES | 1:07.183 | 3 | HARRISON / WINKLE | 49.470 | 11 | 32 | LUMLEY / WHITNALL | 1:56.367 | 1:57.117 | 0.750 |
| 12 | 41 | RILEY / CASWELL | 1:07.245 | 32 | LUMLEY / WHITNALL | 49.629 | 12 | 135 | GUIGNARD / POUX | 1:56.726 | 1:57.984 | 1.258 |
| 13 | 135 | GUIGNARD / POUX | 1:07.320 | 19 | D DICKINSON / B DICKINSON | 49.968 | 13 | 19 | D DICKINSON / B DIC | 1:57.864 | 1:58.041 | 0.177 |
| 14 | 123 | HACKNEY / MORRIS | 1:07.781 | 123 | HACKNEY / MORRIS | 50.109 | 14 | 123 | HACKNEY / MORRIS | 1:57.890 | 1:57.890 | 0.000 |
| 15 | 19 | D DICKINSON / B DICKINSON | 1:07.896 | 103 | LEBLOND / FARNIER | 50.229 | 15 | 41 | RILEY / CASWELL | 1:57.892 | 1:58.007 | 0.115 |
| 16 | 95 | REMNANT / TILLEY | 1:08.058 | 95 | REMNANT / TILLEY | 50.578 | 16 | 95 | REMNANT / TILLEY | 1:58.636 | 1:58.735 | 0.099 |
| 17 | 31 | DUKES / MORALEE | 1:09.136 | 41 | RILEY / CASWELL | 50.647 | 17 | 103 | LEBLOND / FARNIER | 1:59.836 | 2:00.050 | 0.214 |
| 18 | 10 | BAKER / KILLINGSWORTH | 1:09.187 | 31 | DUKES / MORALEE | 50.990 | 18 | 31 | DUKES / MORALEE | 2:00.126 | 2:00.793 | 0.667 |
| 19 | 103 | LEBLOND / FARNIER | 1:09.607 | 10 | BAKER / KILLINGSWORTH | 51.329 | 19 | 10 | BAKER / KILLINGSW | 2:00.516 | 2:02.271 | 1.755 |
| 20 | 42 | LOWTHER / LOWTHER | 1:09.696 | 42 | LOWTHER / LOWTHER | 51.634 | 20 | 42 | LOWTHER / LOWTHE | 2:01.330 | 2:01.330 | 0.000 |
| 21 | 161 | DOWNES / HAINSWORTH | 1:11.681 | 24 | WILBY / LOWTHER | 52.788 | 21 | 24 | WILBY / LOWTHER | 2:04.795 | 2:05.213 | 0.418 |
| 22 | 24 | WILBY / LOWTHER | 1:12.007 | 161 | DOWNES / HAINSWORTH | 53.233 | 22 | 161 | DOWNES / HAINSWC | 2:04.914 | 2:05.213 | 0.299 |
| 23 | 71 | SCHOFIELD / TAYLOR | 1:14.310 | 167 | PETTMAN / TAYLOR | 56.554 | 23 | 71 | SCHOFIELD / TAYLO | 2:11.463 | 2:12.889 | 1.426 |
| 24 | 167 | PETTMAN / TAYLOR | 1:18.578 | 71 | SCHOFIELD / TAYLOR | 57.153 | 24 | 167 | PETTMAN / TAYLOR | 2:15.132 | 2:15.530 | 0.398 |


25



ACU/FSRA British F2 Sidecar Championship
RACE 12 - GRID (12 Laps)

| | | | | |
|--------|----|---|----|---|
| ROW 14 | 27 | 117 SCHOFIELD / GAUNT | 1 | |
| ROW 13 | 25 | 99 RAMSDEN / RAMSDEN | 26 | 37 MORPHET / HALLIBURTON |
| ROW 12 | 23 | 2:12.889 71 SCHOFIELD / TAYLOR | 24 | 2:15.530 167 PETTMAN / TAYLOR |
| ROW 11 | 21 | 2:05.213 24 WILBY / LOWTHER | 22 | 2:05.213 161 DOWNES / HAINSWORTH |
| ROW 10 | 19 | 2:01.330 42 LOWTHER / LOWTHER | 20 | 2:02.271 10 BAKER / KILLINGSWORTH |
| ROW 9 | 17 | 2:00.050 103 LEBLOND / FARNIER | 18 | 2:00.793 31 DUKES / MORALEE |
| ROW 8 | 15 | 1:58.041 19 D DICKINSON / B DICKINSON | 16 | 1:58.735 95 REMNANT / TILLEY |
| ROW 7 | 13 | 1:57.984 135 GUIGNARD / POUX | 14 | 1:58.007 41 RILEY / CASWELL |
| ROW 6 | 11 | 1:57.117 32 LUMLEY / WHITNALL | 12 | 1:57.890 123 HACKNEY / MORRIS |
| ROW 5 | 9 | 1:56.085 155 RUSSELL / SMITHIES | 10 | 1:56.124 3 HARRISON / WINKLE |
| ROW 4 | 7 | 1:55.199 111 BRYAN / HYDE | 8 | 1:55.905 8 ILARIA / STOKOE |
| ROW 3 | 5 | 1:53.469 7 GIBSON / MOORE | 6 | 1:55.072 5 SHAND / CLAEYS |
| ROW 2 | 3 | 1:53.283 11 JACKSON / PAYNE | 4 | 1:53.328 33 HEGARTY / NEAVE |
| ROW 1 | 1 | 1:50.166 17 CRAWFORD / HARDIE | 2 | 1:51.183 72 FOUNDS / WALMSLEY |

Pole



Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 12:12 Saturday, 28 April 2018





ACU/FSRA British F2 Sidecar Championship

RACE 12 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|-------|-----------------------------|---|------|-----------|----------|--------|-------|----------|----|
| 1 | 17 | Super | 1 CRAWFORD / HARDIE | LCR Suzuki - Team ARC | 10 | 18:25.340 | | | 71.00 | 1:48.871 | 2 |
| 2 | 72 | Super | 2 FOUNDS / WALMSLEY | DDM Suzuki - Gleave Lift Services | 10 | 18:47.474 | 22.134 | 22.134 | 69.60 | 1:50.821 | 6 |
| 3 | 33 | Super | 3 HEGARTY / NEAVE | Baker Honda - Mum & Dad | 10 | 18:51.863 | 26.523 | 4.389 | 69.33 | 1:51.591 | 5 |
| 4 | 11 | Super | 4 JACKSON / PAYNE | Windle Suzuki - | 10 | 19:08.241 | 42.901 | 16.378 | 68.34 | 1:53.515 | 9 |
| 5 | 3 | Super | 5 HARRISON / WINKLE | Bellas Honda - Printing Roller Services | 10 | 19:25.846 | 1:00.506 | 17.605 | 67.31 | 1:53.900 | 3 |
| 6 | 5 | Super | 6 SHAND / CLAEYS | Shand F2 Suzuki - J&D Pierce Contracts | 10 | 19:29.421 | 1:04.081 | 3.575 | 67.11 | 1:54.575 | 8 |
| 7 | 111 | Super | 7 BRYAN / HYDE | Baker Honda - Bryan Racing | 10 | 19:30.610 | 1:05.270 | 1.189 | 67.04 | 1:54.629 | 7 |
| 8 | 8 | Cup | 1 ILARIA / STOKOE | DDM Suzuki - Powerhouse | 10 | 19:37.777 | 1:12.437 | 7.167 | 66.63 | 1:54.211 | 7 |
| 9 | 19 | Cup | 2 D DICKINSON / B DICKINSON | Shelbourne Suzuki - B&B Motorcycles | 10 | 19:44.821 | 1:19.481 | 7.044 | 66.23 | 1:54.435 | 8 |
| 10 | 32 | Cup | 3 LUMLEY / WHITNALL | Lumley Kawasaki - Lumley Engineering | 10 | 19:45.217 | 1:19.877 | 0.396 | 66.21 | 1:55.474 | 7 |
| 11 | 155 | Cup | 4 RUSSELL / SMITHIES | Honda - True Heroes Racing | 10 | 19:56.583 | 1:31.243 | 11.366 | 65.58 | 1:56.881 | 5 |
| 12 | 99 | Super | 8 RAMSDEN / RAMSDEN | LCR Honda - Ramsden Racing | 10 | 19:59.972 | 1:34.632 | 3.389 | 65.40 | 1:56.587 | 5 |
| 13 | 123 | Cup | 5 HACKNEY / MORRIS | CES Suzuki - YDL | 10 | 20:00.404 | 1:35.064 | 0.432 | 65.37 | 1:56.722 | 8 |
| 14 | 10 | Super | 9 BAKER / KILLINGSWORTH | Shelbourne Honda - BK Racing | 10 | 20:07.645 | 1:42.305 | 7.241 | 64.98 | 1:55.804 | 10 |
| 15 | 95 | Cup | 6 REMNANT / TILLEY | Lumley Kawasaki - SRP Racetech | 10 | 20:09.663 | 1:44.323 | 2.018 | 64.87 | 1:58.139 | 8 |
| 16 | 103 | Super | 10 LEBLOND / FARNIER | SGR Suzuki - Optimark | 10 | 20:15.261 | 1:49.921 | 5.598 | 64.57 | 1:58.978 | 10 |
| 17 | 31 | Cup | 7 DUKES / MORALEE | Baker Honda - Dynobike | 10 | 20:29.406 | 2:04.066 | 14.145 | 63.83 | 1:59.212 | 5 |
| 18 | 135 | Cup | 8 GUIGNARD / POUX | SGR Honda - Shock Factory/Beringer/DMD | 9 | 18:39.948 | 1 Lap | 1 Lap | 63.06 | 1:57.081 | 6 |
| 19 | 117 | Cup | 9 SCHOFIELD / GAUNT | Windle Suzuki - | 9 | 19:16.104 | 1 Lap | 36.156 | 61.09 | 2:04.169 | 7 |
| 20 | 24 | Cup | 10 WILBY / LOWTHER | Shelbourne Honda - Leeds Parcel Co Ltd | 9 | 19:31.005 | 1 Lap | 14.901 | 60.31 | 2:06.104 | 5 |
| 21 | 167 | Cup | 11 PETTMAN / TAYLOR | Windle Yamaha - Wesco Racing | 9 | 19:49.850 | 1 Lap | 18.845 | 59.36 | 2:09.332 | 3 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|-------|--------------------|-----------------------------------|---|-----------|--------|--------|-------|----------|---|
| DNF | 42 | Super | LOWTHER / LOWTHER | LCR Honda - | 8 | 15:57.856 | 2 Laps | 1 Lap | 65.54 | 1:56.444 | 6 |
| DNF | 71 | Cup | SCHOFIELD / TAYLOR | Ireson Honda - | 1 | 2:25.445 | 9 Laps | 7 Laps | 53.95 | | |
| DNF | 7 | Cup | GIBSON / MOORE | Shelbourne Suzuki - GDM Logistics | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|----|-------|-------------------|-------------------------|---|----------|-----------|------------|
| 17 | Super | CRAWFORD / HARDIE | LCR Suzuki - Team ARC | 2 | 1:48.871 | 72.08 mph | 116.01 kph |
| 8 | Cup | ILARIA / STOKOE | DDM Suzuki - Powerhouse | 7 | 1:54.211 | 68.71 mph | 110.58 kph |

Class Super - 92.5% of Race Speed = 65.67 mph

Class Cup - 92.5% of Race Speed = 61.63 mph

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:04 Flag 18:22 End: 18:25

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 18:27 Saturday, 28 April 2018



ACU/FSRA British F2 Sidecar Championship

RACE 12 - LAP CHART

LAP 1 @ 18:06:05.901

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 17 | | 1:56.251 |
| 72 | 4.064 | 2:00.315 |
| 33 | 4.520 | 2:00.771 |
| 11 | 6.171 | 2:02.422 |
| 3 | 7.666 | 2:03.917 |
| 5 | 9.636 | 2:05.887 |
| 8 | 10.343 | 2:06.594 |
| 111 | 10.798 | 2:07.049 |
| 19 | 12.940 | 2:09.191 |
| 32 | 13.867 | 2:10.118 |
| 155 | 14.538 | 2:10.789 |
| 123 | 16.497 | 2:12.748 |
| 42 | 18.185 | 2:14.436 |
| 95 | 18.667 | 2:14.918 |
| 103 | 19.570 | 2:15.821 |
| 31 | 19.911 | 2:16.162 |
| 99 | 20.670 | 2:16.921 |
| 10 | 21.073 | 2:17.324 |
| 117 | 27.409 | 2:23.660 |
| 71 | 29.194 | 2:25.445 |
| 24 | 29.827 | 2:26.078 |
| 167 | 31.955 | 2:28.206 |
| 135 | 50.531 | 2:46.782 |

LAP 2 @ 18:07:54.772

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 17 | | 1:48.871 |
| 72 | 7.529 | 1:52.336 |
| 33 | 8.512 | 1:52.863 |
| 11 | 11.382 | 1:54.082 |
| 3 | 13.938 | 1:55.143 |
| 5 | 17.181 | 1:56.416 |
| 8 | 18.173 | 1:56.701 |
| 111 | 18.991 | 1:57.064 |
| 19 | 19.903 | 1:55.834 |
| 32 | 25.319 | 2:00.323 |
| 155 | 26.100 | 2:00.433 |
| 42 | 26.546 | 1:57.232 |
| 123 | 28.290 | 2:00.664 |
| 95 | 31.045 | 2:01.249 |
| 103 | 32.489 | 2:01.790 |
| 99 | 33.367 | 2:01.568 |
| 31 | 33.879 | 2:02.839 |
| 10 | 34.393 | 2:02.191 |
| 117 | 47.254 | 2:08.716 |
| 24 | 50.027 | 2:09.071 |
| 167 | 54.633 | 2:11.549 |
| 135 | 1:00.992 | 1:59.332 |

LAP 3 @ 18:09:43.852

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 17 | | 1:49.080 |
| 72 | 11.399 | 1:52.950 |
| 33 | 11.720 | 1:52.288 |
| 11 | 16.239 | 1:53.937 |
| 3 | 18.758 | 1:53.900 |
| 5 | 24.036 | 1:55.935 |
| 8 | 24.840 | 1:55.747 |
| 111 | 25.796 | 1:55.885 |
| 19 | 26.690 | 1:55.867 |
| 32 | 35.218 | 1:58.979 |

| | | |
|-----|----------|----------|
| 42 | 36.084 | 1:58.618 |
| 155 | 36.724 | 1:59.704 |
| 123 | 38.516 | 1:59.306 |
| 95 | 42.800 | 2:00.835 |
| 99 | 43.397 | 1:59.110 |
| 103 | 44.191 | 2:00.782 |
| 31 | 44.851 | 2:00.052 |
| 10 | 45.471 | 2:00.158 |
| 117 | 1:06.780 | 2:08.606 |
| 135 | 1:10.163 | 1:58.251 |
| 24 | 1:10.299 | 2:09.352 |
| 167 | 1:14.885 | 2:09.332 |

LAP 4 @ 18:11:33.164

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 17 | | 1:49.312 |
| 72 | 13.009 | 1:50.922 |
| 33 | 15.744 | 1:53.336 |
| 11 | 20.856 | 1:53.929 |
| 3 | 24.465 | 1:55.019 |
| 8 | 30.093 | 1:54.565 |
| 5 | 31.957 | 1:57.233 |
| 111 | 32.733 | 1:56.249 |
| 19 | 33.649 | 1:56.271 |
| 32 | 43.212 | 1:57.306 |
| 42 | 44.463 | 1:57.691 |
| 155 | 45.382 | 1:57.970 |
| 123 | 47.399 | 1:58.195 |
| 99 | 52.290 | 1:58.205 |
| 95 | 54.419 | 2:00.931 |
| 103 | 55.413 | 2:00.534 |
| 31 | 56.153 | 2:00.614 |
| 10 | 56.981 | 2:00.822 |
| 135 | 1:18.525 | 1:57.674 |
| 117 | 1:25.091 | 2:07.623 |
| 24 | 1:30.837 | 2:09.850 |
| 167 | 1:35.479 | 2:09.906 |

LAP 5 @ 18:13:22.333

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 17 | | 1:49.169 |
| 72 | 14.956 | 1:51.116 |
| 33 | 18.166 | 1:51.591 |
| 11 | 25.960 | 1:54.273 |
| 3 | 31.179 | 1:55.883 |
| 8 | 35.670 | 1:54.746 |
| 5 | 37.824 | 1:55.036 |
| 111 | 38.738 | 1:55.174 |
| 19 | 39.622 | 1:55.142 |
| 32 | 50.646 | 1:56.603 |
| 42 | 52.252 | 1:56.958 |
| 155 | 53.094 | 1:56.881 |
| 123 | 56.400 | 1:58.170 |
| 99 | 59.708 | 1:56.587 |
| 95 | 1:04.850 | 1:59.600 |
| 103 | 1:05.280 | 1:59.036 |
| 31 | 1:06.196 | 1:59.212 |
| 10 | 1:06.961 | 1:59.149 |
| 135 | 1:26.586 | 1:57.230 |
| 117 | 1:41.770 | 2:05.848 |
| 24 | 1:47.772 | 2:06.104 |

LAP 6 @ 18:15:11.691

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 17 | | 1:49.358 |
| 167 | 1 Lap | 2:09.658 |
| 72 | 16.419 | 1:50.821 |
| 33 | 20.756 | 1:51.948 |
| 11 | 30.457 | 1:53.855 |
| 3 | 37.893 | 1:56.072 |
| 8 | 40.891 | 1:54.579 |
| 5 | 44.106 | 1:55.640 |
| 111 | 44.889 | 1:55.509 |
| 19 | 46.252 | 1:55.988 |
| 32 | 57.421 | 1:56.133 |
| 42 | 59.338 | 1:56.444 |
| 155 | 1:00.669 | 1:56.933 |
| 123 | 1:05.521 | 1:58.479 |
| 99 | 1:07.246 | 1:56.896 |
| 95 | 1:14.006 | 1:58.514 |
| 103 | 1:16.422 | 2:00.500 |
| 31 | 1:16.984 | 2:00.146 |
| 10 | 1:17.640 | 2:00.037 |
| 135 | 1:34.309 | 1:57.081 |

LAP 7 @ 18:17:02.626

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 17 | | 1:50.935 |
| 117 | 1 Lap | 2:07.056 |
| 24 | 1 Lap | 2:06.939 |
| 72 | 16.896 | 1:51.412 |
| 33 | 22.783 | 1:52.962 |
| 167 | 1 Lap | 2:11.087 |
| 11 | 33.176 | 1:53.654 |
| 3 | 42.757 | 1:55.799 |
| 8 | 44.167 | 1:54.211 |
| 5 | 47.866 | 1:54.695 |
| 111 | 48.583 | 1:54.629 |
| 19 | 49.887 | 1:54.570 |
| 32 | 1:01.960 | 1:55.474 |
| 42 | 1:05.978 | 1:57.575 |
| 155 | 1:07.795 | 1:58.061 |
| 123 | 1:12.284 | 1:57.698 |
| 99 | 1:12.936 | 1:56.625 |
| 95 | 1:21.253 | 1:58.182 |
| 103 | 1:24.820 | 1:59.333 |
| 10 | 1:25.744 | 1:59.039 |
| 31 | 1:27.578 | 2:01.529 |
| 135 | 1:40.730 | 1:57.356 |

LAP 8 @ 18:18:52.618

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 17 | | 1:49.992 |
| 72 | 19.632 | 1:52.728 |
| 117 | 1 Lap | 2:04.169 |
| 33 | 25.206 | 1:52.415 |
| 24 | 1 Lap | 2:07.222 |
| 11 | 37.184 | 1:54.000 |
| 167 | 1 Lap | 2:09.923 |
| 3 | 48.105 | 1:55.340 |
| 8 | 48.626 | 1:54.451 |
| 5 | 52.449 | 1:54.575 |
| 111 | 53.271 | 1:54.680 |
| 19 | 54.330 | 1:54.435 |
| 32 | 1:08.326 | 1:56.358 |

| | | |
|-----|----------|----------|
| 42 | 1:14.888 | 1:58.902 |
| 155 | 1:16.363 | 1:58.560 |
| 123 | 1:19.014 | 1:56.722 |
| 99 | 1:20.115 | 1:57.171 |
| 95 | 1:29.400 | 1:58.139 |
| 10 | 1:32.689 | 1:56.937 |
| 103 | 1:34.188 | 1:59.360 |
| 31 | 1:38.673 | 2:01.087 |
| 135 | 1:49.092 | 1:58.354 |

LAP 9 @ 18:20:42.776

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 17 | | 1:50.158 |
| 72 | 20.364 | 1:50.890 |
| 33 | 26.829 | 1:51.781 |
| 117 | 1 Lap | 2:04.807 |
| 11 | 40.541 | 1:53.515 |
| 24 | 1 Lap | 2:06.283 |
| 3 | 55.929 | 1:57.982 |
| 5 | 58.804 | 1:56.513 |
| 19 | 59.794 | 1:55.622 |
| 111 | 1:00.127 | 1:57.014 |
| 167 | 1 Lap | 2:09.744 |
| 8 | 1:07.287 | 2:08.819 |
| 32 | 1:15.583 | 1:57.415 |
| 155 | 1:24.703 | 1:58.498 |
| 99 | 1:27.652 | 1:57.695 |
| 123 | 1:28.629 | 1:59.773 |
| 95 | 1:37.418 | 1:58.176 |
| 10 | 1:38.715 | 1:56.184 |
| 103 | 1:43.157 | 1:59.127 |
| 31 | 1:51.265 | 2:02.750 |

LAP 10 @ 18:22:34.990

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 17 | | 1:52.214 |
| 135 | 1 Lap | 2:07.888 |
| 72 | 22.134 | 1:53.984 |
| 33 | 26.523 | 1:51.908 |
| 11 | 42.901 | 1:54.574 |
| 117 | 1 Lap | 2:05.619 |
| 3 | 1:00.506 | 1:56.791 |
| 5 | 1:04.081 | 1:57.491 |
| 111 | 1:05.270 | 1:57.357 |
| 24 | 1 Lap | 2:10.106 |
| 8 | 1:12.437 | 1:57.364 |
| 19 | 1:19.481 | 2:11.901 |
| 32 | 1:19.877 | 1:56.508 |
| 167 | 1 Lap | 2:10.445 |
| 155 | 1:31.243 | 1:58.754 |
| 99 | 1:34.632 | 1:59.194 |
| 123 | 1:35.064 | 1:58.649 |
| 10 | 1:42.305 | 1:55.804 |
| 95 | 1:44.323 | 1:59.119 |
| 103 | 1:49.921 | 1:58.978 |
| 31 | 2:04.066 | 2:05.015 |

Cadwell Park

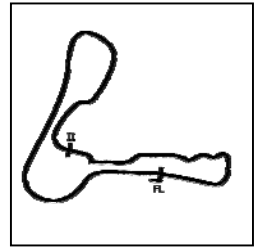
Circuit Length = 2.1800 miles

Start: 18:04 Flag 18:22 End: 18:25

Weather / Track : Rain / Wet

ACU/FSRA British F2 Sidecar Championship

RACE 12 - 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 17 Super CRAWFORD / HARDIE | | | LCR Suzuki - Team ARC | | | |
|-------------------------------|-----------------|--------------------------|-----------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.477 | | BEST LAP TIME : 1:48.871 | | DIFFERENCE : 0.394 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.461 | 1:56.251 | 67.50 | 7.380 | 18:06:05.901 |
| 2 - | 1:02.458 | 46.413 | 1:48.871 (1) | 72.08 | | 18:07:54.772 |
| 3 - | 1:02.494 | 46.586 | 1:49.080 (2) | 71.94 | 0.209 | 18:09:43.852 |
| 4 - | 1:02.668 | 46.644 | 1:49.312 | 71.79 | 0.441 | 18:11:33.164 |
| 5 - | 1:02.552 | 46.617 | 1:49.169 (3) | 71.88 | 0.298 | 18:13:22.333 |
| 6 - | 1:02.064 | 47.294 | 1:49.358 | 71.76 | 0.487 | 18:15:11.691 |
| 7 - | 1:03.846 | 47.089 | 1:50.935 | 70.74 | 2.064 | 18:17:02.626 |
| 8 - | 1:02.823 | 47.169 | 1:49.992 | 71.35 | 1.121 | 18:18:52.618 |
| 9 - | 1:02.826 | 47.332 | 1:50.158 | 71.24 | 1.287 | 18:20:42.776 |
| 10 - | 1:03.881 | 48.333 | 1:52.214 | 69.93 | 3.343 | 18:22:34.990 |

| P2 72 Super FOUNDS / WALMSLEY | | | DDM Suzuki - Gleave Lift Services | | | |
|-------------------------------|-----------------|--------------------------|-----------------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:50.502 | | BEST LAP TIME : 1:50.821 | | DIFFERENCE : 0.319 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.868 | 2:00.315 | 65.22 | 9.494 | 18:06:09.965 |
| 2 - | 1:04.670 | 47.666 | 1:52.336 | 69.86 | 1.515 | 18:08:02.301 |
| 3 - | 1:04.521 | 48.429 | 1:52.950 | 69.48 | 2.129 | 18:09:55.251 |
| 4 - | 1:03.779 | 47.143 | 1:50.922 (3) | 70.75 | 0.101 | 18:11:46.173 |
| 5 - | 1:03.528 | 47.588 | 1:51.116 | 70.62 | 0.295 | 18:13:37.289 |
| 6 - | 1:03.567 | 47.254 | 1:50.821 (1) | 70.81 | | 18:15:28.110 |
| 7 - | 1:04.188 | 47.224 | 1:51.412 | 70.44 | 0.591 | 18:17:19.522 |
| 8 - | 1:04.141 | 48.587 | 1:52.728 | 69.61 | 1.907 | 18:19:12.250 |
| 9 - | 1:03.916 | 46.974 | 1:50.890 (2) | 70.77 | 0.069 | 18:21:03.140 |
| 10 - | 1:05.959 | 48.025 | 1:53.984 | 68.85 | 3.163 | 18:22:57.124 |

| P3 33 Super HEGARTY / NEAVE | | | Baker Honda - Mum & Dad | | | |
|-----------------------------|-----------------|--------------------------|-------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:51.498 | | BEST LAP TIME : 1:51.591 | | DIFFERENCE : 0.093 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.822 | 2:00.771 | 64.98 | 9.180 | 18:06:10.421 |
| 2 - | 1:05.164 | 47.699 | 1:52.863 | 69.53 | 1.272 | 18:08:03.284 |
| 3 - | 1:04.243 | 48.045 | 1:52.288 | 69.89 | 0.697 | 18:09:55.572 |
| 4 - | 1:04.972 | 48.364 | 1:53.336 | 69.24 | 1.745 | 18:11:48.908 |
| 5 - | 1:04.021 | 47.570 | 1:51.591 (1) | 70.32 | | 18:13:40.499 |
| 6 - | 1:04.135 | 47.813 | 1:51.948 | 70.10 | 0.357 | 18:15:32.447 |
| 7 - | 1:04.144 | 48.818 | 1:52.962 | 69.47 | 1.371 | 18:17:25.409 |
| 8 - | 1:04.667 | 47.748 | 1:52.415 | 69.81 | 0.824 | 18:19:17.824 |
| 9 - | 1:04.304 | 47.477 | 1:51.781 (2) | 70.20 | 0.190 | 18:21:09.605 |
| 10 - | 1:04.385 | 47.523 | 1:51.908 (3) | 70.12 | 0.317 | 18:23:01.513 |

| P4 11 Super JACKSON / PAYNE | | | Windle Suzuki - | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.274 | | BEST LAP TIME : 1:53.515 | | DIFFERENCE : 0.241 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.542 | 2:02.422 | 64.10 | 8.907 | 18:06:12.072 |
| 2 - | 1:05.281 | 48.801 | 1:54.082 | 68.79 | 0.567 | 18:08:06.154 |
| 3 - | 1:05.420 | 48.517 | 1:53.937 | 68.88 | 0.422 | 18:10:00.091 |
| 4 - | 1:05.343 | 48.586 | 1:53.929 | 68.88 | 0.414 | 18:11:54.020 |
| 5 - | 1:05.429 | 48.844 | 1:54.273 | 68.67 | 0.758 | 18:13:48.293 |
| 6 - | 1:05.045 | 48.810 | 1:53.855 (3) | 68.93 | 0.340 | 18:15:42.148 |
| 7 - | 1:05.010 | 48.644 | 1:53.654 (2) | 69.05 | 0.139 | 18:17:35.802 |
| 8 - | 1:05.736 | 48.264 | 1:54.000 | 68.84 | 0.485 | 18:19:29.802 |
| 9 - | 1:05.180 | 48.335 | 1:53.515 (1) | 69.13 | | 18:21:23.317 |
| 10 - | 1:05.708 | 48.866 | 1:54.574 | 68.49 | 1.059 | 18:23:17.891 |

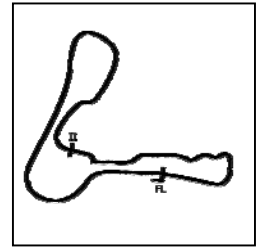
| P5 3 Super HARRISON / WINKLE | | | Bellas Honda - Printing Roller Services | | | |
|------------------------------|----------|--------------------------|---|--------------------|------|-------------|
| IDEAL LAP TIME : 1:53.900 | | BEST LAP TIME : 1:53.900 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:04 Flag 18:22 End: 18:25

ACU/FSRA British F2 Sidecar Championship

RACE 12 - 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

| | | | | | | | |
|------|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 49.078 | | 2:03.917 | 63.33 | 10.017 | 18:06:13.567 |
| 2 - | 1:06.155 | 48.988 | | 1:55.143 (3) | 68.15 | 1.243 | 18:08:08.710 |
| 3 - | 1:05.223 | 48.677 | | 1:53.900 (1) | 68.90 | | 18:10:02.610 |
| 4 - | 1:05.878 | 49.141 | | 1:55.019 (2) | 68.23 | 1.119 | 18:11:57.629 |
| 5 - | 1:06.417 | 49.466 | | 1:55.883 | 67.72 | 1.983 | 18:13:53.512 |
| 6 - | 1:06.547 | 49.525 | | 1:56.072 | 67.61 | 2.172 | 18:15:49.584 |
| 7 - | 1:06.854 | 48.945 | | 1:55.799 | 67.77 | 1.899 | 18:17:45.383 |
| 8 - | 1:06.110 | 49.230 | | 1:55.340 | 68.04 | 1.440 | 18:19:40.723 |
| 9 - | 1:06.802 | 51.180 | | 1:57.982 | 66.51 | 4.082 | 18:21:38.705 |
| 10 - | 1:06.750 | 50.041 | | 1:56.791 | 67.19 | 2.891 | 18:23:35.496 |

| P6 5 Super SHAND / CLAEYS | | | Shand F2 Suzuki - J&D Pierce Contracts | | | |
|---------------------------|----------|--------------------------|--|-----|------|-------------|
| IDEAL LAP TIME : 1:54.372 | | BEST LAP TIME : 1:54.575 | DIFFERENCE : 0.203 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | | |
|------|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 49.601 | | 2:05.887 | 62.34 | 11.312 | 18:06:15.537 |
| 2 - | 1:07.056 | 49.360 | | 1:56.416 | 67.41 | 1.841 | 18:08:11.953 |
| 3 - | 1:06.651 | 49.284 | | 1:55.935 | 67.69 | 1.360 | 18:10:07.888 |
| 4 - | 1:06.447 | 50.786 | | 1:57.233 | 66.94 | 2.658 | 18:12:05.121 |
| 5 - | 1:06.273 | 48.763 | | 1:55.036 (3) | 68.22 | 0.461 | 18:14:00.157 |
| 6 - | 1:06.999 | 48.641 | | 1:55.640 | 67.86 | 1.065 | 18:15:55.797 |
| 7 - | 1:06.114 | 48.581 | | 1:54.695 (2) | 68.42 | 0.120 | 18:17:50.492 |
| 8 - | 1:05.791 | 48.784 | | 1:54.575 (1) | 68.49 | | 18:19:45.067 |
| 9 - | 1:06.982 | 49.531 | | 1:56.513 | 67.35 | 1.938 | 18:21:41.580 |
| 10 - | 1:06.647 | 50.844 | | 1:57.491 | 66.79 | 2.916 | 18:23:39.071 |

| P7 111 Super BRYAN / HYDE | | | Baker Honda - Bryan Racing | | | |
|---------------------------|----------|--------------------------|----------------------------|-----|------|-------------|
| IDEAL LAP TIME : 1:54.608 | | BEST LAP TIME : 1:54.629 | DIFFERENCE : 0.021 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | | |
|------|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 49.115 | | 2:07.049 | 61.77 | 12.420 | 18:06:16.699 |
| 2 - | 1:07.520 | 49.544 | | 1:57.064 | 67.04 | 2.435 | 18:08:13.763 |
| 3 - | 1:06.720 | 49.165 | | 1:55.885 | 67.72 | 1.256 | 18:10:09.648 |
| 4 - | 1:07.273 | 48.976 | | 1:56.249 | 67.51 | 1.620 | 18:12:05.897 |
| 5 - | 1:06.096 | 49.078 | | 1:55.174 (3) | 68.14 | 0.545 | 18:14:01.071 |
| 6 - | 1:06.371 | 49.138 | | 1:55.509 | 67.94 | 0.880 | 18:15:56.580 |
| 7 - | 1:05.767 | 48.862 | | 1:54.629 (1) | 68.46 | | 18:17:51.209 |
| 8 - | 1:05.746 | 48.934 | | 1:54.680 (2) | 68.43 | 0.051 | 18:19:45.889 |
| 9 - | 1:07.362 | 49.652 | | 1:57.014 | 67.06 | 2.385 | 18:21:42.903 |
| 10 - | 1:06.477 | 50.880 | | 1:57.357 | 66.87 | 2.728 | 18:23:40.260 |

| P8 8 Cup ILARIA / STOKOE | | | DDM Suzuki - Powerhouse | | | |
|---------------------------|----------|--------------------------|-------------------------|-----|------|-------------|
| IDEAL LAP TIME : 1:53.869 | | BEST LAP TIME : 1:54.211 | DIFFERENCE : 0.342 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | | |
|------|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 49.548 | | 2:06.594 | 61.99 | 12.383 | 18:06:16.244 |
| 2 - | 1:06.525 | 50.176 | | 1:56.701 | 67.24 | 2.490 | 18:08:12.945 |
| 3 - | 1:06.352 | 49.395 | | 1:55.747 | 67.80 | 1.536 | 18:10:08.692 |
| 4 - | 1:05.731 | 48.834 | | 1:54.565 (3) | 68.50 | 0.354 | 18:12:03.257 |
| 5 - | 1:05.478 | 49.268 | | 1:54.746 | 68.39 | 0.535 | 18:13:58.003 |
| 6 - | 1:05.905 | 48.674 | | 1:54.579 | 68.49 | 0.368 | 18:15:52.582 |
| 7 - | 1:05.278 | 48.933 | | 1:54.211 (1) | 68.71 | | 18:17:46.793 |
| 8 - | 1:05.195 | 49.256 | | 1:54.451 (2) | 68.57 | 0.240 | 18:19:41.244 |
| 9 - | 1:06.348 | 1:02.471 | | 2:08.819 | 60.92 | 14.608 | 18:21:50.063 |
| 10 - | 1:06.785 | 50.579 | | 1:57.364 | 66.86 | 3.153 | 18:23:47.427 |

| P9 19 Cup D DICKINSON / B DICKINSON | | | Shelbourne Suzuki - B&B Motorcycles | | | |
|-------------------------------------|----------|--------------------------|-------------------------------------|-----|------|-------------|
| IDEAL LAP TIME : 1:54.240 | | BEST LAP TIME : 1:54.435 | DIFFERENCE : 0.195 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

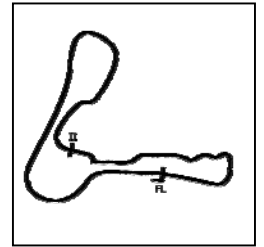
| | | | | | | | |
|-----|----------|--------|--|----------|-------|--------|--------------|
| 1 - | | 49.483 | | 2:09.191 | 60.74 | 14.756 | 18:06:18.841 |
| 2 - | 1:06.114 | 49.720 | | 1:55.834 | 67.75 | 1.399 | 18:08:14.675 |
| 3 - | 1:06.486 | 49.381 | | 1:55.867 | 67.73 | 1.432 | 18:10:10.542 |
| 4 - | 1:06.708 | 49.563 | | 1:56.271 | 67.49 | 1.836 | 18:12:06.813 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:04 Flag 18:22 End: 18:25

ACU/FSRA British F2 Sidecar Championship

RACE 12 - 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

| | | | | | | |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 5 - | 1:05.696 | 49.446 | 1:55.142 (3) | 68.15 | 0.707 | 18:14:01.955 |
| 6 - | 1:05.970 | 50.018 | 1:55.988 | 67.66 | 1.553 | 18:15:57.943 |
| 7 - | 1:05.689 | 48.881 | 1:54.570 (2) | 68.50 | 0.135 | 18:17:52.513 |
| 8 - | 1:05.359 | 49.076 | 1:54.435 (1) | 68.58 | | 18:19:46.948 |
| 9 - | 1:05.975 | 49.647 | 1:55.622 | 67.87 | 1.187 | 18:21:42.570 |
| 10 - | 1:05.801 | 1:06.100 | 2:11.901 | 59.49 | 17.466 | 18:23:54.471 |

| P10 32 Cup LUMLEY / WHITNALL | | Lumley Kawasaki - Lumley Engineering | |
|------------------------------|--------------------------|--------------------------------------|--|
| IDEAL LAP TIME : 1:55.403 | BEST LAP TIME : 1:55.474 | DIFFERENCE : 0.071 | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.141 | 2:10.118 | 60.31 | 14.644 | 18:06:19.768 |
| 2 - | 1:09.970 | 50.353 | 2:00.323 | 65.22 | 4.849 | 18:08:20.091 |
| 3 - | 1:08.619 | 50.360 | 1:58.979 | 65.96 | 3.505 | 18:10:19.070 |
| 4 - | 1:07.459 | 49.847 | 1:57.306 | 66.90 | 1.832 | 18:12:16.376 |
| 5 - | 1:07.567 | 49.036 | 1:56.603 | 67.30 | 1.129 | 18:14:12.979 |
| 6 - | 1:07.113 | 49.020 | 1:56.133 (2) | 67.57 | 0.659 | 18:16:09.112 |
| 7 - | 1:06.405 | 49.069 | 1:55.474 (1) | 67.96 | | 18:18:04.586 |
| 8 - | 1:06.383 | 49.975 | 1:56.358 (3) | 67.44 | 0.884 | 18:20:00.944 |
| 9 - | 1:07.274 | 50.141 | 1:57.415 | 66.84 | 1.941 | 18:21:58.359 |
| 10 - | 1:06.924 | 49.584 | 1:56.508 | 67.36 | 1.034 | 18:23:54.867 |

| P11 155 Cup RUSSELL / SMITHIES | | Honda - True Heroes Racing | |
|--------------------------------|--------------------------|----------------------------|--|
| IDEAL LAP TIME : 1:56.678 | BEST LAP TIME : 1:56.881 | DIFFERENCE : 0.203 | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.173 | 2:10.789 | 60.00 | 13.908 | 18:06:20.439 |
| 2 - | 1:09.874 | 50.559 | 2:00.433 | 65.16 | 3.552 | 18:08:20.872 |
| 3 - | 1:09.372 | 50.332 | 1:59.704 | 65.56 | 2.823 | 18:10:20.576 |
| 4 - | 1:08.726 | 49.244 | 1:57.970 (3) | 66.52 | 1.089 | 18:12:18.546 |
| 5 - | 1:07.626 | 49.255 | 1:56.881 (1) | 67.14 | | 18:14:15.427 |
| 6 - | 1:07.881 | 49.052 | 1:56.933 (2) | 67.11 | 0.052 | 18:16:12.360 |
| 7 - | 1:08.177 | 49.884 | 1:58.061 | 66.47 | 1.180 | 18:18:10.421 |
| 8 - | 1:08.844 | 49.716 | 1:58.560 | 66.19 | 1.679 | 18:20:08.981 |
| 9 - | 1:08.949 | 49.549 | 1:58.498 | 66.22 | 1.617 | 18:22:07.479 |
| 10 - | 1:09.255 | 49.499 | 1:58.754 | 66.08 | 1.873 | 18:24:06.233 |

| P12 99 Super RAMSDEN / RAMSDEN | | LCR Honda - Ramsden Racing | |
|--------------------------------|--------------------------|----------------------------|--|
| IDEAL LAP TIME : 1:55.945 | BEST LAP TIME : 1:56.587 | DIFFERENCE : 0.642 | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.302 | 2:16.921 | 57.31 | 20.334 | 18:06:26.571 |
| 2 - | 1:10.413 | 51.155 | 2:01.568 | 64.55 | 4.981 | 18:08:28.139 |
| 3 - | 1:08.608 | 50.502 | 1:59.110 | 65.88 | 2.523 | 18:10:27.249 |
| 4 - | 1:08.233 | 49.972 | 1:58.205 | 66.39 | 1.618 | 18:12:25.454 |
| 5 - | 1:06.971 | 49.616 | 1:56.587 (1) | 67.31 | | 18:14:22.041 |
| 6 - | 1:06.695 | 50.201 | 1:56.896 (3) | 67.13 | 0.309 | 18:16:18.937 |
| 7 - | 1:06.329 | 50.296 | 1:56.625 (2) | 67.29 | 0.038 | 18:18:15.562 |
| 8 - | 1:06.452 | 50.719 | 1:57.171 | 66.97 | 0.584 | 18:20:12.733 |
| 9 - | 1:06.993 | 50.702 | 1:57.695 | 66.68 | 1.108 | 18:22:10.428 |
| 10 - | 1:08.293 | 50.901 | 1:59.194 | 65.84 | 2.607 | 18:24:09.622 |

| P13 123 Cup HACKNEY / MORRIS | | CES Suzuki - YDL | |
|------------------------------|--------------------------|--------------------|--|
| IDEAL LAP TIME : 1:56.722 | BEST LAP TIME : 1:56.722 | DIFFERENCE : 0.000 | |

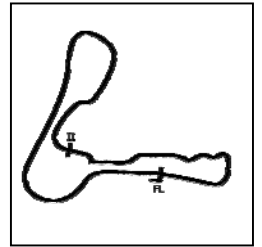
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.414 | 2:12.748 | 59.11 | 16.026 | 18:06:22.398 |
| 2 - | 1:09.765 | 50.899 | 2:00.664 | 65.04 | 3.942 | 18:08:23.062 |
| 3 - | 1:07.950 | 51.356 | 1:59.306 | 65.78 | 2.584 | 18:10:22.368 |
| 4 - | 1:07.817 | 50.378 | 1:58.195 | 66.39 | 1.473 | 18:12:20.563 |
| 5 - | 1:07.432 | 50.738 | 1:58.170 (3) | 66.41 | 1.448 | 18:14:18.733 |
| 6 - | 1:08.150 | 50.329 | 1:58.479 | 66.24 | 1.757 | 18:16:17.212 |
| 7 - | 1:07.366 | 50.332 | 1:57.698 (2) | 66.67 | 0.976 | 18:18:14.910 |
| 8 - | 1:06.664 | 50.058 | 1:56.722 (1) | 67.23 | | 18:20:11.632 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:04 Flag 18:22 End: 18:25

ACU/FSRA British F2 Sidecar Championship

RACE 12 - 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

| | | | | | | |
|------|----------|--------|----------|-------|-------|--------------|
| 9 - | 1:07.983 | 51.790 | 1:59.773 | 65.52 | 3.051 | 18:22:11.405 |
| 10 - | 1:08.487 | 50.162 | 1:58.649 | 66.14 | 1.927 | 18:24:10.054 |

| P14 10 Super BAKER / KILLINGSWORTH | | Shelbourne Honda - BK Racing | | | | |
|------------------------------------|-----------------|------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.796 | | BEST LAP TIME : 1:55.804 | | DIFFERENCE : 0.008 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.720 | 2:17.324 | 57.14 | 21.520 | 18:06:26.974 |
| 2 - | 1:10.702 | 51.489 | 2:02.191 | 64.22 | 6.387 | 18:08:29.165 |
| 3 - | 1:09.415 | 50.743 | 2:00.158 | 65.31 | 4.354 | 18:10:29.323 |
| 4 - | 1:10.053 | 50.769 | 2:00.822 | 64.95 | 5.018 | 18:12:30.145 |
| 5 - | 1:08.549 | 50.600 | 1:59.149 | 65.86 | 3.345 | 18:14:29.294 |
| 6 - | 1:08.987 | 51.050 | 2:00.037 | 65.38 | 4.233 | 18:16:29.331 |
| 7 - | 1:09.119 | 49.920 | 1:59.039 | 65.92 | 3.235 | 18:18:28.370 |
| 8 - | 1:07.810 | 49.127 | 1:56.937 (3) | 67.11 | 1.133 | 18:20:25.307 |
| 9 - | 1:06.888 | 49.296 | 1:56.184 (2) | 67.54 | 0.380 | 18:22:21.491 |
| 10 - | 1:06.669 | 49.135 | 1:55.804 (1) | 67.77 | | 18:24:17.295 |

| P15 95 Cup REMNANT / TILLEY | | Lumley Kawasaki - SRP Racetech | | | | |
|-----------------------------|-----------------|--------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.896 | | BEST LAP TIME : 1:58.139 | | DIFFERENCE : 0.243 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.272 | 2:14.918 | 58.16 | 16.779 | 18:06:24.568 |
| 2 - | 1:09.789 | 51.460 | 2:01.249 | 64.72 | 3.110 | 18:08:25.817 |
| 3 - | 1:08.999 | 51.836 | 2:00.835 | 64.94 | 2.696 | 18:10:26.652 |
| 4 - | 1:09.747 | 51.184 | 2:00.931 | 64.89 | 2.792 | 18:12:27.583 |
| 5 - | 1:08.726 | 50.874 | 1:59.600 | 65.61 | 1.461 | 18:14:27.183 |
| 6 - | 1:08.003 | 50.511 | 1:58.514 | 66.22 | 0.375 | 18:16:25.697 |
| 7 - | 1:07.733 | 50.449 | 1:58.182 (3) | 66.40 | 0.043 | 18:18:23.879 |
| 8 - | 1:07.927 | 50.212 | 1:58.139 (1) | 66.43 | | 18:20:22.018 |
| 9 - | 1:07.684 | 50.492 | 1:58.176 (2) | 66.40 | 0.037 | 18:22:20.194 |
| 10 - | 1:08.299 | 50.820 | 1:59.119 | 65.88 | 0.980 | 18:24:19.313 |

| P16 103 Super LEBLOND / FARNIER | | SGR Suzuki - Optimark | | | | |
|---------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.385 | | BEST LAP TIME : 1:58.978 | | DIFFERENCE : 0.593 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.082 | 2:15.821 | 57.78 | 16.843 | 18:06:25.471 |
| 2 - | 1:10.867 | 50.923 | 2:01.790 | 64.43 | 2.812 | 18:08:27.261 |
| 3 - | 1:09.972 | 50.810 | 2:00.782 | 64.97 | 1.804 | 18:10:28.043 |
| 4 - | 1:09.856 | 50.678 | 2:00.534 | 65.11 | 1.556 | 18:12:28.577 |
| 5 - | 1:08.980 | 50.056 | 1:59.036 (2) | 65.93 | 0.058 | 18:14:27.613 |
| 6 - | 1:09.639 | 50.861 | 2:00.500 | 65.12 | 1.522 | 18:16:28.113 |
| 7 - | 1:09.142 | 50.191 | 1:59.333 | 65.76 | 0.355 | 18:18:27.446 |
| 8 - | 1:09.049 | 50.311 | 1:59.360 | 65.75 | 0.382 | 18:20:26.806 |
| 9 - | 1:09.410 | 49.717 | 1:59.127 (3) | 65.87 | 0.149 | 18:22:25.933 |
| 10 - | 1:08.668 | 50.310 | 1:58.978 (1) | 65.96 | | 18:24:24.911 |

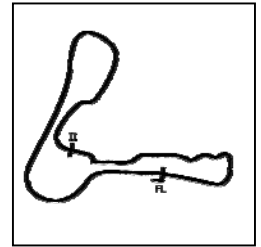
| P17 31 Cup DUKES / MORALEE | | Baker Honda - Dynobike | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.212 | | BEST LAP TIME : 1:59.212 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.511 | 2:16.162 | 57.63 | 16.950 | 18:06:25.812 |
| 2 - | 1:11.133 | 51.706 | 2:02.839 | 63.88 | 3.627 | 18:08:28.651 |
| 3 - | 1:09.385 | 50.667 | 2:00.052 (2) | 65.37 | 0.840 | 18:10:28.703 |
| 4 - | 1:09.991 | 50.623 | 2:00.614 | 65.06 | 1.402 | 18:12:29.317 |
| 5 - | 1:08.605 | 50.607 | 1:59.212 (1) | 65.83 | | 18:14:28.529 |
| 6 - | 1:09.259 | 50.887 | 2:00.146 (3) | 65.32 | 0.934 | 18:16:28.675 |
| 7 - | 1:10.677 | 50.852 | 2:01.529 | 64.57 | 2.317 | 18:18:30.204 |
| 8 - | 1:09.867 | 51.220 | 2:01.087 | 64.81 | 1.875 | 18:20:31.291 |
| 9 - | 1:10.558 | 52.192 | 2:02.750 | 63.93 | 3.538 | 18:22:34.041 |
| 10 - | 1:11.970 | 53.045 | 2:05.015 | 62.77 | 5.803 | 18:24:39.056 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:04 Flag 18:22 End: 18:25

ACU/FSRA British F2 Sidecar Championship

RACE 12 - 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

| P18 135 Cup | | GUIGNARD / POUX | | SGR Honda - Shock Factory/Beringer/DMD | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 1:56.994 | | BEST LAP TIME : 1:57.081 | | DIFFERENCE : 0.087 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:23.662 | 2:46.782 | 47.05 | 49.701 | 18:06:56.432 |
| 2 - | 1:08.265 | 51.067 | 1:59.332 | 65.76 | 2.251 | 18:08:55.764 |
| 3 - | 1:07.785 | 50.466 | 1:58.251 | 66.36 | 1.170 | 18:10:54.015 |
| 4 - | 1:08.104 | 49.570 | 1:57.674 | 66.69 | 0.593 | 18:12:51.689 |
| 5 - | 1:07.566 | 49.664 | 1:57.230 (2) | 66.94 | 0.149 | 18:14:48.919 |
| 6 - | 1:07.653 | 49.428 | 1:57.081 (1) | 67.03 | | 18:16:46.000 |
| 7 - | 1:07.807 | 49.549 | 1:57.356 (3) | 66.87 | 0.275 | 18:18:43.356 |
| 8 - | 1:08.453 | 49.901 | 1:58.354 | 66.31 | 1.273 | 18:20:41.710 |
| 9 - | 1:08.408 | 59.480 | 2:07.888 | 61.36 | 10.807 | 18:22:49.598 |

| P19 117 Cup | | SCHOFIELD / GAUNT | | Windle Suzuki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.030 | | BEST LAP TIME : 2:04.169 | | DIFFERENCE : 0.139 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.784 | 2:23.660 | 54.62 | 19.491 | 18:06:33.310 |
| 2 - | 1:14.532 | 54.184 | 2:08.716 | 60.97 | 4.547 | 18:08:42.026 |
| 3 - | 1:13.236 | 55.370 | 2:08.606 | 61.02 | 4.437 | 18:10:50.632 |
| 4 - | 1:13.923 | 53.700 | 2:07.623 | 61.49 | 3.454 | 18:12:58.255 |
| 5 - | 1:11.938 | 53.910 | 2:05.848 | 62.36 | 1.679 | 18:15:04.103 |
| 6 - | 1:14.381 | 52.675 | 2:07.056 | 61.76 | 2.887 | 18:17:11.159 |
| 7 - | 1:11.355 | 52.814 | 2:04.169 (1) | 63.20 | | 18:19:15.328 |
| 8 - | 1:12.054 | 52.753 | 2:04.807 (2) | 62.88 | 0.638 | 18:21:20.135 |
| 9 - | 1:12.842 | 52.777 | 2:05.619 (3) | 62.47 | 1.450 | 18:23:25.754 |

| P20 24 Cup | | WILBY / LOWTHER | | Shelbourne Honda - Leeds Parcel Co Ltd | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 2:05.789 | | BEST LAP TIME : 2:06.104 | | DIFFERENCE : 0.315 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.788 | 2:26.078 | 53.72 | 19.974 | 18:06:35.728 |
| 2 - | 1:13.638 | 55.433 | 2:09.071 | 60.80 | 2.967 | 18:08:44.799 |
| 3 - | 1:13.489 | 55.863 | 2:09.352 | 60.67 | 3.248 | 18:10:54.151 |
| 4 - | 1:15.842 | 54.008 | 2:09.850 | 60.43 | 3.746 | 18:13:04.001 |
| 5 - | 1:12.699 | 53.405 | 2:06.104 (1) | 62.23 | | 18:15:10.105 |
| 6 - | 1:13.518 | 53.421 | 2:06.939 (3) | 61.82 | 0.835 | 18:17:17.044 |
| 7 - | 1:14.132 | 53.090 | 2:07.222 | 61.68 | 1.118 | 18:19:24.266 |
| 8 - | 1:12.729 | 53.554 | 2:06.283 (2) | 62.14 | 0.179 | 18:21:30.549 |
| 9 - | 1:13.386 | 56.720 | 2:10.106 | 60.32 | 4.002 | 18:23:40.655 |

| P21 167 Cup | | PETTMAN / TAYLOR | | Windle Yamaha - Wesco Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.799 | | BEST LAP TIME : 2:09.332 | | DIFFERENCE : 0.533 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.032 | 2:28.206 | 52.95 | 18.874 | 18:06:37.856 |
| 2 - | 1:16.572 | 54.977 | 2:11.549 | 59.65 | 2.217 | 18:08:49.405 |
| 3 - | 1:15.189 | 54.143 | 2:09.332 (1) | 60.68 | | 18:10:58.737 |
| 4 - | 1:15.537 | 54.369 | 2:09.906 | 60.41 | 0.574 | 18:13:08.643 |
| 5 - | 1:14.656 | 55.002 | 2:09.658 (2) | 60.52 | 0.326 | 18:15:18.301 |
| 6 - | 1:16.140 | 54.947 | 2:11.087 | 59.86 | 1.755 | 18:17:29.388 |
| 7 - | 1:15.391 | 54.532 | 2:09.923 | 60.40 | 0.591 | 18:19:39.311 |
| 8 - | 1:15.423 | 54.321 | 2:09.744 (3) | 60.48 | 0.412 | 18:21:49.055 |
| 9 - | 1:15.110 | 55.335 | 2:10.445 | 60.16 | 1.113 | 18:23:59.500 |

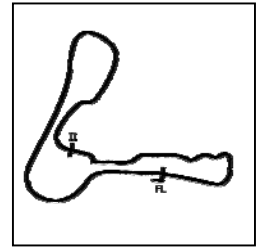
| P22 42 Super | | LOWTHER / LOWTHER | | LCR Honda - | | |
|---------------------------|-----------------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 1:56.072 | | BEST LAP TIME : 1:56.444 | | DIFFERENCE : 0.372 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.466 | 2:14.436 | 58.37 | 17.992 | 18:06:24.086 |
| 2 - | 1:06.692 | 50.540 | 1:57.232 (3) | 66.94 | 0.788 | 18:08:21.318 |
| 3 - | 1:07.955 | 50.663 | 1:58.618 | 66.16 | 2.174 | 18:10:19.936 |
| 4 - | 1:07.367 | 50.324 | 1:57.691 | 66.68 | 1.247 | 18:12:17.627 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:04 Flag 18:22 End: 18:25

ACU/FSRA British F2 Sidecar Championship

RACE 12 - 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

| | | | | | | |
|------------|----------|---------------|---------------------|--------------|-------|---------------------|
| 5 - | 1:06.714 | 50.244 | 1:56.958 (2) | 67.10 | 0.514 | 18:14:14.585 |
| 6 - | 1:07.064 | 49.380 | 1:56.444 (1) | 67.39 | | 18:16:11.029 |
| 7 - | 1:07.350 | 50.225 | 1:57.575 | 66.74 | 1.131 | 18:18:08.604 |
| 8 - | 1:08.323 | 50.579 | 1:58.902 | 66.00 | 2.458 | 18:20:07.506 |

| P23 71 Cup | | SCHOFIELD / TAYLOR | | Ireson Honda - | | |
|-------------------|----------|---------------------------|----------|----------------|------|--------------|
| IDEAL LAP TIME : | | BEST LAP TIME : | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.907 | 2:25.445 | 53.95 | | 18:06:35.095 |

ACU/FSRA British F2 Sidecar Championship

RACE 12 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|---------------------------|-----------------|-----|---------------------------|-------------------------|-----|-----|---------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:48.477 | | |
| 1 | 17 | CRAWFORD / HARDIE | 1:02.064 | 17 | CRAWFORD / HARDIE | 46.413 | 1 | 17 | CRAWFORD / HARDI | 1:48.477 | 1:48.871 | 0.394 |
| 2 | 72 | FOUND / WALMSLEY | 1:03.528 | 72 | FOUND / WALMSLEY | 46.974 | 2 | 72 | FOUND / WALMSLE | 1:50.502 | 1:50.821 | 0.319 |
| 3 | 33 | HEGARTY / NEAVE | 1:04.021 | 33 | HEGARTY / NEAVE | 47.477 | 3 | 33 | HEGARTY / NEAVE | 1:51.498 | 1:51.591 | 0.093 |
| 4 | 11 | JACKSON / PAYNE | 1:05.010 | 11 | JACKSON / PAYNE | 48.264 | 4 | 11 | JACKSON / PAYNE | 1:53.274 | 1:53.515 | 0.241 |
| 5 | 8 | ILARIA / STOKOE | 1:05.195 | 5 | SHAND / CLAEYS | 48.581 | 5 | 8 | ILARIA / STOKOE | 1:53.869 | 1:54.211 | 0.342 |
| 6 | 3 | HARRISON / WINKLE | 1:05.223 | 8 | ILARIA / STOKOE | 48.674 | 6 | 3 | HARRISON / WINKLE | 1:53.900 | 1:53.900 | 0.000 |
| 7 | 19 | D DICKINSON / B DICKINSON | 1:05.359 | 3 | HARRISON / WINKLE | 48.677 | 7 | 19 | D DICKINSON / B DIC | 1:54.240 | 1:54.435 | 0.195 |
| 8 | 111 | BRYAN / HYDE | 1:05.746 | 111 | BRYAN / HYDE | 48.862 | 8 | 5 | SHAND / CLAEYS | 1:54.372 | 1:54.575 | 0.203 |
| 9 | 5 | SHAND / CLAEYS | 1:05.791 | 19 | D DICKINSON / B DICKINSON | 48.881 | 9 | 111 | BRYAN / HYDE | 1:54.608 | 1:54.629 | 0.021 |
| 10 | 99 | RAMSDEN / RAMSDEN | 1:06.329 | 32 | LUMLEY / WHITNALL | 49.020 | 10 | 32 | LUMLEY / WHITNALL | 1:55.403 | 1:55.474 | 0.071 |
| 11 | 32 | LUMLEY / WHITNALL | 1:06.383 | 155 | RUSSELL / SMITHIES | 49.052 | 11 | 10 | BAKER / KILLINGSW | 1:55.796 | 1:55.804 | 0.008 |
| 12 | 123 | HACKNEY / MORRIS | 1:06.664 | 10 | BAKER / KILLINGSWORTH | 49.127 | 12 | 99 | RAMSDEN / RAMSD | 1:55.945 | 1:56.587 | 0.642 |
| 13 | 10 | BAKER / KILLINGSWORTH | 1:06.669 | 42 | LOWTHER / LOWTHER | 49.380 | 13 | 42 | LOWTHER / LOWTHE | 1:56.072 | 1:56.444 | 0.372 |
| 14 | 42 | LOWTHER / LOWTHER | 1:06.692 | 135 | GUIGNARD / POUX | 49.428 | 14 | 155 | RUSSELL / SMITHIES | 1:56.678 | 1:56.881 | 0.203 |
| 15 | 135 | GUIGNARD / POUX | 1:07.566 | 99 | RAMSDEN / RAMSDEN | 49.616 | 15 | 123 | HACKNEY / MORRIS | 1:56.722 | 1:56.722 | 0.000 |
| 16 | 155 | RUSSELL / SMITHIES | 1:07.626 | 103 | LEBLOND / FARNIER | 49.717 | 16 | 135 | GUIGNARD / POUX | 1:56.994 | 1:57.081 | 0.087 |
| 17 | 95 | REMNANT / TILLEY | 1:07.684 | 123 | HACKNEY / MORRIS | 50.058 | 17 | 95 | REMNANT / TILLEY | 1:57.896 | 1:58.139 | 0.243 |
| 18 | 31 | DUKES / MORALEE | 1:08.605 | 95 | REMNANT / TILLEY | 50.212 | 18 | 103 | LEBLOND / FARNIER | 1:58.385 | 1:58.978 | 0.593 |
| 19 | 103 | LEBLOND / FARNIER | 1:08.668 | 31 | DUKES / MORALEE | 50.607 | 19 | 31 | DUKES / MORALEE | 1:59.212 | 1:59.212 | 0.000 |
| 20 | 117 | SCHOFIELD / GAUNT | 1:11.355 | 117 | SCHOFIELD / GAUNT | 52.675 | 20 | 117 | SCHOFIELD / GAUNT | 2:04.030 | 2:04.169 | 0.139 |
| 21 | 24 | WILBY / LOWTHER | 1:12.699 | 24 | WILBY / LOWTHER | 53.090 | 21 | 24 | WILBY / LOWTHER | 2:05.789 | 2:06.104 | 0.315 |
| 22 | 167 | PETTMAN / TAYLOR | 1:14.656 | 167 | PETTMAN / TAYLOR | 54.143 | 22 | 167 | PETTMAN / TAYLOR | 2:08.799 | 2:09.332 | 0.533 |
| 23 | | | | 71 | SCHOFIELD / TAYLOR | 54.907 | 23 | 71 | SCHOFIELD / TAYLO | | | |
| 24 | | | | | | | | | | | | |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 18:04 Flag 18:22 End: 18:25

Printed - 18:27 Saturday, 28 April 2018



ACU/FSRA British F2 Sidecar Championship
RACE 12 - GRID (15 Laps)

| | | | | | | |
|-------------|----|-----------|-------------------------------------|----|-----------|---------------------------------|
| ROW 14 | 27 | 0.000 | 37 MORPHET / HALLIBURTON | 28 | 0.000 | 46 SAUNDERS / SCHOFELD |
| ROW 13 | 25 | 0.000 | 41 RILEY / CASWELL | 26 | 0.000 | 161 DOWNES / HAINSWORTH |
| ROW 12 | 23 | 2:25.445 | 71 SCHOFIELD / TAYLOR | 24 | 0.000 | 7 GIBSON / MOORE |
| ROW 11 | 21 | 19:49.850 | 167 PETTMAN / TAYLOR | 22 | 15:57.856 | 42 LOWTHER / LOWTHER |
| ROW 10 | 19 | 19:16.104 | 117 SCHOFIELD / GAUNT | 20 | 19:31.005 | 24 WILBY / LOWTHER |
| ROW 9 | 17 | 20:29.406 | 31 DUKES / MORALEE | 18 | 18:39.948 | 135 GUIGNARD / POUX |
| ROW 8 | 15 | 20:09.663 | 95 REMNANT / TILLEY | 16 | 20:15.261 | 103 LEBLOND / FARNIER |
| ROW 7 | 13 | 20:00.404 | 123 HACKNEY / MORRIS | 14 | 20:07.645 | 10 BAKER / KILLINGSWORTH |
| ROW 6 | 11 | 19:56.583 | 155 RUSSELL / SMITHIES | 12 | 19:59.972 | 99 RAMSDEN / RAMSDEN |
| ROW 5 | 9 | 19:44.821 | 19 D DICKINSON / B DICKINSON | 10 | 19:45.217 | 32 LUMLEY / WHITNALL |
| ROW 4 | 7 | 19:30.610 | 111 BRYAN / HYDE | 8 | 19:37.777 | 8 ILARIA / STOKOE |
| ROW 3 | 5 | 18:47.474 | 72 FOUNDS / WALMSLEY | 6 | 18:25.340 | 17 CRAWFORD / HARDIE |
| ROW 2 | 3 | 19:08.241 | 11 JACKSON / PAYNE | 4 | 18:51.863 | 33 HEGARTY / NEAVE |
| ROW 1 | 1 | 19:29.421 | 5 SHAND / CLAEYS | 2 | 19:25.846 | 3 HARRISON / WINKLE |
| Pole | | | | | | |

Cadwell Park
 Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 18:30 Saturday, 28 April 2018





ACU/FSRA British F2 Sidecar Championship

RACE 12 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|-------|-----------------------------|---|------|----------|----------|--------|-------|----------|----|
| 1 | 72 | Super | 1 FOUNDS / WALMSLEY | DDM Suzuki - Gleave Lift Services | 4 | 6:43.668 | | | 77.76 | 1:38.954 | 3 |
| 2 | 33 | Super | 2 HEGARTY / NEAVE | Baker Honda - Mum & Dad | 4 | 6:48.077 | 4.409 | 4.409 | 76.92 | 1:39.264 | 4 |
| 3 | 3 | Super | 3 HARRISON / WINKLE | Bellas Honda - Printing Roller Services | 4 | 6:51.648 | 7.980 | 3.571 | 76.25 | 1:40.739 | 2 |
| 4 | 42 | Super | 4 LOWTHER / LOWTHER | LCR Honda - | 4 | 6:56.516 | 12.848 | 4.868 | 75.36 | 1:41.945 | 4 |
| 5 | 11 | Super | 5 JACKSON / PAYNE | Windle Suzuki - | 4 | 6:59.343 | 15.675 | 2.827 | 74.86 | 1:42.789 | 4 |
| 6 | 99 | Super | 6 RAMSDEN / RAMSDEN | LCR Honda - Ramsden Racing | 4 | 6:59.998 | 16.330 | 0.655 | 74.74 | 1:42.969 | 4 |
| 7 | 111 | Super | 7 BRYAN / HYDE | Baker Honda - Bryan Racing | 4 | 7:00.167 | 16.499 | 0.169 | 74.71 | 1:42.963 | 4 |
| 8 | 7 | Cup | 1 GIBSON / MOORE | Shelbourne Suzuki - GDM Logistics | 4 | 7:04.439 | 20.771 | 4.272 | 73.96 | 1:41.698 | 4 |
| 9 | 19 | Cup | 2 D DICKINSON / B DICKINSON | Shelbourne Suzuki - B&B Motorcycles | 4 | 7:10.626 | 26.958 | 6.187 | 72.89 | 1:45.596 | 2 |
| 10 | 32 | Cup | 3 LUMLEY / WHITNALL | Lumley Kawasaki - Lumley Engineering | 4 | 7:12.641 | 28.973 | 2.015 | 72.55 | 1:45.822 | 4 |
| 11 | 103 | Super | 8 LEBLOND / FARNIER | SGR Suzuki - Optimark | 4 | 7:13.077 | 29.409 | 0.436 | 72.48 | 1:45.857 | 3 |
| 12 | 95 | Cup | 4 REMNANT / TILLEY | Lumley Kawasaki - SRP Racetech | 4 | 7:14.566 | 30.898 | 1.489 | 72.23 | 1:46.596 | 4 |
| 13 | 10 | Super | 9 BAKER / KILLINGSWORTH | Shelbourne Honda - BK Racing | 4 | 7:15.560 | 31.892 | 0.994 | 72.07 | 1:46.909 | 3 |
| 14 | 31 | Cup | 5 DUKES / MORALEE | Baker Honda - Dynobike | 4 | 7:16.178 | 32.510 | 0.618 | 71.97 | 1:46.794 | 2 |
| 15 | 41 | Cup | 6 RILEY / CASWELL | MRE Suzuki - F C Developments | 4 | 7:31.695 | 48.027 | 15.517 | 69.49 | 1:49.824 | 2 |
| 16 | 117 | Cup | 7 SCHOFIELD / GAUNT | Windle Suzuki - | 4 | 7:43.558 | 59.890 | 11.863 | 67.72 | 1:52.826 | 2 |
| 17 | 24 | Cup | 8 WILBY / LOWTHER | Shelbourne Honda - Leeds Parcel Co Ltd | 4 | 7:49.741 | 1:06.073 | 6.183 | 66.82 | 1:54.679 | 2 |
| 18 | 167 | Cup | 9 PETTMAN / TAYLOR | Windle Yamaha - Wesco Racing | 4 | 8:03.837 | 1:20.169 | 14.096 | 64.88 | 1:58.233 | 3 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|-------|--------------------|----------------------------|---|----------|----------|--------|-------|----------|---|
| DNF | 17 | Super | CRAWFORD / HARDIE | LCR Suzuki - Team ARC | 4 | 6:40.759 | 000 Laps | | 78.33 | 1:38.455 | 2 |
| DNF | 123 | Cup | HACKNEY / MORRIS | CES Suzuki - YDL | 2 | 3:49.490 | 2 Laps | 2 Laps | 68.39 | 1:50.361 | 2 |
| DNF | 155 | Cup | RUSSELL / SMITHIES | Honda - True Heroes Racing | 1 | 1:57.188 | 3 Laps | 1 Lap | 66.96 | | |

FASTEST LAP

| | | | | | | | |
|----|-------|-------------------|-----------------------------------|---|----------|-----------|------------|
| 17 | Super | CRAWFORD / HARDIE | LCR Suzuki - Team ARC | 2 | 1:38.455 | 79.71 mph | 128.28 kph |
| 7 | Cup | GIBSON / MOORE | Shelbourne Suzuki - GDM Logistics | 4 | 1:41.698 | 77.17 mph | 124.19 kph |

Class Super - 92.5% of Race Speed = 71.92 mph

Class Cup - 92.5% of Race Speed = 68.41 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 16:14 Flag 16:20 End: 16:23

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 16:50 Sunday, 29 April 2018



ACU/FSRA British F2 Sidecar Championship

RACE 12 - LAP CHART

| LAP 1 @ 16:15:51.815 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 17 | | 1:44.207 |
| 72 | 2.198 | 1:46.405 |
| 33 | 2.600 | 1:46.807 |
| 3 | 3.010 | 1:47.217 |
| 11 | 4.745 | 1:48.952 |
| 99 | 5.031 | 1:49.238 |
| 42 | 5.263 | 1:49.470 |
| 111 | 6.363 | 1:50.570 |
| 32 | 7.457 | 1:51.664 |
| 19 | 8.304 | 1:52.511 |
| 95 | 9.649 | 1:53.856 |
| 10 | 10.143 | 1:54.350 |
| 103 | 10.244 | 1:54.451 |
| 31 | 10.797 | 1:55.004 |
| 7 | 11.222 | 1:55.429 |
| 155 | 12.981 | 1:57.188 |
| 41 | 13.620 | 1:57.827 |
| 123 | 14.922 | 1:59.129 |
| 117 | 17.508 | 2:01.715 |
| 24 | 18.838 | 2:03.045 |
| 167 | 23.230 | 2:07.437 |

| LAP 2 @ 16:17:30.270 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 17 | | 1:38.455 |
| 72 | 3.048 | 1:39.305 |
| 3 | 5.294 | 1:40.739 |
| 33 | 5.420 | 1:41.275 |
| 42 | 9.193 | 1:42.385 |
| 11 | 9.843 | 1:43.553 |
| 99 | 10.907 | 1:44.331 |
| 111 | 11.183 | 1:43.275 |
| 19 | 15.445 | 1:45.596 |
| 32 | 16.518 | 1:47.516 |
| 7 | 16.799 | 1:44.032 |
| 95 | 18.329 | 1:47.135 |
| 103 | 18.506 | 1:46.717 |
| 10 | 18.940 | 1:47.252 |
| 31 | 19.136 | 1:46.794 |
| 41 | 24.989 | 1:49.824 |
| 123 | 26.828 | 1:50.361 |
| 117 | 31.879 | 1:52.826 |
| 24 | 35.062 | 1:54.679 |
| 167 | 43.392 | 1:58.617 |

| LAP 3 @ 16:19:09.137 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 17 | | 1:38.867 |
| 72 | 3.135 | 1:38.954 |
| 33 | 7.284 | 1:40.731 |
| 3 | 8.001 | 1:41.574 |
| 42 | 13.042 | 1:42.716 |
| 11 | 15.025 | 1:44.049 |
| 99 | 15.500 | 1:43.460 |
| 111 | 15.675 | 1:43.359 |
| 7 | 21.212 | 1:43.280 |
| 19 | 22.740 | 1:46.162 |
| 32 | 25.290 | 1:47.639 |
| 103 | 25.496 | 1:45.857 |
| 95 | 26.441 | 1:46.979 |
| 10 | 26.982 | 1:46.909 |

| | | |
|-----|----------|----------|
| 31 | 27.330 | 1:47.061 |
| 41 | 37.663 | 1:51.541 |
| 117 | 46.230 | 1:53.218 |
| 24 | 51.678 | 1:55.483 |
| 167 | 1:02.758 | 1:58.233 |

| LAP 4 @ 16:20:48.367 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 17 | | 1:39.230 |
| 72 | 2.909 | 1:39.004 |
| 33 | 7.318 | 1:39.264 |
| 3 | 10.889 | 1:42.118 |
| 42 | 15.757 | 1:41.945 |
| 11 | 18.584 | 1:42.789 |
| 99 | 19.239 | 1:42.969 |
| 111 | 19.408 | 1:42.963 |
| 7 | 23.680 | 1:41.698 |
| 19 | 29.867 | 1:46.357 |
| 32 | 31.882 | 1:45.822 |
| 103 | 32.318 | 1:46.052 |
| 95 | 33.807 | 1:46.596 |
| 10 | 34.801 | 1:47.049 |
| 31 | 35.419 | 1:47.319 |
| 41 | 50.936 | 1:52.503 |
| 117 | 1:02.799 | 1:55.799 |
| 24 | 1:08.982 | 1:56.534 |
| 167 | 1:23.078 | 1:59.550 |

Weather / Track : Cloudy / Dry

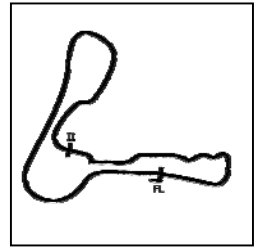
Results can be found at www.tsl-timing.com

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:14 Flag 16:20 End: 16:23

Printed - 16:51 Sunday, 29 April 2018

ACU/FSRA British F2 Sidecar Championship

RACE 12 - 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 72 Super FOUNDS / WALMSLEY | | DDM Suzuki - Gleave Lift Services | | | | |
|-------------------------------|---------------|-----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:38.523 | | BEST LAP TIME : 1:38.954 | | DIFFERENCE : 0.431 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.087 | 1:46.405 | 73.75 | 7.451 | 16:15:54.013 |
| 2 - | 56.965 | 42.340 | 1:39.305 (3) | 79.02 | 0.351 | 16:17:33.318 |
| 3 - | 56.886 | 42.068 | 1:38.954 (1) | 79.31 | | 16:19:12.272 |
| 4 - | 56.455 | 42.549 | 1:39.004 (2) | 79.27 | 0.050 | 16:20:51.276 |

| P2 33 Super HEGARTY / NEAVE | | Baker Honda - Mum & Dad | | | | |
|-----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:39.264 | | BEST LAP TIME : 1:39.264 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.501 | 1:46.807 | 73.47 | 7.543 | 16:15:54.415 |
| 2 - | 58.514 | 42.761 | 1:41.275 (3) | 77.49 | 2.011 | 16:17:35.690 |
| 3 - | 58.294 | 42.437 | 1:40.731 (2) | 77.91 | 1.467 | 16:19:16.421 |
| 4 - | 57.292 | 41.972 | 1:39.264 (1) | 79.06 | | 16:20:55.685 |

| P3 3 Super HARRISON / WINKLE | | Bellas Honda - Printing Roller Services | | | | |
|------------------------------|---------------|---|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:40.715 | | BEST LAP TIME : 1:40.739 | | DIFFERENCE : 0.024 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.241 | 1:47.217 | 73.19 | 6.478 | 16:15:54.825 |
| 2 - | 57.769 | 42.970 | 1:40.739 (1) | 77.90 | | 16:17:35.564 |
| 3 - | 58.628 | 42.946 | 1:41.574 (2) | 77.26 | 0.835 | 16:19:17.138 |
| 4 - | 58.522 | 43.596 | 1:42.118 (3) | 76.85 | 1.379 | 16:20:59.256 |

| P4 42 Super LOWTHER / LOWTHER | | LCR Honda - | | | | |
|-------------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:41.788 | | BEST LAP TIME : 1:41.945 | | DIFFERENCE : 0.157 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.576 | 1:49.470 | 71.69 | 7.525 | 16:15:57.078 |
| 2 - | 59.088 | 43.297 | 1:42.385 (2) | 76.65 | 0.440 | 16:17:39.463 |
| 3 - | 58.977 | 43.739 | 1:42.716 (3) | 76.40 | 0.771 | 16:19:22.179 |
| 4 - | 58.491 | 43.454 | 1:41.945 (1) | 76.98 | | 16:21:04.124 |

| P5 11 Super JACKSON / PAYNE | | Windle Suzuki - | | | | |
|-----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:42.789 | | BEST LAP TIME : 1:42.789 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.324 | 1:48.952 | 72.03 | 6.163 | 16:15:56.560 |
| 2 - | 59.285 | 44.268 | 1:43.553 (2) | 75.78 | 0.764 | 16:17:40.113 |
| 3 - | 59.380 | 44.669 | 1:44.049 (3) | 75.42 | 1.260 | 16:19:24.162 |
| 4 - | 58.750 | 44.039 | 1:42.789 (1) | 76.35 | | 16:21:06.951 |

| P6 99 Super RAMSDEN / RAMSDEN | | LCR Honda - Ramsden Racing | | | | |
|-------------------------------|---------------|----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:42.950 | | BEST LAP TIME : 1:42.969 | | DIFFERENCE : 0.019 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.313 | 1:49.238 | 71.84 | 6.269 | 16:15:56.846 |
| 2 - | 59.540 | 44.791 | 1:44.331 (3) | 75.22 | 1.362 | 16:17:41.177 |
| 3 - | 59.175 | 44.285 | 1:43.460 (2) | 75.85 | 0.491 | 16:19:24.637 |
| 4 - | 59.194 | 43.775 | 1:42.969 (1) | 76.21 | | 16:21:07.606 |

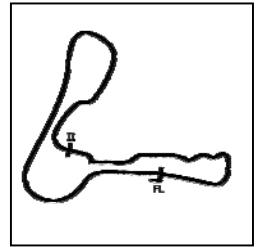
| P7 111 Super BRYAN / HYDE | | Baker Honda - Bryan Racing | | | | |
|---------------------------|---------------|----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:42.174 | | BEST LAP TIME : 1:42.963 | | DIFFERENCE : 0.789 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.865 | 1:50.570 | 70.97 | 7.607 | 16:15:58.178 |
| 2 - | 58.474 | 44.801 | 1:43.275 (2) | 75.99 | 0.312 | 16:17:41.453 |
| 3 - | 59.197 | 44.162 | 1:43.359 (3) | 75.93 | 0.396 | 16:19:24.812 |
| 4 - | 59.263 | 43.700 | 1:42.963 (1) | 76.22 | | 16:21:07.775 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:14 Flag 16:20 End: 16:23

ACU/FSRA British F2 Sidecar Championship

RACE 12 - 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

| P8 7 Cup | | GIBSON / MOORE | | Shelbourne Suzuki - GDM Logistics | | |
|---------------------------|---------------|--------------------------|---------------------|-----------------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:41.608 | | BEST LAP TIME : 1:41.698 | | DIFFERENCE : 0.090 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.144 | 1:55.429 | 67.99 | 13.731 | 16:16:03.037 |
| 2 - | 59.636 | 44.396 | 1:44.032 (3) | 75.43 | 2.334 | 16:17:47.069 |
| 3 - | 59.700 | 43.580 | 1:43.280 (2) | 75.98 | 1.582 | 16:19:30.349 |
| 4 - | 58.028 | 43.670 | 1:41.698 (1) | 77.17 | | 16:21:12.047 |

| P9 19 Cup | | D DICKINSON / B DICKINSON | | Shelbourne Suzuki - B&B Motorcycles | | |
|---------------------------|-----------------|---------------------------|---------------------|-------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:45.061 | | BEST LAP TIME : 1:45.596 | | DIFFERENCE : 0.535 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.951 | 1:52.511 | 69.75 | 6.915 | 16:16:00.119 |
| 2 - | 1:01.188 | 44.408 | 1:45.596 (1) | 74.32 | | 16:17:45.715 |
| 3 - | 1:00.653 | 45.509 | 1:46.162 (2) | 73.92 | 0.566 | 16:19:31.877 |
| 4 - | 1:00.988 | 45.369 | 1:46.357 (3) | 73.78 | 0.761 | 16:21:18.234 |

| P10 32 Cup | | LUMLEY / WHITNALL | | Lumley Kawasaki - Lumley Engineering | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:45.349 | | BEST LAP TIME : 1:45.822 | | DIFFERENCE : 0.473 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.402 | 1:51.664 | 70.28 | 5.842 | 16:15:59.272 |
| 2 - | 1:01.812 | 45.704 | 1:47.516 (2) | 72.99 | 1.694 | 16:17:46.788 |
| 3 - | 1:02.521 | 45.118 | 1:47.639 (3) | 72.91 | 1.817 | 16:19:34.427 |
| 4 - | 1:00.947 | 44.875 | 1:45.822 (1) | 74.16 | | 16:21:20.249 |

| P11 103 Super | | LEBLOND / FARNIER | | SGR Suzuki - Optimark | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|-------|---------------------|
| IDEAL LAP TIME : 1:45.792 | | BEST LAP TIME : 1:45.857 | | DIFFERENCE : 0.065 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.590 | 1:54.451 | 68.57 | 8.594 | 16:16:02.059 |
| 2 - | 1:01.213 | 45.504 | 1:46.717 (3) | 73.54 | 0.860 | 16:17:48.776 |
| 3 - | 1:01.202 | 44.655 | 1:45.857 (1) | 74.13 | | 16:19:34.633 |
| 4 - | 1:01.219 | 44.833 | 1:46.052 (2) | 74.00 | 0.195 | 16:21:20.685 |

| P12 95 Cup | | REMNANT / TILLEY | | Lumley Kawasaki - SRP Racetech | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.440 | | BEST LAP TIME : 1:46.596 | | DIFFERENCE : 0.156 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.467 | 1:53.856 | 68.92 | 7.260 | 16:16:01.464 |
| 2 - | 1:00.973 | 46.162 | 1:47.135 (3) | 73.25 | 0.539 | 16:17:48.599 |
| 3 - | 1:01.194 | 45.785 | 1:46.979 (2) | 73.36 | 0.383 | 16:19:35.578 |
| 4 - | 1:01.068 | 45.528 | 1:46.596 (1) | 73.62 | | 16:21:22.174 |

| P13 10 Super | | BAKER / KILLINGSWORTH | | Shelbourne Honda - BK Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.380 | | BEST LAP TIME : 1:46.909 | | DIFFERENCE : 0.529 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.575 | 1:54.350 | 68.63 | 7.441 | 16:16:01.958 |
| 2 - | 1:01.516 | 45.736 | 1:47.252 (3) | 73.17 | 0.343 | 16:17:49.210 |
| 3 - | 1:01.172 | 45.737 | 1:46.909 (1) | 73.40 | | 16:19:36.119 |
| 4 - | 1:00.805 | 46.244 | 1:47.049 (2) | 73.31 | 0.140 | 16:21:23.168 |

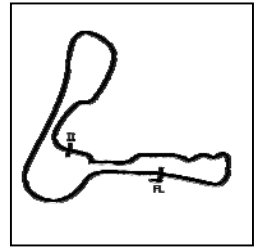
| P14 31 Cup | | DUKES / MORALEE | | Baker Honda - Dynobike | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.003 | | BEST LAP TIME : 1:46.794 | | DIFFERENCE : 0.791 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.946 | 1:55.004 | 68.24 | 8.210 | 16:16:02.612 |
| 2 - | 1:01.111 | 45.683 | 1:46.794 (1) | 73.48 | | 16:17:49.406 |
| 3 - | 1:01.101 | 45.960 | 1:47.061 (2) | 73.30 | 0.267 | 16:19:36.467 |
| 4 - | 1:01.057 | 46.262 | 1:47.319 (3) | 73.12 | 0.525 | 16:21:23.786 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:14 Flag 16:20 End: 16:23

ACU/FSRA British F2 Sidecar Championship

RACE 12 - 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

| P15 41 Cup | | RILEY / CASWELL | | MRE Suzuki - F C Developments | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.102 | | BEST LAP TIME : 1:49.824 | | DIFFERENCE : 0.722 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.435 | 1:57.827 | 66.60 | 8.003 | 16:16:05.435 |
| 2 - | 1:02.667 | 47.157 | 1:49.824 (1) | 71.46 | | 16:17:55.259 |
| 3 - | 1:03.931 | 47.610 | 1:51.541 (2) | 70.36 | 1.717 | 16:19:46.800 |
| 4 - | 1:04.076 | 48.427 | 1:52.503 (3) | 69.75 | 2.679 | 16:21:39.303 |

| P16 117 Cup | | SCHOFIELD / GAUNT | | Windle Suzuki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:52.563 | | BEST LAP TIME : 1:52.826 | | DIFFERENCE : 0.263 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.274 | 2:01.715 | 64.47 | 8.889 | 16:16:09.323 |
| 2 - | 1:04.385 | 48.441 | 1:52.826 (1) | 69.55 | | 16:18:02.149 |
| 3 - | 1:05.040 | 48.178 | 1:53.218 (2) | 69.31 | 0.392 | 16:19:55.367 |
| 4 - | 1:06.636 | 49.163 | 1:55.799 (3) | 67.77 | 2.973 | 16:21:51.166 |

| P17 24 Cup | | WILBY / LOWTHER | | Shelbourne Honda - Leeds Parcel Co Ltd | | |
|---------------------------|-----------------|--------------------------|---------------------|--|-------|---------------------|
| IDEAL LAP TIME : 1:54.300 | | BEST LAP TIME : 1:54.679 | | DIFFERENCE : 0.379 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.889 | 2:03.045 | 63.78 | 8.366 | 16:16:10.653 |
| 2 - | 1:06.158 | 48.521 | 1:54.679 (1) | 68.43 | | 16:18:05.332 |
| 3 - | 1:05.779 | 49.704 | 1:55.483 (2) | 67.95 | 0.804 | 16:20:00.815 |
| 4 - | 1:07.514 | 49.020 | 1:56.534 (3) | 67.34 | 1.855 | 16:21:57.349 |

| P18 167 Cup | | PETTMAN / TAYLOR | | Windle Yamaha - Wesco Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:58.233 | | BEST LAP TIME : 1:58.233 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.482 | 2:07.437 | 61.58 | 9.204 | 16:16:15.045 |
| 2 - | 1:08.166 | 50.451 | 1:58.617 (2) | 66.16 | 0.384 | 16:18:13.662 |
| 3 - | 1:08.033 | 50.200 | 1:58.233 (1) | 66.37 | | 16:20:11.895 |
| 4 - | 1:08.467 | 51.083 | 1:59.550 (3) | 65.64 | 1.317 | 16:22:11.445 |

| P19 17 Super | | CRAWFORD / HARDIE | | LCR Suzuki - Team ARC | | |
|---------------------------|---------------|--------------------------|---------------------|-----------------------|-------|---------------------|
| IDEAL LAP TIME : 1:38.280 | | BEST LAP TIME : 1:38.455 | | DIFFERENCE : 0.175 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 41.860 | 1:44.207 | 75.31 | 5.752 | 16:15:51.815 |
| 2 - | 56.420 | 42.035 | 1:38.455 (1) | 79.71 | | 16:17:30.270 |
| 3 - | 56.812 | 42.055 | 1:38.867 (2) | 79.38 | 0.412 | 16:19:09.137 |
| 4 - | 56.768 | 42.462 | 1:39.230 (3) | 79.08 | 0.775 | 16:20:48.367 |

| P20 123 Cup | | HACKNEY / MORRIS | | CES Suzuki - YDL | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:50.361 | | BEST LAP TIME : 1:50.361 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.974 | 1:59.129 | 65.87 | 8.768 | 16:16:06.737 |
| 2 - | 1:03.784 | 46.577 | 1:50.361 (1) | 71.11 | | 16:17:57.098 |

| P21 155 Cup | | RUSSELL / SMITHIES | | Honda - True Heroes Racing | | |
|------------------|----------|--------------------|----------|----------------------------|------|--------------|
| IDEAL LAP TIME : | | BEST LAP TIME : | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.345 | 1:57.188 | 66.96 | | 16:16:04.796 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:14 Flag 16:20 End: 16:23

ACU/FSRA British F2 Sidecar Championship

RACE 12 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|---------------------------|-----------------|-----|---------------------------|-------------------------|-----|-----|---------------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:38.280 | | |
| 1 | 17 | CRAWFORD / HARDIE | 56.420 | 17 | CRAWFORD / HARDIE | 41.860 | 1 | 17 | CRAWFORD / HARDI | 1:38.280 | 1:38.455 | 0.175 |
| 2 | 72 | FOUND / WALMSLEY | 56.455 | 33 | HEGARTY / NEAVE | 41.972 | 2 | 72 | FOUND / WALMSLE | 1:38.523 | 1:38.954 | 0.431 |
| 3 | 33 | HEGARTY / NEAVE | 57.292 | 72 | FOUND / WALMSLEY | 42.068 | 3 | 33 | HEGARTY / NEAVE | 1:39.264 | 1:39.264 | 0.000 |
| 4 | 3 | HARRISON / WINKLE | 57.769 | 3 | HARRISON / WINKLE | 42.946 | 4 | 3 | HARRISON / WINKLE | 1:40.715 | 1:40.739 | 0.024 |
| 5 | 7 | GIBSON / MOORE | 58.028 | 42 | LOWTHER / LOWTHER | 43.297 | 5 | 7 | GIBSON / MOORE | 1:41.608 | 1:41.698 | 0.090 |
| 6 | 111 | BRYAN / HYDE | 58.474 | 7 | GIBSON / MOORE | 43.580 | 6 | 42 | LOWTHER / LOWTHER | 1:41.788 | 1:41.945 | 0.157 |
| 7 | 42 | LOWTHER / LOWTHER | 58.491 | 111 | BRYAN / HYDE | 43.700 | 7 | 111 | BRYAN / HYDE | 1:42.174 | 1:42.963 | 0.789 |
| 8 | 11 | JACKSON / PAYNE | 58.750 | 99 | RAMSDEN / RAMSDEN | 43.775 | 8 | 11 | JACKSON / PAYNE | 1:42.789 | 1:42.789 | 0.000 |
| 9 | 99 | RAMSDEN / RAMSDEN | 59.175 | 11 | JACKSON / PAYNE | 44.039 | 9 | 99 | RAMSDEN / RAMSDEN | 1:42.950 | 1:42.969 | 0.019 |
| 10 | 19 | D DICKINSON / B DICKINSON | 1:00.653 | 32 | LUMLEY / WHITNALL | 44.402 | 10 | 19 | D DICKINSON / B DICKINSON | 1:45.061 | 1:45.596 | 0.535 |
| 11 | 10 | BAKER / KILLINGSWORTH | 1:00.805 | 19 | D DICKINSON / B DICKINSON | 44.408 | 11 | 32 | LUMLEY / WHITNALL | 1:45.349 | 1:45.822 | 0.473 |
| 12 | 32 | LUMLEY / WHITNALL | 1:00.947 | 103 | LEBLOND / FARNIER | 44.590 | 12 | 103 | LEBLOND / FARNIER | 1:45.792 | 1:45.857 | 0.065 |
| 13 | 95 | REMNANT / TILLEY | 1:00.973 | 31 | DUKES / MORALEE | 44.946 | 13 | 31 | DUKES / MORALEE | 1:46.003 | 1:46.794 | 0.791 |
| 14 | 31 | DUKES / MORALEE | 1:01.057 | 95 | REMNANT / TILLEY | 45.467 | 14 | 10 | BAKER / KILLINGSWORTH | 1:46.380 | 1:46.909 | 0.529 |
| 15 | 103 | LEBLOND / FARNIER | 1:01.202 | 10 | BAKER / KILLINGSWORTH | 45.575 | 15 | 95 | REMNANT / TILLEY | 1:46.440 | 1:46.596 | 0.156 |
| 16 | 41 | RILEY / CASWELL | 1:02.667 | 41 | RILEY / CASWELL | 46.435 | 16 | 41 | RILEY / CASWELL | 1:49.102 | 1:49.824 | 0.722 |
| 17 | 123 | HACKNEY / MORRIS | 1:03.784 | 123 | HACKNEY / MORRIS | 46.577 | 17 | 123 | HACKNEY / MORRIS | 1:50.361 | 1:50.361 | 0.000 |
| 18 | 117 | SCHOFIELD / GAUNT | 1:04.385 | 155 | RUSSELL / SMITHIES | 47.345 | 18 | 117 | SCHOFIELD / GAUNT | 1:52.563 | 1:52.826 | 0.263 |
| 19 | 24 | WILBY / LOWTHER | 1:05.779 | 117 | SCHOFIELD / GAUNT | 48.178 | 19 | 24 | WILBY / LOWTHER | 1:54.300 | 1:54.679 | 0.379 |
| 20 | 167 | PETTMAN / TAYLOR | 1:08.033 | 24 | WILBY / LOWTHER | 48.521 | 20 | 167 | PETTMAN / TAYLOR | 1:58.233 | 1:58.233 | 0.000 |
| 21 | | | | 167 | PETTMAN / TAYLOR | 50.200 | 21 | 155 | RUSSELL / SMITHIES | | | |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park

Circuit Length = 2.1800 miles

Start: 16:14 Flag 16:20 End: 16:23

Printed - 16:50 Sunday, 29 April 2018

BMCRC-MRO Championships 2018



**Team Respro MRO 600 inc
Clubman 600**

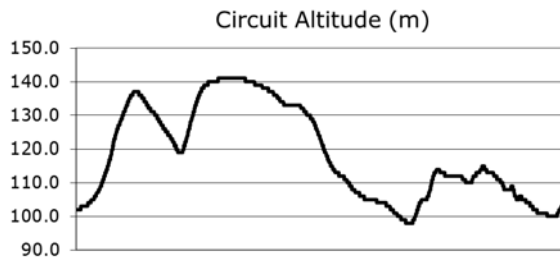
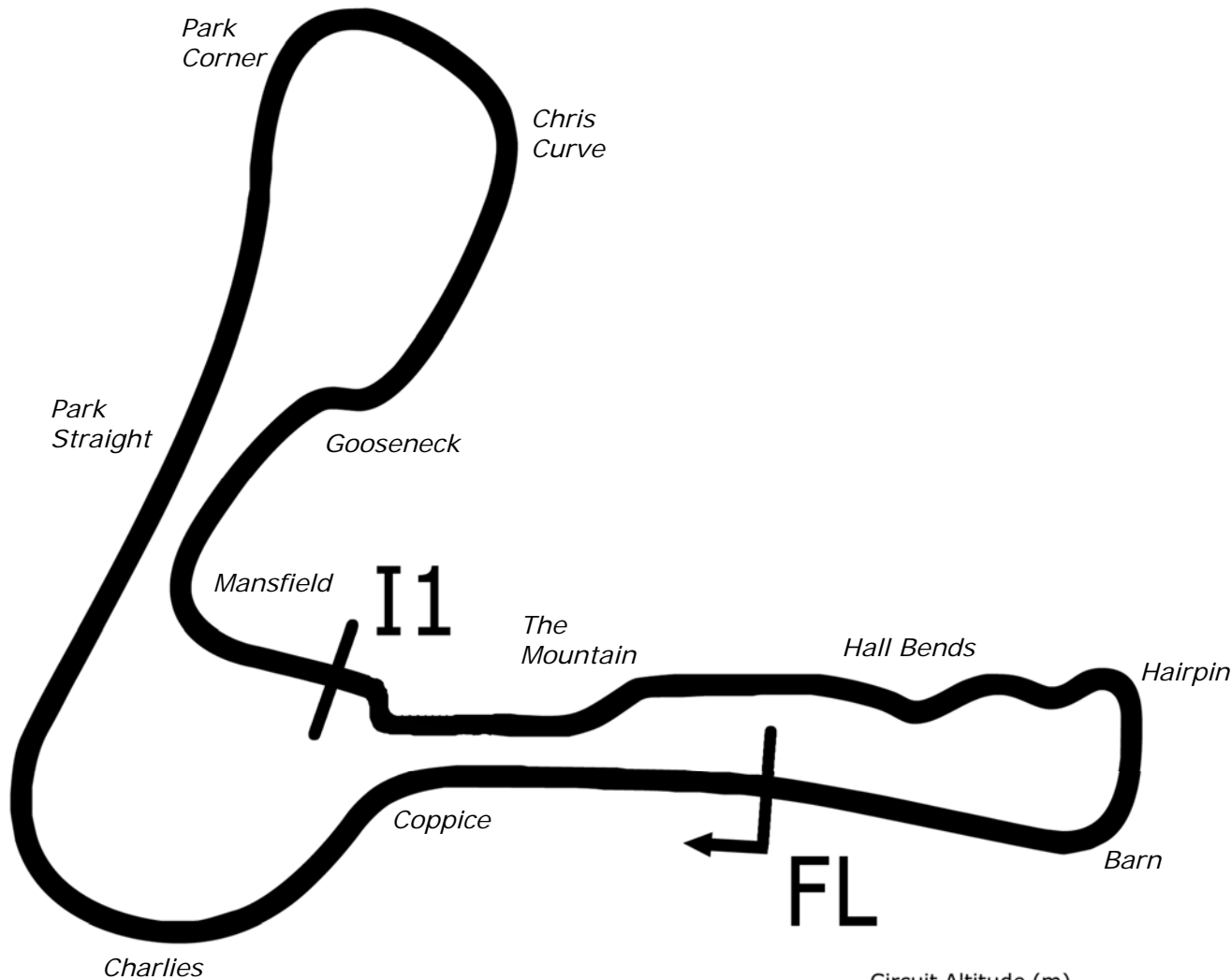
Cadwell Park Circuit

28th / 29th April 2018



Results Provided by Timing Solutions Ltd
www.tsl-timing.com

Cadwell Park



| | | | |
|--|--------------|------------|-----------|
| Length | 2.1870 miles | 3519.6 m | |
| FL | | 53.31024 N | 0.05940 W |
| I1 | 2330m | 53.30708 N | 0.06270 W |
| Pit Entry | 3472m | 53.31103 N | 0.05889 W |
| Pit Exit | 0m after FL | 53.31030 N | 0.05940 W |
| Pit Entry-Pit Exit 92m, 5.5s @60kph, 4.1s @80kph | | | |

All results available at www.tsl-timing.com

Team Respro MRO 600 inc Clubman 600

QUALIFYING - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|----|------------------------|--|----------|----|------|--------|-------|-------|
| 1 | 82 | C | 1 Andrew SMITH | Kawasaki - 5 Club Racing | 1:53.852 | 6 | 6 | | | 68.93 |
| 2 | 84 | C | 2 Ben WOTTON | Triumph - JJR Triumph/ RJS Services | 1:53.917 | 5 | 6 | 0.065 | 0.065 | 68.89 |
| 3 | 77 | | 1 Matty WHELAN | MV Augusta - | 1:54.398 | 4 | 6 | 0.546 | 0.481 | 68.60 |
| 4 | 111 | | 2 Sam SMITH | Kawasaki - GBM KAWASAKI | 1:55.165 | 4 | 5 | 1.313 | 0.767 | 68.14 |
| 5 | 46 | | 3 Harry ROWLINGS | Triumph - Bernard Elliott racing / Steve Jordan motorcycle | 1:55.973 | 6 | 6 | 2.121 | 0.808 | 67.67 |
| 6 | 34 | | 4 Michael ROSE | Yamaha - Rose Racing | 1:56.191 | 6 | 6 | 2.339 | 0.218 | 67.54 |
| 7 | 661 | C | 3 Cameron HARRIS | Yamaha - HARRIS PERFORMANCE | 1:57.048 | 5 | 5 | 3.196 | 0.857 | 67.04 |
| 8 | 143 | C | 4 Daire PRENDERGAST | Kawasaki - | 1:58.088 | 5 | 6 | 4.236 | 1.040 | 66.45 |
| 9 | 83 | | 5 Talan SKEELS-PIGGINS | Suzuki - McMillan Williams | 1:59.188 | 5 | 5 | 5.336 | 1.100 | 65.84 |
| 10 | 53 | C | 5 Jason SIGGS | Yamaha - J Siggs Construction | 1:59.385 | 6 | 6 | 5.533 | 0.197 | 65.73 |
| 11 | 17 | C | 6 Philip BAKER | Triumph - Ashford accident repair centre | 1:59.414 | 6 | 6 | 5.562 | 0.029 | 65.72 |
| 12 | 59 | | 6 David HEWSON | Kawasaki - Obsession Engineering Limited | 1:59.705 | 5 | 5 | 5.853 | 0.291 | 65.56 |
| 13 | 80 | C | 7 Stephen KIMMINGS | Yamaha - S T Engineering | 1:59.828 | 5 | 6 | 5.976 | 0.123 | 65.49 |
| 14 | 5 | | 7 Aaron CLARKE | Yamaha - Yamaha | 2:01.588 | 3 | 3 | 7.736 | 1.760 | 64.54 |
| 15 | 60 | C | 8 Jack YOUNGE | Yamaha - Chase Timber Products | 2:01.741 | 6 | 6 | 7.889 | 0.153 | 64.46 |
| 16 | 64 | C | 9 Rob SALTNER | Yamaha - Universal Tyres & Autocentres | 2:01.823 | 6 | 6 | 7.971 | 0.082 | 64.42 |
| 17 | 56 | | 8 Michael MILLS | Yamaha - A51 Racing | 2:02.263 | 5 | 5 | 8.411 | 0.440 | 64.19 |
| 18 | 81 | C | 10 Liam DUFFETT | Triumph - | 2:04.556 | 6 | 6 | 10.704 | 2.293 | 63.00 |
| 19 | 62 | C | 11 Charlie PATERSON | Yamaha - TBR Performance | 2:05.108 | 6 | 6 | 11.256 | 0.552 | 62.73 |
| 20 | 156 | C | 12 Michael STONE | Kawasaki - | 2:05.954 | 5 | 5 | 12.102 | 0.846 | 62.30 |
| 21 | 6 | C | 13 Nick BETTRIDGE | Kawasaki - Weald Builders | 2:06.122 | 5 | 5 | 12.270 | 0.168 | 62.22 |
| 22 | 52 | | 9 Tommy PHILP | Yamaha - Draper vent | 2:07.053 | 1 | 1 | 13.201 | 0.931 | 61.77 |
| 23 | 192 | C | 14 Daniel MOFFA | Triumph - DM Racing | 2:07.940 | 4 | 5 | 14.088 | 0.887 | 61.34 |
| 24 | 181 | C | 15 Gary CROFT | Yamaha - Big G Racing, Little e, Acle Locksmiths, Nexx H | 2:09.130 | 6 | 6 | 15.278 | 1.190 | 60.77 |
| 25 | 222 | C | 16 Matthew EPPS | Yamaha - M.E Vehicle Repairs | 2:09.511 | 4 | 5 | 15.659 | 0.381 | 60.59 |
| 26 | 88 | C | 17 Michael STANLEY | Triumph - | 2:09.751 | 5 | 5 | 15.899 | 0.240 | 60.48 |
| 27 | 11 | | 10 Josh HARVEY | Yamaha - NR Racing | | | 0 | | | |
| 28 | 126 | | 11 Luke HOPKINS | Yamaha - Mum - Zarra Hopkins | | | 0 | | | |
| 29 | 30 | C | 18 Richard GOODE | Yamaha - Wps ltd / Geoff hand automotive engineering | | | 0 | | | |

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 09:39 Flag 09:51 End: 09:54

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

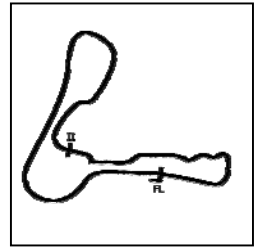
Results can be found at www.tsl-timing.com

Printed - 09:54 Saturday, 28 April 2018



Team Respro MRO 600 inc Clubman 600

QUALIFYING - 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 82 C | | Andrew SMITH | | Kawasaki - 5 Club Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:53.852 | | BEST LAP TIME : 1:53.852 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:11.948 | 52.083 | 2:04.031 | 63.27 | 10.179 | 09:42:42.867 | |
| 2 - | 1:05.910 | 49.266 | 1:55.176 | 68.13 | 1.324 | 09:44:38.043 | |
| 3 - | 1:05.728 | 48.327 | 1:54.055 (2) | 68.80 | 0.203 | 09:46:32.098 | |
| 4 - | 1:06.042 | 49.579 | 1:55.621 | 67.87 | 1.769 | 09:48:27.719 | |
| 5 - | 1:05.855 | 48.323 | 1:54.178 (3) | 68.73 | 0.326 | 09:50:21.897 | |
| 6 - | 1:05.629 | 48.223 | 1:53.852 (1) | 68.93 | | 09:52:15.749 | |

| P2 84 C | | Ben WOTTON | | Triumph - JJR Triumph/ RJS Services | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:53.247 | | BEST LAP TIME : 1:53.917 | | DIFFERENCE : 0.670 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:12.689 | 54.063 | 2:06.752 | 61.91 | 12.835 | 09:42:45.450 | |
| 2 - | 1:09.719 | 52.099 | 2:01.818 | 64.42 | 7.901 | 09:44:47.268 | |
| 3 - | 1:10.367 | 50.941 | 2:01.308 | 64.69 | 7.391 | 09:46:48.576 | |
| 4 - | 1:05.896 | 48.758 | 1:54.654 (3) | 68.45 | 0.737 | 09:48:43.230 | |
| 5 - | 1:05.763 | 48.154 | 1:53.917 (1) | 68.89 | | 09:50:37.147 | |
| 6 - | 1:05.093 | 49.157 | 1:54.250 (2) | 68.69 | 0.333 | 09:52:31.397 | |

| P3 77 | | Matty WHELAN | | MV Augusta - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:54.044 | | BEST LAP TIME : 1:54.398 | | DIFFERENCE : 0.354 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:10.867 | 50.814 | 2:01.681 | 64.49 | 7.283 | 09:42:38.055 | |
| 2 - | 1:06.423 | 49.360 | 1:55.783 (3) | 67.78 | 1.385 | 09:44:33.838 | |
| 3 - | 1:05.351 | 49.058 | 1:54.409 (2) | 68.59 | 0.011 | 09:46:28.247 | |
| 4 - | 1:05.705 | 48.693 | 1:54.398 (1) | 68.60 | | 09:48:22.645 | |
| 5 - | 1:06.967 | 52.447 | 1:59.414 | 65.72 | 5.016 | 09:50:22.059 | |
| 6 - | 1:09.443 | 51.788 | 2:01.231 | 64.73 | 6.833 | 09:52:23.290 | |

| P4 111 | | Sam SMITH | | Kawasaki - GBM KAWASAKI | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:53.940 | | BEST LAP TIME : 1:55.165 | | DIFFERENCE : 1.225 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:10.178 | 50.450 | 2:00.628 | 65.06 | 5.463 | 09:42:30.315 | |
| 2 - | 1:06.304 | 49.189 | 1:55.493 (3) | 67.95 | 0.328 | 09:44:25.808 | |
| 3 - | 1:07.159 | 48.858 | 1:56.017 | 67.64 | 0.852 | 09:46:21.825 | |
| 4 - | 1:06.748 | 48.417 | 1:55.165 (1) | 68.14 | | 09:48:16.990 | |
| 5 - | 1:05.523 | 49.853 | 1:55.376 (2) | 68.02 | 0.211 | 09:50:12.366 | |

| P5 46 | | Harry ROWLINGS | | Triumph - Bernard Elliott racing / Steve Jordan motorcycles | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|--|
| IDEAL LAP TIME : 1:55.973 | | BEST LAP TIME : 1:55.973 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:14.018 | 52.788 | 2:06.806 | 61.89 | 10.833 | 09:42:47.320 | |
| 2 - | 1:13.727 | 51.828 | 2:05.555 (3) | 62.50 | 9.582 | 09:44:52.875 | |
| 3 - | 1:10.348 | 50.695 | 2:01.043 (2) | 64.83 | 5.070 | 09:46:53.918 | |
| 4 - | 1:09.578 | IN PIT | 2:34.635 P | 50.75 | 38.662 | 09:49:28.553 | |
| 5 - | OUTLAP | 50.280 | 2:05.434 | 62.56 | 9.461 | 09:51:33.987 | |
| 6 - | 1:07.364 | 48.609 | 1:55.973 (1) | 67.67 | | 09:53:29.960 | |

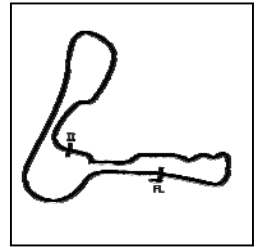
| P6 34 | | Michael ROSE | | Yamaha - Rose Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:56.191 | | BEST LAP TIME : 1:56.191 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:20.123 | 1:00.956 | 2:21.079 | 55.62 | 24.888 | 09:43:10.984 | |
| 2 - | 1:15.037 | 52.646 | 2:07.683 | 61.46 | 11.492 | 09:45:18.667 | |
| 3 - | 1:10.747 | 51.504 | 2:02.251 | 64.19 | 6.060 | 09:47:20.918 | |
| 4 - | 1:09.388 | 49.825 | 1:59.213 (3) | 65.83 | 3.022 | 09:49:20.131 | |
| 5 - | 1:07.976 | 50.108 | 1:58.084 (2) | 66.46 | 1.893 | 09:51:18.215 | |
| 6 - | 1:07.607 | 48.584 | 1:56.191 (1) | 67.54 | | 09:53:14.406 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:39 Flag 09:51 End: 09:54

Team Respro MRO 600 inc Clubman 600

QUALIFYING - 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 661 C | | Cameron HARRIS | | Yamaha - HARRIS PERFORMANCE | | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:56.610 | | BEST LAP TIME : 1:57.048 | | DIFFERENCE : 0.438 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:11.127 | 50.905 | 2:02.032 | 64.31 | 4.984 | 09:42:32.058 | |
| 2 - | 1:08.123 | 50.143 | 1:58.266 (2) | 66.35 | 1.218 | 09:44:30.324 | |
| 3 - | 1:07.290 | 51.473 | 1:58.763 | 66.08 | 1.715 | 09:46:29.087 | |
| 4 - | 1:08.917 | 49.810 | 1:58.727 (3) | 66.10 | 1.679 | 09:48:27.814 | |
| 5 - | 1:07.728 | 49.320 | 1:57.048 (1) | 67.04 | | 09:50:24.862 | |

| P8 143 C | | Daire PRENDERGAST | | Kawasaki - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:58.088 | | BEST LAP TIME : 1:58.088 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:15.506 | 55.124 | 2:10.630 | 60.07 | 12.542 | 09:42:46.825 | |
| 2 - | 1:14.782 | 51.724 | 2:06.506 | 62.03 | 8.418 | 09:44:53.331 | |
| 3 - | 1:10.508 | 50.887 | 2:01.395 | 64.64 | 3.307 | 09:46:54.726 | |
| 4 - | 1:09.164 | 50.748 | 1:59.912 (3) | 65.44 | 1.824 | 09:48:54.638 | |
| 5 - | 1:08.602 | 49.486 | 1:58.088 (1) | 66.45 | | 09:50:52.726 | |
| 6 - | 1:09.069 | 50.456 | 1:59.525 (2) | 65.66 | 1.437 | 09:52:52.251 | |

| P9 83 | | Talan SKEELS-PIGGINS | | Suzuki - McMillan Williams | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:59.188 | | BEST LAP TIME : 1:59.188 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:14.597 | 1:06.369 | 2:20.966 | 55.67 | 21.778 | 09:43:26.541 | |
| 2 - | 1:16.347 | 55.774 | 2:12.121 | 59.40 | 12.933 | 09:45:38.662 | |
| 3 - | 1:10.603 | 52.606 | 2:03.209 (2) | 63.69 | 4.021 | 09:47:41.871 | |
| 4 - | 1:10.613 | 53.101 | 2:03.714 (3) | 63.43 | 4.526 | 09:49:45.585 | |
| 5 - | 1:09.114 | 50.074 | 1:59.188 (1) | 65.84 | | 09:51:44.773 | |

| P10 53 C | | Jason SIGGS | | Yamaha - J Siggs Construction | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:58.731 | | BEST LAP TIME : 1:59.385 | | DIFFERENCE : 0.654 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:15.632 | 54.412 | 2:10.044 | 60.34 | 10.659 | 09:42:53.045 | |
| 2 - | 1:11.805 | 52.822 | 2:04.627 | 62.97 | 5.242 | 09:44:57.672 | |
| 3 - | 1:13.985 | 52.046 | 2:06.031 | 62.27 | 6.646 | 09:47:03.703 | |
| 4 - | 1:10.215 | 52.237 | 2:02.452 (3) | 64.09 | 3.067 | 09:49:06.155 | |
| 5 - | 1:10.155 | 49.799 | 1:59.954 (2) | 65.42 | 0.569 | 09:51:06.109 | |
| 6 - | 1:08.932 | 50.453 | 1:59.385 (1) | 65.73 | | 09:53:05.494 | |

| P11 17 C | | Philip BAKER | | Triumph - Ashford accident repair centre | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|--|
| IDEAL LAP TIME : 1:59.108 | | BEST LAP TIME : 1:59.414 | | DIFFERENCE : 0.306 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:15.708 | 55.344 | 2:11.052 | 59.88 | 11.638 | 09:42:54.327 | |
| 2 - | 1:11.159 | 52.537 | 2:03.696 | 63.44 | 4.282 | 09:44:58.023 | |
| 3 - | 1:12.397 | 51.853 | 2:04.250 | 63.16 | 4.836 | 09:47:02.273 | |
| 4 - | 1:10.855 | 52.549 | 2:03.404 (3) | 63.59 | 3.990 | 09:49:05.677 | |
| 5 - | 1:09.736 | 49.996 | 1:59.732 (2) | 65.54 | 0.318 | 09:51:05.409 | |
| 6 - | 1:09.112 | 50.302 | 1:59.414 (1) | 65.72 | | 09:53:04.823 | |

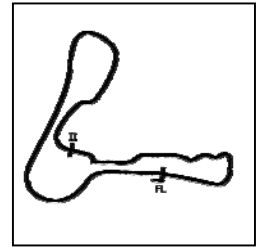
| P12 59 | | David HEWSON | | Kawasaki - Obsession Engineering Limited | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|--|
| IDEAL LAP TIME : 1:59.705 | | BEST LAP TIME : 1:59.705 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:21.315 | 1:00.811 | 2:22.126 | 55.21 | 22.421 | 09:43:26.458 | |
| 2 - | 1:15.254 | 54.651 | 2:09.905 | 60.41 | 10.200 | 09:45:36.363 | |
| 3 - | 1:11.062 | 54.200 | 2:05.262 (3) | 62.65 | 5.557 | 09:47:41.625 | |
| 4 - | 1:10.020 | 52.782 | 2:02.802 (2) | 63.90 | 3.097 | 09:49:44.427 | |
| 5 - | 1:09.453 | 50.252 | 1:59.705 (1) | 65.56 | | 09:51:44.132 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:39 Flag 09:51 End: 09:54

Team Respro MRO 600 inc Clubman 600

QUALIFYING - 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

| P13 80 C | | Stephen KIMMINGS | | Yamaha - S T Engineering | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.641 | | BEST LAP TIME : 1:59.828 | | DIFFERENCE : 0.187 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:13.341 | 54.646 | 2:07.987 | 61.31 | 8.159 | 09:42:43.132 |
| 2 - | 1:11.201 | 52.658 | 2:03.859 | 63.36 | 4.031 | 09:44:46.991 |
| 3 - | 1:11.016 | 52.138 | 2:03.154 | 63.72 | 3.326 | 09:46:50.145 |
| 4 - | 1:09.912 | 51.614 | 2:01.526 (3) | 64.57 | 1.698 | 09:48:51.671 |
| 5 - | 1:09.998 | 49.830 | 1:59.828 (1) | 65.49 | | 09:50:51.499 |
| 6 - | 1:09.811 | 50.560 | 2:00.371 (2) | 65.19 | 0.543 | 09:52:51.870 |

| P14 5 | | Aaron CLARKE | | Yamaha - Yamaha | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.877 | | BEST LAP TIME : 2:01.588 | | DIFFERENCE : 0.711 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:12.595 | 54.256 | 2:06.851 (3) | 61.86 | 5.263 | 09:42:45.344 |
| 2 - | 1:09.555 | 52.168 | 2:01.723 (2) | 64.47 | 0.135 | 09:44:47.067 |
| 3 - | 1:10.266 | 51.322 | 2:01.588 (1) | 64.54 | | 09:46:48.655 |

| P15 60 C | | Jack YOUNGE | | Yamaha - Chase Timber Products | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.741 | | BEST LAP TIME : 2:01.741 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:16.291 | 55.530 | 2:11.821 | 59.53 | 10.080 | 09:42:56.071 |
| 2 - | 1:13.324 | 53.935 | 2:07.259 | 61.67 | 5.518 | 09:45:03.330 |
| 3 - | 1:13.258 | 52.371 | 2:05.629 (3) | 62.47 | 3.888 | 09:47:08.959 |
| 4 - | 1:14.105 | 52.579 | 2:06.684 | 61.94 | 4.943 | 09:49:15.643 |
| 5 - | 1:11.546 | 51.880 | 2:03.426 (2) | 63.58 | 1.685 | 09:51:19.069 |
| 6 - | 1:11.124 | 50.617 | 2:01.741 (1) | 64.46 | | 09:53:20.810 |

| P16 64 C | | Rob SALTMER | | Yamaha - Universal Tyres & Autocentres | | |
|---------------------------|-----------------|--------------------------|---------------------|--|-------|---------------------|
| IDEAL LAP TIME : 2:01.823 | | BEST LAP TIME : 2:01.823 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:16.654 | 55.014 | 2:11.668 | 59.60 | 9.845 | 09:42:49.177 |
| 2 - | 1:14.175 | 53.791 | 2:07.966 | 61.32 | 6.143 | 09:44:57.143 |
| 3 - | 1:11.963 | 52.572 | 2:04.535 | 63.01 | 2.712 | 09:47:01.678 |
| 4 - | 1:11.135 | 52.448 | 2:03.583 (2) | 63.50 | 1.760 | 09:49:05.261 |
| 5 - | 1:12.167 | 51.582 | 2:03.749 (3) | 63.41 | 1.926 | 09:51:09.010 |
| 6 - | 1:10.597 | 51.226 | 2:01.823 (1) | 64.42 | | 09:53:10.833 |

| P17 56 | | Michael MILLS | | Yamaha - A51 Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.954 | | BEST LAP TIME : 2:02.263 | | DIFFERENCE : 0.309 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:15.446 | 56.200 | 2:11.646 | 59.61 | 9.383 | 09:43:50.327 |
| 2 - | 1:17.182 | 53.608 | 2:10.790 | 60.00 | 8.527 | 09:46:01.117 |
| 3 - | 1:14.423 | 52.399 | 2:06.822 (3) | 61.88 | 4.559 | 09:48:07.939 |
| 4 - | 1:12.772 | 51.408 | 2:04.180 (2) | 63.19 | 1.917 | 09:50:12.119 |
| 5 - | 1:10.546 | 51.717 | 2:02.263 (1) | 64.19 | | 09:52:14.382 |

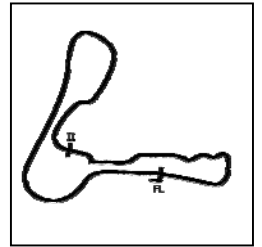
| P18 81 C | | Liam DUFFETT | | Triumph - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:04.556 | | BEST LAP TIME : 2:04.556 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:15.745 | 55.699 | 2:11.444 | 59.70 | 6.888 | 09:42:54.806 |
| 2 - | 1:13.535 | 54.160 | 2:07.695 | 61.45 | 3.139 | 09:45:02.501 |
| 3 - | 1:13.623 | 52.586 | 2:06.209 (3) | 62.18 | 1.653 | 09:47:08.710 |
| 4 - | 1:14.054 | 52.470 | 2:06.524 | 62.02 | 1.968 | 09:49:15.234 |
| 5 - | 1:13.421 | 52.358 | 2:05.779 (2) | 62.39 | 1.223 | 09:51:21.013 |
| 6 - | 1:12.660 | 51.896 | 2:04.556 (1) | 63.00 | | 09:53:25.569 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:39 Flag 09:51 End: 09:54

Team Respro MRO 600 inc Clubman 600

QUALIFYING - 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

| P19 62 C | | Charlie PATERSON | | Yamaha - TBR Performance | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:05.108 | | BEST LAP TIME : 2:05.108 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:17.368 | 57.492 | 2:14.860 | 58.19 | 9.752 | 09:43:00.382 | |
| 2 - | 1:14.692 | 56.347 | 2:11.039 | 59.89 | 5.931 | 09:45:11.421 | |
| 3 - | 1:14.003 | 53.878 | 2:07.881 | 61.37 | 2.773 | 09:47:19.302 | |
| 4 - | 1:13.519 | 53.962 | 2:07.481 (3) | 61.56 | 2.373 | 09:49:26.783 | |
| 5 - | 1:13.440 | 53.683 | 2:07.123 (2) | 61.73 | 2.015 | 09:51:33.906 | |
| 6 - | 1:12.012 | 53.096 | 2:05.108 (1) | 62.73 | | 09:53:39.014 | |

| P20 156 C | | Michael STONE | | Kawasaki - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:05.580 | | BEST LAP TIME : 2:05.954 | | DIFFERENCE : 0.374 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:14.681 | 55.926 | 2:10.607 | 60.08 | 4.653 | 09:42:46.413 | |
| 2 - | 1:16.223 | 54.808 | 2:11.031 | 59.89 | 5.077 | 09:44:57.444 | |
| 3 - | 1:13.703 | 54.106 | 2:07.809 (3) | 61.40 | 1.855 | 09:47:05.253 | |
| 4 - | 1:12.362 | 54.048 | 2:06.410 (2) | 62.08 | 0.456 | 09:49:11.663 | |
| 5 - | 1:12.736 | 53.218 | 2:05.954 (1) | 62.30 | | 09:51:17.617 | |

| P21 6 C | | Nick BETTRIDGE | | Kawasaki - Weald Builders | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:05.318 | | BEST LAP TIME : 2:06.122 | | DIFFERENCE : 0.804 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:13.100 | 55.619 | 2:08.719 | 60.97 | 2.597 | 09:42:42.770 | |
| 2 - | 1:13.253 | 53.595 | 2:06.848 (3) | 61.86 | 0.726 | 09:44:49.618 | |
| 3 - | 1:40.394 | 57.262 | 2:37.656 | 49.77 | 31.534 | 09:47:27.274 | |
| 4 - | 1:13.516 | 52.991 | 2:06.507 (2) | 62.03 | 0.385 | 09:49:33.781 | |
| 5 - | 1:13.904 | 52.218 | 2:06.122 (1) | 62.22 | | 09:51:39.903 | |

| P22 52 | | Tommy PHILP | | Yamaha - Draper vent | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|------|---------------------|--|
| IDEAL LAP TIME : 2:07.053 | | BEST LAP TIME : 2:07.053 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:12.304 | 54.749 | 2:07.053 (1) | 61.77 | | 09:42:46.668 | |

| P23 192 C | | Daniel MOFFA | | Triumph - DM Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:07.940 | | BEST LAP TIME : 2:07.940 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:21.082 | 1:01.070 | 2:22.152 | 55.20 | 14.212 | 09:43:10.435 | |
| 2 - | 1:18.578 | 55.844 | 2:14.422 | 58.38 | 6.482 | 09:45:24.857 | |
| 3 - | 1:16.082 | 53.999 | 2:10.081 (2) | 60.33 | 2.141 | 09:47:34.938 | |
| 4 - | 1:14.799 | 53.141 | 2:07.940 (1) | 61.34 | | 09:49:42.878 | |
| 5 - | 1:16.860 | 54.932 | 2:11.792 (3) | 59.54 | 3.852 | 09:51:54.670 | |

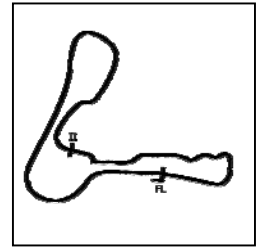
| P24 181 C | | Gary CROFT | | Yamaha - Big G Racing, Little e, Acle Locksmiths, Nexx Helmets | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|-------|---------------------|--|
| IDEAL LAP TIME : 2:08.679 | | BEST LAP TIME : 2:09.130 | | DIFFERENCE : 0.451 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:15.741 | 56.284 | 2:12.025 | 59.44 | 2.895 | 09:42:54.498 | |
| 2 - | 1:13.796 | 56.637 | 2:10.433 | 60.16 | 1.303 | 09:45:04.931 | |
| 3 - | 1:15.699 | 54.883 | 2:10.582 | 60.10 | 1.452 | 09:47:15.513 | |
| 4 - | 1:15.000 | 55.060 | 2:10.060 (3) | 60.34 | 0.930 | 09:49:25.573 | |
| 5 - | 1:14.261 | 55.436 | 2:09.697 (2) | 60.51 | 0.567 | 09:51:35.270 | |
| 6 - | 1:14.213 | 54.917 | 2:09.130 (1) | 60.77 | | 09:53:44.400 | |

| P25 222 C | | Matthew EPPS | | Yamaha - M.E Vehicle Repairs | | | |
|---------------------------|----------|--------------------------|----------|------------------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:09.359 | | BEST LAP TIME : 2:09.511 | | DIFFERENCE : 0.152 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:20.514 | 1:00.359 | 2:20.873 | 55.71 | 11.362 | 09:43:11.699 | |
| 2 - | 1:18.270 | 56.035 | 2:14.305 | 58.43 | 4.794 | 09:45:26.004 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:39 Flag 09:51 End: 09:54

Team Respro MRO 600 inc Clubman 600
QUALIFYING - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 3 - | 1:15.547 | 54.538 | 2:10.085 (2) | 60.33 | 0.574 | 09:47:36.089 |
| 4 - | 1:14.821 | 54.690 | 2:09.511 (1) | 60.59 | | 09:49:45.600 |
| 5 - | 1:17.431 | 54.913 | 2:12.344 (3) | 59.30 | 2.833 | 09:51:57.944 |

| | | | |
|---------------------------|-------------|--------------------------|--------------------|
| P26 | 88 C | Michael STANLEY | Triumph - |
| IDEAL LAP TIME : 2:09.163 | | BEST LAP TIME : 2:09.751 | DIFFERENCE : 0.588 |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | 1:20.088 | 1:02.681 | 2:22.769 | 54.97 | 13.018 | 09:43:10.706 |
| 2 - | 1:20.147 | 56.274 | 2:16.421 | 57.52 | 6.670 | 09:45:27.127 |
| 3 - | 1:19.947 | 54.761 | 2:14.708 (2) | 58.25 | 4.957 | 09:47:41.835 |
| 4 - | 1:20.745 | 54.283 | 2:15.028 (3) | 58.12 | 5.277 | 09:49:56.863 |
| 5 - | 1:14.880 | 54.871 | 2:09.751 (1) | 60.48 | | 09:52:06.614 |

Team Respro MRO 600 inc Clubman 600

QUALIFYING - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|----------------|----------|-----|----------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:53.247 | | |
| 1 | 84 | WOTTON | 1:05.093 | 84 | WOTTON | 48.154 | 1 | 84 | WOTTON | 1:53.247 | 1:53.917 | 0.670 |
| 2 | 77 | WHELAN | 1:05.351 | 82 | SMITH | 48.223 | 2 | 82 | SMITH | 1:53.852 | 1:53.852 | 0.000 |
| 3 | 111 | SMITH | 1:05.523 | 111 | SMITH | 48.417 | 3 | 111 | SMITH | 1:53.940 | 1:55.165 | 1.225 |
| 4 | 82 | SMITH | 1:05.629 | 34 | ROSE | 48.584 | 4 | 77 | WHELAN | 1:54.044 | 1:54.398 | 0.354 |
| 5 | 661 | HARRIS | 1:07.290 | 46 | ROWLINGS | 48.609 | 5 | 46 | ROWLINGS | 1:55.973 | 1:55.973 | 0.000 |
| 6 | 46 | ROWLINGS | 1:07.364 | 77 | WHELAN | 48.693 | 6 | 34 | ROSE | 1:56.191 | 1:56.191 | 0.000 |
| 7 | 34 | ROSE | 1:07.607 | 661 | HARRIS | 49.320 | 7 | 661 | HARRIS | 1:56.610 | 1:57.048 | 0.438 |
| 8 | 143 | PRENDERGAST | 1:08.602 | 143 | PRENDERGAST | 49.486 | 8 | 143 | PRENDERGAST | 1:58.088 | 1:58.088 | 0.000 |
| 9 | 53 | SIGGS | 1:08.932 | 53 | SIGGS | 49.799 | 9 | 53 | SIGGS | 1:58.731 | 1:59.385 | 0.654 |
| 10 | 17 | BAKER | 1:09.112 | 80 | KIMMINGS | 49.830 | 10 | 17 | BAKER | 1:59.108 | 1:59.414 | 0.306 |
| 11 | 83 | SKEELS-PIGGINS | 1:09.114 | 17 | BAKER | 49.996 | 11 | 83 | SKEELS-PIGGINS | 1:59.188 | 1:59.188 | 0.000 |
| 12 | 59 | HEWSON | 1:09.453 | 83 | SKEELS-PIGGINS | 50.074 | 12 | 80 | KIMMINGS | 1:59.641 | 1:59.828 | 0.187 |
| 13 | 5 | CLARKE | 1:09.555 | 59 | HEWSON | 50.252 | 13 | 59 | HEWSON | 1:59.705 | 1:59.705 | 0.000 |
| 14 | 80 | KIMMINGS | 1:09.811 | 60 | YOUNGE | 50.617 | 14 | 5 | CLARKE | 2:00.877 | 2:01.588 | 0.711 |
| 15 | 56 | MILLS | 1:10.546 | 64 | SALTMER | 51.226 | 15 | 60 | YOUNGE | 2:01.741 | 2:01.741 | 0.000 |
| 16 | 64 | SALTMER | 1:10.597 | 5 | CLARKE | 51.322 | 16 | 64 | SALTMER | 2:01.823 | 2:01.823 | 0.000 |
| 17 | 60 | YOUNGE | 1:11.124 | 56 | MILLS | 51.408 | 17 | 56 | MILLS | 2:01.954 | 2:02.263 | 0.309 |
| 18 | 62 | PATERSON | 1:12.012 | 81 | DUFFETT | 51.896 | 18 | 81 | DUFFETT | 2:04.556 | 2:04.556 | 0.000 |
| 19 | 126 | HOPKINS | 1:12.118 | 6 | BETTRIDGE | 52.218 | 19 | 62 | PATERSON | 2:05.108 | 2:05.108 | 0.000 |
| 20 | 52 | PHILP | 1:12.304 | 62 | PATERSON | 53.096 | 20 | 6 | BETTRIDGE | 2:05.318 | 2:06.122 | 0.804 |
| 21 | 156 | STONE | 1:12.362 | 192 | MOFFA | 53.141 | 21 | 156 | STONE | 2:05.580 | 2:05.954 | 0.374 |
| 22 | 81 | DUFFETT | 1:12.660 | 156 | STONE | 53.218 | 22 | 52 | PHILP | 2:07.053 | 2:07.053 | 0.000 |
| 23 | 6 | BETTRIDGE | 1:13.100 | 88 | STANLEY | 54.283 | 23 | 192 | MOFFA | 2:07.940 | 2:07.940 | 0.000 |
| 24 | 11 | HARVEY | 1:13.143 | 222 | EPPS | 54.538 | 24 | 181 | CROFT | 2:08.679 | 2:09.130 | 0.451 |
| 25 | 181 | CROFT | 1:13.796 | 52 | PHILP | 54.749 | 25 | 88 | STANLEY | 2:09.163 | 2:09.751 | 0.588 |
| 26 | 192 | MOFFA | 1:14.799 | 181 | CROFT | 54.883 | 26 | 222 | EPPS | 2:09.359 | 2:09.511 | 0.152 |
| 27 | 222 | EPPS | 1:14.821 | | | | | | | | | |
| 28 | 88 | STANLEY | 1:14.880 | | | | | | | | | |
| 29 | 30 | GOODE | 1:16.217 | | | | | | | | | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles

Start: 09:39 Flag 09:51 End: 09:54

Results can be found at www.tsl-timing.com

Printed - 09:55 Saturday, 28 April 2018

Team Respro MRO 600 inc Clubman 600
RACE 3 - GRID (7 Laps)

| | | | | | | | | | |
|--------|----|-----|-----------------|----|-----|----------------------|----|-----|------------------|
| ROW 10 | 28 | 30 | Richard GOODE | 29 | 83 | Talan SKEELS-PIGGINS | 1 | | |
| ROW 9 | 25 | 88 | Michael STANLEY | 26 | 11 | Josh HARVEY | 27 | 126 | Luke HOPKINS |
| ROW 8 | 22 | 192 | Daniel MOFFA | 23 | 181 | Gary CROFT | 24 | 222 | Matthew EPPS |
| ROW 7 | 19 | 156 | Michael STONE | 20 | 6 | Nick BETTRIDGE | 21 | 52 | Tommy PHILP |
| ROW 6 | 16 | 56 | Michael MILLS | 17 | 81 | Liam DUFFETT | 18 | 62 | Charlie PATERSON |
| ROW 5 | 13 | 5 | Aaron CLARKE | 14 | 60 | Jack YOUNGE | 15 | 64 | Rob SALTMER |
| ROW 4 | 10 | 17 | Philip BAKER | 11 | 59 | David HEWSON | 12 | 80 | Stephen KIMMINGS |
| ROW 3 | 7 | 661 | Cameron HARRIS | 8 | 143 | Daire PRENDERGAST | 9 | 53 | Jason SIGGS |
| ROW 2 | 4 | 111 | Sam SMITH | 5 | 46 | Harry ROWLINGS | 6 | 34 | Michael ROSE |
| ROW 1 | 1 | 82 | Andrew SMITH | 2 | 84 | Ben WOTTON | 3 | 77 | Matty WHELAN |

Pole

Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | |
|-------------------|--|--------------|
| Clerk Of Course : | | Timekeeper : |
|-------------------|--|--------------|

Results can be found at www.tsl-timing.com

Printed - 09:58 Saturday, 28 April 2018



Team Respro MRO 600 inc Clubman 600

RACE 3 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|------------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 34 | | 1 Michael ROSE | Yamaha - Rose Racing | 7 | 13:13.667 | | | 69.21 | 1:50.837 | 6 |
| 2 | 84 | C | 1 Ben WOTTON | Triumph - JJR Triumph/ RJS Services | 7 | 13:26.500 | 12.833 | 12.833 | 68.11 | 1:52.297 | 6 |
| 3 | 77 | | 2 Matty WHELAN | MV Augusta - | 7 | 13:28.609 | 14.942 | 2.109 | 67.93 | 1:52.453 | 6 |
| 4 | 5 | | 3 Aaron CLARKE | Yamaha - Yamaha | 7 | 13:47.133 | 33.466 | 18.524 | 66.41 | 1:54.883 | 6 |
| 5 | 143 | C | 2 Daire PRENDERGAST | Kawasaki - | 7 | 14:01.993 | 48.326 | 14.860 | 65.24 | 1:57.761 | 6 |
| 6 | 30 | C | 3 Richard GOODE | Yamaha - Wps ltd / Geoff hand automotive engineer | 7 | 14:02.040 | 48.373 | 0.047 | 65.24 | 1:55.450 | 4 |
| 7 | 661 | C | 4 Cameron HARRIS | Yamaha - HARRIS PERFORMANCE | 7 | 14:08.957 | 55.290 | 6.917 | 64.71 | 1:58.874 | 4 |
| 8 | 59 | | 4 David HEWSON | Kawasaki - Obsession Engineering Limited | 7 | 14:19.417 | 1:05.750 | 10.460 | 63.92 | 1:59.843 | 4 |
| 9 | 60 | C | 5 Jack YOUNGE | Yamaha - Chase Timber Products | 7 | 14:25.491 | 1:11.824 | 6.074 | 63.47 | 2:00.763 | 5 |
| 10 | 53 | C | 6 Jason SIGGS | Yamaha - J Siggs Construction | 7 | 14:25.923 | 1:12.256 | 0.432 | 63.44 | 2:00.338 | 5 |
| 11 | 56 | | 5 Michael MILLS | Yamaha - A51 Racing | 7 | 14:36.579 | 1:22.912 | 10.656 | 62.67 | 2:00.814 | 7 |
| 12 | 83 | | 6 Talan SKEELS-PIGGINS | Suzuki - McMillan Williams | 7 | 14:37.794 | 1:24.127 | 1.215 | 62.58 | 2:00.926 | 6 |
| 13 | 126 | | 7 Luke HOPKINS | Yamaha - Mum - Zarra Hopkins | 7 | 14:40.570 | 1:26.903 | 2.776 | 62.38 | 2:02.193 | 4 |
| 14 | 64 | C | 7 Rob SALTMER | Yamaha - Universal Tyres & Autocentres | 7 | 14:44.331 | 1:30.664 | 3.761 | 62.12 | 2:04.252 | 6 |
| 15 | 11 | | 8 Josh HARVEY | Yamaha - NR Racing | 7 | 14:50.709 | 1:37.042 | 6.378 | 61.67 | 2:04.085 | 3 |
| 16 | 156 | C | 8 Michael STONE | Kawasaki - | 7 | 14:50.853 | 1:37.186 | 0.144 | 61.66 | 2:02.955 | 7 |
| 17 | 81 | C | 9 Liam DUFFETT | Triumph - | 7 | 14:53.599 | 1:39.932 | 2.746 | 61.47 | 2:04.174 | 5 |
| 18 | 222 | C | 10 Matthew EPPS | Yamaha - M.E Vehicle Repairs | 7 | 15:11.726 | 1:58.059 | 18.127 | 60.25 | 2:04.621 | 4 |
| 19 | 192 | C | 11 Daniel MOFFA | Triumph - DM Racing | 6 | 13:22.745 | 1 Lap | 1 Lap | 58.65 | 2:09.983 | 6 |
| 20 | 181 | C | 12 Gary CROFT | Yamaha - Big G Racing, Little e, Acle Locksmiths, Nr | 6 | 13:38.821 | 1 Lap | 16.076 | 57.50 | 2:11.487 | 3 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|---|------------------|--|---|-----------|--------|--------|-------|----------|---|
| DNF | 80 | C | Stephen KIMMINGS | Yamaha - S T Engineering | 6 | 12:27.516 | 1 Lap | | 62.99 | 2:01.312 | 6 |
| DNF | 46 | | Harry ROWLINGS | Triumph - Bernard Elliott racing / Steve Jordan moto | 4 | 8:00.323 | 3 Laps | 2 Laps | 65.35 | 1:56.733 | 4 |
| DNF | 62 | C | Charlie PATERSON | Yamaha - TBR Performance | 1 | 2:20.548 | 6 Laps | 3 Laps | 55.83 | | |
| DNF | 82 | C | Andrew SMITH | Kawasaki - 5 Club Racing | 0 | | | | | | |
| DNF | 17 | C | Philip BAKER | Triumph - Ashford accident repair centre | 0 | | | | | | |
| DNF | 52 | | Tommy PHILP | Yamaha - Draper vent | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | | | | |
|----|---|--|--------------|-------------------------------------|---|----------|--|-----------|--|------------|--|
| 34 | | | Michael ROSE | Yamaha - Rose Racing | 6 | 1:50.837 | | 70.80 mph | | 113.95 kph | |
| 84 | C | | Ben WOTTON | Triumph - JJR Triumph/ RJS Services | 6 | 1:52.297 | | 69.88 mph | | 112.47 kph | |

Class - 92.5% of Race Speed = 64.01 mph
 Class C - 92.5% of Race Speed = 63.00 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 13:59 Flag 14:12 End: 14:15

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 14:16 Saturday, 28 April 2018



Team Respro MRO 600 inc Clubman 600

RACE 3 - LAP CHART

LAP 1 @ 14:01:32.682

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 34 | | 2:02.656 |
| 84 | 2.540 | 2:05.196 |
| 46 | 5.371 | 2:08.027 |
| 5 | 5.791 | 2:08.447 |
| 77 | 6.118 | 2:08.774 |
| 143 | 8.618 | 2:11.274 |
| 661 | 9.302 | 2:11.958 |
| 60 | 9.586 | 2:12.242 |
| 80 | 11.686 | 2:14.342 |
| 59 | 12.734 | 2:15.390 |
| 64 | 12.939 | 2:15.595 |
| 53 | 13.849 | 2:16.505 |
| 30 | 13.879 | 2:16.535 |
| 56 | 15.330 | 2:17.986 |
| 11 | 16.315 | 2:18.971 |
| 126 | 17.097 | 2:19.753 |
| 222 | 17.556 | 2:20.212 |
| 62 | 17.892 | 2:20.548 |
| 83 | 18.658 | 2:21.314 |
| 156 | 19.376 | 2:22.032 |
| 81 | 19.994 | 2:22.650 |
| 192 | 24.186 | 2:26.842 |
| 181 | 25.030 | 2:27.686 |

LAP 2 @ 14:03:25.610

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 34 | | 1:52.928 |
| 84 | 3.758 | 1:54.146 |
| 77 | 8.918 | 1:55.728 |
| 5 | 10.334 | 1:57.471 |
| 46 | 11.128 | 1:58.685 |
| 143 | 14.988 | 1:59.298 |
| 661 | 15.888 | 1:59.514 |
| 60 | 20.266 | 2:03.608 |
| 80 | 21.505 | 2:02.747 |
| 59 | 21.707 | 2:01.901 |
| 30 | 21.813 | 2:00.862 |
| 53 | 24.865 | 2:03.944 |
| 64 | 24.930 | 2:04.919 |
| 56 | 27.348 | 2:04.946 |
| 126 | 28.187 | 2:04.018 |
| 11 | 28.667 | 2:05.280 |
| 83 | 30.945 | 2:05.215 |
| 222 | 32.346 | 2:07.718 |
| 156 | 32.727 | 2:06.279 |
| 81 | 33.182 | 2:06.116 |
| 192 | 45.202 | 2:13.944 |
| 181 | 47.608 | 2:15.506 |

LAP 3 @ 14:05:18.182

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 34 | | 1:52.572 |
| 84 | 4.588 | 1:53.402 |
| 77 | 9.108 | 1:52.762 |
| 5 | 14.979 | 1:57.217 |
| 46 | 15.434 | 1:56.878 |
| 143 | 21.362 | 1:58.946 |
| 661 | 22.711 | 1:59.395 |
| 30 | 27.042 | 1:57.801 |
| 59 | 30.769 | 2:01.634 |
| 60 | 31.861 | 2:04.167 |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

| | | |
|-----|----------|----------|
| 80 | 32.563 | 2:03.630 |
| 53 | 34.253 | 2:01.960 |
| 64 | 37.831 | 2:05.473 |
| 126 | 38.852 | 2:03.237 |
| 56 | 39.351 | 2:04.575 |
| 11 | 40.180 | 2:04.085 |
| 83 | 40.556 | 2:02.183 |
| 222 | 45.346 | 2:05.572 |
| 156 | 46.336 | 2:06.181 |
| 81 | 46.555 | 2:05.945 |
| 192 | 1:04.433 | 2:11.803 |
| 181 | 1:06.523 | 2:11.487 |

LAP 4 @ 14:07:10.575

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 34 | | 1:52.393 |
| 84 | 5.135 | 1:52.940 |
| 77 | 9.593 | 1:52.878 |
| 5 | 19.560 | 1:56.974 |
| 46 | 19.774 | 1:56.733 |
| 143 | 27.823 | 1:58.854 |
| 661 | 29.192 | 1:58.874 |
| 30 | 30.099 | 1:55.450 |
| 59 | 38.219 | 1:59.843 |
| 60 | 40.788 | 2:01.320 |
| 53 | 43.346 | 2:01.486 |
| 80 | 43.383 | 2:03.213 |
| 126 | 48.652 | 2:02.193 |
| 64 | 50.583 | 2:05.145 |
| 56 | 51.226 | 2:04.268 |
| 11 | 52.237 | 2:04.450 |
| 83 | 52.914 | 2:04.751 |
| 222 | 57.574 | 2:04.621 |
| 81 | 58.362 | 2:04.200 |
| 156 | 58.932 | 2:04.989 |
| 192 | 1:22.104 | 2:10.064 |
| 181 | 1:26.704 | 2:12.574 |

LAP 5 @ 14:09:01.926

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 34 | | 1:51.351 |
| 84 | 6.453 | 1:52.669 |
| 77 | 10.823 | 1:52.581 |
| 5 | 23.733 | 1:55.524 |
| 143 | 34.514 | 1:58.042 |
| 30 | 37.069 | 1:58.321 |
| 661 | 37.129 | 1:59.288 |
| 59 | 47.448 | 2:00.580 |
| 60 | 50.200 | 2:00.763 |
| 53 | 52.333 | 2:00.338 |
| 80 | 54.304 | 2:02.272 |
| 126 | 1:00.051 | 2:02.750 |
| 56 | 1:02.101 | 2:02.226 |
| 83 | 1:03.709 | 2:02.146 |
| 64 | 1:03.911 | 2:04.679 |
| 11 | 1:06.776 | 2:05.890 |
| 222 | 1:10.859 | 2:04.636 |
| 81 | 1:11.185 | 2:04.174 |
| 156 | 1:11.651 | 2:04.070 |
| 192 | 1:40.862 | 2:10.109 |
| 181 | 1:49.583 | 2:14.230 |

LAP 6 @ 14:10:52.763

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 34 | | 1:50.837 |
| 84 | 7.913 | 1:52.297 |
| 77 | 12.439 | 1:52.453 |
| 5 | 27.779 | 1:54.883 |
| 143 | 41.438 | 1:57.761 |
| 30 | 42.047 | 1:55.815 |
| 661 | 45.868 | 1:59.576 |
| 59 | 56.533 | 1:59.922 |
| 60 | 1:00.644 | 2:01.281 |
| 53 | 1:02.113 | 2:00.617 |
| 80 | 1:04.779 | 2:01.312 |
| 56 | 1:13.028 | 2:01.764 |
| 126 | 1:13.084 | 2:03.870 |
| 83 | 1:13.798 | 2:00.926 |
| 64 | 1:17.326 | 2:04.252 |
| 11 | 1:21.387 | 2:05.448 |
| 222 | 1:24.889 | 2:04.867 |
| 156 | 1:25.161 | 2:04.347 |
| 81 | 1:25.532 | 2:05.184 |

LAP 7 @ 14:12:43.693

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 34 | | 1:50.930 |
| 192 | 1 Lap | 2:09.983 |
| 84 | 12.833 | 1:55.850 |
| 77 | 14.942 | 1:53.433 |
| 181 | 1 Lap | 2:17.338 |
| 5 | 33.466 | 1:56.617 |
| 143 | 48.326 | 1:57.818 |
| 30 | 48.373 | 1:57.256 |
| 661 | 55.290 | 2:00.352 |
| 59 | 1:05.750 | 2:00.147 |
| 60 | 1:11.824 | 2:02.110 |
| 53 | 1:12.256 | 2:01.073 |
| 56 | 1:22.912 | 2:00.814 |
| 83 | 1:24.127 | 2:01.259 |
| 126 | 1:26.903 | 2:04.749 |
| 64 | 1:30.664 | 2:04.268 |
| 11 | 1:37.042 | 2:06.585 |
| 156 | 1:37.186 | 2:02.955 |
| 81 | 1:39.932 | 2:05.330 |
| 222 | 1:58.059 | 2:24.100 |

Cadwell Park

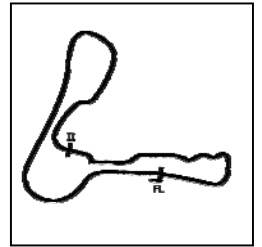
Circuit Length = 2.1800 miles

Start: 13:59 Flag 14:12 End: 14:15

Printed - 14:17 Saturday, 28 April 2018

Team Respro MRO 600 inc Clubman 600

RACE 3 - 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 34 Michael ROSE | | Yamaha - Rose Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.826 | | BEST LAP TIME : 1:50.837 | | DIFFERENCE : 0.011 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.857 | 2:02.656 | 63.98 | 11.819 | 14:01:32.682 |
| 2 - | 1:05.681 | 47.247 | 1:52.928 | 69.49 | 2.091 | 14:03:25.610 |
| 3 - | 1:05.373 | 47.199 | 1:52.572 | 69.71 | 1.735 | 14:05:18.182 |
| 4 - | 1:05.350 | 47.043 | 1:52.393 | 69.82 | 1.556 | 14:07:10.575 |
| 5 - | 1:04.856 | 46.495 | 1:51.351 (3) | 70.48 | 0.514 | 14:09:01.926 |
| 6 - | 1:04.521 | 46.316 | 1:50.837 (1) | 70.80 | | 14:10:52.763 |
| 7 - | 1:04.510 | 46.420 | 1:50.930 (2) | 70.74 | 0.093 | 14:12:43.693 |

| P2 84 C Ben WOTTON | | Triumph - JJR Triumph/ RJS Services | | | | |
|---------------------------|-----------------|-------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.297 | | BEST LAP TIME : 1:52.297 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.310 | 2:05.196 | 62.68 | 12.899 | 14:01:35.222 |
| 2 - | 1:06.009 | 48.137 | 1:54.146 | 68.75 | 1.849 | 14:03:29.368 |
| 3 - | 1:05.191 | 48.211 | 1:53.402 | 69.20 | 1.105 | 14:05:22.770 |
| 4 - | 1:04.793 | 48.147 | 1:52.940 (3) | 69.48 | 0.643 | 14:07:15.710 |
| 5 - | 1:04.737 | 47.932 | 1:52.669 (2) | 69.65 | 0.372 | 14:09:08.379 |
| 6 - | 1:04.482 | 47.815 | 1:52.297 (1) | 69.88 | | 14:11:00.676 |
| 7 - | 1:07.696 | 48.154 | 1:55.850 | 67.74 | 3.553 | 14:12:56.526 |

| P3 77 Matty WHELAN | | MV Augusta - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.087 | | BEST LAP TIME : 1:52.453 | | DIFFERENCE : 0.366 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.253 | 2:08.774 | 60.94 | 16.321 | 14:01:38.800 |
| 2 - | 1:07.359 | 48.369 | 1:55.728 | 67.81 | 3.275 | 14:03:34.528 |
| 3 - | 1:05.244 | 47.518 | 1:52.762 (3) | 69.59 | 0.309 | 14:05:27.290 |
| 4 - | 1:05.422 | 47.456 | 1:52.878 | 69.52 | 0.425 | 14:07:20.168 |
| 5 - | 1:04.903 | 47.678 | 1:52.581 (2) | 69.71 | 0.128 | 14:09:12.749 |
| 6 - | 1:04.631 | 47.822 | 1:52.453 (1) | 69.78 | | 14:11:05.202 |
| 7 - | 1:05.588 | 47.845 | 1:53.433 | 69.18 | 0.980 | 14:12:58.635 |

| P4 5 Aaron CLARKE | | Yamaha - Yamaha | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.883 | | BEST LAP TIME : 1:54.883 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.168 | 2:08.447 | 61.09 | 13.564 | 14:01:38.473 |
| 2 - | 1:07.570 | 49.901 | 1:57.471 | 66.80 | 2.588 | 14:03:35.944 |
| 3 - | 1:07.534 | 49.683 | 1:57.217 | 66.95 | 2.334 | 14:05:33.161 |
| 4 - | 1:07.675 | 49.299 | 1:56.974 | 67.09 | 2.091 | 14:07:30.135 |
| 5 - | 1:06.733 | 48.791 | 1:55.524 (2) | 67.93 | 0.641 | 14:09:25.659 |
| 6 - | 1:06.192 | 48.691 | 1:54.883 (1) | 68.31 | | 14:11:20.542 |
| 7 - | 1:07.029 | 49.588 | 1:56.617 (3) | 67.29 | 1.734 | 14:13:17.159 |

| P5 143 C Daire PRENDERGAST | | Kawasaki - | | | | |
|-----------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.719 | | BEST LAP TIME : 1:57.761 | | DIFFERENCE : 0.042 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.316 | 2:11.274 | 59.78 | 13.513 | 14:01:41.300 |
| 2 - | 1:09.148 | 50.150 | 1:59.298 | 65.78 | 1.537 | 14:03:40.598 |
| 3 - | 1:09.213 | 49.733 | 1:58.946 | 65.98 | 1.185 | 14:05:39.544 |
| 4 - | 1:08.991 | 49.863 | 1:58.854 | 66.03 | 1.093 | 14:07:38.398 |
| 5 - | 1:08.240 | 49.802 | 1:58.042 (3) | 66.48 | 0.281 | 14:09:36.440 |
| 6 - | 1:08.156 | 49.605 | 1:57.761 (1) | 66.64 | | 14:11:34.201 |
| 7 - | 1:08.255 | 49.563 | 1:57.818 (2) | 66.61 | 0.057 | 14:13:32.019 |

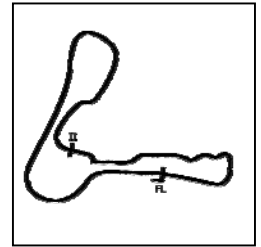
| P6 30 C Richard GOODE | | Yamaha - Wps ltd / Geoff hand automotive engineering | | | | |
|------------------------------|----------|--|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:55.450 | | BEST LAP TIME : 1:55.450 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | |
| 2 - | | | | | | |
| 3 - | | | | | | |
| 4 - | | | | | | |
| 5 - | | | | | | |
| 6 - | | | | | | |
| 7 - | | | | | | |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 13:59 Flag 14:12 End: 14:15

Team Respro MRO 600 inc Clubman 600

RACE 3 - 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

| | | | | | | |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.117 | 2:16.535 | 57.47 | 21.085 | 14:01:46.561 |
| 2 - | 1:10.818 | 50.044 | 2:00.862 | 64.93 | 5.412 | 14:03:47.423 |
| 3 - | 1:09.243 | 48.558 | 1:57.801 | 66.62 | 2.351 | 14:05:45.224 |
| 4 - | 1:07.256 | 48.194 | 1:55.450 (1) | 67.97 | | 14:07:40.674 |
| 5 - | 1:08.561 | 49.760 | 1:58.321 | 66.32 | 2.871 | 14:09:38.995 |
| 6 - | 1:07.497 | 48.318 | 1:55.815 (2) | 67.76 | 0.365 | 14:11:34.810 |
| 7 - | 1:07.945 | 49.311 | 1:57.256 (3) | 66.93 | 1.806 | 14:13:32.066 |

| P7 661 C Cameron HARRIS | | | Yamaha - HARRIS PERFORMANCE | | | |
|---------------------------|--|--------------------------|-----------------------------|--|--|--|
| IDEAL LAP TIME : 1:58.483 | | BEST LAP TIME : 1:58.874 | DIFFERENCE : 0.391 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.008 | 2:11.958 | 59.47 | 13.084 | 14:01:41.984 |
| 2 - | 1:08.749 | 50.765 | 1:59.514 | 65.66 | 0.640 | 14:03:41.498 |
| 3 - | 1:08.865 | 50.530 | 1:59.395 (3) | 65.73 | 0.521 | 14:05:40.893 |
| 4 - | 1:08.316 | 50.558 | 1:58.874 (1) | 66.02 | | 14:07:39.767 |
| 5 - | 1:09.121 | 50.167 | 1:59.288 (2) | 65.79 | 0.414 | 14:09:39.055 |
| 6 - | 1:08.929 | 50.647 | 1:59.576 | 65.63 | 0.702 | 14:11:38.631 |
| 7 - | 1:08.558 | 51.794 | 2:00.352 | 65.20 | 1.478 | 14:13:38.983 |

| P8 59 David HEWSON | | | Kawasaki - Obsession Engineering Limited | | | |
|---------------------------|--|--------------------------|--|--|--|--|
| IDEAL LAP TIME : 1:59.843 | | BEST LAP TIME : 1:59.843 | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.230 | 2:15.390 | 57.96 | 15.547 | 14:01:45.416 |
| 2 - | 1:11.075 | 50.826 | 2:01.901 | 64.38 | 2.058 | 14:03:47.317 |
| 3 - | 1:10.412 | 51.222 | 2:01.634 | 64.52 | 1.791 | 14:05:48.951 |
| 4 - | 1:09.508 | 50.335 | 1:59.843 (1) | 65.48 | | 14:07:48.794 |
| 5 - | 1:09.986 | 50.594 | 2:00.580 | 65.08 | 0.737 | 14:09:49.374 |
| 6 - | 1:09.534 | 50.388 | 1:59.922 (2) | 65.44 | 0.079 | 14:11:49.296 |
| 7 - | 1:09.553 | 50.594 | 2:00.147 (3) | 65.32 | 0.304 | 14:13:49.443 |

| P9 60 C Jack YOUNGE | | | Yamaha - Chase Timber Products | | | |
|---------------------------|--|--------------------------|--------------------------------|--|--|--|
| IDEAL LAP TIME : 2:00.763 | | BEST LAP TIME : 2:00.763 | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.306 | 2:12.242 | 59.34 | 11.479 | 14:01:42.268 |
| 2 - | 1:12.143 | 51.465 | 2:03.608 | 63.49 | 2.845 | 14:03:45.876 |
| 3 - | 1:11.676 | 52.491 | 2:04.167 | 63.20 | 3.404 | 14:05:50.043 |
| 4 - | 1:10.893 | 50.427 | 2:01.320 (3) | 64.68 | 0.557 | 14:07:51.363 |
| 5 - | 1:10.628 | 50.135 | 2:00.763 (1) | 64.98 | | 14:09:52.126 |
| 6 - | 1:10.905 | 50.376 | 2:01.281 (2) | 64.70 | 0.518 | 14:11:53.407 |
| 7 - | 1:11.576 | 50.534 | 2:02.110 | 64.27 | 1.347 | 14:13:55.517 |

| P10 53 C Jason SIGGS | | | Yamaha - J Siggs Construction | | | |
|---------------------------|--|--------------------------|-------------------------------|--|--|--|
| IDEAL LAP TIME : 2:00.074 | | BEST LAP TIME : 2:00.338 | DIFFERENCE : 0.264 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.215 | 2:16.505 | 57.49 | 16.167 | 14:01:46.531 |
| 2 - | 1:12.583 | 51.361 | 2:03.944 | 63.31 | 3.606 | 14:03:50.475 |
| 3 - | 1:11.402 | 50.558 | 2:01.960 | 64.34 | 1.622 | 14:05:52.435 |
| 4 - | 1:10.254 | 51.232 | 2:01.486 | 64.60 | 1.148 | 14:07:53.921 |
| 5 - | 1:09.828 | 50.510 | 2:00.338 (1) | 65.21 | | 14:09:54.259 |
| 6 - | 1:10.371 | 50.246 | 2:00.617 (2) | 65.06 | 0.279 | 14:11:54.876 |
| 7 - | 1:10.338 | 50.735 | 2:01.073 (3) | 64.82 | 0.735 | 14:13:55.949 |

| P11 56 Michael MILLS | | | Yamaha - A51 Racing | | | |
|---------------------------|--|--------------------------|---------------------|--|--|--|
| IDEAL LAP TIME : 2:00.814 | | BEST LAP TIME : 2:00.814 | DIFFERENCE : 0.000 | | | |

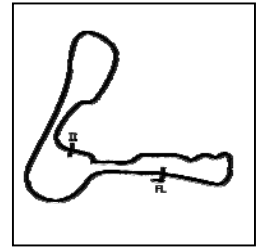
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|----------|----------|----------|-------|--------|--------------|
| 1 - | | 52.890 | 2:17.986 | 56.87 | 17.172 | 14:01:48.012 |
| 2 - | 1:12.805 | 52.141 | 2:04.946 | 62.81 | 4.132 | 14:03:52.958 |
| 3 - | 1:12.602 | 51.973 | 2:04.575 | 62.99 | 3.761 | 14:05:57.533 |
| 4 - | 1:12.090 | 52.178 | 2:04.268 | 63.15 | 3.454 | 14:08:01.801 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 13:59 Flag 14:12 End: 14:15

Team Respro MRO 600 inc Clubman 600

RACE 3 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 5 - | 1:11.301 | 50.925 | 2:02.226 (3) | 64.20 | 1.412 | 14:10:04.027 |
| 6 - | 1:10.756 | 51.008 | 2:01.764 (2) | 64.45 | 0.950 | 14:12:05.791 |
| 7 - | 1:10.376 | 50.438 | 2:00.814 (1) | 64.95 | | 14:14:06.605 |

| P12 83 | Talan SKEELS-PIGGINS | | Suzuki - McMillan Williams | | | |
|---------------------------|-----------------------------|--------------------------|----------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.567 | | BEST LAP TIME : 2:00.926 | DIFFERENCE : 1.359 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.801 | 2:21.314 | 55.53 | 20.388 | 14:01:51.340 |
| 2 - | 1:12.326 | 52.889 | 2:05.215 | 62.67 | 4.289 | 14:03:56.555 |
| 3 - | 1:10.618 | 51.565 | 2:02.183 | 64.23 | 1.257 | 14:05:58.738 |
| 4 - | 1:12.320 | 52.431 | 2:04.751 | 62.90 | 3.825 | 14:08:03.489 |
| 5 - | 1:09.911 | 52.235 | 2:02.146 (3) | 64.25 | 1.220 | 14:10:05.635 |
| 6 - | 1:09.518 | 51.408 | 2:00.926 (1) | 64.89 | | 14:12:06.561 |
| 7 - | 1:11.210 | 50.049 | 2:01.259 (2) | 64.72 | 0.333 | 14:14:07.820 |

| P13 126 | Luke HOPKINS | | Yamaha - Mum - Zarra Hopkins | | | |
|---------------------------|---------------------|--------------------------|------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.173 | | BEST LAP TIME : 2:02.193 | DIFFERENCE : 1.020 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.216 | 2:19.753 | 56.15 | 17.560 | 14:01:49.779 |
| 2 - | 1:12.112 | 51.906 | 2:04.018 | 63.28 | 1.825 | 14:03:53.797 |
| 3 - | 1:10.787 | 52.450 | 2:03.237 (3) | 63.68 | 1.044 | 14:05:57.034 |
| 4 - | 1:10.153 | 52.040 | 2:02.193 (1) | 64.22 | | 14:07:59.227 |
| 5 - | 1:11.730 | 51.020 | 2:02.750 (2) | 63.93 | 0.557 | 14:10:01.977 |
| 6 - | 1:11.884 | 51.986 | 2:03.870 | 63.35 | 1.677 | 14:12:05.847 |
| 7 - | 1:13.074 | 51.675 | 2:04.749 | 62.91 | 2.556 | 14:14:10.596 |

| P14 64 C | Rob SALTMER | | Yamaha - Universal Tyres & Autocentres | | | |
|---------------------------|--------------------|--------------------------|--|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.675 | | BEST LAP TIME : 2:04.252 | DIFFERENCE : 0.577 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.963 | 2:15.595 | 57.87 | 11.343 | 14:01:45.621 |
| 2 - | 1:12.847 | 52.072 | 2:04.919 | 62.82 | 0.667 | 14:03:50.540 |
| 3 - | 1:12.954 | 52.519 | 2:05.473 | 62.54 | 1.221 | 14:05:56.013 |
| 4 - | 1:13.254 | 51.891 | 2:05.145 | 62.71 | 0.893 | 14:08:01.158 |
| 5 - | 1:11.865 | 52.814 | 2:04.679 (3) | 62.94 | 0.427 | 14:10:05.837 |
| 6 - | 1:12.068 | 52.184 | 2:04.252 (1) | 63.16 | | 14:12:10.089 |
| 7 - | 1:12.458 | 51.810 | 2:04.268 (2) | 63.15 | 0.016 | 14:14:14.357 |

| P15 11 | Josh HARVEY | | Yamaha - NR Racing | | | |
|---------------------------|--------------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.973 | | BEST LAP TIME : 2:04.085 | DIFFERENCE : 0.112 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.991 | 2:18.971 | 56.47 | 14.886 | 14:01:48.997 |
| 2 - | 1:13.464 | 51.816 | 2:05.280 (3) | 62.64 | 1.195 | 14:03:54.277 |
| 3 - | 1:12.313 | 51.772 | 2:04.085 (1) | 63.24 | | 14:05:58.362 |
| 4 - | 1:12.201 | 52.249 | 2:04.450 (2) | 63.06 | 0.365 | 14:08:02.812 |
| 5 - | 1:13.321 | 52.569 | 2:05.890 | 62.34 | 1.805 | 14:10:08.702 |
| 6 - | 1:13.117 | 52.331 | 2:05.448 | 62.56 | 1.363 | 14:12:14.150 |
| 7 - | 1:14.492 | 52.093 | 2:06.585 | 61.99 | 2.500 | 14:14:20.735 |

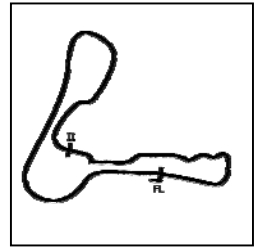
| P16 156 C | Michael STONE | | Kawasaki - | | | |
|---------------------------|----------------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.938 | | BEST LAP TIME : 2:02.955 | DIFFERENCE : 0.017 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.151 | 2:22.032 | 55.25 | 19.077 | 14:01:52.058 |
| 2 - | 1:12.332 | 53.947 | 2:06.279 | 62.14 | 3.324 | 14:03:58.337 |
| 3 - | 1:12.738 | 53.443 | 2:06.181 | 62.19 | 3.226 | 14:06:04.518 |
| 4 - | 1:11.496 | 53.493 | 2:04.989 | 62.79 | 2.034 | 14:08:09.507 |
| 5 - | 1:12.172 | 51.898 | 2:04.070 (2) | 63.25 | 1.115 | 14:10:13.577 |
| 6 - | 1:11.935 | 52.412 | 2:04.347 (3) | 63.11 | 1.392 | 14:12:17.924 |
| 7 - | 1:11.040 | 51.915 | 2:02.955 (1) | 63.82 | | 14:14:20.879 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 13:59 Flag 14:12 End: 14:15

Team Respro MRO 600 inc Clubman 600

RACE 3 - 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

| P17 81 C Liam DUFFETT | | | Triumph - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.986 | | BEST LAP TIME : 2:04.174 | | DIFFERENCE : 0.188 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.422 | 2:22.650 | 55.01 | 18.476 | 14:01:52.676 |
| 2 - | 1:12.707 | 53.409 | 2:06.116 | 62.22 | 1.942 | 14:03:58.792 |
| 3 - | 1:12.952 | 52.993 | 2:05.945 | 62.31 | 1.771 | 14:06:04.737 |
| 4 - | 1:12.066 | 52.134 | 2:04.200 (2) | 63.18 | 0.026 | 14:08:08.937 |
| 5 - | 1:11.852 | 52.322 | 2:04.174 (1) | 63.20 | | 14:10:13.111 |
| 6 - | 1:12.947 | 52.237 | 2:05.184 (3) | 62.69 | 1.010 | 14:12:18.295 |
| 7 - | 1:12.927 | 52.403 | 2:05.330 | 62.61 | 1.156 | 14:14:23.625 |

| P18 222 C Matthew EPPS | | | Yamaha - M.E Vehicle Repairs | | | |
|---------------------------|-----------------|--------------------------|------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.597 | | BEST LAP TIME : 2:04.621 | | DIFFERENCE : 0.024 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.186 | 2:20.212 | 55.97 | 15.591 | 14:01:50.238 |
| 2 - | 1:13.852 | 53.866 | 2:07.718 | 61.44 | 3.097 | 14:03:57.956 |
| 3 - | 1:12.597 | 52.975 | 2:05.572 | 62.49 | 0.951 | 14:06:03.528 |
| 4 - | 1:12.030 | 52.591 | 2:04.621 (1) | 62.97 | | 14:08:08.149 |
| 5 - | 1:12.069 | 52.567 | 2:04.636 (2) | 62.96 | 0.015 | 14:10:12.785 |
| 6 - | 1:12.163 | 52.704 | 2:04.867 (3) | 62.85 | 0.246 | 14:12:17.652 |
| 7 - | 1:30.840 | 53.260 | 2:24.100 | 54.46 | 19.479 | 14:14:41.752 |

| P19 192 C Daniel MOFFA | | | Triumph - DM Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.602 | | BEST LAP TIME : 2:09.983 | | DIFFERENCE : 0.381 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.149 | 2:26.842 | 53.44 | 16.859 | 14:01:56.868 |
| 2 - | 1:17.140 | 56.804 | 2:13.944 | 58.59 | 3.961 | 14:04:10.812 |
| 3 - | 1:17.191 | 54.612 | 2:11.803 | 59.54 | 1.820 | 14:06:22.615 |
| 4 - | 1:15.705 | 54.359 | 2:10.064 (2) | 60.34 | 0.081 | 14:08:32.679 |
| 5 - | 1:16.212 | 53.897 | 2:10.109 (3) | 60.31 | 0.126 | 14:10:42.788 |
| 6 - | 1:15.856 | 54.127 | 2:09.983 (1) | 60.37 | | 14:12:52.771 |

| P20 181 C Gary CROFT | | | Yamaha - Big G Racing, Little e, Acle Locksmiths, Nexx Helmets | | | |
|---------------------------|-----------------|--------------------------|--|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.487 | | BEST LAP TIME : 2:11.487 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.297 | 2:27.686 | 53.13 | 16.199 | 14:01:57.712 |
| 2 - | 1:17.127 | 58.379 | 2:15.506 | 57.91 | 4.019 | 14:04:13.218 |
| 3 - | 1:16.095 | 55.392 | 2:11.487 (1) | 59.68 | | 14:06:24.705 |
| 4 - | 1:16.306 | 56.268 | 2:12.574 (2) | 59.19 | 1.087 | 14:08:37.279 |
| 5 - | 1:17.209 | 57.021 | 2:14.230 (3) | 58.46 | 2.743 | 14:10:51.509 |
| 6 - | 1:20.648 | 56.690 | 2:17.338 | 57.14 | 5.851 | 14:13:08.847 |

| P21 80 C Stephen KIMMINGS | | | Yamaha - S T Engineering | | | |
|---------------------------|-----------------|--------------------------|--------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.136 | | BEST LAP TIME : 2:01.312 | | DIFFERENCE : 0.176 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.868 | 2:14.342 | 58.41 | 13.030 | 14:01:44.368 |
| 2 - | 1:11.855 | 50.892 | 2:02.747 (3) | 63.93 | 1.435 | 14:03:47.115 |
| 3 - | 1:12.412 | 51.218 | 2:03.630 | 63.48 | 2.318 | 14:05:50.745 |
| 4 - | 1:11.335 | 51.878 | 2:03.213 | 63.69 | 1.901 | 14:07:53.958 |
| 5 - | 1:11.729 | 50.543 | 2:02.272 (2) | 64.18 | 0.960 | 14:09:56.230 |
| 6 - | 1:10.593 | 50.719 | 2:01.312 (1) | 64.69 | | 14:11:57.542 |

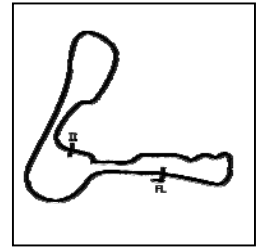
| P22 46 Harry ROWLINGS | | | Triumph - Bernard Elliott racing / Steve Jordan motorcycles | | | |
|---------------------------|-----------------|--------------------------|---|--------------------|--------|--------------|
| IDEAL LAP TIME : 1:56.264 | | BEST LAP TIME : 1:56.733 | | DIFFERENCE : 0.469 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.189 | 2:08.027 | 61.29 | 11.294 | 14:01:38.053 |
| 2 - | 1:09.521 | 49.164 | 1:58.685 (3) | 66.12 | 1.952 | 14:03:36.738 |
| 3 - | 1:07.556 | 49.322 | 1:56.878 (2) | 67.14 | 0.145 | 14:05:33.616 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 13:59 Flag 14:12 End: 14:15

Team Respro MRO 600 inc Clubman 600

RACE 3 - 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

4 - 1:08.025 48.708 1:56.733 (1) 67.23 14:07:30.349

| P23 | 62 C | Charlie PATERSON | Yamaha - TBR Performance | | | |
|---------------------------|-------------|-------------------------|--------------------------|--------------|------|--------------|
| IDEAL LAP TIME : 2:05.754 | | BEST LAP TIME : | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.251 | 2:20.548 | 55.83 | | 14:01:50.574 |

Team Respro MRO 600 inc Clubman 600

RACE 3 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|----------------|-----------------|-----|----------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:50.798 | | |
| 1 | 84 | WOTTON | 1:04.482 | 34 | ROSE | 46.316 | 1 | 34 | ROSE | 1:50.826 | 1:50.837 | 0.011 |
| 2 | 34 | ROSE | 1:04.510 | 77 | WHELAN | 47.456 | 2 | 77 | WHELAN | 1:52.087 | 1:52.453 | 0.366 |
| 3 | 77 | WHELAN | 1:04.631 | 84 | WOTTON | 47.815 | 3 | 84 | WOTTON | 1:52.297 | 1:52.297 | 0.000 |
| 4 | 5 | CLARKE | 1:06.192 | 30 | GOODE | 48.194 | 4 | 5 | CLARKE | 1:54.883 | 1:54.883 | 0.000 |
| 5 | 30 | GOODE | 1:07.256 | 5 | CLARKE | 48.691 | 5 | 30 | GOODE | 1:55.450 | 1:55.450 | 0.000 |
| 6 | 46 | ROWLINGS | 1:07.556 | 46 | ROWLINGS | 48.708 | 6 | 46 | ROWLINGS | 1:56.264 | 1:56.733 | 0.469 |
| 7 | 143 | PRENDERGAST | 1:08.156 | 143 | PRENDERGAST | 49.563 | 7 | 143 | PRENDERGAST | 1:57.719 | 1:57.761 | 0.042 |
| 8 | 661 | HARRIS | 1:08.316 | 83 | SKEELS-PIGGINS | 50.049 | 8 | 661 | HARRIS | 1:58.483 | 1:58.874 | 0.391 |
| 9 | 59 | HEWSON | 1:09.508 | 60 | YOUNGE | 50.135 | 9 | 83 | SKEELS-PIGGINS | 1:59.567 | 2:00.926 | 1.359 |
| 10 | 83 | SKEELS-PIGGINS | 1:09.518 | 661 | HARRIS | 50.167 | 10 | 59 | HEWSON | 1:59.843 | 1:59.843 | 0.000 |
| 11 | 53 | SIGGS | 1:09.828 | 53 | SIGGS | 50.246 | 11 | 53 | SIGGS | 2:00.074 | 2:00.338 | 0.264 |
| 12 | 126 | HOPKINS | 1:10.153 | 59 | HEWSON | 50.335 | 12 | 60 | YOUNGE | 2:00.763 | 2:00.763 | 0.000 |
| 13 | 56 | MILLS | 1:10.376 | 56 | MILLS | 50.438 | 13 | 56 | MILLS | 2:00.814 | 2:00.814 | 0.000 |
| 14 | 80 | KIMMINGS | 1:10.593 | 80 | KIMMINGS | 50.543 | 14 | 80 | KIMMINGS | 2:01.136 | 2:01.312 | 0.176 |
| 15 | 60 | YOUNGE | 1:10.628 | 126 | HOPKINS | 51.020 | 15 | 126 | HOPKINS | 2:01.173 | 2:02.193 | 1.020 |
| 16 | 156 | STONE | 1:11.040 | 11 | HARVEY | 51.772 | 16 | 156 | STONE | 2:02.938 | 2:02.955 | 0.017 |
| 17 | 81 | DUFFETT | 1:11.852 | 64 | SALTMER | 51.810 | 17 | 64 | SALTMER | 2:03.675 | 2:04.252 | 0.577 |
| 18 | 64 | SALTMER | 1:11.865 | 156 | STONE | 51.898 | 18 | 11 | HARVEY | 2:03.973 | 2:04.085 | 0.112 |
| 19 | 222 | EPPS | 1:12.030 | 81 | DUFFETT | 52.134 | 19 | 81 | DUFFETT | 2:03.986 | 2:04.174 | 0.188 |
| 20 | 11 | HARVEY | 1:12.201 | 222 | EPPS | 52.567 | 20 | 222 | EPPS | 2:04.597 | 2:04.621 | 0.024 |
| 21 | 62 | PATERSON | 1:12.503 | 62 | PATERSON | 53.251 | 21 | 62 | PATERSON | 2:05.754 | | |
| 22 | 192 | MOFFA | 1:15.705 | 192 | MOFFA | 53.897 | 22 | 192 | MOFFA | 2:09.602 | 2:09.983 | 0.381 |
| 23 | 181 | CROFT | 1:16.095 | 181 | CROFT | 55.392 | 23 | 181 | CROFT | 2:11.487 | 2:11.487 | 0.000 |
| 24 | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 13:59 Flag 14:12 End: 14:15

Printed - 14:17 Saturday, 28 April 2018

Team Respro MRO 600 inc Clubman 600
RACE 11 - GRID (7 Laps) - AMENDED

| | | | | | | | | | |
|--------|----|-----|-------------------|----|-----|----------------------|----|-----|----------------|
| ROW 10 | 28 | 88 | Michael STANLEY | 29 | 83 | Talan SKEELS-PIGGINS | 1 | | 2:00.926 |
| ROW 9 | 25 | 52 | Tommy PHILP | 26 | 111 | Sam SMITH | 27 | 6 | Nick BETTRIDGE |
| ROW 8 | 22 | 62 | Charlie PATERSON | 23 | 82 | Andrew SMITH | 24 | 17 | Philip BAKER |
| ROW 7 | 19 | 222 | Matthew EPPS | 20 | 192 | Daniel MOFFA | 21 | 181 | Gary CROFT |
| ROW 6 | 16 | 11 | Josh HARVEY | 17 | 81 | Liam DUFFETT | 18 | 64 | Rob SALTMER |
| ROW 5 | 13 | 80 | Stephen KIMMINGS | 14 | 126 | Luke HOPKINS | 15 | 156 | Michael STONE |
| ROW 4 | 10 | 53 | Jason SIGGS | 11 | 60 | Jack YOUNGE | 12 | 56 | Michael MILLS |
| ROW 3 | 7 | 143 | Daire PRENDERGAST | 8 | 661 | Cameron HARRIS | 9 | 59 | David HEWSON |
| ROW 2 | 4 | 5 | Aaron CLARKE | 5 | 30 | Richard GOODE | 6 | 46 | Harry ROWLINGS |
| ROW 1 | 1 | 34 | Michael ROSE | 2 | 84 | Ben WOTTON | 3 | 77 | Matty WHELAN |

Pole

Cadwell Park
 Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | | |
|-------------------|--|--------------|--|
| Clerk Of Course : | | Timekeeper : | |
|-------------------|--|--------------|--|

Results can be found at www.tsl-timing.com

Printed - 16:41 Saturday, 28 April 2018



Team Respro MRO 600 inc Clubman 600

RACE 11 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|---------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 34 | | 1 Michael ROSE | Yamaha - Rose Racing | 5 | 9:23.289 | | | 69.66 | 1:50.635 | 4 |
| 2 | 82 | C | 1 Andrew SMITH | Kawasaki - 5 Club Racing | 5 | 9:36.333 | 13.044 | 13.044 | 68.08 | 1:51.556 | 5 |
| 3 | 77 | | 2 Matty WHELAN | MV Augusta - | 5 | 9:38.324 | 15.035 | 1.991 | 67.85 | 1:53.066 | 3 |
| 4 | 84 | C | 2 Ben WOTTON | Triumph - JJR Triumph/ RJS Services | 5 | 9:39.767 | 16.478 | 1.443 | 67.68 | 1:53.388 | 4 |
| 5 | 143 | C | 3 Daire PRENDERGAST | Kawasaki - | 5 | 9:44.279 | 20.990 | 4.512 | 67.16 | 1:53.757 | 5 |
| 6 | 30 | C | 4 Richard GOODE | Yamaha - Wps ltd / Geoff hand automotive engineer | 5 | 9:44.779 | 21.490 | 0.500 | 67.10 | 1:54.060 | 5 |
| 7 | 59 | | 3 David HEWSON | Kawasaki - Obsession Engineering Limited | 5 | 9:59.881 | 36.592 | 15.102 | 65.41 | 1:57.378 | 4 |
| 8 | 126 | | 4 Luke HOPKINS | Yamaha - Mum - Zarra Hopkins | 5 | 10:17.263 | 53.974 | 17.382 | 63.57 | 2:00.810 | 5 |
| 9 | 46 | | 5 Harry ROWLINGS | Triumph - Bernard Elliott racing / Steve Jordan moto | 5 | 10:18.427 | 55.138 | 1.164 | 63.45 | 2:00.517 | 5 |
| 10 | 52 | | 6 Tommy PHILP | Yamaha - Draper vent | 5 | 10:24.422 | 1:01.133 | 5.995 | 62.84 | 2:01.170 | 4 |
| 11 | 56 | | 7 Michael MILLS | Yamaha - A51 Racing | 5 | 10:26.051 | 1:02.762 | 1.629 | 62.67 | 2:01.770 | 4 |
| 12 | 17 | C | 5 Philip BAKER | Triumph - Ashford accident repair centre | 5 | 10:26.538 | 1:03.249 | 0.487 | 62.63 | 2:01.374 | 5 |
| 13 | 60 | C | 6 Jack YOUNGE | Yamaha - Chase Timber Products | 5 | 10:26.823 | 1:03.534 | 0.285 | 62.60 | 2:02.228 | 4 |
| 14 | 53 | C | 7 Jason SIGGS | Yamaha - J Siggs Construction | 5 | 10:27.658 | 1:04.369 | 0.835 | 62.51 | 2:02.198 | 4 |
| 15 | 156 | C | 8 Michael STONE | Kawasaki - | 5 | 10:27.820 | 1:04.531 | 0.162 | 62.50 | 2:01.499 | 5 |
| 16 | 62 | C | 9 Charlie PATERSON | Yamaha - TBR Performance | 5 | 10:37.150 | 1:13.861 | 9.330 | 61.58 | 2:03.149 | 5 |
| 17 | 64 | C | 10 Rob SALTMER | Yamaha - Universal Tyres & Autocentres | 5 | 10:39.932 | 1:16.643 | 2.782 | 61.31 | 2:03.514 | 4 |
| 18 | 80 | C | 11 Stephen KIMMINGS | Yamaha - S T Engineering | 5 | 10:42.398 | 1:19.109 | 2.466 | 61.08 | 2:04.514 | 4 |
| 19 | 81 | C | 12 Liam DUFFETT | Triumph - | 5 | 10:44.074 | 1:20.785 | 1.676 | 60.92 | 2:06.071 | 5 |
| 20 | 88 | C | 13 Michael STANLEY | Triumph - | 5 | 10:44.803 | 1:21.514 | 0.729 | 60.85 | 2:04.434 | 5 |
| 21 | 222 | C | 14 Matthew EPPS | Yamaha - M.E Vehicle Repairs | 5 | 10:50.629 | 1:27.340 | 5.826 | 60.31 | 2:06.662 | 3 |
| 22 | 181 | C | 15 Gary CROFT | Yamaha - Big G Racing, Little e, Acle Locksmiths, Nr | 5 | 10:50.917 | 1:27.628 | 0.288 | 60.28 | 2:05.789 | 4 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|---|----------------|-----------------------------|---|----------|--------|--------|-------|--|--|
| DNF | 661 | C | Cameron HARRIS | Yamaha - HARRIS PERFORMANCE | 1 | 2:09.643 | 4 Laps | 4 Laps | 60.53 | | |
| DNF | 5 | | Aaron CLARKE | Yamaha - Yamaha | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | | | | |
|----|---|--|--------------|--------------------------|---|----------|--|--|-----------|------------|--|
| 34 | | | Michael ROSE | Yamaha - Rose Racing | 4 | 1:50.635 | | | 70.93 mph | 114.16 kph | |
| 82 | C | | Andrew SMITH | Kawasaki - 5 Club Racing | 5 | 1:51.556 | | | 70.35 mph | 113.21 kph | |

Class - 92.5% of Race Speed = 64.43 mph
 Class C - 92.5% of Race Speed = 62.97 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 17:47 Flag 17:57 End: 17:58

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 17:59 Saturday, 28 April 2018



Team Respro MRO 600 inc Clubman 600

RACE 11 - LAP CHART

LAP 1 @ 17:49:51.512

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 34 | | 1:57.093 |
| 84 | 6.632 | 2:03.725 |
| 77 | 7.173 | 2:04.266 |
| 30 | 7.488 | 2:04.581 |
| 143 | 8.336 | 2:05.429 |
| 82 | 9.396 | 2:06.489 |
| 59 | 11.772 | 2:08.865 |
| 661 | 12.550 | 2:09.643 |
| 126 | 13.928 | 2:11.021 |
| 46 | 15.353 | 2:12.446 |
| 52 | 15.417 | 2:12.510 |
| 60 | 15.909 | 2:13.002 |
| 53 | 16.652 | 2:13.745 |
| 56 | 16.760 | 2:13.853 |
| 17 | 17.944 | 2:15.037 |
| 80 | 19.545 | 2:16.638 |
| 156 | 20.021 | 2:17.114 |
| 81 | 20.243 | 2:17.336 |
| 64 | 20.829 | 2:17.922 |
| 62 | 22.008 | 2:19.101 |
| 222 | 22.764 | 2:19.857 |
| 88 | 23.452 | 2:20.545 |
| 181 | 25.107 | 2:22.200 |

LAP 2 @ 17:51:42.901

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 34 | | 1:51.389 |
| 84 | 9.556 | 1:54.313 |
| 77 | 10.027 | 1:54.243 |
| 30 | 11.241 | 1:55.142 |
| 82 | 11.766 | 1:53.759 |
| 143 | 13.026 | 1:56.079 |
| 59 | 18.155 | 1:57.772 |
| 126 | 24.589 | 2:02.050 |
| 46 | 26.225 | 2:02.261 |
| 52 | 29.128 | 2:05.100 |
| 60 | 29.674 | 2:05.154 |
| 56 | 29.773 | 2:04.402 |
| 53 | 30.315 | 2:05.052 |
| 17 | 30.628 | 2:04.073 |
| 156 | 33.255 | 2:04.623 |
| 80 | 35.952 | 2:07.796 |
| 81 | 36.191 | 2:07.337 |
| 62 | 37.594 | 2:06.975 |
| 64 | 37.778 | 2:08.338 |
| 222 | 39.763 | 2:08.388 |
| 88 | 40.070 | 2:08.007 |
| 181 | 41.581 | 2:07.863 |

LAP 3 @ 17:53:33.750

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 34 | | 1:50.849 |
| 77 | 12.244 | 1:53.066 |
| 84 | 13.220 | 1:54.513 |
| 82 | 13.739 | 1:52.822 |
| 30 | 15.906 | 1:55.514 |
| 143 | 16.850 | 1:54.673 |
| 59 | 25.169 | 1:57.863 |
| 126 | 34.722 | 2:00.982 |
| 46 | 37.120 | 2:01.744 |
| 52 | 41.608 | 2:03.329 |

| | | |
|-----|--------|----------|
| 56 | 42.154 | 2:03.230 |
| 60 | 42.865 | 2:04.040 |
| 53 | 43.366 | 2:03.900 |
| 17 | 43.887 | 2:04.108 |
| 156 | 44.589 | 2:02.183 |
| 62 | 50.948 | 2:04.203 |
| 80 | 51.891 | 2:06.788 |
| 81 | 52.443 | 2:07.101 |
| 64 | 53.273 | 2:06.344 |
| 222 | 55.576 | 2:06.662 |
| 88 | 56.001 | 2:06.780 |
| 181 | 57.449 | 2:06.717 |

LAP 4 @ 17:55:24.385

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 34 | | 1:50.635 |
| 82 | 14.811 | 1:51.707 |
| 77 | 14.870 | 1:53.261 |
| 84 | 15.973 | 1:53.388 |
| 143 | 20.556 | 1:54.341 |
| 30 | 20.753 | 1:55.482 |
| 59 | 31.912 | 1:57.378 |
| 126 | 46.487 | 2:02.400 |
| 46 | 47.944 | 2:01.459 |
| 52 | 52.143 | 2:01.170 |
| 56 | 53.289 | 2:01.770 |
| 60 | 54.458 | 2:02.228 |
| 53 | 54.929 | 2:02.198 |
| 17 | 55.198 | 2:01.946 |
| 156 | 56.355 | 2:02.401 |
| 62 | 1:04.035 | 2:03.722 |
| 80 | 1:05.770 | 2:04.514 |
| 64 | 1:06.152 | 2:03.514 |
| 81 | 1:08.037 | 2:06.229 |
| 88 | 1:10.403 | 2:05.037 |
| 222 | 1:12.179 | 2:07.238 |
| 181 | 1:12.603 | 2:05.789 |

LAP 5 @ 17:57:17.708

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 34 | | 1:53.323 |
| 82 | 13.044 | 1:51.556 |
| 77 | 15.035 | 1:53.488 |
| 84 | 16.478 | 1:53.828 |
| 143 | 20.990 | 1:53.757 |
| 30 | 21.490 | 1:54.060 |
| 59 | 36.592 | 1:58.003 |
| 126 | 53.974 | 2:00.810 |
| 46 | 55.138 | 2:00.517 |
| 52 | 1:01.133 | 2:02.313 |
| 56 | 1:02.762 | 2:02.796 |
| 17 | 1:03.249 | 2:01.374 |
| 60 | 1:03.534 | 2:02.399 |
| 53 | 1:04.369 | 2:02.763 |
| 156 | 1:04.531 | 2:01.499 |
| 62 | 1:13.861 | 2:03.149 |
| 64 | 1:16.643 | 2:03.814 |
| 80 | 1:19.109 | 2:06.662 |
| 81 | 1:20.785 | 2:06.071 |
| 88 | 1:21.514 | 2:04.434 |
| 222 | 1:27.340 | 2:08.484 |
| 181 | 1:27.628 | 2:08.348 |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park

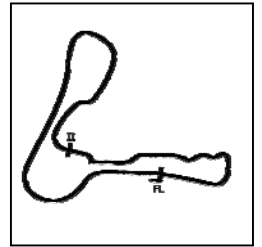
Circuit Length = 2.1800 miles

Start: 17:47 Flag 17:57 End: 17:58

Printed - 18:01 Saturday, 28 April 2018

Team Respro MRO 600 inc Clubman 600

RACE 11 - 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 34 | | Michael ROSE | | Yamaha - Rose Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 1:50.189 | | BEST LAP TIME : 1:50.635 | | DIFFERENCE : 0.446 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.257 | 1:57.093 | 67.02 | 6.458 | 17:49:51.512 |
| 2 - | 1:04.917 | 46.472 | 1:51.389 (3) | 70.45 | 0.754 | 17:51:42.901 |
| 3 - | 1:04.062 | 46.787 | 1:50.849 (2) | 70.79 | 0.214 | 17:53:33.750 |
| 4 - | 1:03.932 | 46.703 | 1:50.635 (1) | 70.93 | | 17:55:24.385 |
| 5 - | 1:05.290 | 48.033 | 1:53.323 | 69.25 | 2.688 | 17:57:17.708 |

| P2 82 C | | Andrew SMITH | | Kawasaki - 5 Club Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.556 | | BEST LAP TIME : 1:51.556 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.354 | 2:06.489 | 62.04 | 14.933 | 17:50:00.908 |
| 2 - | 1:05.952 | 47.807 | 1:53.759 | 68.98 | 2.203 | 17:51:54.667 |
| 3 - | 1:05.465 | 47.357 | 1:52.822 (3) | 69.56 | 1.266 | 17:53:47.489 |
| 4 - | 1:04.369 | 47.338 | 1:51.707 (2) | 70.25 | 0.151 | 17:55:39.196 |
| 5 - | 1:04.220 | 47.336 | 1:51.556 (1) | 70.35 | | 17:57:30.752 |

| P3 77 | | Matty WHELAN | | MV Augusta - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.927 | | BEST LAP TIME : 1:53.066 | | DIFFERENCE : 0.139 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.684 | 2:04.266 | 63.15 | 11.200 | 17:49:58.685 |
| 2 - | 1:05.936 | 48.307 | 1:54.243 | 68.69 | 1.177 | 17:51:52.928 |
| 3 - | 1:05.521 | 47.545 | 1:53.066 (1) | 69.41 | | 17:53:45.994 |
| 4 - | 1:05.382 | 47.879 | 1:53.261 (2) | 69.29 | 0.195 | 17:55:39.255 |
| 5 - | 1:05.542 | 47.946 | 1:53.488 (3) | 69.15 | 0.422 | 17:57:32.743 |

| P4 84 C | | Ben WOTTON | | Triumph - JJR Triumph/ RJS Services | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.996 | | BEST LAP TIME : 1:53.388 | | DIFFERENCE : 0.392 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.319 | 2:03.725 | 63.43 | 10.337 | 17:49:58.144 |
| 2 - | 1:05.986 | 48.327 | 1:54.313 (3) | 68.65 | 0.925 | 17:51:52.457 |
| 3 - | 1:06.282 | 48.231 | 1:54.513 | 68.53 | 1.125 | 17:53:46.970 |
| 4 - | 1:05.621 | 47.767 | 1:53.388 (1) | 69.21 | | 17:55:40.358 |
| 5 - | 1:05.229 | 48.599 | 1:53.828 (2) | 68.94 | 0.440 | 17:57:34.186 |

| P5 143 C | | Daire PRENDERGAST | | Kawasaki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.757 | | BEST LAP TIME : 1:53.757 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.669 | 2:05.429 | 62.56 | 11.672 | 17:49:59.848 |
| 2 - | 1:06.905 | 49.174 | 1:56.079 | 67.60 | 2.322 | 17:51:55.927 |
| 3 - | 1:06.340 | 48.333 | 1:54.673 (3) | 68.43 | 0.916 | 17:53:50.600 |
| 4 - | 1:05.836 | 48.505 | 1:54.341 (2) | 68.63 | 0.584 | 17:55:44.941 |
| 5 - | 1:05.645 | 48.112 | 1:53.757 (1) | 68.98 | | 17:57:38.698 |

| P6 30 C | | Richard GOODE | | Yamaha - Wps ltd / Geoff hand automotive engineering | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 1:54.060 | | BEST LAP TIME : 1:54.060 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.302 | 2:04.581 | 62.99 | 10.521 | 17:49:59.000 |
| 2 - | 1:07.047 | 48.095 | 1:55.142 (2) | 68.15 | 1.082 | 17:51:54.142 |
| 3 - | 1:07.527 | 47.987 | 1:55.514 | 67.94 | 1.454 | 17:53:49.656 |
| 4 - | 1:07.075 | 48.407 | 1:55.482 (3) | 67.95 | 1.422 | 17:55:45.138 |
| 5 - | 1:06.161 | 47.899 | 1:54.060 (1) | 68.80 | | 17:57:39.198 |

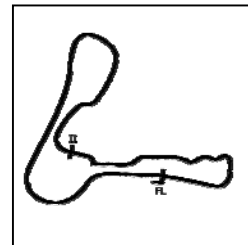
| P7 59 | | David HEWSON | | Kawasaki - Obsession Engineering Limited | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 1:57.378 | | BEST LAP TIME : 1:57.378 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.302 | 2:04.581 | 62.99 | 10.521 | 17:49:59.000 |
| 2 - | 1:07.047 | 48.095 | 1:55.142 (2) | 68.15 | 1.082 | 17:51:54.142 |
| 3 - | 1:07.527 | 47.987 | 1:55.514 | 67.94 | 1.454 | 17:53:49.656 |
| 4 - | 1:07.075 | 48.407 | 1:55.482 (3) | 67.95 | 1.422 | 17:55:45.138 |
| 5 - | 1:06.161 | 47.899 | 1:54.060 (1) | 68.80 | | 17:57:39.198 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:47 Flag 17:57 End: 17:58

Team Respro MRO 600 inc Clubman 600

RACE 11 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.217 | 2:08.865 | 60.90 | 11.487 | 17:50:03.284 |
| 2 - | 1:08.272 | 49.500 | 1:57.772 (2) | 66.63 | 0.394 | 17:52:01.056 |
| 3 - | 1:08.284 | 49.579 | 1:57.863 (3) | 66.58 | 0.485 | 17:53:58.919 |
| 4 - | 1:08.142 | 49.236 | 1:57.378 (1) | 66.86 | | 17:55:56.297 |
| 5 - | 1:08.351 | 49.652 | 1:58.003 | 66.50 | 0.625 | 17:57:54.300 |

| P8 126 | | Luke HOPKINS | | Yamaha - Mum - Zarra Hopkins | | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:00.361 | | BEST LAP TIME : 2:00.810 | | DIFFERENCE : 0.449 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.439 | 2:11.021 | 59.89 | 10.211 | 17:50:05.440 | |
| 2 - | 1:11.091 | 50.959 | 2:02.050 (3) | 64.30 | 1.240 | 17:52:07.490 | |
| 3 - | 1:10.323 | 50.659 | 2:00.982 (2) | 64.86 | 0.172 | 17:54:08.472 | |
| 4 - | 1:10.883 | 51.517 | 2:02.400 | 64.11 | 1.590 | 17:56:10.872 | |
| 5 - | 1:09.702 | 51.108 | 2:00.810 (1) | 64.96 | | 17:58:11.682 | |

| P9 46 | | Harry ROWLINGS | | Triumph - Bernard Elliott racing / Steve Jordan motorcycles | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|--|
| IDEAL LAP TIME : 2:00.517 | | BEST LAP TIME : 2:00.517 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.929 | 2:12.446 | 59.25 | 11.929 | 17:50:06.865 | |
| 2 - | 1:11.298 | 50.963 | 2:02.261 | 64.19 | 1.744 | 17:52:09.126 | |
| 3 - | 1:10.975 | 50.769 | 2:01.744 (3) | 64.46 | 1.227 | 17:54:10.870 | |
| 4 - | 1:10.858 | 50.601 | 2:01.459 (2) | 64.61 | 0.942 | 17:56:12.329 | |
| 5 - | 1:10.566 | 49.951 | 2:00.517 (1) | 65.12 | | 17:58:12.846 | |

| P10 52 | | Tommy PHILP | | Yamaha - Draper vent | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:00.967 | | BEST LAP TIME : 2:01.170 | | DIFFERENCE : 0.203 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 52.243 | 2:12.510 | 59.22 | 11.340 | 17:50:06.929 | |
| 2 - | 1:13.222 | 51.878 | 2:05.100 | 62.73 | 3.930 | 17:52:12.029 | |
| 3 - | 1:11.752 | 51.577 | 2:03.329 (3) | 63.63 | 2.159 | 17:54:15.358 | |
| 4 - | 1:10.620 | 50.550 | 2:01.170 (1) | 64.76 | | 17:56:16.528 | |
| 5 - | 1:10.417 | 51.896 | 2:02.313 (2) | 64.16 | 1.143 | 17:58:18.841 | |

| P11 56 | | Michael MILLS | | Yamaha - A51 Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:01.770 | | BEST LAP TIME : 2:01.770 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.528 | 2:13.853 | 58.63 | 12.083 | 17:50:08.272 | |
| 2 - | 1:12.879 | 51.523 | 2:04.402 | 63.08 | 2.632 | 17:52:12.674 | |
| 3 - | 1:12.061 | 51.169 | 2:03.230 (3) | 63.68 | 1.460 | 17:54:15.904 | |
| 4 - | 1:10.863 | 50.907 | 2:01.770 (1) | 64.44 | | 17:56:17.674 | |
| 5 - | 1:11.794 | 51.002 | 2:02.796 (2) | 63.91 | 1.026 | 17:58:20.470 | |

| P12 17 C | | Philip BAKER | | Triumph - Ashford accident repair centre | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|--|
| IDEAL LAP TIME : 2:01.112 | | BEST LAP TIME : 2:01.374 | | DIFFERENCE : 0.262 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 52.174 | 2:15.037 | 58.11 | 13.663 | 17:50:09.456 | |
| 2 - | 1:12.443 | 51.630 | 2:04.073 (3) | 63.25 | 2.699 | 17:52:13.529 | |
| 3 - | 1:12.201 | 51.907 | 2:04.108 | 63.23 | 2.734 | 17:54:17.637 | |
| 4 - | 1:11.118 | 50.828 | 2:01.946 (2) | 64.35 | 0.572 | 17:56:19.583 | |
| 5 - | 1:10.284 | 51.090 | 2:01.374 (1) | 64.66 | | 17:58:20.957 | |

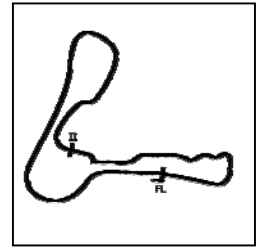
| P13 60 C | | Jack YOUNGE | | Yamaha - Chase Timber Products | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:02.228 | | BEST LAP TIME : 2:02.228 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.759 | 2:13.002 | 59.00 | 10.774 | 17:50:07.421 | |
| 2 - | 1:13.322 | 51.832 | 2:05.154 | 62.70 | 2.926 | 17:52:12.575 | |
| 3 - | 1:12.532 | 51.508 | 2:04.040 (3) | 63.27 | 1.812 | 17:54:16.615 | |
| 4 - | 1:11.314 | 50.914 | 2:02.228 (1) | 64.20 | | 17:56:18.843 | |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:47 Flag 17:57 End: 17:58

Team Respro MRO 600 inc Clubman 600

RACE 11 - 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

5 - 1:11.473 50.926 2:02.399 (2) 64.11 0.171 17:58:21.242

| P14 53 C Jason SIGGS | | Yamaha - J Siggs Construction | | | | |
|---------------------------|-----------------|-------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.198 | | BEST LAP TIME : 2:02.198 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.022 | 2:13.745 | 58.67 | 11.547 | 17:50:08.164 |
| 2 - | 1:13.407 | 51.645 | 2:05.052 | 62.75 | 2.854 | 17:52:13.216 |
| 3 - | 1:12.133 | 51.767 | 2:03.900 (3) | 63.34 | 1.702 | 17:54:17.116 |
| 4 - | 1:11.220 | 50.978 | 2:02.198 (1) | 64.22 | | 17:56:19.314 |
| 5 - | 1:11.625 | 51.138 | 2:02.763 (2) | 63.92 | 0.565 | 17:58:22.077 |

| P15 156 C Michael STONE | | Kawasaki - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.996 | | BEST LAP TIME : 2:01.499 | | DIFFERENCE : 0.503 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.850 | 2:17.114 | 57.23 | 15.615 | 17:50:11.533 |
| 2 - | 1:12.605 | 52.018 | 2:04.623 | 62.97 | 3.124 | 17:52:16.156 |
| 3 - | 1:10.074 | 52.109 | 2:02.183 (2) | 64.23 | 0.684 | 17:54:18.339 |
| 4 - | 1:10.781 | 51.620 | 2:02.401 (3) | 64.11 | 0.902 | 17:56:20.740 |
| 5 - | 1:10.577 | 50.922 | 2:01.499 (1) | 64.59 | | 17:58:22.239 |

| P16 62 C Charlie PATERSON | | Yamaha - TBR Performance | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.600 | | BEST LAP TIME : 2:03.149 | | DIFFERENCE : 0.549 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.818 | 2:19.101 | 56.41 | 15.952 | 17:50:13.520 |
| 2 - | 1:13.429 | 53.546 | 2:06.975 | 61.80 | 3.826 | 17:52:20.495 |
| 3 - | 1:12.337 | 51.866 | 2:04.203 (3) | 63.18 | 1.054 | 17:54:24.698 |
| 4 - | 1:11.533 | 52.189 | 2:03.722 (2) | 63.43 | 0.573 | 17:56:28.420 |
| 5 - | 1:10.734 | 52.415 | 2:03.149 (1) | 63.72 | | 17:58:31.569 |

| P17 64 C Rob SALTNER | | Yamaha - Universal Tyres & Autocentres | | | | |
|---------------------------|-----------------|--|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.514 | | BEST LAP TIME : 2:03.514 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.092 | 2:17.922 | 56.90 | 14.408 | 17:50:12.341 |
| 2 - | 1:15.210 | 53.128 | 2:08.338 | 61.15 | 4.824 | 17:52:20.679 |
| 3 - | 1:13.672 | 52.672 | 2:06.344 (3) | 62.11 | 2.830 | 17:54:27.023 |
| 4 - | 1:11.994 | 51.520 | 2:03.514 (1) | 63.53 | | 17:56:30.537 |
| 5 - | 1:12.119 | 51.695 | 2:03.814 (2) | 63.38 | 0.300 | 17:58:34.351 |

| P18 80 C Stephen KIMMINGS | | Yamaha - S T Engineering | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.514 | | BEST LAP TIME : 2:04.514 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.923 | 2:16.638 | 57.43 | 12.124 | 17:50:11.057 |
| 2 - | 1:15.087 | 52.709 | 2:07.796 | 61.41 | 3.282 | 17:52:18.853 |
| 3 - | 1:14.576 | 52.212 | 2:06.788 (3) | 61.89 | 2.274 | 17:54:25.641 |
| 4 - | 1:12.655 | 51.859 | 2:04.514 (1) | 63.02 | | 17:56:30.155 |
| 5 - | 1:14.023 | 52.639 | 2:06.662 (2) | 61.96 | 2.148 | 17:58:36.817 |

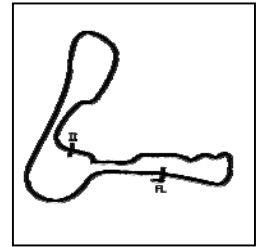
| P19 81 C Liam DUFFETT | | Triumph - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.813 | | BEST LAP TIME : 2:06.071 | | DIFFERENCE : 0.258 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.352 | 2:17.336 | 57.14 | 11.265 | 17:50:11.755 |
| 2 - | 1:14.825 | 52.512 | 2:07.337 | 61.63 | 1.266 | 17:52:19.092 |
| 3 - | 1:14.849 | 52.252 | 2:07.101 (3) | 61.74 | 1.030 | 17:54:26.193 |
| 4 - | 1:13.561 | 52.668 | 2:06.229 (2) | 62.17 | 0.158 | 17:56:32.422 |
| 5 - | 1:13.646 | 52.425 | 2:06.071 (1) | 62.25 | | 17:58:38.493 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:47 Flag 17:57 End: 17:58

Team Respro MRO 600 inc Clubman 600

RACE 11 - 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

| P20 88 C Michael STANLEY | | Triumph - | | | | |
|---------------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.734 | | BEST LAP TIME : 2:04.434 | | | | |
| | | DIFFERENCE : 0.700 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.539 | 2:20.545 | 55.83 | 16.111 | 17:50:14.964 |
| 2 - | 1:14.538 | 53.469 | 2:08.007 | 61.30 | 3.573 | 17:52:22.971 |
| 3 - | 1:13.717 | 53.063 | 2:06.780 (3) | 61.90 | 2.346 | 17:54:29.751 |
| 4 - | 1:12.841 | 52.196 | 2:05.037 (2) | 62.76 | 0.603 | 17:56:34.788 |
| 5 - | 1:11.538 | 52.896 | 2:04.434 (1) | 63.07 | | 17:58:39.222 |

| P21 222 C Matthew EPPS | | Yamaha - M.E Vehicle Repairs | | | | |
|-------------------------------|-----------------|------------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.446 | | BEST LAP TIME : 2:06.662 | | | | |
| | | DIFFERENCE : 0.216 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.999 | 2:19.857 | 56.11 | 13.195 | 17:50:14.276 |
| 2 - | 1:14.558 | 53.830 | 2:08.388 (3) | 61.12 | 1.726 | 17:52:22.664 |
| 3 - | 1:13.133 | 53.529 | 2:06.662 (1) | 61.96 | | 17:54:29.326 |
| 4 - | 1:12.917 | 54.321 | 2:07.238 (2) | 61.68 | 0.576 | 17:56:36.564 |
| 5 - | 1:14.322 | 54.162 | 2:08.484 | 61.08 | 1.822 | 17:58:45.048 |

| P22 181 C Gary CROFT | | Yamaha - Big G Racing, Little e, Acle Locksmiths, Nexx Helmets | | | | |
|-----------------------------|-----------------|--|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.514 | | BEST LAP TIME : 2:05.789 | | | | |
| | | DIFFERENCE : 0.275 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.002 | 2:22.200 | 55.19 | 16.411 | 17:50:16.619 |
| 2 - | 1:14.288 | 53.575 | 2:07.863 (3) | 61.37 | 2.074 | 17:52:24.482 |
| 3 - | 1:13.670 | 53.047 | 2:06.717 (2) | 61.93 | 0.928 | 17:54:31.199 |
| 4 - | 1:12.467 | 53.322 | 2:05.789 (1) | 62.39 | | 17:56:36.988 |
| 5 - | 1:14.303 | 54.045 | 2:08.348 | 61.14 | 2.559 | 17:58:45.336 |

| P23 661 C Cameron HARRIS | | Yamaha - HARRIS PERFORMANCE | | | | |
|---------------------------------|----------|-----------------------------|----------|-------|------|--------------|
| IDEAL LAP TIME : 2:32.107 | | BEST LAP TIME : | | | | |
| | | DIFFERENCE : | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.975 | 2:09.643 | 60.53 | | 17:50:04.062 |

Team Respro MRO 600 inc Clubman 600

RACE 11 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-------------|-----------------|-----|-------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:50.189 | | |
| 1 | 34 | ROSE | 1:03.932 | 34 | ROSE | 46.257 | 1 | 34 | ROSE | 1:50.189 | 1:50.635 | 0.446 |
| 2 | 82 | SMITH | 1:04.220 | 82 | SMITH | 47.336 | 2 | 82 | SMITH | 1:51.556 | 1:51.556 | 0.000 |
| 3 | 84 | WOTTON | 1:05.229 | 77 | WHELAN | 47.545 | 3 | 77 | WHELAN | 1:52.927 | 1:53.066 | 0.139 |
| 4 | 77 | WHELAN | 1:05.382 | 84 | WOTTON | 47.767 | 4 | 84 | WOTTON | 1:52.996 | 1:53.388 | 0.392 |
| 5 | 143 | PRENDERGAST | 1:05.645 | 30 | GOODE | 47.899 | 5 | 143 | PRENDERGAST | 1:53.757 | 1:53.757 | 0.000 |
| 6 | 30 | GOODE | 1:06.161 | 143 | PRENDERGAST | 48.112 | 6 | 30 | GOODE | 1:54.060 | 1:54.060 | 0.000 |
| 7 | 59 | HEWSON | 1:08.142 | 59 | HEWSON | 49.236 | 7 | 59 | HEWSON | 1:57.378 | 1:57.378 | 0.000 |
| 8 | 126 | HOPKINS | 1:09.702 | 46 | ROWLINGS | 49.951 | 8 | 126 | HOPKINS | 2:00.361 | 2:00.810 | 0.449 |
| 9 | 156 | STONE | 1:10.074 | 52 | PHILP | 50.550 | 9 | 46 | ROWLINGS | 2:00.517 | 2:00.517 | 0.000 |
| 10 | 17 | BAKER | 1:10.284 | 126 | HOPKINS | 50.659 | 10 | 52 | PHILP | 2:00.967 | 2:01.170 | 0.203 |
| 11 | 52 | PHILP | 1:10.417 | 17 | BAKER | 50.828 | 11 | 156 | STONE | 2:00.996 | 2:01.499 | 0.503 |
| 12 | 46 | ROWLINGS | 1:10.566 | 56 | MILLS | 50.907 | 12 | 17 | BAKER | 2:01.112 | 2:01.374 | 0.262 |
| 13 | 62 | PATERSON | 1:10.734 | 60 | YOUNGE | 50.914 | 13 | 56 | MILLS | 2:01.770 | 2:01.770 | 0.000 |
| 14 | 56 | MILLS | 1:10.863 | 156 | STONE | 50.922 | 14 | 53 | SIGGS | 2:02.198 | 2:02.198 | 0.000 |
| 15 | 53 | SIGGS | 1:11.220 | 661 | HARRIS | 50.975 | 15 | 60 | YOUNGE | 2:02.228 | 2:02.228 | 0.000 |
| 16 | 60 | YOUNGE | 1:11.314 | 53 | SIGGS | 50.978 | 16 | 62 | PATERSON | 2:02.600 | 2:03.149 | 0.549 |
| 17 | 88 | STANLEY | 1:11.538 | 64 | SALTMER | 51.520 | 17 | 64 | SALTMER | 2:03.514 | 2:03.514 | 0.000 |
| 18 | 64 | SALTMER | 1:11.994 | 80 | KIMMINGS | 51.859 | 18 | 88 | STANLEY | 2:03.734 | 2:04.434 | 0.700 |
| 19 | 181 | CROFT | 1:12.467 | 62 | PATERSON | 51.866 | 19 | 80 | KIMMINGS | 2:04.514 | 2:04.514 | 0.000 |
| 20 | 80 | KIMMINGS | 1:12.655 | 88 | STANLEY | 52.196 | 20 | 181 | CROFT | 2:05.514 | 2:05.789 | 0.275 |
| 21 | 222 | EPPS | 1:12.917 | 81 | DUFFETT | 52.252 | 21 | 81 | DUFFETT | 2:05.813 | 2:06.071 | 0.258 |
| 22 | 81 | DUFFETT | 1:13.561 | 181 | CROFT | 53.047 | 22 | 222 | EPPS | 2:06.446 | 2:06.662 | 0.216 |
| 23 | 661 | HARRIS | 1:41.132 | 222 | EPPS | 53.529 | 23 | 661 | HARRIS | 2:32.107 | | |

24

Team Respro MRO 600 inc Clubman 600
RACE 3 - GRID (9 Laps)

| | | | | | | | | | |
|--------|----|-----|------------------|----|-----|----------------------|----|-----|-----------------|
| ROW 10 | 28 | 11 | Josh HARVEY | 29 | 83 | Talan SKEELS-PIGGINS | 1 | | |
| ROW 9 | 25 | 111 | Sam SMITH | 26 | 6 | Nick BETTRIDGE | 27 | 192 | Daniel MOFFA |
| ROW 8 | 22 | 222 | Matthew EPPS | 23 | 661 | Cameron HARRIS | 24 | 5 | Aaron CLARKE |
| ROW 7 | 19 | 80 | Stephen KIMMINGS | 20 | 181 | Gary CROFT | 21 | 81 | Liam DUFFETT |
| ROW 6 | 16 | 62 | Charlie PATERSON | 17 | 64 | Rob SALTMER | 18 | 88 | Michael STANLEY |
| ROW 5 | 13 | 56 | Michael MILLS | 14 | 53 | Jason SIGGS | 15 | 60 | Jack YOUNGE |
| ROW 4 | 10 | 52 | Tommy PHILP | 11 | 17 | Philip BAKER | 12 | 156 | Michael STONE |
| ROW 3 | 7 | 59 | David HEWSON | 8 | 46 | Harry ROWLINGS | 9 | 126 | Luke HOPKINS |
| ROW 2 | 4 | 84 | Ben WOTTON | 5 | 143 | Daire PRENDERGAST | 6 | 30 | Richard GOODE |
| ROW 1 | 1 | 34 | Michael ROSE | 2 | 82 | Andrew SMITH | 3 | 77 | Matty WHELAN |

Pole

Cadwell Park
 Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | |
|-------------------|--|--------------|
| Clerk Of Course : | | Timekeeper : |
|-------------------|--|--------------|

Results can be found at www.tsl-timing.com

Printed - 18:09 Saturday, 28 April 2018



Team Respro MRO 600 inc Clubman 600

RACE 3 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|-------------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 52 | | 1 Tommy PHILP | Yamaha - Draper vent | 8 | 12:58.496 | | | 80.64 | 1:35.516 | 6 |
| 2 | 5 | | 2 Aaron CLARKE | Yamaha - Yamaha | 8 | 13:10.361 | 11.865 | 11.865 | 79.43 | 1:36.420 | 4 |
| 3 | 34 | | 3 Michael ROSE | Yamaha - Rose Racing | 8 | 13:11.991 | 13.495 | 1.630 | 79.27 | 1:37.379 | 6 |
| 4 | 84 | C | 1 Ben WOTTON | Triumph - JJR Triumph/ RJS Services | 8 | 13:14.281 | 15.785 | 2.290 | 79.04 | 1:37.907 | 2 |
| 5 | 82 | C | 2 Andrew SMITH | Kawasaki - 5 Club Racing | 8 | 13:20.187 | 21.691 | 5.906 | 78.46 | 1:37.843 | 8 |
| 6 | 111 | | 4 Sam SMITH | Kawasaki - GBM KAWASAKI | 8 | 13:21.009 | 22.513 | 0.822 | 78.38 | 1:37.604 | 7 |
| 7 | 56 | | 5 Michael MILLS | Yamaha - A51 Racing | 8 | 13:29.604 | 31.108 | 8.595 | 77.54 | 1:37.363 | 8 |
| 8 | 126 | | 6 Luke HOPKINS | Yamaha - Mum - Zarra Hopkins | 8 | 13:34.071 | 35.575 | 4.467 | 77.12 | 1:38.187 | 7 |
| 9 | 17 | C | 3 Philip BAKER | Triumph - Ashford accident repair centre | 8 | 13:34.956 | 36.460 | 0.885 | 77.04 | 1:38.958 | 6 |
| 10 | 11 | | 7 Josh HARVEY | Yamaha - NR Racing | 8 | 13:37.527 | 39.031 | 2.571 | 76.79 | 1:38.992 | 7 |
| 11 | 46 | | 8 Harry ROWLINGS | Triumph - Bernard Elliott racing / Steve Jordan moto | 8 | 13:45.805 | 47.309 | 8.278 | 76.02 | 1:39.208 | 7 |
| 12 | 30 | C | 4 Richard GOODE | Yamaha - Wps ltd / Geoff hand automotive engineer | 8 | 13:47.299 | 48.803 | 1.494 | 75.89 | 1:40.314 | 8 |
| 13 | 143 | C | 5 Daire PRENDERGAST | Kawasaki - | 8 | 13:51.367 | 52.871 | 4.068 | 75.51 | 1:42.166 | 8 |
| 14 | 156 | C | 6 Michael STONE | Kawasaki - | 8 | 13:51.534 | 53.038 | 0.167 | 75.50 | 1:41.972 | 8 |
| 15 | 661 | C | 7 Cameron HARRIS | Yamaha - HARRIS PERFORMANCE | 8 | 13:52.309 | 53.813 | 0.775 | 75.43 | 1:40.940 | 7 |
| 16 | 59 | | 9 David HEWSON | Kawasaki - Obsession Engineering Limited | 8 | 13:52.408 | 53.912 | 0.099 | 75.42 | 1:41.938 | 6 |
| 17 | 60 | C | 8 Jack YOUNGE | Yamaha - Chase Timber Products | 8 | 13:54.220 | 55.724 | 1.812 | 75.26 | 1:41.093 | 8 |
| 18 | 81 | C | 9 Liam DUFFETT | Triumph - | 8 | 14:19.147 | 1:20.651 | 24.927 | 73.07 | 1:44.233 | 8 |
| 19 | 62 | C | 10 Charlie PATERSON | Yamaha - TBR Performance | 8 | 14:40.073 | 1:41.577 | 20.926 | 71.34 | 1:45.763 | 8 |
| 20 | 222 | C | 11 Matthew EPPS | Yamaha - M.E Vehicle Repairs | 7 | 13:01.487 | 1 Lap | 1 Lap | 70.29 | 1:48.581 | 5 |
| 21 | 83 | | 10 Talan SKEELS-PIGGINS | Suzuki - McMillan Williams | 7 | 13:02.422 | 1 Lap | 0.935 | 70.21 | 1:46.838 | 6 |
| 22 | 64 | C | 12 Rob SALTNER | Yamaha - Universal Tyres & Autocentres | 7 | 13:11.922 | 1 Lap | 9.500 | 69.37 | 1:50.550 | 6 |

NOT CLASSIFIED

DNF 88 C Michael STANLEY Triumph - 0

FASTEST LAP

| | | | | | | |
|----|----------------|--------------------------|---|----------|-----------|------------|
| 52 | Tommy PHILP | Yamaha - Draper vent | 6 | 1:35.516 | 82.16 mph | 132.23 kph |
| 82 | C Andrew SMITH | Kawasaki - 5 Club Racing | 8 | 1:37.843 | 80.21 mph | 129.08 kph |

Class - 92.5% of Race Speed = 74.59 mph
 Class C - 92.5% of Race Speed = 73.11 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 11:04 Flag 11:17 End: 11:19

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 11:22 Sunday, 29 April 2018



Team Respro MRO 600 inc Clubman 600

RACE 3 - LAP CHART

LAP 1 @ 11:06:42.906

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 52 | | 1:43.830 |
| 34 | 0.176 | 1:44.006 |
| 84 | 1.449 | 1:45.279 |
| 82 | 2.845 | 1:46.675 |
| 143 | 5.558 | 1:49.388 |
| 5 | 5.646 | 1:49.476 |
| 17 | 5.738 | 1:49.568 |
| 59 | 6.624 | 1:50.454 |
| 126 | 6.761 | 1:50.591 |
| 56 | 6.834 | 1:50.664 |
| 111 | 7.059 | 1:50.889 |
| 30 | 8.117 | 1:51.947 |
| 11 | 8.261 | 1:52.091 |
| 46 | 8.331 | 1:52.161 |
| 156 | 9.747 | 1:53.577 |
| 60 | 10.968 | 1:54.798 |
| 81 | 12.570 | 1:56.400 |
| 661 | 12.991 | 1:56.821 |
| 64 | 16.348 | 2:00.178 |
| 62 | 17.071 | 2:00.901 |
| 222 | 18.126 | 2:01.956 |
| 83 | 18.709 | 2:02.539 |

LAP 2 @ 11:08:19.933

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 52 | | 1:37.027 |
| 34 | 1.872 | 1:38.723 |
| 84 | 2.329 | 1:37.907 |
| 82 | 6.266 | 1:40.448 |
| 5 | 6.523 | 1:37.904 |
| 111 | 10.333 | 1:40.301 |
| 143 | 12.508 | 1:43.977 |
| 17 | 12.588 | 1:43.877 |
| 56 | 12.739 | 1:42.932 |
| 126 | 13.035 | 1:43.301 |
| 59 | 13.430 | 1:43.833 |
| 30 | 13.810 | 1:42.720 |
| 11 | 13.877 | 1:42.643 |
| 46 | 13.971 | 1:42.667 |
| 156 | 16.270 | 1:43.550 |
| 60 | 18.597 | 1:44.656 |
| 661 | 21.140 | 1:45.176 |
| 81 | 23.957 | 1:48.414 |
| 62 | 30.835 | 1:50.791 |
| 64 | 32.805 | 1:53.484 |
| 222 | 33.576 | 1:52.477 |
| 83 | 34.381 | 1:52.699 |

LAP 3 @ 11:09:56.003

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 52 | | 1:36.070 |
| 34 | 4.385 | 1:38.583 |
| 84 | 4.633 | 1:38.374 |
| 5 | 7.001 | 1:36.548 |
| 82 | 10.264 | 1:40.068 |
| 111 | 12.364 | 1:38.101 |
| 17 | 18.516 | 1:41.998 |
| 143 | 20.000 | 1:43.562 |
| 56 | 20.065 | 1:43.396 |
| 126 | 20.225 | 1:43.260 |
| 11 | 20.392 | 1:42.585 |

| | | |
|-----|--------|----------|
| 59 | 21.186 | 1:43.826 |
| 30 | 21.427 | 1:43.687 |
| 46 | 21.443 | 1:43.542 |
| 156 | 23.455 | 1:43.255 |
| 60 | 26.700 | 1:44.173 |
| 661 | 27.861 | 1:42.791 |
| 81 | 35.375 | 1:47.488 |
| 62 | 45.297 | 1:50.532 |
| 222 | 48.344 | 1:50.838 |
| 64 | 50.338 | 1:53.603 |
| 83 | 50.604 | 1:52.293 |

LAP 4 @ 11:11:32.562

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 52 | | 1:36.559 |
| 84 | 6.025 | 1:37.951 |
| 34 | 6.559 | 1:38.733 |
| 5 | 6.862 | 1:36.420 |
| 82 | 12.574 | 1:38.869 |
| 111 | 14.001 | 1:38.196 |
| 17 | 22.399 | 1:40.442 |
| 56 | 23.918 | 1:40.412 |
| 126 | 25.925 | 1:42.259 |
| 11 | 27.541 | 1:43.708 |
| 143 | 28.011 | 1:44.570 |
| 30 | 28.261 | 1:43.393 |
| 59 | 28.782 | 1:44.155 |
| 46 | 28.842 | 1:43.958 |
| 156 | 29.355 | 1:42.459 |
| 661 | 33.596 | 1:42.294 |
| 60 | 34.113 | 1:43.972 |
| 81 | 45.557 | 1:46.741 |
| 62 | 58.114 | 1:49.376 |
| 222 | 1:00.911 | 1:49.126 |
| 64 | 1:05.761 | 1:51.982 |
| 83 | 1:06.137 | 1:52.092 |

LAP 5 @ 11:13:08.549

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 52 | | 1:35.987 |
| 5 | 8.333 | 1:37.458 |
| 34 | 9.196 | 1:38.624 |
| 84 | 9.431 | 1:39.393 |
| 82 | 15.678 | 1:39.091 |
| 111 | 17.058 | 1:39.044 |
| 17 | 26.815 | 1:40.403 |
| 56 | 26.939 | 1:39.008 |
| 126 | 29.164 | 1:39.226 |
| 11 | 30.621 | 1:39.067 |
| 143 | 34.361 | 1:42.337 |
| 30 | 34.514 | 1:42.240 |
| 46 | 34.575 | 1:41.720 |
| 156 | 35.531 | 1:42.163 |
| 59 | 36.101 | 1:43.306 |
| 661 | 38.572 | 1:40.963 |
| 60 | 40.542 | 1:42.416 |
| 81 | 54.775 | 1:45.205 |
| 62 | 1:09.979 | 1:47.852 |
| 222 | 1:13.505 | 1:48.581 |
| 83 | 1:17.879 | 1:47.729 |
| 64 | 1:20.997 | 1:51.223 |

LAP 6 @ 11:14:44.065

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 52 | | 1:35.516 |
| 5 | 9.869 | 1:37.052 |
| 34 | 11.059 | 1:37.379 |
| 84 | 12.406 | 1:38.491 |
| 82 | 18.948 | 1:38.786 |
| 111 | 20.449 | 1:38.907 |
| 56 | 29.390 | 1:37.967 |
| 17 | 30.257 | 1:38.958 |
| 126 | 32.664 | 1:39.016 |
| 11 | 34.401 | 1:39.296 |
| 143 | 41.302 | 1:42.457 |
| 46 | 41.322 | 1:42.263 |
| 30 | 41.626 | 1:42.628 |
| 156 | 42.167 | 1:42.152 |
| 59 | 42.523 | 1:41.938 |
| 661 | 44.258 | 1:41.202 |
| 60 | 46.433 | 1:41.407 |
| 81 | 1:04.683 | 1:45.424 |
| 62 | 1:22.221 | 1:47.758 |
| 222 | 1:27.033 | 1:49.044 |
| 83 | 1:29.201 | 1:46.838 |

LAP 7 @ 11:16:19.867

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 52 | | 1:35.802 |
| 64 | 1 Lap | 1:50.550 |
| 5 | 11.522 | 1:37.455 |
| 34 | 13.195 | 1:37.938 |
| 84 | 14.853 | 1:38.249 |
| 82 | 21.553 | 1:38.407 |
| 111 | 22.251 | 1:37.604 |
| 56 | 31.450 | 1:37.862 |
| 17 | 33.658 | 1:39.203 |
| 126 | 35.049 | 1:38.187 |
| 11 | 37.591 | 1:38.992 |
| 46 | 44.728 | 1:39.208 |
| 30 | 46.194 | 1:40.370 |
| 143 | 48.410 | 1:42.910 |
| 156 | 48.771 | 1:42.406 |
| 59 | 48.972 | 1:42.251 |
| 661 | 49.396 | 1:40.940 |
| 60 | 52.336 | 1:41.705 |
| 81 | 1:14.123 | 1:45.242 |
| 62 | 1:33.519 | 1:47.100 |

LAP 8 @ 11:17:57.572

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 52 | | 1:37.705 |
| 222 | 1 Lap | 1:49.465 |
| 83 | 1 Lap | 1:48.232 |
| 5 | 11.865 | 1:38.048 |
| 64 | 1 Lap | 1:50.902 |
| 34 | 13.495 | 1:38.005 |
| 84 | 15.785 | 1:38.637 |
| 82 | 21.691 | 1:37.843 |
| 111 | 22.513 | 1:37.967 |
| 56 | 31.108 | 1:37.363 |
| 126 | 35.575 | 1:38.231 |
| 17 | 36.460 | 1:40.507 |
| 11 | 39.031 | 1:39.145 |
| 46 | 47.309 | 1:40.286 |

| | | |
|-----|----------|----------|
| 30 | 48.803 | 1:40.314 |
| 143 | 52.871 | 1:42.166 |
| 156 | 53.038 | 1:41.972 |
| 661 | 53.813 | 1:42.122 |
| 59 | 53.912 | 1:42.645 |
| 60 | 55.724 | 1:41.093 |
| 81 | 1:20.651 | 1:44.233 |
| 62 | 1:41.577 | 1:45.763 |

Weather / Track : Cloudy / Dry

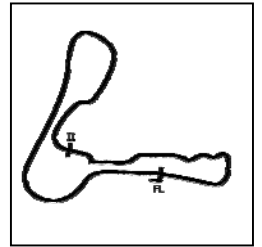
Results can be found at www.tsl-timing.com

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:04 Flag 11:17 End: 11:19

Printed - 11:26 Sunday, 29 April 2018

Team Respro MRO 600 inc Clubman 600

RACE 3 - 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 52 | | Tommy PHILP | | Yamaha - Draper vent | | |
|---------------------------|---------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 1:35.036 | | BEST LAP TIME : 1:35.516 | | DIFFERENCE : 0.480 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 41.578 | 1:43.830 | 75.58 | 8.314 | 11:06:42.906 |
| 2 - | 56.270 | 40.757 | 1:37.027 | 80.88 | 1.511 | 11:08:19.933 |
| 3 - | 55.517 | 40.553 | 1:36.070 | 81.69 | 0.554 | 11:09:56.003 |
| 4 - | 55.842 | 40.717 | 1:36.559 | 81.27 | 1.043 | 11:11:32.562 |
| 5 - | 55.291 | 40.696 | 1:35.987 (3) | 81.76 | 0.471 | 11:13:08.549 |
| 6 - | 55.124 | 40.392 | 1:35.516 (1) | 82.16 | | 11:14:44.065 |
| 7 - | 54.644 | 41.158 | 1:35.802 (2) | 81.91 | 0.286 | 11:16:19.867 |
| 8 - | 55.655 | 42.050 | 1:37.705 | 80.32 | 2.189 | 11:17:57.572 |

| P2 5 | | Aaron CLARKE | | Yamaha - Yamaha | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:35.972 | | BEST LAP TIME : 1:36.420 | | DIFFERENCE : 0.448 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.315 | 1:49.476 | 71.68 | 13.056 | 11:06:48.552 |
| 2 - | 56.530 | 41.374 | 1:37.904 | 80.16 | 1.484 | 11:08:26.456 |
| 3 - | 55.921 | 40.627 | 1:36.548 (2) | 81.28 | 0.128 | 11:10:03.004 |
| 4 - | 55.345 | 41.075 | 1:36.420 (1) | 81.39 | | 11:11:39.424 |
| 5 - | 55.751 | 41.707 | 1:37.458 | 80.52 | 1.038 | 11:13:16.882 |
| 6 - | 55.868 | 41.184 | 1:37.052 (3) | 80.86 | 0.632 | 11:14:53.934 |
| 7 - | 56.199 | 41.256 | 1:37.455 | 80.53 | 1.035 | 11:16:31.389 |
| 8 - | 56.079 | 41.969 | 1:38.048 | 80.04 | 1.628 | 11:18:09.437 |

| P3 34 | | Michael ROSE | | Yamaha - Rose Racing | | |
|---------------------------|---------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.379 | | BEST LAP TIME : 1:37.379 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 41.413 | 1:44.006 | 75.45 | 6.627 | 11:06:43.082 |
| 2 - | 57.241 | 41.482 | 1:38.723 | 79.49 | 1.344 | 11:08:21.805 |
| 3 - | 57.256 | 41.327 | 1:38.583 | 79.60 | 1.204 | 11:10:00.388 |
| 4 - | 56.794 | 41.939 | 1:38.733 | 79.48 | 1.354 | 11:11:39.121 |
| 5 - | 56.738 | 41.886 | 1:38.624 | 79.57 | 1.245 | 11:13:17.745 |
| 6 - | 56.344 | 41.035 | 1:37.379 (1) | 80.59 | | 11:14:55.124 |
| 7 - | 56.494 | 41.444 | 1:37.938 (2) | 80.13 | 0.559 | 11:16:33.062 |
| 8 - | 56.583 | 41.422 | 1:38.005 (3) | 80.07 | 0.626 | 11:18:11.067 |

| P4 84 C | | Ben WOTTON | | Triumph - JJR Triumph/ RJS Services | | |
|---------------------------|---------------|--------------------------|---------------------|-------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.791 | | BEST LAP TIME : 1:37.907 | | DIFFERENCE : 0.116 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 41.888 | 1:45.279 | 74.54 | 7.372 | 11:06:44.355 |
| 2 - | 56.427 | 41.480 | 1:37.907 (1) | 80.15 | | 11:08:22.262 |
| 3 - | 56.356 | 42.018 | 1:38.374 | 79.77 | 0.467 | 11:10:00.636 |
| 4 - | 56.311 | 41.640 | 1:37.951 (2) | 80.12 | 0.044 | 11:11:38.587 |
| 5 - | 56.431 | 42.962 | 1:39.393 | 78.95 | 1.486 | 11:13:17.980 |
| 6 - | 56.792 | 41.699 | 1:38.491 | 79.68 | 0.584 | 11:14:56.471 |
| 7 - | 56.595 | 41.654 | 1:38.249 (3) | 79.87 | 0.342 | 11:16:34.720 |
| 8 - | 56.687 | 41.950 | 1:38.637 | 79.56 | 0.730 | 11:18:13.357 |

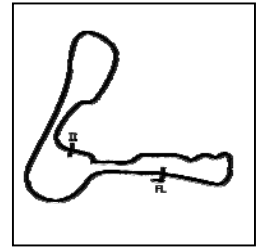
| P5 82 C | | Andrew SMITH | | Kawasaki - 5 Club Racing | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.843 | | BEST LAP TIME : 1:37.843 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 42.964 | 1:46.675 | 73.56 | 8.832 | 11:06:45.751 |
| 2 - | 58.096 | 42.352 | 1:40.448 | 78.13 | 2.605 | 11:08:26.199 |
| 3 - | 57.774 | 42.294 | 1:40.068 | 78.42 | 2.225 | 11:10:06.267 |
| 4 - | 57.347 | 41.522 | 1:38.869 | 79.37 | 1.026 | 11:11:45.136 |
| 5 - | 57.194 | 41.897 | 1:39.091 | 79.20 | 1.248 | 11:13:24.227 |
| 6 - | 57.065 | 41.721 | 1:38.786 (3) | 79.44 | 0.943 | 11:15:03.013 |
| 7 - | 56.758 | 41.649 | 1:38.407 (2) | 79.75 | 0.564 | 11:16:41.420 |
| 8 - | 56.560 | 41.283 | 1:37.843 (1) | 80.21 | | 11:18:19.263 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:04 Flag 11:17 End: 11:19

Team Respro MRO 600 inc Clubman 600

RACE 3 - 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

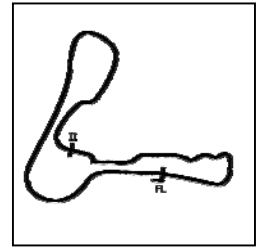
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|--|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| P6 111 Sam SMITH Kawasaki - GBM KAWASAKI | | | | | | |
| IDEAL LAP TIME : 1:37.540 | | BEST LAP TIME : 1:37.604 | | DIFFERENCE : 0.064 | | |
| 1 - | | 43.385 | 1:50.889 | 70.77 | 13.285 | 11:06:49.965 |
| 2 - | 58.176 | 42.125 | 1:40.301 | 78.24 | 2.697 | 11:08:30.266 |
| 3 - | 56.303 | 41.798 | 1:38.101 (3) | 79.99 | 0.497 | 11:10:08.367 |
| 4 - | 56.689 | 41.507 | 1:38.196 | 79.92 | 0.592 | 11:11:46.563 |
| 5 - | 57.193 | 41.851 | 1:39.044 | 79.23 | 1.440 | 11:13:25.607 |
| 6 - | 57.148 | 41.759 | 1:38.907 | 79.34 | 1.303 | 11:15:04.514 |
| 7 - | 56.367 | 41.237 | 1:37.604 (1) | 80.40 | | 11:16:42.118 |
| 8 - | 56.458 | 41.509 | 1:37.967 (2) | 80.10 | 0.363 | 11:18:20.085 |
| P7 56 Michael MILLS Yamaha - A51 Racing | | | | | | |
| IDEAL LAP TIME : 1:37.363 | | BEST LAP TIME : 1:37.363 | | DIFFERENCE : 0.000 | | |
| 1 - | | 43.482 | 1:50.664 | 70.91 | 13.301 | 11:06:49.740 |
| 2 - | 59.004 | 43.928 | 1:42.932 | 76.24 | 5.569 | 11:08:32.672 |
| 3 - | 59.938 | 43.458 | 1:43.396 | 75.90 | 6.033 | 11:10:16.068 |
| 4 - | 58.670 | 41.742 | 1:40.412 | 78.15 | 3.049 | 11:11:56.480 |
| 5 - | 57.194 | 41.814 | 1:39.008 | 79.26 | 1.645 | 11:13:35.488 |
| 6 - | 56.881 | 41.086 | 1:37.967 (3) | 80.10 | 0.604 | 11:15:13.455 |
| 7 - | 56.686 | 41.176 | 1:37.862 (2) | 80.19 | 0.499 | 11:16:51.317 |
| 8 - | 56.288 | 41.075 | 1:37.363 (1) | 80.60 | | 11:18:28.680 |
| P8 126 Luke HOPKINS Yamaha - Mum - Zarra Hopkins | | | | | | |
| IDEAL LAP TIME : 1:37.615 | | BEST LAP TIME : 1:38.187 | | DIFFERENCE : 0.572 | | |
| 1 - | | 43.524 | 1:50.591 | 70.96 | 12.404 | 11:06:49.667 |
| 2 - | 58.990 | 44.311 | 1:43.301 | 75.97 | 5.114 | 11:08:32.968 |
| 3 - | 59.888 | 43.372 | 1:43.260 | 76.00 | 5.073 | 11:10:16.228 |
| 4 - | 59.815 | 42.444 | 1:42.259 | 76.74 | 4.072 | 11:11:58.487 |
| 5 - | 57.362 | 41.864 | 1:39.226 | 79.09 | 1.039 | 11:13:37.713 |
| 6 - | 57.415 | 41.601 | 1:39.016 (3) | 79.26 | 0.829 | 11:15:16.729 |
| 7 - | 57.149 | 41.038 | 1:38.187 (1) | 79.92 | | 11:16:54.916 |
| 8 - | 56.577 | 41.654 | 1:38.231 (2) | 79.89 | 0.044 | 11:18:33.147 |
| P9 17 C Philip BAKER Triumph - Ashford accident repair centre | | | | | | |
| IDEAL LAP TIME : 1:38.557 | | BEST LAP TIME : 1:38.958 | | DIFFERENCE : 0.401 | | |
| 1 - | | 44.319 | 1:49.568 | 71.62 | 10.610 | 11:06:48.644 |
| 2 - | 59.751 | 44.126 | 1:43.877 | 75.55 | 4.919 | 11:08:32.521 |
| 3 - | 59.641 | 42.357 | 1:41.998 | 76.94 | 3.040 | 11:10:14.519 |
| 4 - | 58.178 | 42.264 | 1:40.442 | 78.13 | 1.484 | 11:11:54.961 |
| 5 - | 58.088 | 42.315 | 1:40.403 (3) | 78.16 | 1.445 | 11:13:35.364 |
| 6 - | 57.755 | 41.203 | 1:38.958 (1) | 79.30 | | 11:15:14.322 |
| 7 - | 57.354 | 41.849 | 1:39.203 (2) | 79.11 | 0.245 | 11:16:53.525 |
| 8 - | 57.434 | 43.073 | 1:40.507 | 78.08 | 1.549 | 11:18:34.032 |
| P10 11 Josh HARVEY Yamaha - NR Racing | | | | | | |
| IDEAL LAP TIME : 1:38.886 | | BEST LAP TIME : 1:38.992 | | DIFFERENCE : 0.106 | | |
| 1 - | | 44.088 | 1:52.091 | 70.01 | 13.099 | 11:06:51.167 |
| 2 - | 59.518 | 43.125 | 1:42.643 | 76.45 | 3.651 | 11:08:33.810 |
| 3 - | 59.122 | 43.463 | 1:42.585 | 76.50 | 3.593 | 11:10:16.395 |
| 4 - | 59.758 | 43.950 | 1:43.708 | 75.67 | 4.716 | 11:12:00.103 |
| 5 - | 57.394 | 41.673 | 1:39.067 (2) | 79.21 | 0.075 | 11:13:39.170 |
| 6 - | 57.376 | 41.920 | 1:39.296 | 79.03 | 0.304 | 11:15:18.466 |
| 7 - | 57.213 | 41.779 | 1:38.992 (1) | 79.27 | | 11:16:57.458 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:04 Flag 11:17 End: 11:19

Team Respro MRO 600 inc Clubman 600

RACE 3 - 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

8 - 57.234 41.911 1:39.145 (3) 79.15 0.153 11:18:36.603

| P11 46 | | Harry ROWLINGS | | Triumph - Bernard Elliott racing / Steve Jordan motorcycles | | | |
|---------------------------|---------------|--------------------------|---------------------|---|--------|---------------------|--|
| IDEAL LAP TIME : 1:39.208 | | BEST LAP TIME : 1:39.208 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.191 | 1:52.161 | 69.97 | 12.953 | 11:06:51.237 | |
| 2 - | 59.626 | 43.041 | 1:42.667 | 76.44 | 3.459 | 11:08:33.904 | |
| 3 - | 59.487 | 44.055 | 1:43.542 | 75.79 | 4.334 | 11:10:17.446 | |
| 4 - | 59.295 | 44.663 | 1:43.958 | 75.49 | 4.750 | 11:12:01.404 | |
| 5 - | 58.364 | 43.356 | 1:41.720 (3) | 77.15 | 2.512 | 11:13:43.124 | |
| 6 - | 59.158 | 43.105 | 1:42.263 | 76.74 | 3.055 | 11:15:25.387 | |
| 7 - | 57.533 | 41.675 | 1:39.208 (1) | 79.10 | | 11:17:04.595 | |
| 8 - | 58.113 | 42.173 | 1:40.286 (2) | 78.25 | 1.078 | 11:18:44.881 | |

| P12 30 C | | Richard GOODE | | Yamaha - Wps ltd / Geoff hand automotive engineering | | | |
|---------------------------|---------------|--------------------------|---------------------|--|--------|---------------------|--|
| IDEAL LAP TIME : 1:40.013 | | BEST LAP TIME : 1:40.314 | | DIFFERENCE : 0.301 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.372 | 1:51.947 | 70.10 | 11.633 | 11:06:51.023 | |
| 2 - | 59.370 | 43.350 | 1:42.720 | 76.40 | 2.406 | 11:08:33.743 | |
| 3 - | 59.927 | 43.760 | 1:43.687 | 75.68 | 3.373 | 11:10:17.430 | |
| 4 - | 59.582 | 43.811 | 1:43.393 | 75.90 | 3.079 | 11:12:00.823 | |
| 5 - | 58.780 | 43.460 | 1:42.240 (3) | 76.76 | 1.926 | 11:13:43.063 | |
| 6 - | 59.123 | 43.505 | 1:42.628 | 76.47 | 2.314 | 11:15:25.691 | |
| 7 - | 58.669 | 41.701 | 1:40.370 (2) | 78.19 | 0.056 | 11:17:06.061 | |
| 8 - | 58.312 | 42.002 | 1:40.314 (1) | 78.23 | | 11:18:46.375 | |

| P13 143 C | | Daire PRENDERGAST | | Kawasaki - | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:41.580 | | BEST LAP TIME : 1:42.166 | | DIFFERENCE : 0.586 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.397 | 1:49.388 | 71.74 | 7.222 | 11:06:48.464 | |
| 2 - | 59.628 | 44.349 | 1:43.977 | 75.47 | 1.811 | 11:08:32.441 | |
| 3 - | 1:00.051 | 43.511 | 1:43.562 | 75.78 | 1.396 | 11:10:16.003 | |
| 4 - | 59.946 | 44.624 | 1:44.570 | 75.05 | 2.404 | 11:12:00.573 | |
| 5 - | 58.807 | 43.530 | 1:42.337 (2) | 76.68 | 0.171 | 11:13:42.910 | |
| 6 - | 59.089 | 43.368 | 1:42.457 (3) | 76.59 | 0.291 | 11:15:25.367 | |
| 7 - | 59.304 | 43.606 | 1:42.910 | 76.26 | 0.744 | 11:17:08.277 | |
| 8 - | 58.212 | 43.954 | 1:42.166 (1) | 76.81 | | 11:18:50.443 | |

| P14 156 C | | Michael STONE | | Kawasaki - | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:41.091 | | BEST LAP TIME : 1:41.972 | | DIFFERENCE : 0.881 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 45.065 | 1:53.577 | 69.09 | 11.605 | 11:06:52.653 | |
| 2 - | 59.527 | 44.023 | 1:43.550 | 75.79 | 1.578 | 11:08:36.203 | |
| 3 - | 59.398 | 43.857 | 1:43.255 | 76.00 | 1.283 | 11:10:19.458 | |
| 4 - | 58.428 | 44.031 | 1:42.459 | 76.59 | 0.487 | 11:12:01.917 | |
| 5 - | 59.223 | 42.940 | 1:42.163 (3) | 76.81 | 0.191 | 11:13:44.080 | |
| 6 - | 58.618 | 43.534 | 1:42.152 (2) | 76.82 | 0.180 | 11:15:26.232 | |
| 7 - | 58.957 | 43.449 | 1:42.406 | 76.63 | 0.434 | 11:17:08.638 | |
| 8 - | 58.151 | 43.821 | 1:41.972 (1) | 76.96 | | 11:18:50.610 | |

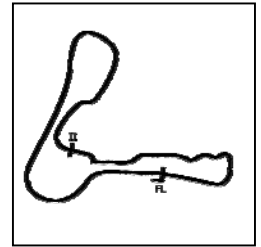
| P15 661 C | | Cameron HARRIS | | Yamaha - HARRIS PERFORMANCE | | | |
|---------------------------|----------|--------------------------|--------------|-----------------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:40.569 | | BEST LAP TIME : 1:40.940 | | DIFFERENCE : 0.371 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.811 | 1:56.821 | 67.18 | 15.881 | 11:06:55.897 | |
| 2 - | 1:01.413 | 43.763 | 1:45.176 | 74.61 | 4.236 | 11:08:41.073 | |
| 3 - | 59.728 | 43.063 | 1:42.791 | 76.34 | 1.851 | 11:10:23.864 | |
| 4 - | 58.984 | 43.310 | 1:42.294 | 76.72 | 1.354 | 11:12:06.158 | |
| 5 - | 58.666 | 42.297 | 1:40.963 (2) | 77.73 | 0.023 | 11:13:47.121 | |
| 6 - | 58.599 | 42.603 | 1:41.202 (3) | 77.54 | 0.262 | 11:15:28.323 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:04 Flag 11:17 End: 11:19

Team Respro MRO 600 inc Clubman 600

RACE 3 - 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

| | | | | | | |
|-----|---------------|--------|---------------------|--------------|-------|---------------------|
| 7 - | 58.616 | 42.324 | 1:40.940 (1) | 77.74 | | 11:17:09.263 |
| 8 - | 58.272 | 43.850 | 1:42.122 | 76.84 | 1.182 | 11:18:51.385 |

| P16 | 59 | David HEWSON | Kawasaki - Obsession Engineering Limited | | | |
|---------------------------|---------------|--------------------------|--|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:41.572 | | BEST LAP TIME : 1:41.938 | | DIFFERENCE : 0.366 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.650 | 1:50.454 | 71.05 | 8.516 | 11:06:49.530 |
| 2 - | 59.856 | 43.977 | 1:43.833 | 75.58 | 1.895 | 11:08:33.363 |
| 3 - | 59.906 | 43.920 | 1:43.826 | 75.58 | 1.888 | 11:10:17.189 |
| 4 - | 59.229 | 44.926 | 1:44.155 | 75.34 | 2.217 | 11:12:01.344 |
| 5 - | 1:00.013 | 43.293 | 1:43.306 | 75.96 | 1.368 | 11:13:44.650 |
| 6 - | 58.771 | 43.167 | 1:41.938 (1) | 76.98 | | 11:15:26.588 |
| 7 - | 58.818 | 43.433 | 1:42.251 (2) | 76.75 | 0.313 | 11:17:08.839 |
| 8 - | 58.405 | 44.240 | 1:42.645 (3) | 76.45 | 0.707 | 11:18:51.484 |

| P17 | 60 C | Jack YOUNGE | Yamaha - Chase Timber Products | | | |
|---------------------------|---------------|--------------------------|--------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:41.093 | | BEST LAP TIME : 1:41.093 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.246 | 1:54.798 | 68.36 | 13.705 | 11:06:53.874 |
| 2 - | 1:00.689 | 43.967 | 1:44.656 | 74.98 | 3.563 | 11:08:38.530 |
| 3 - | 1:00.415 | 43.758 | 1:44.173 | 75.33 | 3.080 | 11:10:22.703 |
| 4 - | 59.990 | 43.982 | 1:43.972 | 75.48 | 2.879 | 11:12:06.675 |
| 5 - | 59.236 | 43.180 | 1:42.416 | 76.62 | 1.323 | 11:13:49.091 |
| 6 - | 58.737 | 42.670 | 1:41.407 (2) | 77.39 | 0.314 | 11:15:30.498 |
| 7 - | 58.938 | 42.767 | 1:41.705 (3) | 77.16 | 0.612 | 11:17:12.203 |
| 8 - | 58.471 | 42.622 | 1:41.093 (1) | 77.63 | | 11:18:53.296 |

| P18 | 81 C | Liam DUFFETT | Triumph - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:44.233 | | BEST LAP TIME : 1:44.233 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.657 | 1:56.400 | 67.42 | 12.167 | 11:06:55.476 |
| 2 - | 1:02.841 | 45.573 | 1:48.414 | 72.38 | 4.181 | 11:08:43.890 |
| 3 - | 1:02.345 | 45.143 | 1:47.488 | 73.01 | 3.255 | 11:10:31.378 |
| 4 - | 1:01.711 | 45.030 | 1:46.741 | 73.52 | 2.508 | 11:12:18.119 |
| 5 - | 1:00.790 | 44.415 | 1:45.205 (2) | 74.59 | 0.972 | 11:14:03.324 |
| 6 - | 1:00.749 | 44.675 | 1:45.424 | 74.44 | 1.191 | 11:15:48.748 |
| 7 - | 1:00.841 | 44.401 | 1:45.242 (3) | 74.57 | 1.009 | 11:17:33.990 |
| 8 - | 1:00.267 | 43.966 | 1:44.233 (1) | 75.29 | | 11:19:18.223 |

| P19 | 62 C | Charlie PATERSON | Yamaha - TBR Performance | | | |
|---------------------------|-----------------|--------------------------|--------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:45.763 | | BEST LAP TIME : 1:45.763 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.014 | 2:00.901 | 64.91 | 15.138 | 11:06:59.977 |
| 2 - | 1:03.820 | 46.971 | 1:50.791 | 70.83 | 5.028 | 11:08:50.768 |
| 3 - | 1:03.577 | 46.955 | 1:50.532 | 71.00 | 4.769 | 11:10:41.300 |
| 4 - | 1:02.639 | 46.737 | 1:49.376 | 71.75 | 3.613 | 11:12:30.676 |
| 5 - | 1:01.804 | 46.048 | 1:47.852 | 72.76 | 2.089 | 11:14:18.528 |
| 6 - | 1:01.996 | 45.762 | 1:47.758 (3) | 72.83 | 1.995 | 11:16:06.286 |
| 7 - | 1:01.865 | 45.235 | 1:47.100 (2) | 73.27 | 1.337 | 11:17:53.386 |
| 8 - | 1:00.679 | 45.084 | 1:45.763 (1) | 74.20 | | 11:19:39.149 |

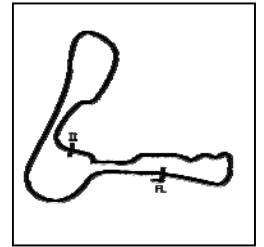
| P20 | 222 C | Matthew EPPS | Yamaha - M.E Vehicle Repairs | | | |
|---------------------------|-----------------|--------------------------|------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.251 | | BEST LAP TIME : 1:48.581 | | DIFFERENCE : 0.330 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.321 | 2:01.956 | 64.35 | 13.375 | 11:07:01.032 |
| 2 - | 1:04.996 | 47.481 | 1:52.477 | 69.77 | 3.896 | 11:08:53.509 |
| 3 - | 1:04.098 | 46.740 | 1:50.838 | 70.80 | 2.257 | 11:10:44.347 |
| 4 - | 1:03.607 | 45.519 | 1:49.126 (3) | 71.91 | 0.545 | 11:12:33.473 |
| 5 - | 1:02.732 | 45.849 | 1:48.581 (1) | 72.27 | | 11:14:22.054 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:04 Flag 11:17 End: 11:19

Team Respro MRO 600 inc Clubman 600

RACE 3 - 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

| | | | | | | |
|-----|----------|--------|--------------|-------|-------|--------------|
| 6 - | 1:03.135 | 45.909 | 1:49.044 (2) | 71.97 | 0.463 | 11:16:11.098 |
| 7 - | 1:03.221 | 46.244 | 1:49.465 | 71.69 | 0.884 | 11:18:00.563 |

| | | | | | | |
|---------------------------|-----------|-----------------------------|----------------------------|--|--|--|
| P21 | 83 | Talan SKEELS-PIGGINS | Suzuki - McMillan Williams | | | |
| IDEAL LAP TIME : 1:46.838 | | BEST LAP TIME : 1:46.838 | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 48.592 | 2:02.539 | 64.04 | 15.701 | 11:07:01.615 |
| 2 - | 1:04.694 | 48.005 | 1:52.699 | 69.63 | 5.861 | 11:08:54.314 |
| 3 - | 1:04.722 | 47.571 | 1:52.293 | 69.88 | 5.455 | 11:10:46.607 |
| 4 - | 1:04.891 | 47.201 | 1:52.092 | 70.01 | 5.254 | 11:12:38.699 |
| 5 - | 1:02.550 | 45.179 | 1:47.729 (2) | 72.85 | 0.891 | 11:14:26.428 |
| 6 - | 1:01.660 | 45.178 | 1:46.838 (1) | 73.45 | | 11:16:13.266 |
| 7 - | 1:02.411 | 45.821 | 1:48.232 (3) | 72.51 | 1.394 | 11:18:01.498 |

| | | | | | | |
|---------------------------|-------------|--------------------------|--|--|--|--|
| P22 | 64 C | Rob SALTMER | Yamaha - Universal Tyres & Autocentres | | | |
| IDEAL LAP TIME : 1:50.530 | | BEST LAP TIME : 1:50.550 | DIFFERENCE : 0.020 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 47.555 | 2:00.178 | 65.30 | 9.628 | 11:06:59.254 |
| 2 - | 1:05.701 | 47.783 | 1:53.484 | 69.15 | 2.934 | 11:08:52.738 |
| 3 - | 1:06.050 | 47.553 | 1:53.603 | 69.08 | 3.053 | 11:10:46.341 |
| 4 - | 1:04.978 | 47.004 | 1:51.982 | 70.08 | 1.432 | 11:12:38.323 |
| 5 - | 1:04.522 | 46.701 | 1:51.223 (3) | 70.56 | 0.673 | 11:14:29.546 |
| 6 - | 1:03.994 | 46.556 | 1:50.550 (1) | 70.99 | | 11:16:20.096 |
| 7 - | 1:03.974 | 46.928 | 1:50.902 (2) | 70.76 | 0.352 | 11:18:10.998 |

Team Respro MRO 600 inc Clubman 600

RACE 3 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|----------------|-----------------|-----|----------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:35.036 | | |
| 1 | 52 | PHILP | 54.644 | 52 | PHILP | 40.392 | 1 | 52 | PHILP | 1:35.036 | 1:35.516 | 0.480 |
| 2 | 5 | CLARKE | 55.345 | 5 | CLARKE | 40.627 | 2 | 5 | CLARKE | 1:35.972 | 1:36.420 | 0.448 |
| 3 | 56 | MILLS | 56.288 | 34 | ROSE | 41.035 | 3 | 56 | MILLS | 1:37.363 | 1:37.363 | 0.000 |
| 4 | 111 | SMITH | 56.303 | 126 | HOPKINS | 41.038 | 4 | 34 | ROSE | 1:37.379 | 1:37.379 | 0.000 |
| 5 | 84 | WOTTON | 56.311 | 56 | MILLS | 41.075 | 5 | 111 | SMITH | 1:37.540 | 1:37.604 | 0.064 |
| 6 | 34 | ROSE | 56.344 | 17 | BAKER | 41.203 | 6 | 126 | HOPKINS | 1:37.615 | 1:38.187 | 0.572 |
| 7 | 82 | SMITH | 56.560 | 111 | SMITH | 41.237 | 7 | 84 | WOTTON | 1:37.791 | 1:37.907 | 0.116 |
| 8 | 126 | HOPKINS | 56.577 | 82 | SMITH | 41.283 | 8 | 82 | SMITH | 1:37.843 | 1:37.843 | 0.000 |
| 9 | 11 | HARVEY | 57.213 | 84 | WOTTON | 41.480 | 9 | 17 | BAKER | 1:38.557 | 1:38.958 | 0.401 |
| 10 | 17 | BAKER | 57.354 | 11 | HARVEY | 41.673 | 10 | 11 | HARVEY | 1:38.886 | 1:38.992 | 0.106 |
| 11 | 46 | ROWLINGS | 57.533 | 46 | ROWLINGS | 41.675 | 11 | 46 | ROWLINGS | 1:39.208 | 1:39.208 | 0.000 |
| 12 | 156 | STONE | 58.151 | 30 | GOODE | 41.701 | 12 | 30 | GOODE | 1:40.013 | 1:40.314 | 0.301 |
| 13 | 143 | PRENDERGAST | 58.212 | 661 | HARRIS | 42.297 | 13 | 661 | HARRIS | 1:40.569 | 1:40.940 | 0.371 |
| 14 | 661 | HARRIS | 58.272 | 60 | YOUNGE | 42.622 | 14 | 156 | STONE | 1:41.091 | 1:41.972 | 0.881 |
| 15 | 30 | GOODE | 58.312 | 156 | STONE | 42.940 | 15 | 60 | YOUNGE | 1:41.093 | 1:41.093 | 0.000 |
| 16 | 59 | HEWSON | 58.405 | 59 | HEWSON | 43.167 | 16 | 59 | HEWSON | 1:41.572 | 1:41.938 | 0.366 |
| 17 | 60 | YOUNGE | 58.471 | 143 | PRENDERGAST | 43.368 | 17 | 143 | PRENDERGAST | 1:41.580 | 1:42.166 | 0.586 |
| 18 | 81 | DUFFETT | 1:00.267 | 81 | DUFFETT | 43.966 | 18 | 81 | DUFFETT | 1:44.233 | 1:44.233 | 0.000 |
| 19 | 62 | PATERSON | 1:00.679 | 62 | PATERSON | 45.084 | 19 | 62 | PATERSON | 1:45.763 | 1:45.763 | 0.000 |
| 20 | 83 | SKEELS-PIGGINS | 1:01.660 | 83 | SKEELS-PIGGINS | 45.178 | 20 | 83 | SKEELS-PIGGINS | 1:46.838 | 1:46.838 | 0.000 |
| 21 | 222 | EPPS | 1:02.732 | 222 | EPPS | 45.519 | 21 | 222 | EPPS | 1:48.251 | 1:48.581 | 0.330 |
| 22 | 64 | SALTMER | 1:03.974 | 64 | SALTMER | 46.556 | 22 | 64 | SALTMER | 1:50.530 | 1:50.550 | 0.020 |
| 23 | | | | | | | | | | | | |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 11:04 Flag 11:17 End: 11:19

Printed - 11:23 Sunday, 29 April 2018

Team Respro MRO 600 inc Clubman 600
RACE 11 - GRID (8 Laps)

| | | | | | | | |
|--------|----|---------------------|----|-------------------------|----|------------------|----------------------------------|
| ROW 10 | 28 | 192 Daniel MOFFA | 29 | 83 Talan SKEELS-PIGGINS | 1 | | 1:46.838 |
| ROW 9 | 25 | 80 Stephen KIMMINGS | 26 | 181 Gary CROFT | 27 | 6 Nick BETTRIDGE | |
| ROW 8 | 22 | 88 Michael STANLEY | 23 | 77 Matty WHELAN | 24 | 53 Jason SIGGS | |
| ROW 7 | 19 | 62 Charlie PATERSON | 20 | 222 Matthew EPPS | 21 | 64 Rob SALTMER | 1:45.763 1:48.581 1:50.550 |
| ROW 6 | 16 | 156 Michael STONE | 17 | 143 Daire PRENDERGAST | 18 | 81 Liam DUFFETT | 1:41.972 1:42.166 1:44.233 |
| ROW 5 | 13 | 661 Cameron HARRIS | 14 | 60 Jack YOUNGE | 15 | 59 David HEWSON | 1:40.940 1:41.093 1:41.938 |
| ROW 4 | 10 | 11 Josh HARVEY | 11 | 46 Harry ROWLINGS | 12 | 30 Richard GOODE | 1:38.992 1:39.208 1:40.314 |
| ROW 3 | 7 | 84 Ben WOTTON | 8 | 126 Luke HOPKINS | 9 | 17 Philip BAKER | 1:37.907 1:38.187 1:38.958 |
| ROW 2 | 4 | 34 Michael ROSE | 5 | 111 Sam SMITH | 6 | 82 Andrew SMITH | 1:37.379 1:37.604 1:37.843 |
| ROW 1 | 1 | 52 Tommy PHILP | 2 | 5 Aaron CLARKE | 3 | 56 Michael MILLS | 1:35.516 1:36.420 1:37.363 |

Pole

Cadwell Park
 Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | | |
|-------------------|--|--------------|--|
| Clerk Of Course : | | Timekeeper : | |
|-------------------|--|--------------|--|

Results can be found at www.tsl-timing.com

Printed - 11:32 Sunday, 29 April 2018



Team Respro MRO 600 inc Clubman 600

RACE 11 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|------------------------|--|------|----------|----------|--------|-------|----------|----|
| 1 | 52 | | 1 Tommy PHILP | Yamaha - Draper vent | 5 | 7:53.200 | | | 82.92 | 1:32.714 | 2 |
| 2 | 5 | | 2 Aaron CLARKE | Yamaha - Yamaha | 5 | 8:02.457 | 9.257 | 9.257 | 81.33 | 1:34.720 | 4 |
| 3 | 11 | | 3 Josh HARVEY | Yamaha - NR Racing | 5 | 8:16.731 | 23.531 | 14.274 | 78.99 | 1:37.693 | 3 |
| 4 | 56 | | 4 Michael MILLS | Yamaha - A51 Racing | 5 | 8:17.266 | 24.066 | 0.535 | 78.91 | 1:38.046 | 3 |
| 5 | 126 | | 5 Luke HOPKINS | Yamaha - Mum - Zarra Hopkins | 5 | 8:17.682 | 24.482 | 0.416 | 78.84 | 1:37.873 | 3 |
| 6 | 46 | | 6 Harry ROWLINGS | Triumph - Bernard Elliott racing / Steve Jordan moto | 5 | 8:17.694 | 24.494 | 0.012 | 78.84 | 1:37.677 | 3 |
| 7 | 17 | C | 1 Philip BAKER | Triumph - Ashford accident repair centre | 5 | 8:21.595 | 28.395 | 3.901 | 78.23 | 1:38.540 | 3 |
| 8 | 30 | C | 2 Richard GOODE | Yamaha - Wps ltd / Geoff hand automotive engineer | 5 | 8:31.286 | 38.086 | 9.691 | 76.74 | 1:40.648 | 4 |
| 9 | 60 | C | 3 Jack YOUNGE | Yamaha - Chase Timber Products | 5 | 8:36.852 | 43.652 | 5.566 | 75.92 | 1:41.336 | 4 |
| 10 | 156 | C | 4 Michael STONE | Kawasaki - | 5 | 8:37.045 | 43.845 | 0.193 | 75.89 | 1:41.554 | 3 |
| 11 | 143 | C | 5 Daire PRENDERGAST | Kawasaki - | 5 | 8:48.847 | 55.647 | 11.802 | 74.19 | 1:43.518 | 2 |
| 12 | 62 | C | 6 Charlie PATERSON | Yamaha - TBR Performance | 5 | 8:52.316 | 59.116 | 3.469 | 73.71 | 1:43.922 | 4 |
| 13 | 222 | C | 7 Matthew EPPS | Yamaha - M.E Vehicle Repairs | 5 | 9:04.128 | 1:10.928 | 11.812 | 72.11 | 1:47.035 | 3 |
| 14 | 181 | C | 8 Gary CROFT | Yamaha - Big G Racing, Little e, Acle Locksmiths, N | 5 | 9:04.466 | 1:11.266 | 0.338 | 72.07 | 1:45.606 | 5 |
| 15 | 83 | | 7 Talan SKEELS-PIGGINS | Suzuki - McMillan Williams | 5 | 9:05.870 | 1:12.670 | 1.404 | 71.88 | 1:47.092 | 5 |
| 16 | 64 | C | 9 Rob SALTMER | Yamaha - Universal Tyres & Autocentres | 5 | 9:09.551 | 1:16.351 | 3.681 | 71.40 | 1:48.415 | 2 |

FASTEST LAP

| | | | | | | | | | |
|----|---|--|--------------|--|---|----------|--|-----------|------------|
| 52 | | | Tommy PHILP | Yamaha - Draper vent | 2 | 1:32.714 | | 84.64 mph | 136.22 kph |
| 17 | C | | Philip BAKER | Triumph - Ashford accident repair centre | 3 | 1:38.540 | | 79.64 mph | 128.17 kph |

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

Cadwell Park

Circuit Length = 2.1800 miles

Start: 15:35 Flag 15:43 End: 15:44

Clerk Of Course :

Timekeeper :

Results can be found at www.tsl-timing.com

Printed - 15:46 Sunday, 29 April 2018



Team Respro MRO 600 inc Clubman 600

RACE 11 - LAP CHART

LAP 1 @ 15:37:05.160

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 52 | | 1:38.868 |
| 5 | 0.968 | 1:39.836 |
| 56 | 5.151 | 1:44.019 |
| 126 | 5.829 | 1:44.697 |
| 11 | 6.074 | 1:44.942 |
| 17 | 6.534 | 1:45.402 |
| 46 | 6.776 | 1:45.644 |
| 30 | 8.416 | 1:47.284 |
| 60 | 10.654 | 1:49.522 |
| 156 | 11.018 | 1:49.886 |
| 143 | 12.142 | 1:51.010 |
| 64 | 14.376 | 1:53.244 |
| 62 | 14.656 | 1:53.524 |
| 222 | 15.939 | 1:54.807 |
| 83 | 17.211 | 1:56.079 |
| 181 | 17.369 | 1:56.237 |

| | | |
|-----|----------|----------|
| 11 | 20.259 | 1:37.797 |
| 126 | 20.714 | 1:38.444 |
| 46 | 21.163 | 1:38.467 |
| 17 | 23.522 | 1:39.511 |
| 30 | 31.772 | 1:40.648 |
| 156 | 36.414 | 1:41.948 |
| 60 | 36.817 | 1:41.336 |
| 143 | 44.472 | 1:44.469 |
| 62 | 49.491 | 1:43.922 |
| 222 | 57.857 | 1:47.338 |
| 83 | 1:00.082 | 1:47.268 |
| 181 | 1:00.164 | 1:47.116 |
| 64 | 1:02.229 | 1:49.444 |

LAP 5 @ 15:43:19.492

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 52 | | 1:34.504 |
| 5 | 9.257 | 1:34.804 |
| 11 | 23.531 | 1:37.776 |
| 56 | 24.066 | 1:38.589 |
| 126 | 24.482 | 1:38.272 |
| 46 | 24.494 | 1:37.835 |
| 17 | 28.395 | 1:39.377 |
| 30 | 38.086 | 1:40.818 |
| 60 | 43.652 | 1:41.339 |
| 156 | 43.845 | 1:41.935 |
| 143 | 55.647 | 1:45.679 |
| 62 | 59.116 | 1:44.129 |
| 222 | 1:10.928 | 1:47.575 |
| 181 | 1:11.266 | 1:45.606 |
| 83 | 1:12.670 | 1:47.092 |
| 64 | 1:16.351 | 1:48.626 |

LAP 2 @ 15:38:37.874

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 52 | | 1:32.714 |
| 5 | 6.530 | 1:38.276 |
| 56 | 10.839 | 1:38.402 |
| 126 | 11.511 | 1:38.396 |
| 11 | 11.883 | 1:38.523 |
| 46 | 12.133 | 1:38.071 |
| 17 | 12.585 | 1:38.765 |
| 30 | 16.920 | 1:41.218 |
| 156 | 20.026 | 1:41.722 |
| 60 | 20.815 | 1:42.875 |
| 143 | 22.946 | 1:43.518 |
| 62 | 27.996 | 1:46.054 |
| 64 | 30.077 | 1:48.415 |
| 222 | 30.598 | 1:47.373 |
| 83 | 32.308 | 1:47.811 |
| 181 | 32.739 | 1:48.084 |

LAP 3 @ 15:40:11.456

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 52 | | 1:33.582 |
| 5 | 7.769 | 1:34.821 |
| 56 | 15.303 | 1:38.046 |
| 126 | 15.802 | 1:37.873 |
| 11 | 15.994 | 1:37.693 |
| 46 | 16.228 | 1:37.677 |
| 17 | 17.543 | 1:38.540 |
| 30 | 24.656 | 1:41.318 |
| 156 | 27.998 | 1:41.554 |
| 60 | 29.013 | 1:41.780 |
| 143 | 33.535 | 1:44.171 |
| 62 | 39.101 | 1:44.687 |
| 222 | 44.051 | 1:47.035 |
| 64 | 46.317 | 1:49.822 |
| 83 | 46.346 | 1:47.620 |
| 181 | 46.580 | 1:47.423 |

LAP 4 @ 15:41:44.988

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 52 | | 1:33.532 |
| 5 | 8.957 | 1:34.720 |
| 56 | 19.981 | 1:38.210 |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park

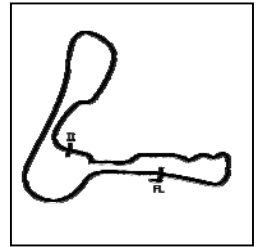
Circuit Length = 2.1800 miles

Start: 15:35 Flag 15:43 End: 15:44

Printed - 15:49 Sunday, 29 April 2018

Team Respro MRO 600 inc Clubman 600

RACE 11 - 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 52 | | Tommy PHILP | | Yamaha - Draper vent | | |
|---------------------------|---------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 1:32.714 | | BEST LAP TIME : 1:32.714 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 39.665 | 1:38.868 | 79.37 | 6.154 | 15:37:05.160 |
| 2 - | 53.629 | 39.085 | 1:32.714 (1) | 84.64 | | 15:38:37.874 |
| 3 - | 53.984 | 39.598 | 1:33.582 (3) | 83.86 | 0.868 | 15:40:11.456 |
| 4 - | 54.086 | 39.446 | 1:33.532 (2) | 83.90 | 0.818 | 15:41:44.988 |
| 5 - | 54.104 | 40.400 | 1:34.504 | 83.04 | 1.790 | 15:43:19.492 |

| P2 5 | | Aaron CLARKE | | Yamaha - Yamaha | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:34.720 | | BEST LAP TIME : 1:34.720 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 39.901 | 1:39.836 | 78.60 | 5.116 | 15:37:06.128 |
| 2 - | 57.888 | 40.388 | 1:38.276 | 79.85 | 3.556 | 15:38:44.404 |
| 3 - | 55.043 | 39.778 | 1:34.821 (3) | 82.76 | 0.101 | 15:40:19.225 |
| 4 - | 54.979 | 39.741 | 1:34.720 (1) | 82.85 | | 15:41:53.945 |
| 5 - | 54.992 | 39.812 | 1:34.804 (2) | 82.78 | 0.084 | 15:43:28.749 |

| P3 11 | | Josh HARVEY | | Yamaha - NR Racing | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.633 | | BEST LAP TIME : 1:37.693 | | DIFFERENCE : 0.060 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 41.426 | 1:44.942 | 74.78 | 7.249 | 15:37:11.234 |
| 2 - | 57.040 | 41.483 | 1:38.523 | 79.65 | 0.830 | 15:38:49.757 |
| 3 - | 56.413 | 41.280 | 1:37.693 (1) | 80.33 | | 15:40:27.450 |
| 4 - | 56.525 | 41.272 | 1:37.797 (3) | 80.24 | 0.104 | 15:42:05.247 |
| 5 - | 56.361 | 41.415 | 1:37.776 (2) | 80.26 | 0.083 | 15:43:43.023 |

| P4 56 | | Michael MILLS | | Yamaha - A51 Racing | | |
|---------------------------|---------------|--------------------------|---------------------|---------------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.567 | | BEST LAP TIME : 1:38.046 | | DIFFERENCE : 0.479 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 41.937 | 1:44.019 | 75.44 | 5.973 | 15:37:10.311 |
| 2 - | 57.279 | 41.123 | 1:38.402 (3) | 79.75 | 0.356 | 15:38:48.713 |
| 3 - | 56.783 | 41.263 | 1:38.046 (1) | 80.04 | | 15:40:26.759 |
| 4 - | 56.769 | 41.441 | 1:38.210 (2) | 79.91 | 0.164 | 15:42:04.969 |
| 5 - | 56.444 | 42.145 | 1:38.589 | 79.60 | 0.543 | 15:43:43.558 |

| P5 126 | | Luke HOPKINS | | Yamaha - Mum - Zarra Hopkins | | |
|---------------------------|---------------|--------------------------|---------------------|------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.681 | | BEST LAP TIME : 1:37.873 | | DIFFERENCE : 0.192 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 42.190 | 1:44.697 | 74.95 | 6.824 | 15:37:10.989 |
| 2 - | 56.963 | 41.433 | 1:38.396 (3) | 79.76 | 0.523 | 15:38:49.385 |
| 3 - | 56.346 | 41.527 | 1:37.873 (1) | 80.18 | | 15:40:27.258 |
| 4 - | 56.548 | 41.896 | 1:38.444 | 79.72 | 0.571 | 15:42:05.702 |
| 5 - | 56.248 | 42.024 | 1:38.272 (2) | 79.86 | 0.399 | 15:43:43.974 |

| P6 46 | | Harry ROWLINGS | | Triumph - Bernard Elliott racing / Steve Jordan motorcycles | | |
|---------------------------|---------------|--------------------------|---------------------|---|-------|---------------------|
| IDEAL LAP TIME : 1:37.252 | | BEST LAP TIME : 1:37.677 | | DIFFERENCE : 0.425 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 41.534 | 1:45.644 | 74.28 | 7.967 | 15:37:11.936 |
| 2 - | 56.783 | 41.288 | 1:38.071 (3) | 80.02 | 0.394 | 15:38:50.007 |
| 3 - | 56.560 | 41.117 | 1:37.677 (1) | 80.34 | | 15:40:27.684 |
| 4 - | 56.643 | 41.824 | 1:38.467 | 79.70 | 0.790 | 15:42:06.151 |
| 5 - | 56.135 | 41.700 | 1:37.835 (2) | 80.21 | 0.158 | 15:43:43.986 |

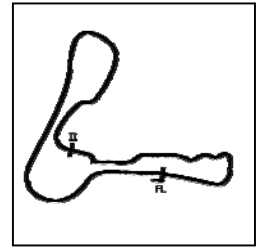
| P7 17 C | | Philip BAKER | | Triumph - Ashford accident repair centre | | |
|---------------------------|---------------|--------------------------|---------------------|--|-------|---------------------|
| IDEAL LAP TIME : 1:38.509 | | BEST LAP TIME : 1:38.540 | | DIFFERENCE : 0.031 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 41.534 | 1:45.644 | 74.28 | 7.967 | 15:37:11.936 |
| 2 - | 56.783 | 41.288 | 1:38.071 (3) | 80.02 | 0.394 | 15:38:50.007 |
| 3 - | 56.560 | 41.117 | 1:37.677 (1) | 80.34 | | 15:40:27.684 |
| 4 - | 56.643 | 41.824 | 1:38.467 | 79.70 | 0.790 | 15:42:06.151 |
| 5 - | 56.135 | 41.700 | 1:37.835 (2) | 80.21 | 0.158 | 15:43:43.986 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:35 Flag 15:43 End: 15:44

Team Respro MRO 600 inc Clubman 600

RACE 11 - 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

| | | | | | | |
|-----|---------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 41.597 | 1:45.402 | 74.45 | 6.862 | 15:37:11.694 |
| 2 - | 57.330 | 41.435 | 1:38.765 (2) | 79.46 | 0.225 | 15:38:50.459 |
| 3 - | 57.074 | 41.466 | 1:38.540 (1) | 79.64 | | 15:40:28.999 |
| 4 - | 57.729 | 41.782 | 1:39.511 | 78.86 | 0.971 | 15:42:08.510 |
| 5 - | 57.716 | 41.661 | 1:39.377 (3) | 78.97 | 0.837 | 15:43:47.887 |

| P8 | 30 C | Richard GOODE | Yamaha - Wps ltd / Geoff hand automotive engineering | | | |
|---------------------------|-------------|--------------------------|--|-----|------|-------------|
| IDEAL LAP TIME : 1:40.648 | | BEST LAP TIME : 1:40.648 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|---------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 42.477 | 1:47.284 | 73.15 | 6.636 | 15:37:13.576 |
| 2 - | 59.068 | 42.150 | 1:41.218 (3) | 77.53 | 0.570 | 15:38:54.794 |
| 3 - | 58.759 | 42.559 | 1:41.318 | 77.45 | 0.670 | 15:40:36.112 |
| 4 - | 58.593 | 42.055 | 1:40.648 (1) | 77.97 | | 15:42:16.760 |
| 5 - | 58.613 | 42.205 | 1:40.818 (2) | 77.84 | 0.170 | 15:43:57.578 |

| P9 | 60 C | Jack YOUNGE | Yamaha - Chase Timber Products | | | |
|---------------------------|-------------|--------------------------|--------------------------------|-----|------|-------------|
| IDEAL LAP TIME : 1:41.218 | | BEST LAP TIME : 1:41.336 | DIFFERENCE : 0.118 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|---------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 43.595 | 1:49.522 | 71.65 | 8.186 | 15:37:15.814 |
| 2 - | 59.695 | 43.180 | 1:42.875 | 76.28 | 1.539 | 15:38:58.689 |
| 3 - | 59.131 | 42.649 | 1:41.780 (3) | 77.10 | 0.444 | 15:40:40.469 |
| 4 - | 58.652 | 42.684 | 1:41.336 (1) | 77.44 | | 15:42:21.805 |
| 5 - | 58.773 | 42.566 | 1:41.339 (2) | 77.44 | 0.003 | 15:44:03.144 |

| P10 | 156 C | Michael STONE | Kawasaki - | | | |
|---------------------------|--------------|--------------------------|--------------------|-----|------|-------------|
| IDEAL LAP TIME : 1:41.113 | | BEST LAP TIME : 1:41.554 | DIFFERENCE : 0.441 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|---------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 43.391 | 1:49.886 | 71.41 | 8.332 | 15:37:16.178 |
| 2 - | 59.031 | 42.691 | 1:41.722 (2) | 77.15 | 0.168 | 15:38:57.900 |
| 3 - | 58.422 | 43.132 | 1:41.554 (1) | 77.27 | | 15:40:39.454 |
| 4 - | 59.131 | 42.817 | 1:41.948 | 76.98 | 0.394 | 15:42:21.402 |
| 5 - | 58.983 | 42.952 | 1:41.935 (3) | 76.99 | 0.381 | 15:44:03.337 |

| P11 | 143 C | Daire PRENDERGAST | Kawasaki - | | | |
|---------------------------|--------------|--------------------------|--------------------|-----|------|-------------|
| IDEAL LAP TIME : 1:43.518 | | BEST LAP TIME : 1:43.518 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|---------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 44.074 | 1:51.010 | 70.69 | 7.492 | 15:37:17.302 |
| 2 - | 59.553 | 43.965 | 1:43.518 (1) | 75.81 | | 15:39:00.820 |
| 3 - | 59.914 | 44.257 | 1:44.171 (2) | 75.33 | 0.653 | 15:40:44.991 |
| 4 - | 1:00.242 | 44.227 | 1:44.469 (3) | 75.12 | 0.951 | 15:42:29.460 |
| 5 - | 1:00.889 | 44.790 | 1:45.679 | 74.26 | 2.161 | 15:44:15.139 |

| P12 | 62 C | Charlie PATERSON | Yamaha - TBR Performance | | | |
|---------------------------|-------------|--------------------------|--------------------------|-----|------|-------------|
| IDEAL LAP TIME : 1:43.753 | | BEST LAP TIME : 1:43.922 | DIFFERENCE : 0.169 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|---------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 45.162 | 1:53.524 | 69.13 | 9.602 | 15:37:19.816 |
| 2 - | 1:01.351 | 44.703 | 1:46.054 | 74.00 | 2.132 | 15:39:05.870 |
| 3 - | 1:00.232 | 44.455 | 1:44.687 (3) | 74.96 | 0.765 | 15:40:50.557 |
| 4 - | 59.972 | 43.950 | 1:43.922 (1) | 75.51 | | 15:42:34.479 |
| 5 - | 59.803 | 44.326 | 1:44.129 (2) | 75.36 | 0.207 | 15:44:18.608 |

| P13 | 222 C | Matthew EPPS | Yamaha - M.E Vehicle Repairs | | | |
|---------------------------|--------------|--------------------------|------------------------------|-----|------|-------------|
| IDEAL LAP TIME : 1:46.770 | | BEST LAP TIME : 1:47.035 | DIFFERENCE : 0.265 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

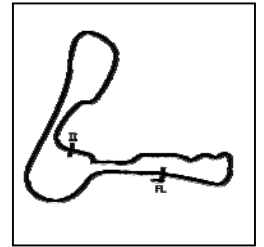
| | | | | | | |
|-----|-----------------|--------|---------------------|--------------|-------|---------------------|
| 1 - | | 45.733 | 1:54.807 | 68.35 | 7.772 | 15:37:21.099 |
| 2 - | 1:01.883 | 45.490 | 1:47.373 (3) | 73.09 | 0.338 | 15:39:08.472 |
| 3 - | 1:01.640 | 45.395 | 1:47.035 (1) | 73.32 | | 15:40:55.507 |
| 4 - | 1:01.890 | 45.448 | 1:47.338 (2) | 73.11 | 0.303 | 15:42:42.845 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:35 Flag 15:43 End: 15:44

Team Respro MRO 600 inc Clubman 600

RACE 11 - 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

5 - 1:02.445 **45.130** 1:47.575 72.95 0.540 15:44:30.420

| P14 181 C Gary CROFT | | Yamaha - Big G Racing, Little e, Acle Locksmiths, Nexx Helmets | | | | |
|-----------------------------|-----------------|--|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:45.239 | | BEST LAP TIME : 1:45.606 | | DIFFERENCE : 0.367 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.631 | 1:56.237 | 67.51 | 10.631 | 15:37:22.529 |
| 2 - | 1:02.826 | 45.258 | 1:48.084 | 72.61 | 2.478 | 15:39:10.613 |
| 3 - | 1:02.084 | 45.339 | 1:47.423 (3) | 73.05 | 1.817 | 15:40:58.036 |
| 4 - | 1:02.574 | 44.542 | 1:47.116 (2) | 73.26 | 1.510 | 15:42:45.152 |
| 5 - | 1:00.697 | 44.909 | 1:45.606 (1) | 74.31 | | 15:44:30.758 |

| P15 83 Talan SKEELS-PIGGINS | | Suzuki - McMillan Williams | | | | |
|------------------------------------|-----------------|----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:47.077 | | BEST LAP TIME : 1:47.092 | | DIFFERENCE : 0.015 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.592 | 1:56.079 | 67.60 | 8.987 | 15:37:22.371 |
| 2 - | 1:02.506 | 45.305 | 1:47.811 | 72.79 | 0.719 | 15:39:10.182 |
| 3 - | 1:02.082 | 45.538 | 1:47.620 (3) | 72.92 | 0.528 | 15:40:57.802 |
| 4 - | 1:02.173 | 45.095 | 1:47.268 (2) | 73.16 | 0.176 | 15:42:45.070 |
| 5 - | 1:02.097 | 44.995 | 1:47.092 (1) | 73.28 | | 15:44:32.162 |

| P16 64 C Rob SALTMER | | Yamaha - Universal Tyres & Autocentres | | | | |
|-----------------------------|-----------------|--|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:47.640 | | BEST LAP TIME : 1:48.415 | | DIFFERENCE : 0.775 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.174 | 1:53.244 | 69.30 | 4.829 | 15:37:19.536 |
| 2 - | 1:02.833 | 45.582 | 1:48.415 (1) | 72.38 | | 15:39:07.951 |
| 3 - | 1:03.213 | 46.609 | 1:49.822 | 71.46 | 1.407 | 15:40:57.773 |
| 4 - | 1:03.508 | 45.936 | 1:49.444 (3) | 71.70 | 1.029 | 15:42:47.217 |
| 5 - | 1:02.466 | 46.160 | 1:48.626 (2) | 72.24 | 0.211 | 15:44:35.843 |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 15:35 Flag 15:43 End: 15:44

Team Respro MRO 600 inc Clubman 600

RACE 11 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|----------------|-----------------|-----|----------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:32.714 | | |
| 1 | 52 | PHILP | 53.629 | 52 | PHILP | 39.085 | 1 | 52 | PHILP | 1:32.714 | 1:32.714 | 0.000 |
| 2 | 5 | CLARKE | 54.979 | 5 | CLARKE | 39.741 | 2 | 5 | CLARKE | 1:34.720 | 1:34.720 | 0.000 |
| 3 | 46 | ROWLINGS | 56.135 | 46 | ROWLINGS | 41.117 | 3 | 46 | ROWLINGS | 1:37.252 | 1:37.677 | 0.425 |
| 4 | 126 | HOPKINS | 56.248 | 56 | MILLS | 41.123 | 4 | 56 | MILLS | 1:37.567 | 1:38.046 | 0.479 |
| 5 | 11 | HARVEY | 56.361 | 11 | HARVEY | 41.272 | 5 | 11 | HARVEY | 1:37.633 | 1:37.693 | 0.060 |
| 6 | 56 | MILLS | 56.444 | 126 | HOPKINS | 41.433 | 6 | 126 | HOPKINS | 1:37.681 | 1:37.873 | 0.192 |
| 7 | 17 | BAKER | 57.074 | 17 | BAKER | 41.435 | 7 | 17 | BAKER | 1:38.509 | 1:38.540 | 0.031 |
| 8 | 156 | STONE | 58.422 | 30 | GOODE | 42.055 | 8 | 30 | GOODE | 1:40.648 | 1:40.648 | 0.000 |
| 9 | 30 | GOODE | 58.593 | 60 | YOUNGE | 42.566 | 9 | 156 | STONE | 1:41.113 | 1:41.554 | 0.441 |
| 10 | 60 | YOUNGE | 58.652 | 156 | STONE | 42.691 | 10 | 60 | YOUNGE | 1:41.218 | 1:41.336 | 0.118 |
| 11 | 143 | PRENDERGAST | 59.553 | 62 | PATERSON | 43.950 | 11 | 143 | PRENDERGAST | 1:43.518 | 1:43.518 | 0.000 |
| 12 | 62 | PATERSON | 59.803 | 143 | PRENDERGAST | 43.965 | 12 | 62 | PATERSON | 1:43.753 | 1:43.922 | 0.169 |
| 13 | 181 | CROFT | 1:00.697 | 181 | CROFT | 44.542 | 13 | 181 | CROFT | 1:45.239 | 1:45.606 | 0.367 |
| 14 | 222 | EPPS | 1:01.640 | 83 | SKEELS-PIGGINS | 44.995 | 14 | 222 | EPPS | 1:46.770 | 1:47.035 | 0.265 |
| 15 | 83 | SKEELS-PIGGINS | 1:02.082 | 222 | EPPS | 45.130 | 15 | 83 | SKEELS-PIGGINS | 1:47.077 | 1:47.092 | 0.015 |
| 16 | 64 | SALTMER | 1:02.466 | 64 | SALTMER | 45.174 | 16 | 64 | SALTMER | 1:47.640 | 1:48.415 | 0.775 |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 15:35 Flag 15:43 End: 15:44

Printed - 15:48 Sunday, 29 April 2018

BMCRC-MRO Championships 2018



Team Green Junior Cup / Senior 300 Series

Cadwell Park Circuit

28th / 29th April 2018



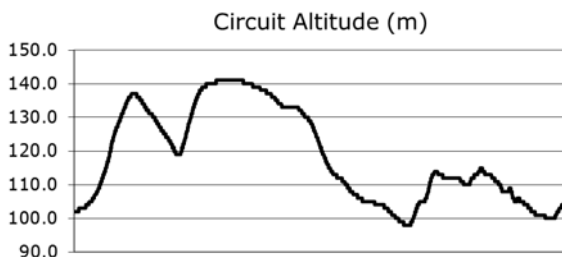
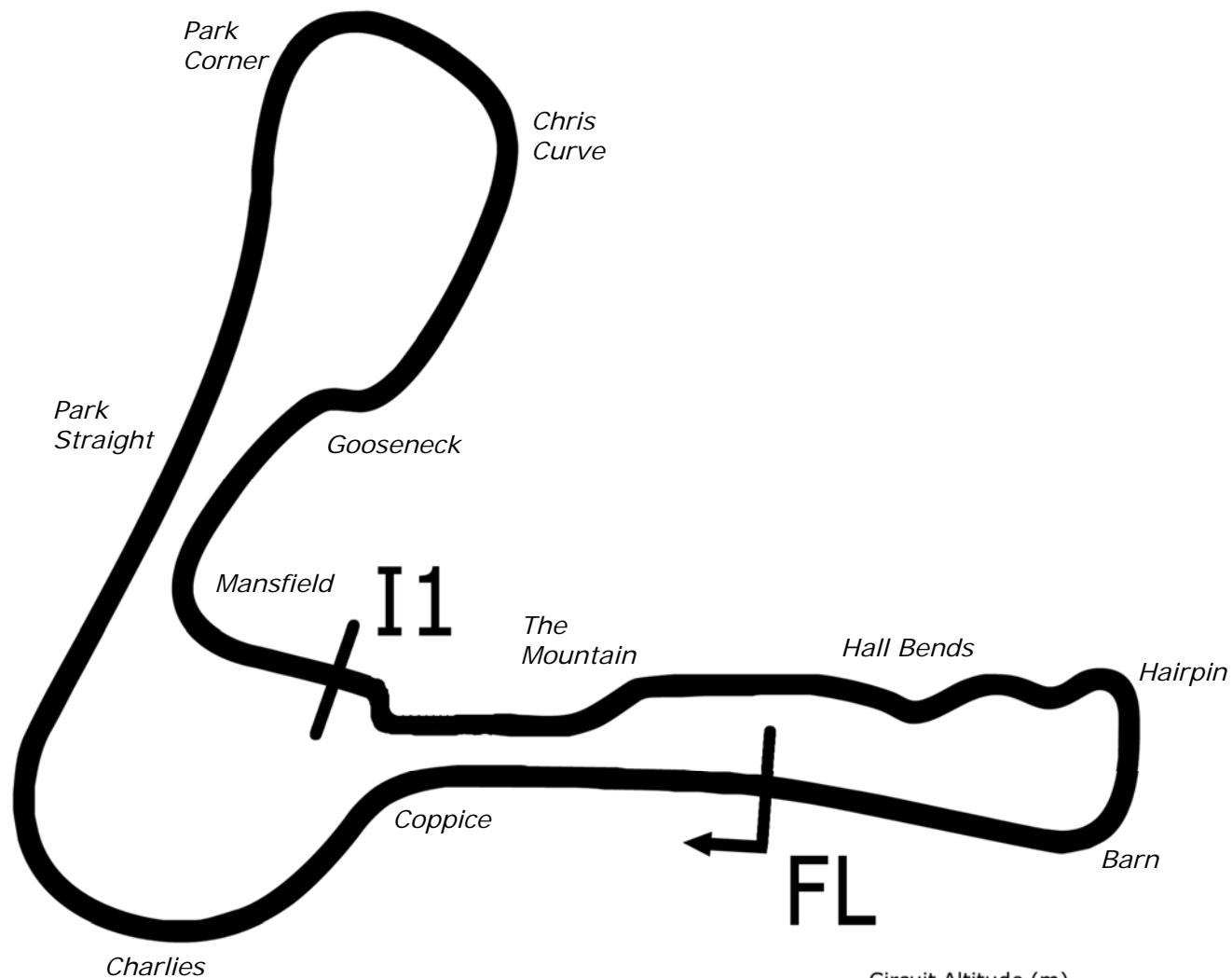
Results Provided by Timing Solutions Ltd
www.tsl-timing.com

Cadwell Park



SPORTS TIMING

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| | | | |
|--|--------------|------------|-----------|
| Length | 2.1870 miles | 3519.6 m | |
| FL | | 53.31024 N | 0.05940 W |
| I1 | 2330m | 53.30708 N | 0.06270 W |
| Pit Entry | 3472m | 53.31103 N | 0.05889 W |
| Pit Exit | 0m after FL | 53.31030 N | 0.05940 W |
| Pit Entry-Pit Exit 92m, 5.5s @60kph, 4.1s @80kph | | | |

All results available at www.tsl-timing.com

Team Green Junior Cup & Senior 300

QUALIFYING - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|----|----------------------|--|----------|----|------|--------|-------|-------|
| 1 | 76 | J | 1 Elliot PINSON | NINJA 300 - Mum, Dad, Gran & Grandad | 1:59.329 | 5 | 6 | | | 65.76 |
| 2 | 86 | S | 1 Jamie KELMAN | NINJA 300 - Fastlane motorcycles | 2:01.765 | 6 | 6 | 2.436 | 2.436 | 64.45 |
| 3 | 6 | S | 2 Martin COOPER | NINJA 300 - | 2:04.611 | 5 | 6 | 5.282 | 2.846 | 62.98 |
| 4 | 29 | S | 3 Charlie STONE | NINJA 300 - | 2:04.925 | 5 | 6 | 5.596 | 0.314 | 62.82 |
| 5 | 861 | J | 2 Owen JENNER | NINJA 300 - | 2:04.943 | 5 | 6 | 5.614 | 0.018 | 62.81 |
| 6 | 4 | J | 3 James DUTTON | NINJA 300 - | 2:05.246 | 6 | 6 | 5.917 | 0.303 | 62.66 |
| 7 | 56 | S | 4 Michael STONE | NINJA 300 - | 2:06.483 | 4 | 6 | 7.154 | 1.237 | 62.04 |
| 8 | 62 | S | 5 Nicholas BETTRIDGE | NINJA 300 - Weald builders | 2:06.496 | 4 | 6 | 7.167 | 0.013 | 62.04 |
| 9 | 66 | S | 6 Mark PARBURY | NINJA 300 - | 2:06.706 | 4 | 6 | 7.377 | 0.210 | 61.93 |
| 10 | 20 | S | 7 Kai DICKINSON | NINJA 300 - 2M+2K+H=Racing | 2:07.235 | 5 | 6 | 7.906 | 0.529 | 61.68 |
| 11 | 28 | S | 8 Leon STEWART | NINJA 300 - | 2:07.937 | 6 | 6 | 8.608 | 0.702 | 61.34 |
| 12 | 38 | S | 9 Bob COUCHMAN | NINJA 300 - Pinky Janey | 2:08.191 | 5 | 6 | 8.862 | 0.254 | 61.22 |
| 13 | 888 | S | 10 Jeff MORRIS | NINJA 300 - | 2:08.252 | 4 | 6 | 8.923 | 0.061 | 61.19 |
| 14 | 45 | J | 4 Brandon SHERIFF | NINJA 300 - Dad , Mum , Fins Motorcycles Redhill | 2:08.369 | 3 | 6 | 9.040 | 0.117 | 61.13 |
| 15 | 9 | S | 11 Graham HAW | NINJA 300 - Graham Haw joinery | 2:09.337 | 4 | 5 | 10.008 | 0.968 | 60.67 |
| 16 | 67 | S | 12 Tony MORRIS | NINJA 300 - Chippy racing team | 2:09.792 | 3 | 6 | 10.463 | 0.455 | 60.46 |
| 17 | 97 | S | 13 Reece GUYETT | NINJA 300 - Rose MOT | 2:09.832 | 5 | 5 | 10.503 | 0.040 | 60.44 |
| 18 | 18 | J | 5 Indy OFFER | NINJA 300 - Ace Osteopaths | 2:11.479 | 5 | 5 | 12.150 | 1.647 | 59.69 |
| 19 | 30 | S | 14 Malcolm HOWELL | NINJA 300 - | 2:11.972 | 5 | 5 | 12.643 | 0.493 | 59.46 |
| 20 | 99 | J | 6 Harvey CLARIDGE | NINJA 300 - | 2:12.448 | 5 | 5 | 13.119 | 0.476 | 59.25 |
| 21 | 48 | S | 15 Kevin SABBARTON | NINJA 300 - | 2:12.566 | 5 | 5 | 13.237 | 0.118 | 59.20 |
| 22 | 88 | S | 16 David COURT | NINJA 300 - | 2:12.591 | 5 | 5 | 13.262 | 0.025 | 59.19 |
| 23 | 44 | S | 17 Duane SUTCH | NINJA 300 - Shawell Tuning and Racing Serv | 2:12.929 | 5 | 5 | 13.600 | 0.338 | 59.03 |
| 24 | 133 | S | 18 Peter WOOLFALL | NINJA 300 - Salisbury Cleaning Services | 2:13.016 | 3 | 5 | 13.687 | 0.087 | 59.00 |
| 25 | 49 | S | 19 Andrew NEWMAN | NINJA 300 - | 2:13.070 | 4 | 5 | 13.741 | 0.054 | 58.97 |
| 26 | 33 | J | 7 Jarrod WRIGHT | NINJA 250R - ELP racing | 2:14.589 | 4 | 5 | 15.260 | 1.519 | 58.31 |
| 27 | 32 | S | 20 John MACKNESS | NINJA 300 - ME | 2:19.770 | 4 | 4 | 20.441 | 5.181 | 56.14 |
| 28 | 43 | S | 21 Colin HALL | NINJA 300 - | 2:21.058 | 3 | 5 | 21.729 | 1.288 | 55.63 |
| 29 | 41 | J | 8 Kyal TINKER | NINJA 300 - Aquatix-2u Ltd | 2:25.189 | 5 | 5 | 25.860 | 4.131 | 54.05 |
| 30 | 11 | S | 22 Gary HARVEY | NINJA 300 - NR Racing | 2:32.604 | 4 | 5 | 33.275 | 7.415 | 51.42 |

Weather / Track : Drizzle / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 10:33 Flag 10:45 End: 10:47

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

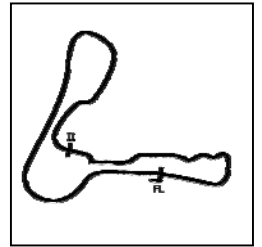
Results can be found at www.tsl-timing.com

Printed - 10:49 Saturday, 28 April 2018



Team Green Junior Cup & Senior 300

QUALIFYING - 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 76 J | | Elliot PINSON | | NINJA 300 - Mum, Dad, Gran & Grandad | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:58.405 | | BEST LAP TIME : 1:59.329 | | DIFFERENCE : 0.924 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:12.917 | 54.153 | 2:07.070 | 61.76 | 7.741 | 10:36:23.313 | |
| 2 - | 1:13.032 | 51.224 | 2:04.256 | 63.16 | 4.927 | 10:38:27.569 | |
| 3 - | 1:11.775 | 49.553 | 2:01.328 (3) | 64.68 | 1.999 | 10:40:28.897 | |
| 4 - | 1:10.057 | 50.716 | 2:00.773 (2) | 64.98 | 1.444 | 10:42:29.670 | |
| 5 - | 1:10.443 | 48.886 | 1:59.329 (1) | 65.76 | | 10:44:28.999 | |
| 6 - | 1:09.519 | 52.348 | 2:01.867 | 64.39 | 2.538 | 10:46:30.866 | |

| P2 86 S | | Jamie KELMAN | | NINJA 300 - Fastlane motorcycles | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:01.699 | | BEST LAP TIME : 2:01.765 | | DIFFERENCE : 0.066 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:15.627 | 51.676 | 2:07.303 | 61.64 | 5.538 | 10:35:47.634 | |
| 2 - | 1:14.466 | 51.921 | 2:06.387 | 62.09 | 4.622 | 10:37:54.021 | |
| 3 - | 1:13.931 | 51.490 | 2:05.421 | 62.57 | 3.656 | 10:39:59.442 | |
| 4 - | 1:13.056 | 50.715 | 2:03.771 (3) | 63.40 | 2.006 | 10:42:03.213 | |
| 5 - | 1:12.805 | 50.322 | 2:03.127 (2) | 63.73 | 1.362 | 10:44:06.340 | |
| 6 - | 1:11.377 | 50.388 | 2:01.765 (1) | 64.45 | | 10:46:08.105 | |

| P3 6 S | | Martin COOPER | | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:04.490 | | BEST LAP TIME : 2:04.611 | | DIFFERENCE : 0.121 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:19.663 | 54.901 | 2:14.564 | 58.32 | 9.953 | 10:36:03.509 | |
| 2 - | 1:17.182 | 53.354 | 2:10.536 | 60.12 | 5.925 | 10:38:14.045 | |
| 3 - | 1:15.093 | 53.139 | 2:08.232 | 61.20 | 3.621 | 10:40:22.277 | |
| 4 - | 1:13.173 | 52.186 | 2:05.359 (2) | 62.60 | 0.748 | 10:42:27.636 | |
| 5 - | 1:13.090 | 51.521 | 2:04.611 (1) | 62.98 | | 10:44:32.247 | |
| 6 - | 1:12.969 | 52.940 | 2:05.909 (3) | 62.33 | 1.298 | 10:46:38.156 | |

| P4 29 S | | Charlie STONE | | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.925 | | BEST LAP TIME : 2:04.925 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:20.542 | 54.546 | 2:15.088 | 58.09 | 10.163 | 10:36:03.787 | |
| 2 - | 1:15.694 | 52.993 | 2:08.687 | 60.98 | 3.762 | 10:38:12.474 | |
| 3 - | 1:14.037 | 52.108 | 2:06.145 (3) | 62.21 | 1.220 | 10:40:18.619 | |
| 4 - | 1:13.444 | 51.887 | 2:05.331 (2) | 62.61 | 0.406 | 10:42:23.950 | |
| 5 - | 1:13.359 | 51.566 | 2:04.925 (1) | 62.82 | | 10:44:28.875 | |
| 6 - | 1:14.417 | 53.180 | 2:07.597 | 61.50 | 2.672 | 10:46:36.472 | |

| P5 861 J | | Owen JENNER | | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.734 | | BEST LAP TIME : 2:04.943 | | DIFFERENCE : 0.209 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:28.285 | 57.879 | 2:26.164 | 53.69 | 21.221 | 10:36:17.432 | |
| 2 - | 1:19.550 | 53.889 | 2:13.439 | 58.81 | 8.496 | 10:38:30.871 | |
| 3 - | 1:13.908 | 52.692 | 2:06.600 (2) | 61.99 | 1.657 | 10:40:37.471 | |
| 4 - | 1:13.130 | 53.673 | 2:06.803 (3) | 61.89 | 1.860 | 10:42:44.274 | |
| 5 - | 1:12.315 | 52.628 | 2:04.943 (1) | 62.81 | | 10:44:49.217 | |
| 6 - | 1:12.106 | 58.230 | 2:10.336 | 60.21 | 5.393 | 10:46:59.553 | |

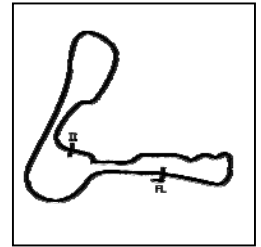
| P6 4 J | | James DUTTON | | NINJA 300 - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:05.246 | | BEST LAP TIME : 2:05.246 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:21.235 | 57.461 | 2:18.696 | 56.58 | 13.450 | 10:36:09.843 | |
| 2 - | 1:14.199 | 53.670 | 2:07.869 | 61.37 | 2.623 | 10:38:17.712 | |
| 3 - | 1:13.892 | 53.267 | 2:07.159 (2) | 61.71 | 1.913 | 10:40:24.871 | |
| 4 - | 1:15.612 | 56.309 | 2:11.921 | 59.49 | 6.675 | 10:42:36.792 | |
| 5 - | 1:13.341 | 54.216 | 2:07.557 (3) | 61.52 | 2.311 | 10:44:44.349 | |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 10:33 Flag 10:45 End: 10:47

Team Green Junior Cup & Senior 300

QUALIFYING - 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

6 - 1:12.631 52.615 2:05.246 (1) 62.66 10:46:49.595

| P7 56 S Michael STONE | | NINJA 300 - | | | | |
|------------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.050 | | BEST LAP TIME : 2:06.483 | | | | |
| | | DIFFERENCE : 0.433 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:26.066 | 56.803 | 2:22.869 | 54.93 | 16.386 | 10:36:14.927 |
| 2 - | 1:16.660 | 56.060 | 2:12.720 | 59.13 | 6.237 | 10:38:27.647 |
| 3 - | 1:14.442 | 53.465 | 2:07.907 (3) | 61.35 | 1.424 | 10:40:35.554 |
| 4 - | 1:12.997 | 53.486 | 2:06.483 (1) | 62.04 | | 10:42:42.037 |
| 5 - | 1:13.958 | 53.053 | 2:07.011 (2) | 61.79 | 0.528 | 10:44:49.048 |
| 6 - | 1:13.711 | 57.044 | 2:10.755 | 60.02 | 4.272 | 10:46:59.803 |

| P8 62 S Nicholas BETTRIDGE | | NINJA 300 - Weald builders | | | | |
|-----------------------------------|-----------------|----------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:06.135 | | BEST LAP TIME : 2:06.496 | | | | |
| | | DIFFERENCE : 0.361 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:17.045 | 53.448 | 2:10.493 | 60.14 | 3.997 | 10:35:53.412 |
| 2 - | 1:13.983 | 52.906 | 2:06.889 (2) | 61.84 | 0.393 | 10:38:00.301 |
| 3 - | 1:14.134 | 53.272 | 2:07.406 (3) | 61.59 | 0.910 | 10:40:07.707 |
| 4 - | 1:13.805 | 52.691 | 2:06.496 (1) | 62.04 | | 10:42:14.203 |
| 5 - | 1:13.539 | 57.760 | 2:11.299 | 59.77 | 4.803 | 10:44:25.502 |
| 6 - | 1:13.444 | 55.393 | 2:08.837 | 60.91 | 2.341 | 10:46:34.339 |

| P9 66 S Mark PARBURY | | NINJA 300 - | | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:06.216 | | BEST LAP TIME : 2:06.706 | | | | |
| | | DIFFERENCE : 0.490 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:17.534 | 54.526 | 2:12.060 | 59.42 | 5.354 | 10:35:53.140 |
| 2 - | 1:14.284 | 54.171 | 2:08.455 | 61.09 | 1.749 | 10:38:01.595 |
| 3 - | 1:14.103 | 53.010 | 2:07.113 (2) | 61.74 | 0.407 | 10:40:08.708 |
| 4 - | 1:13.811 | 52.895 | 2:06.706 (1) | 61.93 | | 10:42:15.414 |
| 5 - | 1:13.518 | 53.897 | 2:07.415 (3) | 61.59 | 0.709 | 10:44:22.829 |
| 6 - | 1:13.321 | 54.646 | 2:07.967 | 61.32 | 1.261 | 10:46:30.796 |

| P10 20 S Kai DICKINSON | | NINJA 300 - 2M+2K+H=Racing | | | | |
|-------------------------------|-----------------|----------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.235 | | BEST LAP TIME : 2:07.235 | | | | |
| | | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:22.347 | 59.024 | 2:21.371 | 55.51 | 14.136 | 10:36:12.300 |
| 2 - | 1:15.933 | 55.413 | 2:11.346 | 59.75 | 4.111 | 10:38:23.646 |
| 3 - | 1:16.393 | 53.735 | 2:10.128 (3) | 60.31 | 2.893 | 10:40:33.774 |
| 4 - | 1:14.393 | 53.134 | 2:07.527 (2) | 61.54 | 0.292 | 10:42:41.301 |
| 5 - | 1:14.193 | 53.042 | 2:07.235 (1) | 61.68 | | 10:44:48.536 |
| 6 - | 1:14.906 | 56.742 | 2:11.648 | 59.61 | 4.413 | 10:47:00.184 |

| P11 28 S Leon STEWART | | NINJA 300 - | | | | |
|------------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.578 | | BEST LAP TIME : 2:07.937 | | | | |
| | | DIFFERENCE : 0.359 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:23.314 | 59.783 | 2:23.097 | 54.84 | 15.160 | 10:36:11.689 |
| 2 - | 1:18.359 | 55.743 | 2:14.102 | 58.52 | 6.165 | 10:38:25.791 |
| 3 - | 1:16.259 | 55.217 | 2:11.476 | 59.69 | 3.539 | 10:40:37.267 |
| 4 - | 1:14.671 | 53.369 | 2:08.040 (2) | 61.29 | 0.103 | 10:42:45.307 |
| 5 - | 1:14.708 | 54.034 | 2:08.742 (3) | 60.95 | 0.805 | 10:44:54.049 |
| 6 - | 1:14.209 | 53.728 | 2:07.937 (1) | 61.34 | | 10:47:01.986 |

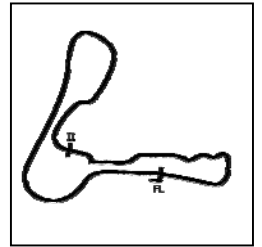
| P12 38 S Bob COUCHMAN | | NINJA 300 - Pinky Janey | | | | |
|------------------------------|----------|--------------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:07.567 | | BEST LAP TIME : 2:08.191 | | | | |
| | | DIFFERENCE : 0.624 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:25.043 | 59.494 | 2:24.537 | 54.29 | 16.346 | 10:36:12.365 |
| 2 - | 1:18.814 | 56.257 | 2:15.071 | 58.10 | 6.880 | 10:38:27.436 |
| 3 - | 1:16.034 | 54.429 | 2:10.463 (3) | 60.15 | 2.272 | 10:40:37.899 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 10:33 Flag 10:45 End: 10:47

Team Green Junior Cup & Senior 300

QUALIFYING - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 4 - | 1:15.501 | 53.618 | 2:09.119 (2) | 60.78 | 0.928 | 10:42:47.018 |
| 5 - | 1:13.949 | 54.242 | 2:08.191 (1) | 61.22 | | 10:44:55.209 |
| 6 - | 1:15.541 | 55.462 | 2:11.003 | 59.90 | 2.812 | 10:47:06.212 |

| P13 | 888 S | Jeff MORRIS | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.983 | | BEST LAP TIME : 2:08.252 | DIFFERENCE : 0.269 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:22.866 | 59.191 | 2:22.057 | 55.24 | 13.805 | 10:36:12.949 |
| 2 - | 1:17.358 | 55.586 | 2:12.944 | 59.03 | 4.692 | 10:38:25.893 |
| 3 - | 1:16.920 | 54.581 | 2:11.501 | 59.68 | 3.249 | 10:40:37.394 |
| 4 - | 1:15.454 | 52.798 | 2:08.252 (1) | 61.19 | | 10:42:45.646 |
| 5 - | 1:15.185 | 53.316 | 2:08.501 (2) | 61.07 | 0.249 | 10:44:54.147 |
| 6 - | 1:16.134 | 54.433 | 2:10.567 (3) | 60.10 | 2.315 | 10:47:04.714 |

| P14 | 45 J | Brandon SHERIFF | NINJA 300 - Dad , Mum , Fins Motorcycles Redhill | | | |
|---------------------------|-----------------|--------------------------|--|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.864 | | BEST LAP TIME : 2:08.369 | DIFFERENCE : 0.505 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:25.199 | 56.858 | 2:22.057 | 55.24 | 13.688 | 10:36:03.663 |
| 2 - | 1:17.640 | 53.899 | 2:11.539 (3) | 59.66 | 3.170 | 10:38:15.202 |
| 3 - | 1:15.717 | 52.652 | 2:08.369 (1) | 61.13 | | 10:40:23.571 |
| 4 - | 1:15.212 | 53.375 | 2:08.587 (2) | 61.03 | 0.218 | 10:42:32.158 |
| 5 - | 1:17.921 | 54.335 | 2:12.256 | 59.33 | 3.887 | 10:44:44.414 |
| 6 - | 1:15.880 | 59.730 | 2:15.610 | 57.87 | 7.241 | 10:47:00.024 |

| P15 | 9 S | Graham HAW | NINJA 300 - Graham Haw joinery | | | |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.879 | | BEST LAP TIME : 2:09.337 | DIFFERENCE : 0.458 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.833 | 59.016 | 2:23.849 | 54.55 | 14.512 | 10:36:11.573 |
| 2 - | 1:17.506 | 54.997 | 2:12.503 | 59.22 | 3.166 | 10:38:24.076 |
| 3 - | 1:16.980 | 53.623 | 2:10.603 (3) | 60.09 | 1.266 | 10:40:34.679 |
| 4 - | 1:15.256 | 54.081 | 2:09.337 (1) | 60.67 | | 10:42:44.016 |
| 5 - | 1:15.386 | 54.209 | 2:09.595 (2) | 60.55 | 0.258 | 10:44:53.611 |

| P16 | 67 S | Tony MORRIS | NINJA 300 - Chippy racing team | | | |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:09.693 | | BEST LAP TIME : 2:09.792 | DIFFERENCE : 0.099 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.134 | 54.662 | 2:14.796 | 58.22 | 5.004 | 10:35:59.689 |
| 2 - | 1:18.379 | 54.237 | 2:12.616 | 59.17 | 2.824 | 10:38:12.305 |
| 3 - | 1:16.353 | 53.439 | 2:09.792 (1) | 60.46 | | 10:40:22.097 |
| 4 - | 1:16.280 | 53.659 | 2:09.939 (2) | 60.39 | 0.147 | 10:42:32.036 |
| 5 - | 1:17.620 | 53.962 | 2:11.582 (3) | 59.64 | 1.790 | 10:44:43.618 |
| 6 - | 1:16.254 | 1:00.027 | 2:16.281 | 57.58 | 6.489 | 10:46:59.899 |

| P17 | 97 S | Reece GUYETT | NINJA 300 - Rose MOT | | | |
|---------------------------|-----------------|--------------------------|----------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.832 | | BEST LAP TIME : 2:09.832 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:27.339 | 59.547 | 2:26.886 | 53.42 | 17.054 | 10:36:23.003 |
| 2 - | 1:19.491 | 56.531 | 2:16.022 | 57.69 | 6.190 | 10:38:39.025 |
| 3 - | 1:18.797 | 54.655 | 2:13.452 (3) | 58.80 | 3.620 | 10:40:52.477 |
| 4 - | 1:17.473 | 55.318 | 2:12.791 (2) | 59.10 | 2.959 | 10:43:05.268 |
| 5 - | 1:16.166 | 53.666 | 2:09.832 (1) | 60.44 | | 10:45:15.100 |

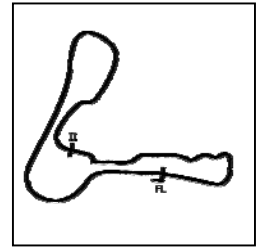
| P18 | 18 J | Indy OFFER | NINJA 300 - Ace Osteopaths | | | |
|---------------------------|-------------|--------------------------|----------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 2:11.479 | | BEST LAP TIME : 2:11.479 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:27.944 | 58.448 | 2:26.392 | 53.60 | 14.913 | 10:36:18.897 |
| 2 - | 1:21.132 | 56.731 | 2:17.863 | 56.92 | 6.384 | 10:38:36.760 |
| 3 - | 1:20.358 | 55.007 | 2:15.365 (3) | 57.97 | 3.886 | 10:40:52.125 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 10:33 Flag 10:45 End: 10:47

Team Green Junior Cup & Senior 300

QUALIFYING - 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

4 - 1:18.233 56.199 2:14.432 (2) 58.37 2.953 10:43:06.557
 5 - 1:16.833 54.646 2:11.479 (1) 59.69 10:45:18.036

| P19 30 S | | Malcolm HOWELL | | NINJA 300 - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:11.972 | | BEST LAP TIME : 2:11.972 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:25.084 | 57.687 | 2:22.771 | 54.96 | 10.799 | 10:36:20.199 | |
| 2 - | 1:20.877 | 56.983 | 2:17.860 | 56.92 | 5.888 | 10:38:38.059 | |
| 3 - | 1:17.083 | 55.751 | 2:12.834 (2) | 59.08 | 0.862 | 10:40:50.893 | |
| 4 - | 1:17.684 | 56.316 | 2:14.000 (3) | 58.56 | 2.028 | 10:43:04.893 | |
| 5 - | 1:16.958 | 55.014 | 2:11.972 (1) | 59.46 | | 10:45:16.865 | |

| P20 99 J | | Harvey CLARIDGE | | NINJA 300 - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|----------|--------------|--|
| IDEAL LAP TIME : 2:12.448 | | BEST LAP TIME : 2:12.448 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:24.527 | 58.693 | 2:23.220 | 54.79 | 10.772 | 10:36:23.983 | |
| 2 - | 1:20.742 | 57.013 | 2:17.755 (3) | 56.97 | 5.307 | 10:38:41.738 | |
| 3 - | 1:18.323 | 2:03.054 | 3:21.377 | 38.97 | 1:08.929 | 10:42:03.115 | |
| 4 - | 1:18.998 | 55.328 | 2:14.326 (2) | 58.42 | 1.878 | 10:44:17.441 | |
| 5 - | 1:17.653 | 54.795 | 2:12.448 (1) | 59.25 | | 10:46:29.889 | |

| P21 48 S | | Kevin SABBARTON | | NINJA 300 - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:12.566 | | BEST LAP TIME : 2:12.566 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:25.912 | 58.914 | 2:24.826 | 54.18 | 12.260 | 10:36:25.462 | |
| 2 - | 1:22.619 | 1:03.904 | 2:26.523 | 53.56 | 13.957 | 10:38:51.985 | |
| 3 - | 1:19.920 | 56.558 | 2:16.478 (3) | 57.50 | 3.912 | 10:41:08.463 | |
| 4 - | 1:17.688 | 55.054 | 2:12.742 (2) | 59.12 | 0.176 | 10:43:21.205 | |
| 5 - | 1:17.664 | 54.902 | 2:12.566 (1) | 59.20 | | 10:45:33.771 | |

| P22 88 S | | David COURT | | NINJA 300 - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:12.591 | | BEST LAP TIME : 2:12.591 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:23.601 | 59.171 | 2:22.772 | 54.96 | 10.181 | 10:36:10.159 | |
| 2 - | 1:22.428 | 59.143 | 2:21.571 | 55.43 | 8.980 | 10:38:31.730 | |
| 3 - | 1:19.791 | 58.399 | 2:18.190 (3) | 56.79 | 5.599 | 10:40:49.920 | |
| 4 - | 1:19.756 | 57.605 | 2:17.361 (2) | 57.13 | 4.770 | 10:43:07.281 | |
| 5 - | 1:17.031 | 55.560 | 2:12.591 (1) | 59.19 | | 10:45:19.872 | |

| P23 44 S | | Duane SUTCH | | NINJA 300 - Shawell Tuning and Racing Serv | | | |
|---------------------------|----------|--------------------------|--------------|--|--------|--------------|--|
| IDEAL LAP TIME : 2:12.547 | | BEST LAP TIME : 2:12.929 | | DIFFERENCE : 0.382 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:26.726 | 57.759 | 2:24.485 | 54.31 | 11.556 | 10:36:21.323 | |
| 2 - | 1:20.484 | 56.726 | 2:17.210 | 57.19 | 4.281 | 10:38:38.533 | |
| 3 - | 1:19.629 | 55.555 | 2:15.184 (3) | 58.05 | 2.255 | 10:40:53.717 | |
| 4 - | 1:16.992 | 56.856 | 2:13.848 (2) | 58.63 | 0.919 | 10:43:07.565 | |
| 5 - | 1:17.038 | 55.891 | 2:12.929 (1) | 59.03 | | 10:45:20.494 | |

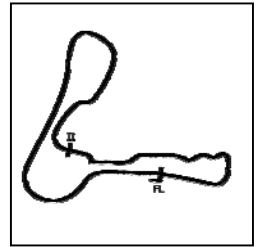
| P24 133 S | | Peter WOOLFALL | | NINJA 300 - Salisbury Cleaning Services | | | |
|---------------------------|----------|--------------------------|--------------|---|--------|--------------|--|
| IDEAL LAP TIME : 2:13.016 | | BEST LAP TIME : 2:13.016 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:27.858 | 58.119 | 2:25.977 | 53.76 | 12.961 | 10:36:19.292 | |
| 2 - | 1:21.358 | 56.536 | 2:17.894 | 56.91 | 4.878 | 10:38:37.186 | |
| 3 - | 1:17.605 | 55.411 | 2:13.016 (1) | 59.00 | | 10:40:50.202 | |
| 4 - | 1:17.922 | 55.851 | 2:13.773 (2) | 58.66 | 0.757 | 10:43:03.975 | |
| 5 - | 1:18.990 | 55.835 | 2:14.825 (3) | 58.20 | 1.809 | 10:45:18.800 | |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
 Start: 10:33 Flag 10:45 End: 10:47

Team Green Junior Cup & Senior 300

QUALIFYING - 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

| P25 49 S | | Andrew NEWMAN | | NINJA 300 - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.012 | | BEST LAP TIME : 2:13.070 | | DIFFERENCE : 0.058 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:28.343 | 59.119 | 2:27.462 | 53.22 | 14.392 | 10:36:23.518 |
| 2 - | 1:19.630 | 56.591 | 2:16.221 | 57.61 | 3.151 | 10:38:39.739 |
| 3 - | 1:19.210 | 56.032 | 2:15.242 (3) | 58.02 | 2.172 | 10:40:54.981 |
| 4 - | 1:16.980 | 56.090 | 2:13.070 (1) | 58.97 | | 10:43:08.051 |
| 5 - | 1:18.551 | 56.336 | 2:14.887 (2) | 58.18 | 1.817 | 10:45:22.938 |

| P26 33 J | | Jarrod WRIGHT | | NINJA 250R - ELP racing | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.589 | | BEST LAP TIME : 2:14.589 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:26.103 | 58.642 | 2:24.745 | 54.21 | 10.156 | 10:36:24.402 |
| 2 - | 1:19.842 | 56.641 | 2:16.483 | 57.50 | 1.894 | 10:38:40.885 |
| 3 - | 1:18.808 | 56.269 | 2:15.077 (2) | 58.10 | 0.488 | 10:40:55.962 |
| 4 - | 1:18.736 | 55.853 | 2:14.589 (1) | 58.31 | | 10:43:10.551 |
| 5 - | 1:18.907 | 56.659 | 2:15.566 (3) | 57.89 | 0.977 | 10:45:26.117 |

| P27 32 S | | John MACKNESS | | NINJA 300 - ME | | |
|---------------------------|----------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:19.740 | | BEST LAP TIME : 2:19.770 | | DIFFERENCE : 0.030 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:27.031 | 1:00.937 | 2:27.968 | 53.03 | 8.198 | 10:36:23.252 |
| 2 - | 1:24.677 | 59.125 | 2:23.802 (3) | 54.57 | 4.032 | 10:38:47.054 |
| 3 - | 1:24.967 | 58.797 | 2:23.764 (2) | 54.58 | 3.994 | 10:41:10.818 |
| 4 - | 1:21.974 | 57.796 | 2:19.770 (1) | 56.14 | | 10:43:30.588 |

| P28 43 S | | Colin HALL | | NINJA 300 - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:20.574 | | BEST LAP TIME : 2:21.058 | | DIFFERENCE : 0.484 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:32.143 | 59.802 | 2:31.945 | 51.65 | 10.887 | 10:36:33.383 |
| 2 - | 1:25.761 | 57.937 | 2:23.698 | 54.61 | 2.640 | 10:38:57.081 |
| 3 - | 1:23.190 | 57.868 | 2:21.058 (1) | 55.63 | | 10:41:18.139 |
| 4 - | 1:22.706 | 58.654 | 2:21.360 (2) | 55.51 | 0.302 | 10:43:39.499 |
| 5 - | 1:23.496 | 59.666 | 2:23.162 (3) | 54.81 | 2.104 | 10:46:02.661 |

| P29 41 J | | Kyal TINKER | | NINJA 300 - Aquatix-2u Ltd | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:24.605 | | BEST LAP TIME : 2:25.189 | | DIFFERENCE : 0.584 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:41.573 | 1:01.861 | 2:43.434 | 48.01 | 18.245 | 10:36:31.448 |
| 2 - | 1:32.098 | 1:00.435 | 2:32.533 | 51.45 | 7.344 | 10:39:03.981 |
| 3 - | 1:29.821 | 1:00.961 | 2:30.782 (3) | 52.04 | 5.593 | 10:41:34.763 |
| 4 - | 1:29.412 | 59.121 | 2:28.533 (2) | 52.83 | 3.344 | 10:44:03.296 |
| 5 - | 1:25.484 | 59.705 | 2:25.189 (1) | 54.05 | | 10:46:28.485 |

| P30 11 S | | Gary HARVEY | | NINJA 300 - NR Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:32.604 | | BEST LAP TIME : 2:32.604 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:36.537 | 1:05.320 | 2:41.857 | 48.48 | 9.253 | 10:36:42.090 |
| 2 - | 1:30.880 | 1:05.262 | 2:36.142 | 50.26 | 3.538 | 10:39:18.232 |
| 3 - | 1:31.333 | 1:04.139 | 2:35.472 (3) | 50.47 | 2.868 | 10:41:53.704 |
| 4 - | 1:28.964 | 1:03.640 | 2:32.604 (1) | 51.42 | | 10:44:26.308 |
| 5 - | 1:29.113 | 1:04.330 | 2:33.443 (2) | 51.14 | 0.839 | 10:46:59.751 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 10:33 Flag 10:45 End: 10:47

Team Green Junior Cup & Senior 300

QUALIFYING - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|-----------------|-----|-----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:58.405 | | |
| 1 | 76 | PINSON | 1:09.519 | 76 | PINSON | 48.886 | 1 | 76 | PINSON | 1:58.405 | 1:59.329 | 0.924 |
| 2 | 86 | KELMAN | 1:11.377 | 86 | KELMAN | 50.322 | 2 | 86 | KELMAN | 2:01.699 | 2:01.765 | 0.066 |
| 3 | 861 | JENNER | 1:12.106 | 6 | COOPER | 51.521 | 3 | 6 | COOPER | 2:04.490 | 2:04.611 | 0.121 |
| 4 | 4 | DUTTON | 1:12.631 | 29 | STONE | 51.566 | 4 | 861 | JENNER | 2:04.734 | 2:04.943 | 0.209 |
| 5 | 6 | COOPER | 1:12.969 | 4 | DUTTON | 52.615 | 5 | 29 | STONE | 2:04.925 | 2:04.925 | 0.000 |
| 6 | 56 | STONE | 1:12.997 | 861 | JENNER | 52.628 | 6 | 4 | DUTTON | 2:05.246 | 2:05.246 | 0.000 |
| 7 | 66 | PARBURY | 1:13.321 | 45 | SHERIFF | 52.652 | 7 | 56 | STONE | 2:06.050 | 2:06.483 | 0.433 |
| 8 | 29 | STONE | 1:13.359 | 62 | BETTRIDGE | 52.691 | 8 | 62 | BETTRIDGE | 2:06.135 | 2:06.496 | 0.361 |
| 9 | 62 | BETTRIDGE | 1:13.444 | 888 | MORRIS | 52.798 | 9 | 66 | PARBURY | 2:06.216 | 2:06.706 | 0.490 |
| 10 | 38 | COUCHMAN | 1:13.949 | 66 | PARBURY | 52.895 | 10 | 20 | DICKINSON | 2:07.235 | 2:07.235 | 0.000 |
| 11 | 20 | DICKINSON | 1:14.193 | 20 | DICKINSON | 53.042 | 11 | 38 | COUCHMAN | 2:07.567 | 2:08.191 | 0.624 |
| 12 | 28 | STEWART | 1:14.209 | 56 | STONE | 53.053 | 12 | 28 | STEWART | 2:07.578 | 2:07.937 | 0.359 |
| 13 | 888 | MORRIS | 1:15.185 | 28 | STEWART | 53.369 | 13 | 45 | SHERIFF | 2:07.864 | 2:08.369 | 0.505 |
| 14 | 45 | SHERIFF | 1:15.212 | 67 | MORRIS | 53.439 | 14 | 888 | MORRIS | 2:07.983 | 2:08.252 | 0.269 |
| 15 | 9 | HAW | 1:15.256 | 38 | COUCHMAN | 53.618 | 15 | 9 | HAW | 2:08.879 | 2:09.337 | 0.458 |
| 16 | 97 | GUYETT | 1:16.166 | 9 | HAW | 53.623 | 16 | 67 | MORRIS | 2:09.693 | 2:09.792 | 0.099 |
| 17 | 67 | MORRIS | 1:16.254 | 97 | GUYETT | 53.666 | 17 | 97 | GUYETT | 2:09.832 | 2:09.832 | 0.000 |
| 18 | 18 | OFFER | 1:16.833 | 18 | OFFER | 54.646 | 18 | 18 | OFFER | 2:11.479 | 2:11.479 | 0.000 |
| 19 | 30 | HOWELL | 1:16.958 | 99 | CLARIDGE | 54.795 | 19 | 30 | HOWELL | 2:11.972 | 2:11.972 | 0.000 |
| 20 | 49 | NEWMAN | 1:16.980 | 48 | SABBARTON | 54.902 | 20 | 99 | CLARIDGE | 2:12.448 | 2:12.448 | 0.000 |
| 21 | 44 | SUTCH | 1:16.992 | 30 | HOWELL | 55.014 | 21 | 44 | SUTCH | 2:12.547 | 2:12.929 | 0.382 |
| 22 | 88 | COURT | 1:17.031 | 133 | WOOLFALL | 55.411 | 22 | 48 | SABBARTON | 2:12.566 | 2:12.566 | 0.000 |
| 23 | 133 | WOOLFALL | 1:17.605 | 44 | SUTCH | 55.555 | 23 | 88 | COURT | 2:12.591 | 2:12.591 | 0.000 |
| 24 | 99 | CLARIDGE | 1:17.653 | 88 | COURT | 55.560 | 24 | 49 | NEWMAN | 2:13.012 | 2:13.070 | 0.058 |
| 25 | 48 | SABBARTON | 1:17.664 | 33 | WRIGHT | 55.853 | 25 | 133 | WOOLFALL | 2:13.016 | 2:13.016 | 0.000 |
| 26 | 33 | WRIGHT | 1:18.736 | 49 | NEWMAN | 56.032 | 26 | 33 | WRIGHT | 2:14.589 | 2:14.589 | 0.000 |
| 27 | 32 | MACKNESS | 1:21.944 | 32 | MACKNESS | 57.796 | 27 | 32 | MACKNESS | 2:19.740 | 2:19.770 | 0.030 |
| 28 | 43 | HALL | 1:22.706 | 43 | HALL | 57.868 | 28 | 43 | HALL | 2:20.574 | 2:21.058 | 0.484 |
| 29 | 41 | TINKER | 1:25.484 | 41 | TINKER | 59.121 | 29 | 41 | TINKER | 2:24.605 | 2:25.189 | 0.584 |
| 30 | 11 | HARVEY | 1:28.964 | 11 | HARVEY | 1:03.640 | 30 | 11 | HARVEY | 2:32.604 | 2:32.604 | 0.000 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles

Start: 10:33 Flag 10:45 End: 10:47

Results can be found at www.tsl-timing.com

Printed - 10:50 Saturday, 28 April 2018

Team Green Junior Cup & Senior 300

RACE 5 - GRID (7 Laps)

| | | | | | | | | | | | | | |
|--------|----|-----|----------------|---------------|----------|----|--------------------|--------------|----------|----|-----------------|----------------|----------|
| ROW 11 | 31 | 70 | Sean HALL | 1 | | 1 | | | | | | | |
| ROW 10 | | 28 | 43 | Colin HALL | 2:21.058 | 29 | 41 | Kyal TINKER | 2:25.189 | 30 | 11 | Gary HARVEY | 2:32.604 |
| ROW 9 | 25 | 49 | Andrew NEWMAN | 2:13.070 | 26 | 33 | Jarrod WRIGHT | 2:14.589 | 27 | 32 | John MACKNESS | 2:19.770 | |
| ROW 8 | | 22 | 88 | David COURT | 2:12.591 | 23 | 44 | Duane SUTCH | 2:12.929 | 24 | 133 | Peter WOOLFALL | 2:13.016 |
| ROW 7 | 19 | 30 | Malcolm HOWELL | 2:11.972 | 20 | 99 | Harvey CLARIDGE | 2:12.448 | 21 | 48 | Kevin SABBARTON | 2:12.566 | |
| ROW 6 | | 16 | 67 | Tony MORRIS | 2:09.792 | 17 | 97 | Reece GUYETT | 2:09.832 | 18 | 18 | Indy OFFER | 2:11.479 |
| ROW 5 | 13 | 888 | Jeff MORRIS | 2:08.252 | 14 | 45 | Brandon SHERIFF | 2:08.369 | 15 | 9 | Graham HAW | 2:09.337 | |
| ROW 4 | | 10 | 20 | Kai DICKINSON | 2:07.235 | 11 | 28 | Leon STEWART | 2:07.937 | 12 | 38 | Bob COUCHMAN | 2:08.191 |
| ROW 3 | 7 | 56 | Michael STONE | 2:06.483 | 8 | 62 | Nicholas BETTRIDGE | 2:06.496 | 9 | 66 | Mark PARBURY | 2:06.706 | |
| ROW 2 | | 4 | 29 | Charlie STONE | 2:04.925 | 5 | 861 | Owen JENNER | 2:04.943 | 6 | 4 | James DUTTON | 2:05.246 |
| ROW 1 | 1 | 76 | Elliot PINSON | 1:59.329 | 2 | 86 | Jamie KELMAN | 2:01.765 | 3 | 6 | Martin COOPER | 2:04.611 | |
| | | | Pole | | | | | | | | | | |

Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 10:56 Saturday, 28 April 2018



Team Green Junior Cup & Senior 300

RACE 5 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|----------------------|--|------|-----------|----------|----------|-------|----------|----|
| 1 | 76 | J | 1 Elliot PINSON | NINJA 300 - Mum, Dad, Gran & Grandad | 7 | 14:08.316 | | | 64.75 | 1:58.503 | 2 |
| 2 | 86 | S | 1 Jamie KELMAN | NINJA 300 - Fastlane motorcycles | 7 | 14:45.248 | 36.932 | 36.932 | 62.05 | 2:03.908 | 3 |
| 3 | 56 | S | 2 Michael STONE | NINJA 300 - SMS Racing Team | 7 | 14:59.885 | 51.569 | 14.637 | 61.04 | 2:06.539 | 6 |
| 4 | 29 | S | 3 Charlie STONE | NINJA 300 - SMS Racing Team | 7 | 15:00.729 | 52.413 | 0.844 | 60.99 | 2:06.338 | 7 |
| 5 | 66 | S | 4 Mark PARBURY | NINJA 300 - | 7 | 15:14.099 | 1:05.783 | 13.370 | 60.09 | 2:06.822 | 6 |
| 6 | 62 | S | 5 Nicholas BETTRIDGE | NINJA 300 - Weald builders | 7 | 15:17.561 | 1:09.245 | 3.462 | 59.87 | 2:07.571 | 7 |
| 7 | 888 | S | 6 Jeff MORRIS | NINJA 300 - | 7 | 15:17.934 | 1:09.618 | 0.373 | 59.84 | 2:08.045 | 7 |
| 8 | 20 | S | 7 Kai DICKINSON | NINJA 300 - 2M+2K+H=Racing | 7 | 15:29.533 | 1:21.217 | 11.599 | 59.10 | 2:10.484 | 7 |
| 9 | 97 | S | 8 Reece GUYETT | NINJA 300 - Rose MOT | 7 | 15:33.461 | 1:25.145 | 3.928 | 58.85 | 2:08.635 | 6 |
| 10 | 38 | S | 9 Bob COUCHMAN | NINJA 300 - Pinky Janey | 7 | 15:37.277 | 1:28.961 | 3.816 | 58.61 | 2:09.901 | 6 |
| 11 | 99 | J | 2 Harvey CLARIDGE | NINJA 300 - | 7 | 15:37.416 | 1:29.100 | 0.139 | 58.60 | 2:10.696 | 4 |
| 12 | 9 | S | 10 Graham HAW | NINJA 300 - Graham Haw joinery | 7 | 15:38.999 | 1:30.683 | 1.583 | 58.50 | 2:10.117 | 6 |
| 13 | 67 | S | 11 Tony MORRIS | NINJA 300 - Chippy racing team | 7 | 15:47.877 | 1:39.561 | 8.878 | 57.95 | 2:10.793 | 7 |
| 14 | 18 | J | 3 Indy OFFER | NINJA 300 - Ace Osteopaths | 7 | 16:01.847 | 1:53.531 | 13.970 | 57.11 | 2:13.248 | 5 |
| 15 | 33 | J | 4 Jarrod WRIGHT | NINJA 250R - ELP racing | 7 | 16:02.025 | 1:53.709 | 0.178 | 57.10 | 2:12.680 | 5 |
| 16 | 49 | S | 12 Andrew NEWMAN | NINJA 300 - | 7 | 16:09.790 | 2:01.474 | 7.765 | 56.64 | 2:14.771 | 5 |
| 17 | 88 | S | 13 David COURT | NINJA 300 - SMS Racing Team | 7 | 16:10.098 | 2:01.782 | 0.308 | 56.62 | 2:15.055 | 3 |
| 18 | 45 | J | 5 Brandon SHERIFF | NINJA 300 - Dad, Mum, Fins Motorcycles Redhill | 7 | 16:47.367 | 2:39.051 | 37.269 | 54.53 | 2:10.167 | 3 |
| 19 | 43 | S | 14 Colin HALL | NINJA 300 - | 6 | 14:21.747 | 1 Lap | 1 Lap | 54.64 | 2:18.238 | 6 |
| 20 | 41 | J | 6 Kyal TINKER | NINJA 300 - Aquatix-2u Ltd | 6 | 14:48.454 | 1 Lap | 26.707 | 53.00 | 2:23.254 | 5 |
| 21 | 11 | S | 15 Gary HARVEY | NINJA 300 - NR Racing | 6 | 16:38.296 | 1 Lap | 1:49.842 | 47.16 | 2:40.598 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|---|-----------------|--|---|-----------|--------|--------|-------|----------|---|
| DNF | 48 | S | Kevin SABBARTON | NINJA 300 - | 6 | 13:46.884 | 1 Lap | | 56.94 | 2:13.214 | 5 |
| DNF | 133 | S | Peter WOOLFALL | NINJA 300 - Salisbury Cleaning Services | 4 | 9:30.946 | 3 Laps | 2 Laps | 54.98 | 2:18.005 | 3 |
| DNF | 44 | S | Duane SUTCH | NINJA 300 - Shawell Tuning and Racing Serv | 3 | 7:01.737 | 4 Laps | 1 Lap | 55.82 | 2:14.519 | 2 |
| DNF | 30 | S | Malcolm HOWELL | NINJA 300 - | 3 | 7:02.397 | 4 Laps | 0.660 | 55.73 | 2:15.107 | 3 |
| DNF | 6 | S | Martin COOPER | NINJA 300 - | 1 | 2:16.232 | 6 Laps | 2 Laps | 57.60 | | |
| DNF | 861 | J | Owen JENNER | NINJA 300 - | 0 | | | | | | |
| DNF | 4 | J | James DUTTON | NINJA 300 - SMS Racing Team | 0 | | | | | | |
| DNF | 28 | S | Leon STEWART | NINJA 300 - SMS Racing Team | 0 | | | | | | |
| DNF | 32 | S | John MACKNESS | NINJA 300 - ME | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|----|---|---------------|--------------------------------------|---|----------|-----------|------------|
| 76 | J | Elliot PINSON | NINJA 300 - Mum, Dad, Gran & Grandad | 2 | 1:58.503 | 66.22 mph | 106.58 kph |
| 86 | S | Jamie KELMAN | NINJA 300 - Fastlane motorcycles | 3 | 2:03.908 | 63.33 mph | 101.93 kph |

Class J - 92.5% of Race Speed = 59.89 mph

Class S - 92.5% of Race Speed = 57.39 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 15:32 Flag 15:46 End: 15:49

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 15:50 Saturday, 28 April 2018



Team Green Junior Cup & Senior 300

RACE 5 - LAP CHART

LAP 1 @ 15:34:51.733

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 76 | | 2:07.907 |
| 86 | 4.545 | 2:12.452 |
| 29 | 7.714 | 2:15.621 |
| 56 | 8.140 | 2:16.047 |
| 6 | 8.325 | 2:16.232 |
| 20 | 11.359 | 2:19.266 |
| 62 | 11.717 | 2:19.624 |
| 888 | 12.098 | 2:20.005 |
| 66 | 12.697 | 2:20.604 |
| 45 | 13.869 | 2:21.776 |
| 97 | 16.784 | 2:24.691 |
| 9 | 19.014 | 2:26.921 |
| 38 | 19.274 | 2:27.181 |
| 99 | 19.538 | 2:27.445 |
| 67 | 20.344 | 2:28.251 |
| 33 | 22.142 | 2:30.049 |
| 18 | 22.544 | 2:30.451 |
| 30 | 24.059 | 2:31.966 |
| 44 | 24.256 | 2:32.163 |
| 48 | 24.415 | 2:32.322 |
| 88 | 25.460 | 2:33.367 |
| 49 | 26.135 | 2:34.042 |
| 133 | 27.330 | 2:35.237 |
| 43 | 31.096 | 2:39.003 |
| 41 | 36.329 | 2:44.236 |
| 11 | 50.864 | 2:58.771 |

LAP 2 @ 15:36:50.236

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 76 | | 1:58.503 |
| 86 | 10.250 | 2:04.208 |
| 29 | 15.931 | 2:06.720 |
| 56 | 16.628 | 2:06.991 |
| 62 | 25.813 | 2:12.599 |
| 66 | 27.041 | 2:12.847 |
| 20 | 27.149 | 2:14.293 |
| 888 | 27.446 | 2:13.851 |
| 45 | 28.791 | 2:13.425 |
| 97 | 32.881 | 2:14.600 |
| 9 | 34.113 | 2:13.602 |
| 99 | 35.122 | 2:14.087 |
| 38 | 35.991 | 2:15.220 |
| 67 | 37.940 | 2:16.099 |
| 18 | 39.609 | 2:15.568 |
| 33 | 39.818 | 2:16.179 |
| 44 | 40.272 | 2:14.519 |
| 30 | 40.880 | 2:15.324 |
| 48 | 41.375 | 2:15.463 |
| 88 | 43.647 | 2:16.690 |
| 49 | 44.178 | 2:16.546 |
| 133 | 47.734 | 2:18.907 |
| 43 | 56.355 | 2:23.762 |
| 41 | 1:04.855 | 2:27.029 |
| 11 | 1:32.959 | 2:40.598 |

LAP 3 @ 15:38:50.072

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 76 | | 1:59.836 |
| 86 | 14.322 | 2:03.908 |
| 29 | 23.707 | 2:07.612 |
| 56 | 24.410 | 2:07.618 |

| | | |
|-----|----------|----------|
| 62 | 36.300 | 2:10.323 |
| 66 | 37.105 | 2:09.900 |
| 888 | 38.150 | 2:10.540 |
| 20 | 38.925 | 2:11.612 |
| 45 | 39.122 | 2:10.167 |
| 97 | 46.180 | 2:13.135 |
| 9 | 46.504 | 2:12.227 |
| 99 | 46.919 | 2:11.633 |
| 38 | 48.642 | 2:12.487 |
| 67 | 52.865 | 2:14.761 |
| 18 | 54.986 | 2:15.213 |
| 33 | 55.057 | 2:15.075 |
| 44 | 55.491 | 2:15.055 |
| 30 | 56.151 | 2:15.107 |
| 48 | 56.705 | 2:15.166 |
| 88 | 58.866 | 2:15.055 |
| 49 | 59.138 | 2:14.796 |
| 133 | 1:05.903 | 2:18.005 |
| 43 | 1:17.199 | 2:20.680 |
| 41 | 1:30.178 | 2:25.159 |

LAP 4 @ 15:40:49.255

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 76 | | 1:59.183 |
| 11 | 1 Lap | 2:43.281 |
| 86 | 20.957 | 2:05.818 |
| 29 | 32.038 | 2:07.514 |
| 56 | 32.452 | 2:07.225 |
| 66 | 45.901 | 2:07.979 |
| 62 | 46.268 | 2:09.151 |
| 888 | 47.613 | 2:08.646 |
| 20 | 50.605 | 2:10.863 |
| 45 | 51.136 | 2:11.197 |
| 99 | 58.432 | 2:10.696 |
| 97 | 59.307 | 2:12.310 |
| 9 | 1:00.382 | 2:13.061 |
| 38 | 1:01.607 | 2:12.148 |
| 67 | 1:07.320 | 2:13.638 |
| 33 | 1:10.735 | 2:14.861 |
| 18 | 1:10.960 | 2:15.157 |
| 48 | 1:11.394 | 2:13.872 |
| 88 | 1:14.796 | 2:15.113 |
| 49 | 1:15.639 | 2:15.684 |
| 133 | 1:25.517 | 2:18.797 |
| 43 | 1:39.252 | 2:21.236 |
| 41 | 1:56.145 | 2:25.150 |

LAP 5 @ 15:42:49.124

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 76 | | 1:59.869 |
| 86 | 27.456 | 2:06.368 |
| 29 | 41.278 | 2:09.109 |
| 56 | 41.502 | 2:08.919 |
| 66 | 53.642 | 2:07.610 |
| 62 | 56.083 | 2:09.684 |
| 888 | 56.443 | 2:08.699 |
| 11 | 1 Lap | 2:45.024 |
| 20 | 1:02.860 | 2:12.124 |
| 45 | 1:03.109 | 2:11.842 |
| 99 | 1:09.745 | 2:11.182 |
| 97 | 1:10.103 | 2:10.665 |
| 9 | 1:11.039 | 2:10.526 |
| 38 | 1:12.123 | 2:10.385 |
| 67 | 1:19.945 | 2:12.494 |

| | | |
|----|----------|----------|
| 33 | 1:23.546 | 2:12.680 |
| 18 | 1:24.339 | 2:13.248 |
| 48 | 1:24.739 | 2:13.214 |
| 88 | 1:30.254 | 2:15.327 |
| 49 | 1:30.541 | 2:14.771 |
| 43 | 1:58.211 | 2:18.828 |

LAP 6 @ 15:44:51.172

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 76 | | 2:02.048 |
| 41 | 1 Lap | 2:23.254 |
| 86 | 30.348 | 2:04.940 |
| 56 | 45.993 | 2:06.539 |
| 29 | 47.045 | 2:07.815 |
| 66 | 58.416 | 2:06.822 |
| 888 | 1:02.543 | 2:08.148 |
| 62 | 1:02.644 | 2:08.609 |
| 20 | 1:11.703 | 2:10.891 |
| 97 | 1:16.690 | 2:08.635 |
| 99 | 1:18.708 | 2:11.011 |
| 9 | 1:19.108 | 2:10.117 |
| 38 | 1:19.976 | 2:09.901 |
| 67 | 1:29.738 | 2:11.841 |
| 45 | 1:32.751 | 2:31.690 |
| 33 | 1:37.891 | 2:16.393 |
| 48 | 1:39.538 | 2:16.847 |
| 18 | 1:40.548 | 2:18.257 |
| 88 | 1:44.761 | 2:16.555 |
| 49 | 1:44.891 | 2:16.398 |
| 11 | 1 Lap | 2:45.463 |

LAP 7 @ 15:46:52.142

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 76 | | 2:00.970 |
| 43 | 1 Lap | 2:18.238 |
| 86 | 36.932 | 2:07.554 |
| 41 | 1 Lap | 2:23.626 |
| 56 | 51.569 | 2:06.546 |
| 29 | 52.413 | 2:06.338 |
| 66 | 1:05.783 | 2:08.337 |
| 62 | 1:09.245 | 2:07.571 |
| 888 | 1:09.618 | 2:08.045 |
| 20 | 1:21.217 | 2:10.484 |
| 97 | 1:25.145 | 2:09.425 |
| 38 | 1:28.961 | 2:09.955 |
| 99 | 1:29.100 | 2:11.362 |
| 9 | 1:30.683 | 2:12.545 |
| 67 | 1:39.561 | 2:10.793 |
| 18 | 1:53.531 | 2:13.953 |
| 33 | 1:53.709 | 2:16.788 |
| 49 | 2:01.474 | 2:17.553 |
| 88 | 2:01.782 | 2:17.991 |
| 11 | 1 Lap | 2:45.159 |
| 45 | 2:39.051 | 3:07.270 |

Weather / Track : Rain / Wet

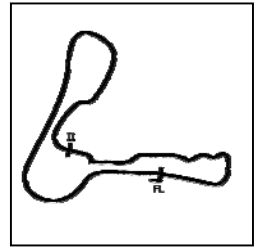
Results can be found at www.tsl-timing.com

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:32 Flag 15:46 End: 15:49

Printed - 15:51 Saturday, 28 April 2018

Team Green Junior Cup & Senior 300

RACE 5 - 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 76 J Elliot PINSON | | NINJA 300 - Mum, Dad, Gran & Grandad | | | | |
|------------------------------|-----------------|--------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:58.503 | | BEST LAP TIME : 1:58.503 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.829 | 2:07.907 | 61.35 | 9.404 | 15:34:51.733 |
| 2 - | 1:09.293 | 49.210 | 1:58.503 (1) | 66.22 | | 15:36:50.236 |
| 3 - | 1:10.250 | 49.586 | 1:59.836 (3) | 65.49 | 1.333 | 15:38:50.072 |
| 4 - | 1:09.597 | 49.586 | 1:59.183 (2) | 65.84 | 0.680 | 15:40:49.255 |
| 5 - | 1:10.273 | 49.596 | 1:59.869 | 65.47 | 1.366 | 15:42:49.124 |
| 6 - | 1:12.095 | 49.953 | 2:02.048 | 64.30 | 3.545 | 15:44:51.172 |
| 7 - | 1:10.794 | 50.176 | 2:00.970 | 64.87 | 2.467 | 15:46:52.142 |

| P2 86 S Jamie KELMAN | | NINJA 300 - Fastlane motorcycles | | | | |
|-----------------------------|-----------------|----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.208 | | BEST LAP TIME : 2:03.908 | | DIFFERENCE : 0.700 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.160 | 2:12.452 | 59.25 | 8.544 | 15:34:56.278 |
| 2 - | 1:13.188 | 51.020 | 2:04.208 (2) | 63.18 | 0.300 | 15:37:00.486 |
| 3 - | 1:12.188 | 51.720 | 2:03.908 (1) | 63.33 | | 15:39:04.394 |
| 4 - | 1:13.205 | 52.613 | 2:05.818 | 62.37 | 1.910 | 15:41:10.212 |
| 5 - | 1:14.853 | 51.515 | 2:06.368 | 62.10 | 2.460 | 15:43:16.580 |
| 6 - | 1:12.899 | 52.041 | 2:04.940 (3) | 62.81 | 1.032 | 15:45:21.520 |
| 7 - | 1:14.462 | 53.092 | 2:07.554 | 61.52 | 3.646 | 15:47:29.074 |

| P3 56 S Michael STONE | | NINJA 300 - SMS Racing Team | | | | |
|------------------------------|-----------------|-----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:06.061 | | BEST LAP TIME : 2:06.539 | | DIFFERENCE : 0.478 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.621 | 2:16.047 | 57.68 | 9.508 | 15:34:59.873 |
| 2 - | 1:14.339 | 52.652 | 2:06.991 (3) | 61.80 | 0.452 | 15:37:06.864 |
| 3 - | 1:14.215 | 53.403 | 2:07.618 | 61.49 | 1.079 | 15:39:14.482 |
| 4 - | 1:14.410 | 52.815 | 2:07.225 | 61.68 | 0.686 | 15:41:21.707 |
| 5 - | 1:15.926 | 52.993 | 2:08.919 | 60.87 | 2.380 | 15:43:30.626 |
| 6 - | 1:13.478 | 53.061 | 2:06.539 (1) | 62.02 | | 15:45:37.165 |
| 7 - | 1:13.963 | 52.583 | 2:06.546 (2) | 62.01 | 0.007 | 15:47:43.711 |

| P4 29 S Charlie STONE | | NINJA 300 - SMS Racing Team | | | | |
|------------------------------|-----------------|-----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:06.321 | | BEST LAP TIME : 2:06.338 | | DIFFERENCE : 0.017 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.102 | 2:15.621 | 57.86 | 9.283 | 15:34:59.447 |
| 2 - | 1:14.205 | 52.515 | 2:06.720 (2) | 61.93 | 0.382 | 15:37:06.167 |
| 3 - | 1:14.486 | 53.126 | 2:07.612 | 61.49 | 1.274 | 15:39:13.779 |
| 4 - | 1:14.429 | 53.085 | 2:07.514 (3) | 61.54 | 1.176 | 15:41:21.293 |
| 5 - | 1:15.786 | 53.323 | 2:09.109 | 60.78 | 2.771 | 15:43:30.402 |
| 6 - | 1:14.685 | 53.130 | 2:07.815 | 61.40 | 1.477 | 15:45:38.217 |
| 7 - | 1:13.806 | 52.532 | 2:06.338 (1) | 62.11 | | 15:47:44.555 |

| P5 66 S Mark PARBURY | | NINJA 300 - | | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.552 | | BEST LAP TIME : 2:06.822 | | DIFFERENCE : 0.270 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.392 | 2:20.604 | 55.81 | 13.782 | 15:35:04.430 |
| 2 - | 1:17.143 | 55.704 | 2:12.847 | 59.07 | 6.025 | 15:37:17.277 |
| 3 - | 1:15.691 | 54.209 | 2:09.900 | 60.41 | 3.078 | 15:39:27.177 |
| 4 - | 1:14.499 | 53.480 | 2:07.979 (3) | 61.32 | 1.157 | 15:41:35.156 |
| 5 - | 1:14.458 | 53.152 | 2:07.610 (2) | 61.50 | 0.788 | 15:43:42.766 |
| 6 - | 1:13.400 | 53.422 | 2:06.822 (1) | 61.88 | | 15:45:49.588 |
| 7 - | 1:14.232 | 54.105 | 2:08.337 | 61.15 | 1.515 | 15:47:57.925 |

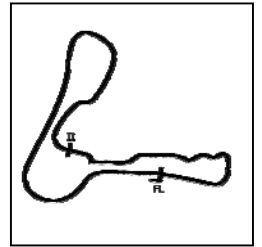
| P6 62 S Nicholas BETTRIDGE | | NINJA 300 - Weald builders | | | | |
|-----------------------------------|----------|----------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:07.571 | | BEST LAP TIME : 2:07.571 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:32 Flag 15:46 End: 15:49

Team Green Junior Cup & Senior 300

RACE 5 - 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

| | | | | | | | |
|-----|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 55.349 | | 2:19.624 | 56.20 | 12.053 | 15:35:03.450 |
| 2 - | 1:17.753 | 54.846 | | 2:12.599 | 59.18 | 5.028 | 15:37:16.049 |
| 3 - | 1:16.285 | 54.038 | | 2:10.323 | 60.22 | 2.752 | 15:39:26.372 |
| 4 - | 1:15.638 | 53.513 | | 2:09.151 (3) | 60.76 | 1.580 | 15:41:35.523 |
| 5 - | 1:15.001 | 54.683 | | 2:09.684 | 60.51 | 2.113 | 15:43:45.207 |
| 6 - | 1:14.546 | 54.063 | | 2:08.609 (2) | 61.02 | 1.038 | 15:45:53.816 |
| 7 - | 1:14.268 | 53.303 | | 2:07.571 (1) | 61.51 | | 15:48:01.387 |

| P7 888 S Jeff MORRIS | | | NINJA 300 - | | | |
|---------------------------|--|--------------------------|-------------|--------------------|--|--|
| IDEAL LAP TIME : 2:07.684 | | BEST LAP TIME : 2:08.045 | | DIFFERENCE : 0.361 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 54.197 | 2:20.005 | 56.05 | 11.960 | 15:35:03.831 |
| 2 - | 1:18.187 | 55.664 | 2:13.851 | 58.63 | 5.806 | 15:37:17.682 |
| 3 - | 1:16.679 | 53.861 | 2:10.540 | 60.12 | 2.495 | 15:39:28.222 |
| 4 - | 1:15.428 | 53.218 | 2:08.646 (3) | 61.00 | 0.601 | 15:41:36.868 |
| 5 - | 1:15.518 | 53.181 | 2:08.699 | 60.98 | 0.654 | 15:43:45.567 |
| 6 - | 1:14.980 | 53.168 | 2:08.148 (2) | 61.24 | 0.103 | 15:45:53.715 |
| 7 - | 1:15.341 | 52.704 | 2:08.045 (1) | 61.29 | | 15:48:01.760 |

| P8 20 S Kai DICKINSON | | | NINJA 300 - 2M+2K+H=Racing | | | |
|---------------------------|--|--------------------------|----------------------------|--------------------|--|--|
| IDEAL LAP TIME : 2:10.468 | | BEST LAP TIME : 2:10.484 | | DIFFERENCE : 0.016 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 55.483 | 2:19.266 | 56.35 | 8.782 | 15:35:03.092 |
| 2 - | 1:18.133 | 56.160 | 2:14.293 | 58.43 | 3.809 | 15:37:17.385 |
| 3 - | 1:16.636 | 54.976 | 2:11.612 | 59.63 | 1.128 | 15:39:28.997 |
| 4 - | 1:16.234 | 54.629 | 2:10.863 (2) | 59.97 | 0.379 | 15:41:39.860 |
| 5 - | 1:17.253 | 54.871 | 2:12.124 | 59.39 | 1.640 | 15:43:51.984 |
| 6 - | 1:16.622 | 54.269 | 2:10.891 (3) | 59.95 | 0.407 | 15:46:02.875 |
| 7 - | 1:16.199 | 54.285 | 2:10.484 (1) | 60.14 | | 15:48:13.359 |

| P9 97 S Reece GUYETT | | | NINJA 300 - Rose MOT | | | |
|---------------------------|--|--------------------------|----------------------|--------------------|--|--|
| IDEAL LAP TIME : 2:08.635 | | BEST LAP TIME : 2:08.635 | | DIFFERENCE : 0.000 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 55.621 | 2:24.691 | 54.23 | 16.056 | 15:35:08.517 |
| 2 - | 1:19.366 | 55.234 | 2:14.600 | 58.30 | 5.965 | 15:37:23.117 |
| 3 - | 1:17.935 | 55.200 | 2:13.135 | 58.94 | 4.500 | 15:39:36.252 |
| 4 - | 1:18.213 | 54.097 | 2:12.310 | 59.31 | 3.675 | 15:41:48.562 |
| 5 - | 1:17.251 | 53.414 | 2:10.665 (3) | 60.06 | 2.030 | 15:43:59.227 |
| 6 - | 1:15.548 | 53.087 | 2:08.635 (1) | 61.01 | | 15:46:07.862 |
| 7 - | 1:15.765 | 53.660 | 2:09.425 (2) | 60.63 | 0.790 | 15:48:17.287 |

| P10 38 S Bob COUCHMAN | | | NINJA 300 - Pinky Janey | | | |
|---------------------------|--|--------------------------|-------------------------|--------------------|--|--|
| IDEAL LAP TIME : 2:09.806 | | BEST LAP TIME : 2:09.901 | | DIFFERENCE : 0.095 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 58.064 | 2:27.181 | 53.32 | 17.280 | 15:35:11.007 |
| 2 - | 1:19.033 | 56.187 | 2:15.220 | 58.03 | 5.319 | 15:37:26.227 |
| 3 - | 1:17.190 | 55.297 | 2:12.487 | 59.23 | 2.586 | 15:39:38.714 |
| 4 - | 1:16.792 | 55.356 | 2:12.148 | 59.38 | 2.247 | 15:41:50.862 |
| 5 - | 1:15.639 | 54.746 | 2:10.385 (3) | 60.19 | 0.484 | 15:44:01.247 |
| 6 - | 1:15.442 | 54.459 | 2:09.901 (1) | 60.41 | | 15:46:11.148 |
| 7 - | 1:15.591 | 54.364 | 2:09.955 (2) | 60.39 | 0.054 | 15:48:21.103 |

| P11 99 J Harvey CLARIDGE | | | NINJA 300 - | | | |
|---------------------------|--|--------------------------|-------------|--------------------|--|--|
| IDEAL LAP TIME : 2:10.427 | | BEST LAP TIME : 2:10.696 | | DIFFERENCE : 0.269 | | |

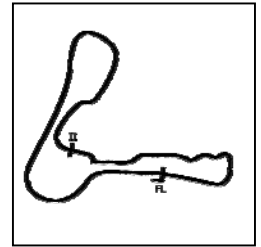
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|----------|---------------------|--------------|--------|---------------------|
| 1 - | | 57.269 | 2:27.445 | 53.22 | 16.749 | 15:35:11.271 |
| 2 - | 1:18.189 | 55.898 | 2:14.087 | 58.52 | 3.391 | 15:37:25.358 |
| 3 - | 1:17.552 | 54.081 | 2:11.633 | 59.62 | 0.937 | 15:39:36.991 |
| 4 - | 1:16.681 | 54.015 | 2:10.696 (1) | 60.04 | | 15:41:47.687 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:32 Flag 15:46 End: 15:49

Team Green Junior Cup & Senior 300

RACE 5 - 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

| | | | | | | |
|-----|----------|---------------|--------------|-------|-------|--------------|
| 5 - | 1:17.269 | 53.913 | 2:11.182 (3) | 59.82 | 0.486 | 15:43:58.869 |
| 6 - | 1:16.827 | 54.184 | 2:11.011 (2) | 59.90 | 0.315 | 15:46:09.880 |
| 7 - | 1:17.616 | 53.746 | 2:11.362 | 59.74 | 0.666 | 15:48:21.242 |

| P12 | 9 S | Graham HAW | NINJA 300 - Graham Haw joinery | | | |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.117 | | BEST LAP TIME : 2:10.117 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.197 | 2:26.921 | 53.41 | 16.804 | 15:35:10.747 |
| 2 - | 1:18.017 | 55.585 | 2:13.602 | 58.74 | 3.485 | 15:37:24.349 |
| 3 - | 1:17.220 | 55.007 | 2:12.227 (3) | 59.35 | 2.110 | 15:39:36.576 |
| 4 - | 1:18.571 | 54.490 | 2:13.061 | 58.98 | 2.944 | 15:41:49.637 |
| 5 - | 1:16.560 | 53.966 | 2:10.526 (2) | 60.12 | 0.409 | 15:44:00.163 |
| 6 - | 1:16.271 | 53.846 | 2:10.117 (1) | 60.31 | | 15:46:10.280 |
| 7 - | 1:17.594 | 54.951 | 2:12.545 | 59.21 | 2.428 | 15:48:22.825 |

| P13 | 67 S | Tony MORRIS | NINJA 300 - Chippy racing team | | | |
|---------------------------|-----------------|--------------------------|--------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.793 | | BEST LAP TIME : 2:10.793 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.462 | 2:28.251 | 52.93 | 17.458 | 15:35:12.077 |
| 2 - | 1:20.886 | 55.213 | 2:16.099 | 57.66 | 5.306 | 15:37:28.176 |
| 3 - | 1:19.720 | 55.041 | 2:14.761 | 58.23 | 3.968 | 15:39:42.937 |
| 4 - | 1:18.864 | 54.774 | 2:13.638 | 58.72 | 2.845 | 15:41:56.575 |
| 5 - | 1:18.258 | 54.236 | 2:12.494 (3) | 59.23 | 1.701 | 15:44:09.069 |
| 6 - | 1:17.642 | 54.199 | 2:11.841 (2) | 59.52 | 1.048 | 15:46:20.910 |
| 7 - | 1:16.966 | 53.827 | 2:10.793 (1) | 60.00 | | 15:48:31.703 |

| P14 | 18 J | Indy OFFER | NINJA 300 - Ace Osteopaths | | | |
|---------------------------|-----------------|--------------------------|----------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.075 | | BEST LAP TIME : 2:13.248 | DIFFERENCE : 0.173 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.523 | 2:30.451 | 52.16 | 17.203 | 15:35:14.277 |
| 2 - | 1:19.704 | 55.864 | 2:15.568 | 57.89 | 2.320 | 15:37:29.845 |
| 3 - | 1:19.081 | 56.132 | 2:15.213 | 58.04 | 1.965 | 15:39:45.058 |
| 4 - | 1:18.862 | 56.295 | 2:15.157 (3) | 58.06 | 1.909 | 15:42:00.215 |
| 5 - | 1:18.279 | 54.969 | 2:13.248 (1) | 58.89 | | 15:44:13.463 |
| 6 - | 1:18.438 | 59.819 | 2:18.257 | 56.76 | 5.009 | 15:46:31.720 |
| 7 - | 1:18.106 | 55.847 | 2:13.953 (2) | 58.58 | 0.705 | 15:48:45.673 |

| P15 | 33 J | Jarrold WRIGHT | NINJA 250R - ELP racing | | | |
|---------------------------|-----------------|--------------------------|-------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.680 | | BEST LAP TIME : 2:12.680 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.950 | 2:30.049 | 52.30 | 17.369 | 15:35:13.875 |
| 2 - | 1:19.603 | 56.576 | 2:16.179 | 57.63 | 3.499 | 15:37:30.054 |
| 3 - | 1:18.360 | 56.715 | 2:15.075 (3) | 58.10 | 2.395 | 15:39:45.129 |
| 4 - | 1:17.872 | 56.989 | 2:14.861 (2) | 58.19 | 2.181 | 15:41:59.990 |
| 5 - | 1:17.568 | 55.112 | 2:12.680 (1) | 59.15 | | 15:44:19.670 |
| 6 - | 1:18.560 | 57.833 | 2:16.393 | 57.54 | 3.713 | 15:46:29.063 |
| 7 - | 1:19.318 | 57.470 | 2:16.788 | 57.37 | 4.108 | 15:48:45.851 |

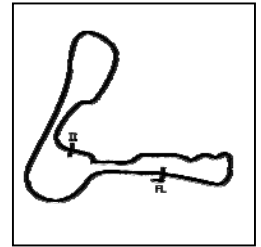
| P16 | 49 S | Andrew NEWMAN | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.140 | | BEST LAP TIME : 2:14.771 | DIFFERENCE : 0.631 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.563 | 2:34.042 | 50.94 | 19.271 | 15:35:17.868 |
| 2 - | 1:20.249 | 56.297 | 2:16.546 | 57.47 | 1.775 | 15:37:34.414 |
| 3 - | 1:18.724 | 56.072 | 2:14.796 (2) | 58.22 | 0.025 | 15:39:49.210 |
| 4 - | 1:19.085 | 56.599 | 2:15.684 (3) | 57.84 | 0.913 | 15:42:04.894 |
| 5 - | 1:18.068 | 56.703 | 2:14.771 (1) | 58.23 | | 15:44:19.665 |
| 6 - | 1:19.020 | 57.378 | 2:16.398 | 57.53 | 1.627 | 15:46:36.063 |
| 7 - | 1:18.977 | 58.576 | 2:17.553 | 57.05 | 2.782 | 15:48:53.616 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:32 Flag 15:46 End: 15:49

Team Green Junior Cup & Senior 300

RACE 5 - 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

| P17 88 S | | David COURT | | NINJA 300 - SMS Racing Team | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.716 | | BEST LAP TIME : 2:15.055 | | DIFFERENCE : 0.339 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.906 | 2:33.367 | 51.17 | 18.312 | 15:35:17.193 |
| 2 - | 1:20.283 | 56.407 | 2:16.690 | 57.41 | 1.635 | 15:37:33.883 |
| 3 - | 1:18.539 | 56.516 | 2:15.055 (1) | 58.11 | | 15:39:48.938 |
| 4 - | 1:18.516 | 56.597 | 2:15.113 (2) | 58.08 | 0.058 | 15:42:04.051 |
| 5 - | 1:18.309 | 57.018 | 2:15.327 (3) | 57.99 | 0.272 | 15:44:19.378 |
| 6 - | 1:18.760 | 57.795 | 2:16.555 | 57.47 | 1.500 | 15:46:35.933 |
| 7 - | 1:18.913 | 59.078 | 2:17.991 | 56.87 | 2.936 | 15:48:53.924 |

| P18 45 J | | Brandon SHERIFF | | NINJA 300 - Dad , Mum , Fins Motorcycles Redhill | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 2:09.864 | | BEST LAP TIME : 2:10.167 | | DIFFERENCE : 0.303 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.391 | 2:21.776 | 55.35 | 11.609 | 15:35:05.602 |
| 2 - | 1:18.872 | 54.553 | 2:13.425 | 58.82 | 3.258 | 15:37:19.027 |
| 3 - | 1:16.916 | 53.251 | 2:10.167 (1) | 60.29 | | 15:39:29.194 |
| 4 - | 1:16.613 | 54.584 | 2:11.197 (2) | 59.81 | 1.030 | 15:41:40.391 |
| 5 - | 1:17.598 | 54.244 | 2:11.842 (3) | 59.52 | 1.675 | 15:43:52.233 |
| 6 - | 1:17.305 | 1:14.385 | 2:31.690 | 51.73 | 21.523 | 15:46:23.923 |
| 7 - | 1:47.853 | 1:19.417 | 3:07.270 | 41.90 | 57.103 | 15:49:31.193 |

| P19 43 S | | Colin HALL | | NINJA 300 - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.101 | | BEST LAP TIME : 2:18.238 | | DIFFERENCE : 0.137 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 59.576 | 2:39.003 | 49.35 | 20.765 | 15:35:22.829 |
| 2 - | 1:25.378 | 58.384 | 2:23.762 | 54.59 | 5.524 | 15:37:46.591 |
| 3 - | 1:23.154 | 57.526 | 2:20.680 (3) | 55.78 | 2.442 | 15:40:07.271 |
| 4 - | 1:23.355 | 57.881 | 2:21.236 | 55.56 | 2.998 | 15:42:28.507 |
| 5 - | 1:20.805 | 58.023 | 2:18.828 (2) | 56.53 | 0.590 | 15:44:47.335 |
| 6 - | 1:20.942 | 57.296 | 2:18.238 (1) | 56.77 | | 15:47:05.573 |

| P20 41 J | | Kyal TINKER | | NINJA 300 - Aquatix-2u Ltd | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.467 | | BEST LAP TIME : 2:23.254 | | DIFFERENCE : 0.787 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:01.067 | 2:44.236 | 47.78 | 20.982 | 15:35:28.062 |
| 2 - | 1:27.369 | 59.660 | 2:27.029 | 53.37 | 3.775 | 15:37:55.091 |
| 3 - | 1:25.988 | 59.171 | 2:25.159 | 54.06 | 1.905 | 15:40:20.250 |
| 4 - | 1:25.815 | 59.335 | 2:25.150 (3) | 54.06 | 1.896 | 15:42:45.400 |
| 5 - | 1:24.049 | 59.205 | 2:23.254 (1) | 54.78 | | 15:45:08.654 |
| 6 - | 1:25.208 | 58.418 | 2:23.626 (2) | 54.64 | 0.372 | 15:47:32.280 |

| P21 11 S | | Gary HARVEY | | NINJA 300 - NR Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| IDEAL LAP TIME : 2:40.023 | | BEST LAP TIME : 2:40.598 | | DIFFERENCE : 0.575 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:10.768 | 2:58.771 | 43.89 | 18.173 | 15:35:42.597 |
| 2 - | 1:32.939 | 1:07.659 | 2:40.598 (1) | 48.86 | | 15:38:23.195 |
| 3 - | 1:36.197 | 1:07.084 | 2:43.281 (2) | 48.06 | 2.683 | 15:41:06.476 |
| 4 - | 1:37.340 | 1:07.684 | 2:45.024 (3) | 47.55 | 4.426 | 15:43:51.500 |
| 5 - | 1:37.164 | 1:08.299 | 2:45.463 | 47.43 | 4.865 | 15:46:36.963 |
| 6 - | 1:36.049 | 1:09.110 | 2:45.159 | 47.51 | 4.561 | 15:49:22.122 |

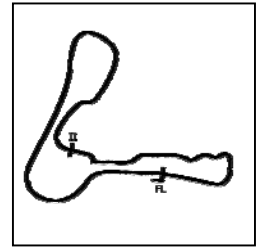
| P22 48 S | | Kevin SABBARTON | | NINJA 300 - | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:12.358 | | BEST LAP TIME : 2:13.214 | | DIFFERENCE : 0.856 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 58.611 | 2:32.322 | 51.52 | 19.108 | 15:35:16.148 |
| 2 - | 1:19.343 | 56.120 | 2:15.463 | 57.93 | 2.249 | 15:37:31.611 |
| 3 - | 1:18.183 | 56.983 | 2:15.166 (3) | 58.06 | 1.952 | 15:39:46.777 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:32 Flag 15:46 End: 15:49

Team Green Junior Cup & Senior 300

RACE 5 - 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

| | | | | | | |
|-----|----------|---------------|---------------------|--------------|-------|---------------------|
| 4 - | 1:18.157 | 55.715 | 2:13.872 (2) | 58.62 | 0.658 | 15:42:00.649 |
| 5 - | 1:18.047 | 55.167 | 2:13.214 (1) | 58.91 | | 15:44:13.863 |
| 6 - | 1:18.186 | 58.661 | 2:16.847 | 57.34 | 3.633 | 15:46:30.710 |

| P23 | 133 S | Peter WOOLFALL | NINJA 300 - Salisbury Cleaning Services | | | |
|---------------------------|-----------------|--------------------------|---|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.568 | | BEST LAP TIME : 2:18.005 | DIFFERENCE : 0.437 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 58.034 | 2:35.237 | 50.55 | 17.232 | 15:35:19.063 |
| 2 - | 1:21.183 | 57.724 | 2:18.907 (3) | 56.49 | 0.902 | 15:37:37.970 |
| 3 - | 1:20.310 | 57.695 | 2:18.005 (1) | 56.86 | | 15:39:55.975 |
| 4 - | 1:21.539 | 57.258 | 2:18.797 (2) | 56.54 | 0.792 | 15:42:14.772 |

| P24 | 44 S | Duane SUTCH | NINJA 300 - Shawell Tuning and Racing Serv | | | |
|---------------------------|-----------------|--------------------------|--|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.483 | | BEST LAP TIME : 2:14.519 | DIFFERENCE : 0.036 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 58.867 | 2:32.163 | 51.57 | 17.644 | 15:35:15.989 |
| 2 - | 1:18.228 | 56.291 | 2:14.519 (1) | 58.34 | | 15:37:30.508 |
| 3 - | 1:18.800 | 56.255 | 2:15.055 (2) | 58.11 | 0.536 | 15:39:45.563 |

| P25 | 30 S | Malcolm HOWELL | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.976 | | BEST LAP TIME : 2:15.107 | DIFFERENCE : 0.131 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 59.247 | 2:31.966 | 51.64 | 16.859 | 15:35:15.792 |
| 2 - | 1:18.737 | 56.587 | 2:15.324 (2) | 57.99 | 0.217 | 15:37:31.116 |
| 3 - | 1:18.389 | 56.718 | 2:15.107 (1) | 58.08 | | 15:39:46.223 |

| P26 | 6 S | Martin COOPER | NINJA 300 - | | | |
|------------------|------------|----------------------|--------------|-------|------|--------------|
| IDEAL LAP TIME : | | BEST LAP TIME : | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.338 | 2:16.232 | 57.60 | | 15:35:00.058 |

Team Green Junior Cup & Senior 300

RACE 5 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|-----------------|-----|-----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:58.503 | | |
| 1 | 76 | PINSON | 1:09.293 | 76 | PINSON | 49.210 | 1 | 76 | PINSON | 1:58.503 | 1:58.503 | 0.000 |
| 2 | 86 | KELMAN | 1:12.188 | 86 | KELMAN | 51.020 | 2 | 86 | KELMAN | 2:03.208 | 2:03.908 | 0.700 |
| 3 | 66 | PARBURY | 1:13.400 | 29 | STONE | 52.515 | 3 | 56 | STONE | 2:06.061 | 2:06.539 | 0.478 |
| 4 | 56 | STONE | 1:13.478 | 56 | STONE | 52.583 | 4 | 29 | STONE | 2:06.321 | 2:06.338 | 0.017 |
| 5 | 29 | STONE | 1:13.806 | 888 | MORRIS | 52.704 | 5 | 66 | PARBURY | 2:06.552 | 2:06.822 | 0.270 |
| 6 | 62 | BETTRIDGE | 1:14.268 | 97 | GUYETT | 53.087 | 6 | 62 | BETTRIDGE | 2:07.571 | 2:07.571 | 0.000 |
| 7 | 888 | MORRIS | 1:14.980 | 66 | PARBURY | 53.152 | 7 | 888 | MORRIS | 2:07.684 | 2:08.045 | 0.361 |
| 8 | 38 | COUCHMAN | 1:15.442 | 45 | SHERIFF | 53.251 | 8 | 97 | GUYETT | 2:08.635 | 2:08.635 | 0.000 |
| 9 | 97 | GUYETT | 1:15.548 | 62 | BETTRIDGE | 53.303 | 9 | 38 | COUCHMAN | 2:09.806 | 2:09.901 | 0.095 |
| 10 | 20 | DICKINSON | 1:16.199 | 6 | COOPER | 53.338 | 10 | 45 | SHERIFF | 2:09.864 | 2:10.167 | 0.303 |
| 11 | 9 | HAW | 1:16.271 | 99 | CLARIDGE | 53.746 | 11 | 9 | HAW | 2:10.117 | 2:10.117 | 0.000 |
| 12 | 45 | SHERIFF | 1:16.613 | 67 | MORRIS | 53.827 | 12 | 99 | CLARIDGE | 2:10.427 | 2:10.696 | 0.269 |
| 13 | 99 | CLARIDGE | 1:16.681 | 9 | HAW | 53.846 | 13 | 20 | DICKINSON | 2:10.468 | 2:10.484 | 0.016 |
| 14 | 67 | MORRIS | 1:16.966 | 20 | DICKINSON | 54.269 | 14 | 67 | MORRIS | 2:10.793 | 2:10.793 | 0.000 |
| 15 | 48 | SABBARTON | 1:17.191 | 38 | COUCHMAN | 54.364 | 15 | 48 | SABBARTON | 2:12.358 | 2:13.214 | 0.856 |
| 16 | 33 | WRIGHT | 1:17.568 | 18 | OFFER | 54.969 | 16 | 33 | WRIGHT | 2:12.680 | 2:12.680 | 0.000 |
| 17 | 49 | NEWMAN | 1:18.068 | 33 | WRIGHT | 55.112 | 17 | 18 | OFFER | 2:13.075 | 2:13.248 | 0.173 |
| 18 | 18 | OFFER | 1:18.106 | 48 | SABBARTON | 55.167 | 18 | 49 | NEWMAN | 2:14.140 | 2:14.771 | 0.631 |
| 19 | 44 | SUTCH | 1:18.228 | 49 | NEWMAN | 56.072 | 19 | 44 | SUTCH | 2:14.483 | 2:14.519 | 0.036 |
| 20 | 88 | COURT | 1:18.309 | 44 | SUTCH | 56.255 | 20 | 88 | COURT | 2:14.716 | 2:15.055 | 0.339 |
| 21 | 30 | HOWELL | 1:18.389 | 88 | COURT | 56.407 | 21 | 30 | HOWELL | 2:14.976 | 2:15.107 | 0.131 |
| 22 | 133 | WOOLFALL | 1:20.310 | 30 | HOWELL | 56.587 | 22 | 133 | WOOLFALL | 2:17.568 | 2:18.005 | 0.437 |
| 23 | 43 | HALL | 1:20.805 | 133 | WOOLFALL | 57.258 | 23 | 43 | HALL | 2:18.101 | 2:18.238 | 0.137 |
| 24 | 41 | TINKER | 1:24.049 | 43 | HALL | 57.296 | 24 | 41 | TINKER | 2:22.467 | 2:23.254 | 0.787 |
| 25 | 11 | HARVEY | 1:32.939 | 41 | TINKER | 58.418 | 25 | 11 | HARVEY | 2:40.023 | 2:40.598 | 0.575 |
| 26 | | | | 11 | HARVEY | 1:07.084 | 26 | 6 | COOPER | | | |
| 27 | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 15:32 Flag 15:46 End: 15:49

Printed - 15:51 Saturday, 28 April 2018

Team Green Junior Cup & Senior 300

RACE 14 - GRID (7 Laps)

| | | | | | | | | | | | | | |
|--------|----|-----|-----------------|-----------------|----------|----|---------------|-----------------|----------|---------------|----------------|--------------------|----------|
| ROW 11 | 31 | 70 | Sean HALL | 1 | | 1 | | | | | | | |
| ROW 10 | | 28 | 28 | Leon STEWART | 29 | 6 | Martin COOPER | 30 | 861 | Owen JENNER | | | |
| ROW 9 | 25 | 11 | Gary HARVEY | 2:40.598 | 26 | 4 | James DUTTON | 27 | 32 | John MACKNESS | | | |
| ROW 8 | | 22 | 133 | Peter WOOLFALL | 2:18.005 | 23 | 43 | Colin HALL | 2:18.238 | 24 | 41 | Kyal TINKER | 2:23.254 |
| ROW 7 | 19 | 49 | Andrew NEWMAN | 2:14.771 | 20 | 88 | David COURT | 2:15.055 | 21 | 30 | Malcolm HOWELL | 2:15.107 | |
| ROW 6 | | 16 | 48 | Kevin SABBARTON | 2:13.214 | 17 | 18 | Indy OFFER | 2:13.248 | 18 | 44 | Duane SUTCH | 2:14.519 |
| ROW 5 | 13 | 99 | Harvey CLARIDGE | 2:10.696 | 14 | 67 | Tony MORRIS | 2:10.793 | 15 | 33 | Jarrod WRIGHT | 2:12.680 | |
| ROW 4 | | 10 | 9 | Graham HAW | 2:10.117 | 11 | 45 | Brandon SHERIFF | 2:10.167 | 12 | 20 | Kai DICKINSON | 2:10.484 |
| ROW 3 | 7 | 888 | Jeff MORRIS | 2:08.045 | 8 | 97 | Reece GUYETT | 2:08.635 | 9 | 38 | Bob COUCHMAN | 2:09.901 | |
| ROW 2 | | 4 | 56 | Michael STONE | 2:06.539 | 5 | 66 | Mark PARBURY | 2:06.822 | 6 | 62 | Nicholas BETTRIDGE | 2:07.571 |
| ROW 1 | 1 | 76 | Elliot PINSON | 1:58.503 | 2 | 86 | Jamie KELMAN | 2:03.908 | 3 | 29 | Charlie STONE | 2:06.338 | |
| | | | Pole | | | | | | | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | | |
|-------------------|--|--------------|--|
| Clerk Of Course : | | Timekeeper : | |
|-------------------|--|--------------|--|

Results can be found at www.tsl-timing.com

Printed - 15:56 Saturday, 28 April 2018



Team Green Junior Cup & Senior 300

RACE 14 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|----------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 76 | J | 1 Elliot PINSON | NINJA 300 - Mum, Dad, Gran & Grandad | 5 | 9:17.247 | | | 70.41 | 1:48.686 | 4 |
| 2 | 29 | S | 1 Charlie STONE | NINJA 300 - SMS Racing Team | 5 | 9:31.141 | 13.894 | 13.894 | 68.70 | 1:52.292 | 5 |
| 3 | 56* | S | 2 Michael STONE | NINJA 300 - SMS Racing Team | 5 | 9:31.575 | 14.328 | 0.434 | 68.65 | 1:51.828 | 5 |
| 4 | 888 | S | 3 Jeff MORRIS | NINJA 300 - SMS Racing Team | 5 | 9:51.219 | 33.972 | 19.644 | 66.37 | 1:56.468 | 2 |
| 5 | 20 | S | 4 Kai DICKINSON | NINJA 300 - 2M+2K+H=Racing | 5 | 9:52.194 | 34.947 | 0.975 | 66.26 | 1:55.767 | 5 |
| 6 | 66 | S | 5 Mark PARBURY | NINJA 300 - | 5 | 9:54.864 | 37.617 | 2.670 | 65.96 | 1:55.383 | 5 |
| 7 | 99 | J | 2 Harvey CLARIDGE | NINJA 300 - | 5 | 9:55.713 | 38.466 | 0.849 | 65.87 | 1:54.489 | 5 |
| 8 | 9 | S | 6 Graham HAW | NINJA 300 - Graham Haw joinery | 5 | 9:55.776 | 38.529 | 0.063 | 65.86 | 1:55.511 | 5 |
| 9 | 62 | S | 7 Nicholas BETTRIDGE | NINJA 300 - Weald builders | 5 | 9:57.357 | 40.110 | 1.581 | 65.68 | 1:56.068 | 5 |
| 10 | 28 | S | 8 Leon STEWART | NINJA 300 - SMS Racing Team | 5 | 10:05.224 | 47.977 | 7.867 | 64.83 | 1:56.910 | 5 |
| 11 | 6 | S | 9 Martin COOPER | NINJA 300 - | 5 | 10:05.900 | 48.653 | 0.676 | 64.76 | 1:56.935 | 5 |
| 12 | 45 | J | 3 Brandon SHERIFF | NINJA 300 - Dad , Mum , Fins Motorcycles Redhill | 5 | 10:06.296 | 49.049 | 0.396 | 64.72 | 1:58.710 | 5 |
| 13 | 67 | S | 10 Tony MORRIS | NINJA 300 - Chippy racing team | 5 | 10:08.289 | 51.042 | 1.993 | 64.50 | 1:58.115 | 5 |
| 14 | 38 | S | 11 Bob COUCHMAN | NINJA 300 - Pinky Janey | 5 | 10:09.668 | 52.421 | 1.379 | 64.36 | 1:58.332 | 5 |
| 15 | 88 | S | 12 David COURT | NINJA 300 - | 5 | 10:11.739 | 54.492 | 2.071 | 64.14 | 1:59.446 | 4 |
| 16 | 4 | J | 4 James DUTTON | NINJA 300 - | 5 | 10:12.412 | 55.165 | 0.673 | 64.07 | 1:58.073 | 5 |
| 17 | 41 | J | 5 Kyal TINKER | NINJA 300 - Aquatix-2u Ltd | 5 | 10:12.956 | 55.709 | 0.544 | 64.01 | 1:57.523 | 5 |
| 18 | 18 | J | 6 Indy OFFER | NINJA 300 - Ace Osteopaths | 5 | 10:24.720 | 1:07.473 | 11.764 | 62.81 | 2:01.139 | 4 |
| 19 | 49 | S | 13 Andrew NEWMAN | NINJA 300 - | 5 | 10:28.001 | 1:10.754 | 3.281 | 62.48 | 2:03.155 | 5 |
| 20 | 48 | S | 14 Kevin SABBARTON | NINJA 300 - | 5 | 10:48.111 | 1:30.864 | 20.110 | 60.54 | 2:06.162 | 4 |
| 21 | 44 | S | 15 Duane SUTCH | NINJA 300 - Shawell Tuning and Racing Serv | 5 | 10:50.973 | 1:33.726 | 2.862 | 60.27 | 2:06.951 | 3 |
| 22 | 70 | S | 16 Sean HALL | NINJA 300 - S and y ceramics | 5 | 10:51.110 | 1:33.863 | 0.137 | 60.26 | 2:05.216 | 4 |
| 23 | 43* | S | 17 Colin HALL | NINJA 300 - | 5 | 10:57.828 | 1:40.581 | 6.718 | 59.65 | 2:05.806 | 5 |
| 24 | 33 | J | 7 Jarrod WRIGHT | NINJA 250R - ELP racing | 5 | 10:58.899 | 1:41.652 | 1.071 | 59.55 | 2:08.566 | 3 |
| 25 | 133 | S | 18 Peter WOOLFALL | NINJA 300 - Salisbury Cleaning Services | 5 | 11:00.073 | 1:42.826 | 1.174 | 59.44 | 2:08.704 | 3 |
| 26 | 861 | J | 8 Owen JENNER | NINJA 300 - | 5 | 11:06.221 | 1:48.974 | 6.148 | 58.89 | 2:05.114 | 4 |
| 27 | 32 | S | 19 John MACKNESS | NINJA 300 - ME | 4 | 9:23.372 | 1 Lap | 1 Lap | 55.72 | 2:16.225 | 4 |
| 28 | 11* | S | 20 Gary HARVEY | NINJA 300 - NR Racing | 4 | 9:39.800 | 1 Lap | 16.428 | 54.14 | 2:18.224 | 3 |

NOT CLASSIFIED

| | | | | | |
|-----|----|---|--------------|----------------------------------|---|
| DNF | 86 | S | Jamie KELMAN | NINJA 300 - Fastlane motorcycles | 0 |
|-----|----|---|--------------|----------------------------------|---|

FASTEST LAP

| | | | | | | | |
|----|---|---------------|--------------------------------------|---|----------|-----------|------------|
| 76 | J | Elliot PINSON | NINJA 300 - Mum, Dad, Gran & Grandad | 4 | 1:48.686 | 72.20 mph | 116.20 kph |
| 56 | S | Michael STONE | NINJA 300 - SMS Racing Team | 5 | 1:51.828 | 70.17 mph | 112.94 kph |

*No 11 & 43 - 10 second jump start penalty

*No 56 - Transponder not working

Class J - 92.5% of Race Speed = 65.12 mph

Class S - 92.5% of Race Speed = 63.54 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 09:28 Flag 09:37 End: 09:39

Weather / Track : Cloudy / Drying

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 09:40 Sunday, 29 April 2018



Team Green Junior Cup & Senior 300

RACE 14 - LAP CHART

LAP 1 @ 09:30:04.444

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 76 | | 1:58.428 |
| 29 | 1.104 | 1:59.532 |
| 56 | 2.478 | 2:00.906 |
| 888 | 5.363 | 2:03.791 |
| 20 | 8.137 | 2:06.565 |
| 62 | 8.251 | 2:06.679 |
| 66 | 9.946 | 2:08.374 |
| 67 | 10.084 | 2:08.512 |
| 9 | 10.291 | 2:08.719 |
| 99 | 10.507 | 2:08.935 |
| 45 | 11.487 | 2:09.915 |
| 38 | 12.620 | 2:11.048 |
| 88 | 13.096 | 2:11.524 |
| 49 | 15.163 | 2:13.591 |
| 28 | 15.391 | 2:13.819 |
| 4 | 15.675 | 2:14.103 |
| 6 | 16.109 | 2:14.537 |
| 18 | 17.677 | 2:16.105 |
| 41 | 18.384 | 2:16.812 |
| 861 | 19.678 | 2:18.106 |
| 48 | 20.143 | 2:18.571 |
| 43 | 21.708 | 2:20.136 |
| 33 | 22.076 | 2:20.504 |
| 44 | 22.538 | 2:20.966 |
| 70 | 22.797 | 2:21.225 |
| 133 | 23.346 | 2:21.774 |
| 32 | 30.601 | 2:29.029 |
| 11 | 32.239 | 2:30.667 |

LAP 3 @ 09:33:43.782

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 76 | | 1:49.264 |
| 29 | 7.946 | 1:53.098 |
| 56 | 9.300 | 1:52.313 |
| 888 | 19.676 | 1:57.183 |
| 20 | 21.997 | 1:56.712 |
| 62 | 25.710 | 1:58.807 |
| 66 | 25.983 | 1:58.402 |
| 9 | 26.260 | 1:58.109 |
| 99 | 26.523 | 1:57.629 |
| 45 | 30.988 | 1:59.522 |
| 67 | 32.376 | 2:01.158 |
| 28 | 33.300 | 1:58.261 |
| 38 | 33.677 | 2:01.160 |
| 6 | 33.784 | 1:58.234 |
| 88 | 34.808 | 2:00.266 |
| 4 | 37.264 | 1:59.975 |
| 41 | 39.933 | 2:00.232 |
| 49 | 43.604 | 2:04.060 |
| 18 | 43.857 | 2:02.178 |
| 43 | 57.187 | 2:07.614 |
| 48 | 57.521 | 2:08.225 |
| 44 | 58.317 | 2:06.951 |
| 33 | 1:01.133 | 2:08.566 |
| 70 | 1:01.245 | 2:08.273 |
| 133 | 1:02.870 | 2:08.704 |
| 861 | 1:17.078 | 2:20.220 |
| 32 | 1:29.381 | 2:17.598 |
| 11 | 1:31.707 | 2:18.224 |

| | | |
|-----|----------|----------|
| 32 | 1 Lap | 2:16.225 |
| 11 | 1 Lap | 2:20.327 |
| 29 | 13.894 | 1:52.292 |
| 56 | 14.328 | 1:51.828 |
| 888 | 33.972 | 1:56.781 |
| 20 | 34.947 | 1:55.767 |
| 66 | 37.617 | 1:55.383 |
| 99 | 38.466 | 1:54.489 |
| 9 | 38.529 | 1:55.511 |
| 62 | 40.110 | 1:56.068 |
| 28 | 47.977 | 1:56.910 |
| 6 | 48.653 | 1:56.935 |
| 45 | 49.049 | 1:58.710 |
| 67 | 51.042 | 1:58.115 |
| 38 | 52.421 | 1:58.332 |
| 88 | 54.492 | 1:59.719 |
| 4 | 55.165 | 1:58.073 |
| 41 | 55.709 | 1:57.523 |
| 18 | 1:07.473 | 2:01.958 |
| 49 | 1:10.754 | 2:03.155 |
| 43 | 1:30.581 | 2:05.806 |
| 48 | 1:30.864 | 2:06.662 |
| 44 | 1:33.726 | 2:07.434 |
| 70 | 1:33.863 | 2:06.883 |
| 33 | 1:41.652 | 2:09.383 |
| 133 | 1:42.826 | 2:09.286 |
| 861 | 1:48.974 | 2:06.263 |

LAP 2 @ 09:31:54.518

| NO | BEHIND | LAP TIME |
|-----|----------|------------|
| 76 | | 1:50.074 |
| 29 | 4.112 | 1:53.082 |
| 56 | 6.251 | 1:53.847 |
| 888 | 11.757 | 1:56.468 |
| 20 | 14.549 | 1:56.486 |
| 62 | 16.167 | 1:57.990 |
| 66 | 16.845 | 1:56.973 |
| 9 | 17.415 | 1:57.198 |
| 99 | 18.158 | 1:57.725 |
| 67 | 20.482 | 2:00.472 |
| 45 | 20.730 | 1:59.317 |
| 38 | 21.781 | 1:59.235 |
| 88 | 23.806 | 2:00.784 |
| 28 | 24.303 | 1:58.986 |
| 6 | 24.814 | 1:58.779 |
| 4 | 26.553 | 2:00.952 |
| 49 | 28.808 | 2:03.719 |
| 41 | 28.965 | 2:00.655 |
| 18 | 30.943 | 2:03.340 |
| 48 | 38.560 | 2:08.491 |
| 43 | 38.837 | 2:07.203 |
| 44 | 40.630 | 2:08.166 |
| 33 | 41.831 | 2:09.829 |
| 70 | 42.236 | 2:09.513 |
| 133 | 43.430 | 2:10.158 |
| 861 | 46.122 | 2:16.518 P |
| 32 | 1:01.047 | 2:20.520 |
| 11 | 1:02.747 | 2:20.582 |

LAP 4 @ 09:35:32.468

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 76 | | 1:48.686 |
| 29 | 12.397 | 1:53.137 |
| 56 | 13.295 | 1:52.681 |
| 888 | 27.986 | 1:56.996 |
| 20 | 29.975 | 1:56.664 |
| 66 | 33.029 | 1:55.732 |
| 9 | 33.813 | 1:56.239 |
| 99 | 34.772 | 1:56.935 |
| 62 | 34.837 | 1:57.813 |
| 45 | 41.134 | 1:58.832 |
| 28 | 41.862 | 1:57.248 |
| 6 | 42.513 | 1:57.415 |
| 67 | 43.722 | 2:00.032 |
| 38 | 44.884 | 1:59.893 |
| 88 | 45.568 | 1:59.446 |
| 4 | 47.887 | 1:59.309 |
| 41 | 48.981 | 1:57.734 |
| 18 | 56.310 | 2:01.139 |
| 49 | 58.394 | 2:03.476 |
| 48 | 1:14.997 | 2:06.162 |
| 43 | 1:15.570 | 2:07.069 |
| 44 | 1:17.087 | 2:07.456 |
| 70 | 1:17.775 | 2:05.216 |
| 33 | 1:23.064 | 2:10.617 |
| 133 | 1:24.335 | 2:10.151 |
| 861 | 1:33.506 | 2:05.114 |

LAP 5 @ 09:37:23.263

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 76 | | 1:50.795 |

Weather / Track : Cloudy / Drying

Results can be found at www.tsl-timing.com

Cadwell Park

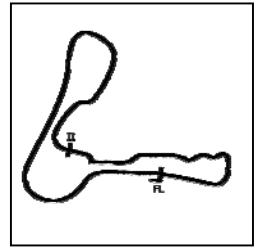
Circuit Length = 2.1800 miles

Start: 09:28 Flag 09:37 End: 09:39

Printed - 09:42 Sunday, 29 April 2018

Team Green Junior Cup & Senior 300

RACE 14 - 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 76 J | | Elliot PINSON | | NINJA 300 - Mum, Dad, Gran & Grandad | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.686 | | BEST LAP TIME : 1:48.686 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.762 | 1:58.428 | 66.26 | 9.742 | 09:30:04.444 |
| 2 - | 1:04.480 | 45.594 | 1:50.074 (3) | 71.29 | 1.388 | 09:31:54.518 |
| 3 - | 1:04.172 | 45.092 | 1:49.264 (2) | 71.82 | 0.578 | 09:33:43.782 |
| 4 - | 1:03.838 | 44.848 | 1:48.686 (1) | 72.20 | | 09:35:32.468 |
| 5 - | 1:04.144 | 46.651 | 1:50.795 | 70.83 | 2.109 | 09:37:23.263 |

| P2 29 S | | Charlie STONE | | NINJA 300 - SMS Racing Team | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:52.292 | | BEST LAP TIME : 1:52.292 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.209 | 1:59.532 | 65.65 | 7.240 | 09:30:05.548 |
| 2 - | 1:05.961 | 47.121 | 1:53.082 (2) | 69.40 | 0.790 | 09:31:58.630 |
| 3 - | 1:05.840 | 47.258 | 1:53.098 (3) | 69.39 | 0.806 | 09:33:51.728 |
| 4 - | 1:05.881 | 47.256 | 1:53.137 | 69.36 | 0.845 | 09:35:44.865 |
| 5 - | 1:05.411 | 46.881 | 1:52.292 (1) | 69.88 | | 09:37:37.157 |

| P3 56 S | | Michael STONE | | NINJA 300 - SMS Racing Team | | |
|------------------|----------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| IDEAL LAP TIME : | | BEST LAP TIME : 1:51.828 | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:00.906 | 64.91 | 9.078 | 09:30:06.922 |
| 2 - | | | 1:53.847 | 68.93 | 2.019 | 09:32:00.769 |
| 3 - | | | 1:52.313 (2) | 69.87 | 0.485 | 09:33:53.082 |
| 4 - | | | 1:52.681 (3) | 69.64 | 0.853 | 09:35:45.763 |
| 5 - | | | 1:51.828 (1) | 70.17 | | 09:37:37.591 |

| P4 888 S | | Jeff MORRIS | | NINJA 300 - SMS Racing Team | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.021 | | BEST LAP TIME : 1:56.468 | | DIFFERENCE : 0.447 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.169 | 2:03.791 | 63.39 | 7.323 | 09:30:09.807 |
| 2 - | 1:08.316 | 48.152 | 1:56.468 (1) | 67.38 | | 09:32:06.275 |
| 3 - | 1:09.478 | 47.705 | 1:57.183 | 66.97 | 0.715 | 09:34:03.458 |
| 4 - | 1:08.656 | 48.340 | 1:56.996 (3) | 67.07 | 0.528 | 09:36:00.454 |
| 5 - | 1:08.850 | 47.931 | 1:56.781 (2) | 67.20 | 0.313 | 09:37:57.235 |

| P5 20 S | | Kai DICKINSON | | NINJA 300 - 2M+2K+H=Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.588 | | BEST LAP TIME : 1:55.767 | | DIFFERENCE : 0.179 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.680 | 2:06.565 | 62.00 | 10.798 | 09:30:12.581 |
| 2 - | 1:07.794 | 48.692 | 1:56.486 (2) | 67.37 | 0.719 | 09:32:09.067 |
| 3 - | 1:08.219 | 48.493 | 1:56.712 | 67.24 | 0.945 | 09:34:05.779 |
| 4 - | 1:08.300 | 48.364 | 1:56.664 (3) | 67.27 | 0.897 | 09:36:02.443 |
| 5 - | 1:07.973 | 47.794 | 1:55.767 (1) | 67.79 | | 09:37:58.210 |

| P6 66 S | | Mark PARBURY | | NINJA 300 - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.383 | | BEST LAP TIME : 1:55.383 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.241 | 2:08.374 | 61.13 | 12.991 | 09:30:14.390 |
| 2 - | 1:07.982 | 48.991 | 1:56.973 (3) | 67.09 | 1.590 | 09:32:11.363 |
| 3 - | 1:08.311 | 50.091 | 1:58.402 | 66.28 | 3.019 | 09:34:09.765 |
| 4 - | 1:07.829 | 47.903 | 1:55.732 (2) | 67.81 | 0.349 | 09:36:05.497 |
| 5 - | 1:07.598 | 47.785 | 1:55.383 (1) | 68.01 | | 09:38:00.880 |

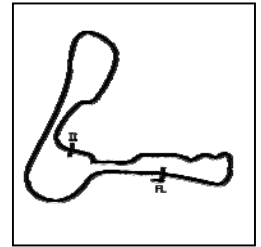
| P7 99 J | | Harvey CLARIDGE | | NINJA 300 - | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:54.489 | | BEST LAP TIME : 1:54.489 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | |

Weather / Track : Cloudy / Drying

Cadwell Park
Circuit Length = 2.1800 miles
Start: 09:28 Flag 09:37 End: 09:39

Team Green Junior Cup & Senior 300

RACE 14 - 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

| | | | | | | | |
|-----|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 49.563 | | 2:08.935 | 60.86 | 14.446 | 09:30:14.951 |
| 2 - | 1:09.227 | 48.498 | | 1:57.725 | 66.66 | 3.236 | 09:32:12.676 |
| 3 - | 1:08.301 | 49.328 | | 1:57.629 (3) | 66.71 | 3.140 | 09:34:10.305 |
| 4 - | 1:08.539 | 48.396 | | 1:56.935 (2) | 67.11 | 2.446 | 09:36:07.240 |
| 5 - | 1:07.126 | 47.363 | | 1:54.489 (1) | 68.54 | | 09:38:01.729 |

| P8 | | 9 S | | Graham HAW | | NINJA 300 - Graham Haw joinery | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|--------------------------------|--|
| IDEAL LAP TIME : 1:55.145 | | BEST LAP TIME : 1:55.511 | | DIFFERENCE : 0.366 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 50.351 | 2:08.719 | 60.97 | 13.208 | 09:30:14.735 | |
| 2 - | 1:08.068 | 49.130 | 1:57.198 (3) | 66.96 | 1.687 | 09:32:11.933 | |
| 3 - | 1:08.366 | 49.743 | 1:58.109 | 66.44 | 2.598 | 09:34:10.042 | |
| 4 - | 1:08.210 | 48.029 | 1:56.239 (2) | 67.51 | 0.728 | 09:36:06.281 | |
| 5 - | 1:07.116 | 48.395 | 1:55.511 (1) | 67.94 | | 09:38:01.792 | |

| P9 | | 62 S | | Nicholas BETTRIDGE | | NINJA 300 - Weald builders | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|----------------------------|--|
| IDEAL LAP TIME : 1:56.068 | | BEST LAP TIME : 1:56.068 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.897 | 2:06.679 | 61.95 | 10.611 | 09:30:12.695 | |
| 2 - | 1:08.591 | 49.399 | 1:57.990 (3) | 66.51 | 1.922 | 09:32:10.685 | |
| 3 - | 1:09.248 | 49.559 | 1:58.807 | 66.05 | 2.739 | 09:34:09.492 | |
| 4 - | 1:08.921 | 48.892 | 1:57.813 (2) | 66.61 | 1.745 | 09:36:07.305 | |
| 5 - | 1:07.707 | 48.361 | 1:56.068 (1) | 67.61 | | 09:38:03.373 | |

| P10 | | 28 S | | Leon STEWART | | NINJA 300 - SMS Racing Team | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|-----------------------------|--|
| IDEAL LAP TIME : 1:56.740 | | BEST LAP TIME : 1:56.910 | | DIFFERENCE : 0.170 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 50.136 | 2:13.819 | 58.64 | 16.909 | 09:30:19.835 | |
| 2 - | 1:09.322 | 49.664 | 1:58.986 | 65.95 | 2.076 | 09:32:18.821 | |
| 3 - | 1:08.455 | 49.806 | 1:58.261 (3) | 66.36 | 1.351 | 09:34:17.082 | |
| 4 - | 1:08.404 | 48.844 | 1:57.248 (2) | 66.93 | 0.338 | 09:36:14.330 | |
| 5 - | 1:07.896 | 49.014 | 1:56.910 (1) | 67.12 | | 09:38:11.240 | |

| P11 | | 6 S | | Martin COOPER | | NINJA 300 - | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:56.935 | | BEST LAP TIME : 1:56.935 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 50.338 | 2:14.537 | 58.33 | 17.602 | 09:30:20.553 | |
| 2 - | 1:09.049 | 49.730 | 1:58.779 | 66.07 | 1.844 | 09:32:19.332 | |
| 3 - | 1:08.506 | 49.728 | 1:58.234 (3) | 66.37 | 1.299 | 09:34:17.566 | |
| 4 - | 1:08.596 | 48.819 | 1:57.415 (2) | 66.84 | 0.480 | 09:36:14.981 | |
| 5 - | 1:08.446 | 48.489 | 1:56.935 (1) | 67.11 | | 09:38:11.916 | |

| P12 | | 45 J | | Brandon SHERIFF | | NINJA 300 - Dad , Mum , Fins Motorcycles Redhill | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|--|--|
| IDEAL LAP TIME : 1:58.573 | | BEST LAP TIME : 1:58.710 | | DIFFERENCE : 0.137 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 50.283 | 2:09.915 | 60.40 | 11.205 | 09:30:15.931 | |
| 2 - | 1:09.954 | 49.363 | 1:59.317 (3) | 65.77 | 0.607 | 09:32:15.248 | |
| 3 - | 1:10.338 | 49.184 | 1:59.522 | 65.66 | 0.812 | 09:34:14.770 | |
| 4 - | 1:10.213 | 48.619 | 1:58.832 (2) | 66.04 | 0.122 | 09:36:13.602 | |
| 5 - | 1:10.016 | 48.694 | 1:58.710 (1) | 66.11 | | 09:38:12.312 | |

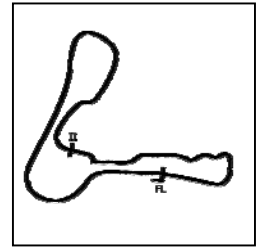
| P13 | | 67 S | | Tony MORRIS | | NINJA 300 - Chippy racing team | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------------------------|--|
| IDEAL LAP TIME : 1:58.115 | | BEST LAP TIME : 1:58.115 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 50.564 | 2:08.512 | 61.06 | 10.397 | 09:30:14.528 | |
| 2 - | 1:10.701 | 49.771 | 2:00.472 (3) | 65.14 | 2.357 | 09:32:15.000 | |
| 3 - | 1:11.237 | 49.921 | 2:01.158 | 64.77 | 3.043 | 09:34:16.158 | |
| 4 - | 1:10.218 | 49.814 | 2:00.032 (2) | 65.38 | 1.917 | 09:36:16.190 | |

Weather / Track : Cloudy / Drying

Cadwell Park
Circuit Length = 2.1800 miles
Start: 09:28 Flag 09:37 End: 09:39

Team Green Junior Cup & Senior 300

RACE 14 - 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

5 - 1:08.968 49.147 1:58.115 (1) 66.44 09:38:14.305

| P14 38 S | | Bob COUCHMAN | | NINJA 300 - Pinky Janey | | | |
|---------------------------|----------|--------------------------|--------------|-------------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:58.332 | | BEST LAP TIME : 1:58.332 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.046 | 2:11.048 | 59.88 | 12.716 | 09:30:17.064 | |
| 2 - | 1:09.214 | 50.021 | 1:59.235 (2) | 65.82 | 0.903 | 09:32:16.299 | |
| 3 - | 1:10.186 | 50.974 | 2:01.160 | 64.77 | 2.828 | 09:34:17.459 | |
| 4 - | 1:09.144 | 50.749 | 1:59.893 (3) | 65.45 | 1.561 | 09:36:17.352 | |
| 5 - | 1:08.485 | 49.847 | 1:58.332 (1) | 66.32 | | 09:38:15.684 | |

| P15 88 S | | David COURT | | NINJA 300 - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:59.028 | | BEST LAP TIME : 1:59.446 | | DIFFERENCE : 0.418 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.069 | 2:11.524 | 59.66 | 12.078 | 09:30:17.540 | |
| 2 - | 1:09.600 | 51.184 | 2:00.784 | 64.97 | 1.338 | 09:32:18.324 | |
| 3 - | 1:09.860 | 50.406 | 2:00.266 (3) | 65.25 | 0.820 | 09:34:18.590 | |
| 4 - | 1:08.622 | 50.824 | 1:59.446 (1) | 65.70 | | 09:36:18.036 | |
| 5 - | 1:08.861 | 50.858 | 1:59.719 (2) | 65.55 | 0.273 | 09:38:17.755 | |

| P16 4 J | | James DUTTON | | NINJA 300 - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:58.073 | | BEST LAP TIME : 1:58.073 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.608 | 2:14.103 | 58.52 | 16.030 | 09:30:20.119 | |
| 2 - | 1:10.326 | 50.626 | 2:00.952 | 64.88 | 2.879 | 09:32:21.071 | |
| 3 - | 1:09.434 | 50.541 | 1:59.975 (3) | 65.41 | 1.902 | 09:34:21.046 | |
| 4 - | 1:09.655 | 49.654 | 1:59.309 (2) | 65.77 | 1.236 | 09:36:20.355 | |
| 5 - | 1:08.602 | 49.471 | 1:58.073 (1) | 66.46 | | 09:38:18.428 | |

| P17 41 J | | Kyal TINKER | | NINJA 300 - Aquatix-2u Ltd | | | |
|---------------------------|----------|--------------------------|--------------|----------------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:56.612 | | BEST LAP TIME : 1:57.523 | | DIFFERENCE : 0.911 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 52.024 | 2:16.812 | 57.36 | 19.289 | 09:30:22.828 | |
| 2 - | 1:09.528 | 51.127 | 2:00.655 | 65.04 | 3.132 | 09:32:23.483 | |
| 3 - | 1:10.407 | 49.825 | 2:00.232 (3) | 65.27 | 2.709 | 09:34:23.715 | |
| 4 - | 1:08.873 | 48.861 | 1:57.734 (2) | 66.65 | 0.211 | 09:36:21.449 | |
| 5 - | 1:07.751 | 49.772 | 1:57.523 (1) | 66.77 | | 09:38:18.972 | |

| P18 18 J | | Indy OFFER | | NINJA 300 - Ace Osteopaths | | | |
|---------------------------|----------|--------------------------|--------------|----------------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:01.139 | | BEST LAP TIME : 2:01.139 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 52.146 | 2:16.105 | 57.66 | 14.966 | 09:30:22.121 | |
| 2 - | 1:12.109 | 51.231 | 2:03.340 | 63.62 | 2.201 | 09:32:25.461 | |
| 3 - | 1:11.628 | 50.550 | 2:02.178 (3) | 64.23 | 1.039 | 09:34:27.639 | |
| 4 - | 1:11.000 | 50.139 | 2:01.139 (1) | 64.78 | | 09:36:28.778 | |
| 5 - | 1:11.342 | 50.616 | 2:01.958 (2) | 64.35 | 0.819 | 09:38:30.736 | |

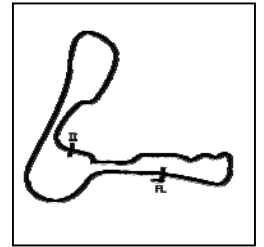
| P19 49 S | | Andrew NEWMAN | | NINJA 300 - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:02.857 | | BEST LAP TIME : 2:03.155 | | DIFFERENCE : 0.298 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.376 | 2:13.591 | 58.74 | 10.436 | 09:30:19.607 | |
| 2 - | 1:11.944 | 51.775 | 2:03.719 (3) | 63.43 | 0.564 | 09:32:23.326 | |
| 3 - | 1:12.276 | 51.784 | 2:04.060 | 63.26 | 0.905 | 09:34:27.386 | |
| 4 - | 1:12.139 | 51.337 | 2:03.476 (2) | 63.55 | 0.321 | 09:36:30.862 | |
| 5 - | 1:11.520 | 51.635 | 2:03.155 (1) | 63.72 | | 09:38:34.017 | |

Weather / Track : Cloudy / Drying

Cadwell Park
Circuit Length = 2.1800 miles
Start: 09:28 Flag 09:37 End: 09:39

Team Green Junior Cup & Senior 300

RACE 14 - 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

| P20 48 S | | Kevin SABBARTON | | NINJA 300 - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.528 | | BEST LAP TIME : 2:06.162 | | DIFFERENCE : 0.634 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.221 | 2:18.571 | 56.63 | 12.409 | 09:30:24.587 |
| 2 - | 1:14.261 | 54.230 | 2:08.491 | 61.07 | 2.329 | 09:32:33.078 |
| 3 - | 1:14.437 | 53.788 | 2:08.225 (3) | 61.20 | 2.063 | 09:34:41.303 |
| 4 - | 1:13.834 | 52.328 | 2:06.162 (1) | 62.20 | | 09:36:47.465 |
| 5 - | 1:13.200 | 53.462 | 2:06.662 (2) | 61.96 | 0.500 | 09:38:54.127 |

| P21 44 S | | Duane SUTCH | | NINJA 300 - Shawell Tuning and Racing Serv | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 2:06.913 | | BEST LAP TIME : 2:06.951 | | DIFFERENCE : 0.038 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.064 | 2:20.966 | 55.67 | 14.015 | 09:30:26.982 |
| 2 - | 1:14.964 | 53.202 | 2:08.166 | 61.23 | 1.215 | 09:32:35.148 |
| 3 - | 1:13.711 | 53.240 | 2:06.951 (1) | 61.81 | | 09:34:42.099 |
| 4 - | 1:14.160 | 53.296 | 2:07.456 (3) | 61.57 | 0.505 | 09:36:49.555 |
| 5 - | 1:14.077 | 53.357 | 2:07.434 (2) | 61.58 | 0.483 | 09:38:56.989 |

| P22 70 S | | Sean HALL | | NINJA 300 - S and y ceramics | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.187 | | BEST LAP TIME : 2:05.216 | | DIFFERENCE : 0.029 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.432 | 2:21.225 | 55.57 | 16.009 | 09:30:27.241 |
| 2 - | 1:15.604 | 53.909 | 2:09.513 | 60.59 | 4.297 | 09:32:36.754 |
| 3 - | 1:14.667 | 53.606 | 2:08.273 (3) | 61.18 | 3.057 | 09:34:45.027 |
| 4 - | 1:12.241 | 52.975 | 2:05.216 (1) | 62.67 | | 09:36:50.243 |
| 5 - | 1:13.937 | 52.946 | 2:06.883 (2) | 61.85 | 1.667 | 09:38:57.126 |

| P23 43 S | | Colin HALL | | NINJA 300 - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.571 | | BEST LAP TIME : 2:05.806 | | DIFFERENCE : 0.235 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.174 | 2:20.136 | 56.00 | 14.330 | 09:30:26.152 |
| 2 - | 1:13.435 | 53.768 | 2:07.203 (3) | 61.69 | 1.397 | 09:32:33.355 |
| 3 - | 1:14.542 | 53.072 | 2:07.614 | 61.49 | 1.808 | 09:34:40.969 |
| 4 - | 1:14.497 | 52.572 | 2:07.069 (2) | 61.76 | 1.263 | 09:36:48.038 |
| 5 - | 1:12.999 | 52.807 | 2:05.806 (1) | 62.38 | | 09:38:53.844 |

| P24 33 J | | Jarrod WRIGHT | | NINJA 250R - ELP racing | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.418 | | BEST LAP TIME : 2:08.566 | | DIFFERENCE : 0.148 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.314 | 2:20.504 | 55.85 | 11.938 | 09:30:26.520 |
| 2 - | 1:15.730 | 54.099 | 2:09.829 (3) | 60.44 | 1.263 | 09:32:36.349 |
| 3 - | 1:14.695 | 53.871 | 2:08.566 (1) | 61.04 | | 09:34:44.915 |
| 4 - | 1:16.485 | 54.132 | 2:10.617 | 60.08 | 2.051 | 09:36:55.532 |
| 5 - | 1:15.660 | 53.723 | 2:09.383 (2) | 60.65 | 0.817 | 09:39:04.915 |

| P25 133 S | | Peter WOOLFALL | | NINJA 300 - Salisbury Cleaning Services | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|
| IDEAL LAP TIME : 2:08.704 | | BEST LAP TIME : 2:08.704 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.328 | 2:21.774 | 55.35 | 13.070 | 09:30:27.790 |
| 2 - | 1:15.341 | 54.817 | 2:10.158 | 60.29 | 1.454 | 09:32:37.948 |
| 3 - | 1:14.446 | 54.258 | 2:08.704 (1) | 60.97 | | 09:34:46.652 |
| 4 - | 1:15.218 | 54.933 | 2:10.151 (3) | 60.29 | 1.447 | 09:36:56.803 |
| 5 - | 1:14.837 | 54.449 | 2:09.286 (2) | 60.70 | 0.582 | 09:39:06.089 |

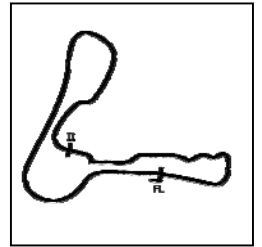
| P26 861 J | | Owen JENNER | | NINJA 300 - | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:03.796 | | BEST LAP TIME : 2:05.114 | | DIFFERENCE : 1.318 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | |
| 2 - | | | | | | |
| 3 - | | | | | | |
| 4 - | | | | | | |
| 5 - | | | | | | |

Weather / Track : Cloudy / Drying

Cadwell Park
Circuit Length = 2.1800 miles
Start: 09:28 Flag 09:37 End: 09:39

Team Green Junior Cup & Senior 300

RACE 14 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|----------------|--------|---------------------|
| 1 - | | 52.472 | 2:18.106 | 56.82 | 12.992 | 09:30:24.122 |
| 2 - | 1:11.659 | IN PIT | 2:16.518 | P 57.48 | 11.404 | 09:32:40.640 |
| 3 - | OUTLAP | 52.935 | 2:20.220 | 55.96 | 15.106 | 09:35:00.860 |
| 4 - | 1:12.977 | 52.137 | 2:05.114 (1) | 62.72 | | 09:37:05.974 |
| 5 - | 1:13.856 | 52.407 | 2:06.263 | (2) 62.15 | 1.149 | 09:39:12.237 |

| | | | | | | |
|---------------------------|-------------|--------------------------|--------------------|--|--|--|
| P27 | 32 S | John MACKNESS | NINJA 300 - ME | | | |
| IDEAL LAP TIME : 2:16.225 | | BEST LAP TIME : 2:16.225 | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 58.186 | 2:29.029 | 52.66 | 12.804 | 09:30:35.045 |
| 2 - | 1:23.101 | 57.419 | 2:20.520 | (3) 55.85 | 4.295 | 09:32:55.565 |
| 3 - | 1:21.413 | 56.185 | 2:17.598 | (2) 57.03 | 1.373 | 09:35:13.163 |
| 4 - | 1:20.172 | 56.053 | 2:16.225 (1) | 57.61 | | 09:37:29.388 |

| | | | | | | |
|---------------------------|-------------|--------------------------|-----------------------|--|--|--|
| P28 | 11 S | Gary HARVEY | NINJA 300 - NR Racing | | | |
| IDEAL LAP TIME : 2:18.224 | | BEST LAP TIME : 2:18.224 | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 57.867 | 2:30.667 | 52.08 | 12.443 | 09:30:36.683 |
| 2 - | 1:21.883 | 58.699 | 2:20.582 | (3) 55.82 | 2.358 | 09:32:57.265 |
| 3 - | 1:21.105 | 57.119 | 2:18.224 (1) | 56.77 | | 09:35:15.489 |
| 4 - | 1:21.775 | 58.552 | 2:20.327 | (2) 55.92 | 2.103 | 09:37:35.816 |

Team Green Junior Cup & Senior 300

RACE 14 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|-----------------|-----|-----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:48.686 | | |
| 1 | 76 | PINSON | 1:03.838 | 76 | PINSON | 44.848 | 1 | 76 | PINSON | 1:48.686 | 1:48.686 | 0.000 |
| 2 | 29 | STONE | 1:05.411 | 29 | STONE | 46.881 | 2 | 29 | STONE | 1:52.292 | 1:52.292 | 0.000 |
| 3 | 9 | HAW | 1:07.116 | 99 | CLARIDGE | 47.363 | 3 | 99 | CLARIDGE | 1:54.489 | 1:54.489 | 0.000 |
| 4 | 99 | CLARIDGE | 1:07.126 | 888 | MORRIS | 47.705 | 4 | 9 | HAW | 1:55.145 | 1:55.511 | 0.366 |
| 5 | 66 | PARBURY | 1:07.598 | 66 | PARBURY | 47.785 | 5 | 66 | PARBURY | 1:55.383 | 1:55.383 | 0.000 |
| 6 | 62 | BETRIDGE | 1:07.707 | 20 | DICKINSON | 47.794 | 6 | 20 | DICKINSON | 1:55.588 | 1:55.767 | 0.179 |
| 7 | 41 | TINKER | 1:07.751 | 9 | HAW | 48.029 | 7 | 888 | MORRIS | 1:56.021 | 1:56.468 | 0.447 |
| 8 | 20 | DICKINSON | 1:07.794 | 62 | BETRIDGE | 48.361 | 8 | 62 | BETRIDGE | 1:56.068 | 1:56.068 | 0.000 |
| 9 | 28 | STEWART | 1:07.896 | 6 | COOPER | 48.489 | 9 | 41 | TINKER | 1:56.612 | 1:57.523 | 0.911 |
| 10 | 888 | MORRIS | 1:08.316 | 45 | SHERIFF | 48.619 | 10 | 28 | STEWART | 1:56.740 | 1:56.910 | 0.170 |
| 11 | 6 | COOPER | 1:08.446 | 28 | STEWART | 48.844 | 11 | 6 | COOPER | 1:56.935 | 1:56.935 | 0.000 |
| 12 | 38 | COUCHMAN | 1:08.485 | 41 | TINKER | 48.861 | 12 | 4 | DUTTON | 1:58.073 | 1:58.073 | 0.000 |
| 13 | 4 | DUTTON | 1:08.602 | 67 | MORRIS | 49.147 | 13 | 67 | MORRIS | 1:58.115 | 1:58.115 | 0.000 |
| 14 | 88 | COURT | 1:08.622 | 4 | DUTTON | 49.471 | 14 | 38 | COUCHMAN | 1:58.332 | 1:58.332 | 0.000 |
| 15 | 67 | MORRIS | 1:08.968 | 38 | COUCHMAN | 49.847 | 15 | 45 | SHERIFF | 1:58.573 | 1:58.710 | 0.137 |
| 16 | 45 | SHERIFF | 1:09.954 | 18 | OFFER | 50.139 | 16 | 88 | COURT | 1:59.028 | 1:59.446 | 0.418 |
| 17 | 18 | OFFER | 1:11.000 | 88 | COURT | 50.406 | 17 | 18 | OFFER | 2:01.139 | 2:01.139 | 0.000 |
| 18 | 49 | NEWMAN | 1:11.520 | 49 | NEWMAN | 51.337 | 18 | 49 | NEWMAN | 2:02.857 | 2:03.155 | 0.298 |
| 19 | 861 | JENNER | 1:11.659 | 861 | JENNER | 52.137 | 19 | 861 | JENNER | 2:03.796 | 2:05.114 | 1.318 |
| 20 | 70 | HALL | 1:12.241 | 48 | SABBARTON | 52.328 | 20 | 70 | HALL | 2:05.187 | 2:05.216 | 0.029 |
| 21 | 43 | HALL | 1:12.999 | 43 | HALL | 52.572 | 21 | 48 | SABBARTON | 2:05.528 | 2:06.162 | 0.634 |
| 22 | 48 | SABBARTON | 1:13.200 | 70 | HALL | 52.946 | 22 | 43 | HALL | 2:05.571 | 2:05.806 | 0.235 |
| 23 | 44 | SUTCH | 1:13.711 | 44 | SUTCH | 53.202 | 23 | 44 | SUTCH | 2:06.913 | 2:06.951 | 0.038 |
| 24 | 133 | WOOLFALL | 1:14.446 | 33 | WRIGHT | 53.723 | 24 | 33 | WRIGHT | 2:08.418 | 2:08.566 | 0.148 |
| 25 | 33 | WRIGHT | 1:14.695 | 133 | WOOLFALL | 54.258 | 25 | 133 | WOOLFALL | 2:08.704 | 2:08.704 | 0.000 |
| 26 | 32 | MACKNESS | 1:20.172 | 32 | MACKNESS | 56.053 | 26 | 32 | MACKNESS | 2:16.225 | 2:16.225 | 0.000 |
| 27 | 11 | HARVEY | 1:21.105 | 11 | HARVEY | 57.119 | 27 | 11 | HARVEY | 2:18.224 | 2:18.224 | 0.000 |
| 28 | | | | | | | 28 | 56 | STONE | | 1:51.828 | |
| 29 | | | | | | | | | | | | |

Weather / Track : Cloudy / Drying

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 09:28 Flag 09:37 End: 09:39

Printed - 09:41 Sunday, 29 April 2018

Team Green Junior Cup & Senior 300

RACE 5 - GRID (8 Laps)

| | | | | | | | | | |
|--------|----|---------------------------|----------|----|------------------------------|----------|------------------------|-------------------------|----------|
| ROW 11 | 31 | 30 Malcolm HOWELL | 1 | | 1 | | | | |
| ROW 10 | 28 | 11 Gary HARVEY | 2:18.224 | 29 | 86 Jamie KELMAN | 30 | 97 Reece GUYETT | | |
| ROW 9 | 25 | 33 Jarrod WRIGHT | 2:08.566 | 26 | 133 Peter WOOLFALL | 2:08.704 | 27 | 32 John MACKNESS | 2:16.225 |
| ROW 8 | 22 | 43 Colin HALL | 2:05.806 | 23 | 48 Kevin SABBARTON | 2:06.162 | 24 | 44 Duane SUTCH | 2:06.951 |
| ROW 7 | 19 | 49 Andrew NEWMAN | 2:03.155 | 20 | 861 Owen JENNER | 2:05.114 | 21 | 70 Sean HALL | 2:05.216 |
| ROW 6 | 16 | 45 Brandon SHERIFF | 1:58.710 | 17 | 88 David COURT | 1:59.446 | 18 | 18 Indy OFFER | 2:01.139 |
| ROW 5 | 13 | 4 James DUTTON | 1:58.073 | 14 | 67 Tony MORRIS | 1:58.115 | 15 | 38 Bob COUCHMAN | 1:58.332 |
| ROW 4 | 10 | 28 Leon STEWART | 1:56.910 | 11 | 6 Martin COOPER | 1:56.935 | 12 | 41 Kyal TINKER | 1:57.523 |
| ROW 3 | 7 | 20 Kai DICKINSON | 1:55.767 | 8 | 62 Nicholas BETTRIDGE | 1:56.068 | 9 | 888 Jeff MORRIS | 1:56.468 |
| ROW 2 | 4 | 99 Harvey CLARIDGE | 1:54.489 | 5 | 66 Mark PARBURY | 1:55.383 | 6 | 9 Graham HAW | 1:55.511 |
| ROW 1 | 1 | 76 Elliot PINSON | 1:48.686 | 2 | 56 Michael STONE | 1:51.828 | 3 | 29 Charlie STONE | 1:52.292 |
| | | Pole | | | | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 09:44 Sunday, 29 April 2018



Team Green Junior Cup & Senior 300

RACE 5 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|----------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 56 | S | 1 Michael STONE | NINJA 300 - SMS Racing Team | 8 | 14:55.077 | | | 70.14 | 1:50.195 | 2 |
| 2 | 29 | S | 2 Charlie STONE | NINJA 300 - SMS Racing Team | 8 | 14:59.834 | 4.757 | 4.757 | 69.77 | 1:51.089 | 2 |
| 3 | 86 | S | 3 Jamie KELMAN | NINJA 300 - Fastlane motorcycles | 8 | 15:01.922 | 6.845 | 2.088 | 69.61 | 1:49.012 | 8 |
| 4 | 20 | S | 4 Kai DICKINSON | NINJA 300 - 2M+2K+H=Racing | 8 | 15:21.124 | 26.047 | 19.202 | 68.16 | 1:53.735 | 6 |
| 5 | 9 | S | 5 Graham HAW | NINJA 300 - Graham Haw joinery | 8 | 15:21.187 | 26.110 | 0.063 | 68.15 | 1:53.637 | 8 |
| 6 | 99 | J | 1 Harvey CLARIDGE | NINJA 300 - | 8 | 15:26.119 | 31.042 | 4.932 | 67.79 | 1:52.116 | 8 |
| 7 | 41 | J | 2 Kyal TINKER | NINJA 300 - Aquatix-2u Ltd | 8 | 15:26.999 | 31.922 | 0.880 | 67.72 | 1:53.344 | 8 |
| 8 | 6 | S | 6 Martin COOPER | NINJA 300 - | 8 | 15:27.550 | 32.473 | 0.551 | 67.68 | 1:52.760 | 8 |
| 9 | 62 | S | 7 Nicholas BETTRIDGE | NINJA 300 - Weald builders | 8 | 15:28.618 | 33.541 | 1.068 | 67.61 | 1:53.624 | 8 |
| 10 | 888 | S | 8 Jeff MORRIS | NINJA 300 - SMS Racing Team | 8 | 15:28.896 | 33.819 | 0.278 | 67.59 | 1:53.550 | 8 |
| 11 | 28 | S | 9 Leon STEWART | NINJA 300 - SMS Racing Team | 8 | 15:32.968 | 37.891 | 4.072 | 67.29 | 1:53.547 | 6 |
| 12 | 66* | S | 10 Mark PARBURY | NINJA 300 - | 8 | 15:34.552 | 39.475 | 1.584 | 67.18 | 1:52.825 | 6 |
| 13 | 4 | J | 3 James DUTTON | NINJA 300 - | 8 | 15:42.364 | 47.287 | 7.812 | 66.62 | 1:55.812 | 5 |
| 14 | 67 | S | 11 Tony MORRIS | NINJA 300 - Chippy racing team | 8 | 15:42.481 | 47.404 | 0.117 | 66.61 | 1:55.825 | 8 |
| 15 | 38 | S | 12 Bob COUCHMAN | NINJA 300 - Pinky Janey | 8 | 15:54.401 | 59.324 | 11.920 | 65.78 | 1:55.823 | 7 |
| 16 | 45 | J | 4 Brandon SHERIFF | NINJA 300 - Dad, Mum, Fins Motorcycles Redhill | 8 | 15:55.136 | 1:00.059 | 0.735 | 65.73 | 1:57.143 | 6 |
| 17 | 18 | J | 5 Indy OFFER | NINJA 300 - Ace Osteopaths | 8 | 15:55.164 | 1:00.087 | 0.028 | 65.73 | 1:55.686 | 7 |
| 18 | 88 | S | 13 David COURT | NINJA 300 - | 8 | 16:02.099 | 1:07.022 | 6.935 | 65.25 | 1:56.862 | 7 |
| 19 | 861 | J | 6 Owen JENNER | NINJA 300 - | 8 | 16:17.407 | 1:22.330 | 15.308 | 64.23 | 1:59.867 | 8 |
| 20 | 49 | S | 14 Andrew NEWMAN | NINJA 300 - | 8 | 16:17.480 | 1:22.403 | 0.073 | 64.23 | 1:58.962 | 8 |
| 21 | 70 | S | 15 Sean HALL | NINJA 300 - S and y ceramics | 8 | 16:24.791 | 1:29.714 | 7.311 | 63.75 | 2:00.659 | 7 |
| 22 | 43 | S | 16 Colin HALL | NINJA 300 - | 8 | 16:38.410 | 1:43.333 | 13.619 | 62.88 | 2:02.483 | 7 |
| 23 | 44 | S | 17 Duane SUTCH | NINJA 300 - Shawell Tuning and Racing Serv | 8 | 16:44.374 | 1:49.297 | 5.964 | 62.51 | 2:03.215 | 6 |
| 24 | 48 | S | 18 Kevin SABBARTON | NINJA 300 - | 7 | 14:55.233 | 1 Lap | 1 Lap | 61.36 | 2:05.602 | 7 |
| 25 | 33 | J | 7 Jarrod WRIGHT | NINJA 250R - ELP racing | 7 | 15:09.780 | 1 Lap | 14.547 | 60.38 | 2:07.150 | 6 |
| 26 | 133 | S | 19 Peter WOOLFALL | NINJA 300 - Salisbury Cleaning Services | 7 | 15:10.989 | 1 Lap | 1.209 | 60.30 | 2:07.288 | 5 |
| 27 | 11 | S | 20 Gary HARVEY | NINJA 300 - NR Racing | 7 | 16:03.210 | 1 Lap | 52.221 | 57.03 | 2:14.281 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|---|---------------|--------------------------------------|---|----------|--------|--------|-------|----------|---|
| DNF | 32 | S | John MACKNESS | NINJA 300 - ME | 2 | 4:41.126 | 6 Laps | 5 Laps | 55.83 | 2:14.539 | 2 |
| DNF | 76 | J | Elliot PINSON | NINJA 300 - Mum, Dad, Gran & Grandad | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|----|---|-----------------|----------------------------------|---|----------|-----------|------------|
| 86 | S | Jamie KELMAN | NINJA 300 - Fastlane motorcycles | 8 | 1:49.012 | 71.99 mph | 115.86 kph |
| 99 | J | Harvey CLARIDGE | NINJA 300 - | 8 | 1:52.116 | 69.99 mph | 112.65 kph |

*No 66 - 10 second jump start penalty

Class S - 92.5% of Race Speed = 64.87 mph

Class J - 92.5% of Race Speed = 62.70 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 11:46 Flag 12:01 End: 12:03

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 12:04 Sunday, 29 April 2018



Team Green Junior Cup & Senior 300

RACE 5 - LAP CHART

LAP 1 @ 11:48:46.796

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 56 | | 1:55.099 |
| 29 | 2.538 | 1:57.637 |
| 20 | 5.152 | 2:00.251 |
| 9 | 5.832 | 2:00.931 |
| 99 | 6.134 | 2:01.233 |
| 62 | 8.310 | 2:03.409 |
| 41 | 8.806 | 2:03.905 |
| 66 | 9.449 | 2:04.548 |
| 4 | 9.887 | 2:04.986 |
| 86 | 9.967 | 2:05.066 |
| 888 | 10.604 | 2:05.703 |
| 28 | 10.969 | 2:06.068 |
| 6 | 11.077 | 2:06.176 |
| 67 | 11.626 | 2:06.725 |
| 45 | 12.816 | 2:07.915 |
| 88 | 13.737 | 2:08.836 |
| 861 | 15.187 | 2:10.286 |
| 18 | 15.347 | 2:10.446 |
| 38 | 15.658 | 2:10.757 |
| 70 | 16.866 | 2:11.965 |
| 49 | 17.459 | 2:12.558 |
| 43 | 19.600 | 2:14.699 |
| 44 | 20.639 | 2:15.738 |
| 48 | 22.874 | 2:17.973 |
| 33 | 25.183 | 2:20.282 |
| 133 | 25.332 | 2:20.431 |
| 11 | 30.823 | 2:25.922 |
| 32 | 31.488 | 2:26.587 |

LAP 2 @ 11:50:36.991

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 56 | | 1:50.195 |
| 29 | 3.432 | 1:51.089 |
| 99 | 9.473 | 1:53.534 |
| 20 | 9.503 | 1:54.546 |
| 9 | 10.184 | 1:54.547 |
| 41 | 14.527 | 1:55.916 |
| 86 | 14.595 | 1:54.823 |
| 62 | 15.215 | 1:57.100 |
| 66 | 15.710 | 1:56.456 |
| 6 | 16.920 | 1:56.038 |
| 4 | 16.981 | 1:57.289 |
| 888 | 17.584 | 1:57.175 |
| 28 | 17.986 | 1:57.212 |
| 67 | 18.839 | 1:57.408 |
| 45 | 20.988 | 1:58.367 |
| 88 | 22.121 | 1:58.579 |
| 861 | 25.999 | 2:01.007 |
| 38 | 26.292 | 2:00.829 |
| 18 | 26.598 | 2:01.446 |
| 70 | 28.755 | 2:02.084 |
| 49 | 29.376 | 2:02.112 |
| 43 | 32.725 | 2:03.320 |
| 44 | 35.412 | 2:04.968 |
| 48 | 38.887 | 2:06.208 |
| 33 | 44.416 | 2:09.428 |
| 133 | 44.967 | 2:09.830 |
| 11 | 54.909 | 2:14.281 |
| 32 | 55.832 | 2:14.539 |

LAP 3 @ 11:52:27.336

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 56 | | 1:50.345 |
| 29 | 4.242 | 1:51.155 |
| 99 | 12.772 | 1:53.644 |
| 20 | 13.804 | 1:54.646 |
| 9 | 14.114 | 1:54.275 |
| 86 | 14.227 | 1:49.977 |
| 41 | 19.043 | 1:54.861 |
| 62 | 20.054 | 1:55.184 |
| 66 | 20.158 | 1:54.793 |
| 6 | 21.534 | 1:54.959 |
| 888 | 21.854 | 1:54.615 |
| 4 | 23.715 | 1:57.079 |
| 28 | 24.147 | 1:56.506 |
| 67 | 24.840 | 1:56.346 |
| 45 | 28.721 | 1:58.078 |
| 88 | 30.853 | 1:59.077 |
| 38 | 34.971 | 1:59.024 |
| 861 | 35.875 | 2:00.221 |
| 18 | 36.448 | 2:00.195 |
| 49 | 40.150 | 2:01.119 |
| 70 | 40.690 | 2:02.280 |
| 43 | 47.017 | 2:04.637 |
| 44 | 49.331 | 2:04.264 |
| 48 | 54.718 | 2:06.176 |
| 133 | 1:03.482 | 2:08.860 |
| 33 | 1:03.998 | 2:09.927 |
| 11 | 1:20.768 | 2:16.204 |

LAP 4 @ 11:54:18.108

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 56 | | 1:50.772 |
| 29 | 5.186 | 1:51.716 |
| 99 | 16.121 | 1:54.121 |
| 86 | 16.238 | 1:52.783 |
| 20 | 17.772 | 1:54.740 |
| 9 | 17.901 | 1:54.559 |
| 41 | 24.405 | 1:56.134 |
| 66 | 25.150 | 1:55.764 |
| 62 | 25.305 | 1:56.023 |
| 6 | 25.583 | 1:54.821 |
| 888 | 25.761 | 1:54.679 |
| 28 | 27.590 | 1:54.215 |
| 4 | 29.991 | 1:57.048 |
| 67 | 31.310 | 1:57.242 |
| 45 | 35.420 | 1:57.471 |
| 88 | 39.245 | 1:59.164 |
| 38 | 42.779 | 1:58.580 |
| 18 | 43.453 | 1:57.777 |
| 861 | 46.537 | 2:01.434 |
| 49 | 50.036 | 2:00.658 |
| 70 | 53.040 | 2:03.122 |
| 43 | 59.566 | 2:03.321 |
| 44 | 1:02.845 | 2:04.286 |
| 48 | 1:10.456 | 2:06.510 |
| 133 | 1:20.729 | 2:08.019 |
| 33 | 1:21.241 | 2:08.015 |
| 11 | 1:46.777 | 2:16.781 |

LAP 5 @ 11:56:09.405

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 56 | | 1:51.297 |

| | | |
|-----|----------|----------|
| 29 | 5.156 | 1:51.267 |
| 86 | 15.936 | 1:50.995 |
| 99 | 18.225 | 1:53.401 |
| 20 | 20.668 | 1:54.193 |
| 9 | 20.783 | 1:54.179 |
| 66 | 26.920 | 1:53.067 |
| 41 | 27.967 | 1:54.859 |
| 62 | 28.824 | 1:54.816 |
| 6 | 28.917 | 1:54.631 |
| 888 | 29.036 | 1:54.572 |
| 28 | 29.852 | 1:53.559 |
| 4 | 34.506 | 1:55.812 |
| 67 | 36.903 | 1:56.890 |
| 45 | 41.689 | 1:57.566 |
| 88 | 47.538 | 1:59.590 |
| 38 | 47.741 | 1:56.259 |
| 18 | 48.495 | 1:56.339 |
| 861 | 57.292 | 2:02.052 |
| 49 | 59.863 | 2:01.124 |
| 70 | 1:03.741 | 2:01.998 |
| 43 | 1:11.220 | 2:02.951 |
| 44 | 1:15.326 | 2:03.778 |
| 48 | 1:26.126 | 2:06.967 |
| 133 | 1:36.720 | 2:07.288 |
| 33 | 1:37.285 | 2:07.341 |

LAP 6 @ 11:58:00.645

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 56 | | 1:51.240 |
| 29 | 6.660 | 1:52.744 |
| 86 | 14.263 | 1:49.567 |
| 99 | 20.531 | 1:53.546 |
| 11 | 1 Lap | 2:16.785 |
| 20 | 23.163 | 1:53.735 |
| 9 | 23.344 | 1:53.801 |
| 66 | 28.505 | 1:52.825 |
| 41 | 30.884 | 1:54.157 |
| 6 | 31.290 | 1:53.613 |
| 888 | 31.409 | 1:53.613 |
| 62 | 31.741 | 1:54.157 |
| 28 | 32.159 | 1:53.547 |
| 4 | 39.517 | 1:56.251 |
| 67 | 41.845 | 1:56.182 |
| 45 | 47.592 | 1:57.143 |
| 38 | 53.251 | 1:56.750 |
| 18 | 53.487 | 1:56.232 |
| 88 | 55.156 | 1:58.858 |
| 861 | 1:07.327 | 2:01.275 |
| 49 | 1:08.201 | 1:59.578 |
| 70 | 1:13.738 | 2:01.237 |
| 43 | 1:24.167 | 2:04.187 |
| 44 | 1:27.301 | 2:03.215 |
| 48 | 1:40.683 | 2:05.797 |

LAP 7 @ 11:59:53.333

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 56 | | 1:52.688 |
| 33 | 1 Lap | 2:07.150 |
| 133 | 1 Lap | 2:08.796 |
| 29 | 5.614 | 1:51.642 |
| 86 | 11.274 | 1:49.699 |
| 20 | 25.679 | 1:55.204 |
| 9 | 25.914 | 1:55.258 |
| 66 | 29.224 | 1:53.407 |

| | | |
|-----|----------|----------|
| 41 | 32.019 | 1:53.823 |
| 99 | 32.367 | 2:04.524 |
| 6 | 33.154 | 1:54.552 |
| 62 | 33.358 | 1:54.305 |
| 888 | 33.710 | 1:54.989 |
| 28 | 36.778 | 1:57.307 |
| 4 | 43.829 | 1:57.000 |
| 67 | 45.020 | 1:55.863 |
| 11 | 1 Lap | 2:17.039 |
| 45 | 53.177 | 1:58.273 |
| 38 | 56.386 | 1:55.823 |
| 18 | 56.485 | 1:55.686 |
| 88 | 59.330 | 1:56.862 |
| 861 | 1:15.904 | 2:01.265 |
| 49 | 1:16.882 | 2:01.369 |
| 70 | 1:21.709 | 2:00.659 |
| 43 | 1:33.962 | 2:02.483 |
| 44 | 1:38.191 | 2:03.578 |

LAP 8 @ 12:01:46.774

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 56 | | 1:53.441 |
| 48 | 1 Lap | 2:05.602 |
| 29 | 4.757 | 1:52.584 |
| 86 | 6.845 | 1:49.012 |
| 33 | 1 Lap | 2:07.637 |
| 133 | 1 Lap | 2:07.765 |
| 20 | 26.047 | 1:53.809 |
| 9 | 26.110 | 1:53.637 |
| 66 | 29.475 | 1:53.692 |
| 99 | 31.042 | 1:52.116 |
| 41 | 31.922 | 1:53.344 |
| 6 | 32.473 | 1:52.760 |
| 62 | 33.541 | 1:53.624 |
| 888 | 33.819 | 1:53.550 |
| 28 | 37.891 | 1:54.554 |
| 4 | 47.287 | 1:56.899 |
| 67 | 47.404 | 1:55.825 |
| 38 | 59.324 | 1:56.379 |
| 45 | 1:00.059 | 2:00.323 |
| 18 | 1:00.087 | 1:57.043 |
| 88 | 1:07.022 | 2:01.133 |
| 11 | 1 Lap | 2:16.198 |
| 861 | 1:22.330 | 1:59.867 |
| 49 | 1:22.403 | 1:58.962 |
| 70 | 1:29.714 | 2:01.446 |
| 43 | 1:43.333 | 2:02.812 |
| 44 | 1:49.297 | 2:04.547 |

Cadwell Park

Circuit Length = 2.1800 miles

Start: 11:46 Flag 12:01 End: 12:03

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Printed - 12:05 Sunday, 29 April 2018

Team Green Junior Cup & Senior 300

RACE 5 - LAP CHART

LAP 1 @ 11:48:46.796

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 56 | | 1:55.099 |
| 29 | 2.538 | 1:57.637 |
| 20 | 5.152 | 2:00.251 |
| 9 | 5.832 | 2:00.931 |
| 99 | 6.134 | 2:01.233 |
| 62 | 8.310 | 2:03.409 |
| 41 | 8.806 | 2:03.905 |
| 66 | 9.449 | 2:04.548 |
| 4 | 9.887 | 2:04.986 |
| 86 | 9.967 | 2:05.066 |
| 888 | 10.604 | 2:05.703 |
| 28 | 10.969 | 2:06.068 |
| 6 | 11.077 | 2:06.176 |
| 67 | 11.626 | 2:06.725 |
| 45 | 12.816 | 2:07.915 |
| 88 | 13.737 | 2:08.836 |
| 861 | 15.187 | 2:10.286 |
| 18 | 15.347 | 2:10.446 |
| 38 | 15.658 | 2:10.757 |
| 70 | 16.866 | 2:11.965 |
| 49 | 17.459 | 2:12.558 |
| 43 | 19.600 | 2:14.699 |
| 44 | 20.639 | 2:15.738 |
| 48 | 22.874 | 2:17.973 |
| 33 | 25.183 | 2:20.282 |
| 133 | 25.332 | 2:20.431 |
| 11 | 30.823 | 2:25.922 |
| 32 | 31.488 | 2:26.587 |

LAP 2 @ 11:50:36.991

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 56 | | 1:50.195 |
| 29 | 3.432 | 1:51.089 |
| 99 | 9.473 | 1:53.534 |
| 20 | 9.503 | 1:54.546 |
| 9 | 10.184 | 1:54.547 |
| 41 | 14.527 | 1:55.916 |
| 86 | 14.595 | 1:54.823 |
| 62 | 15.215 | 1:57.100 |
| 66 | 15.710 | 1:56.456 |
| 6 | 16.920 | 1:56.038 |
| 4 | 16.981 | 1:57.289 |
| 888 | 17.584 | 1:57.175 |
| 28 | 17.986 | 1:57.212 |
| 67 | 18.839 | 1:57.408 |
| 45 | 20.988 | 1:58.367 |
| 88 | 22.121 | 1:58.579 |
| 861 | 25.999 | 2:01.007 |
| 38 | 26.292 | 2:00.829 |
| 18 | 26.598 | 2:01.446 |
| 70 | 28.755 | 2:02.084 |
| 49 | 29.376 | 2:02.112 |
| 43 | 32.725 | 2:03.320 |
| 44 | 35.412 | 2:04.968 |
| 48 | 38.887 | 2:06.208 |
| 33 | 44.416 | 2:09.428 |
| 133 | 44.967 | 2:09.830 |
| 11 | 54.909 | 2:14.281 |
| 32 | 55.832 | 2:14.539 |

LAP 3 @ 11:52:27.336

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 56 | | 1:50.345 |
| 29 | 4.242 | 1:51.155 |
| 99 | 12.772 | 1:53.644 |
| 20 | 13.804 | 1:54.646 |
| 9 | 14.114 | 1:54.275 |
| 86 | 14.227 | 1:49.977 |
| 41 | 19.043 | 1:54.861 |
| 62 | 20.054 | 1:55.184 |
| 66 | 20.158 | 1:54.793 |
| 6 | 21.534 | 1:54.959 |
| 888 | 21.854 | 1:54.615 |
| 4 | 23.715 | 1:57.079 |
| 28 | 24.147 | 1:56.506 |
| 67 | 24.840 | 1:56.346 |
| 45 | 28.721 | 1:58.078 |
| 88 | 30.853 | 1:59.077 |
| 38 | 34.971 | 1:59.024 |
| 861 | 35.875 | 2:00.221 |
| 18 | 36.448 | 2:00.195 |
| 49 | 40.150 | 2:01.119 |
| 70 | 40.690 | 2:02.280 |
| 43 | 47.017 | 2:04.637 |
| 44 | 49.331 | 2:04.264 |
| 48 | 54.718 | 2:06.176 |
| 133 | 1:03.482 | 2:08.860 |
| 33 | 1:03.998 | 2:09.927 |
| 11 | 1:20.768 | 2:16.204 |

LAP 4 @ 11:54:18.108

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 56 | | 1:50.772 |
| 29 | 5.186 | 1:51.716 |
| 99 | 16.121 | 1:54.121 |
| 86 | 16.238 | 1:52.783 |
| 20 | 17.772 | 1:54.740 |
| 9 | 17.901 | 1:54.559 |
| 41 | 24.405 | 1:56.134 |
| 66 | 25.150 | 1:55.764 |
| 62 | 25.305 | 1:56.023 |
| 6 | 25.583 | 1:54.821 |
| 888 | 25.761 | 1:54.679 |
| 28 | 27.590 | 1:54.215 |
| 4 | 29.991 | 1:57.048 |
| 67 | 31.310 | 1:57.242 |
| 45 | 35.420 | 1:57.471 |
| 88 | 39.245 | 1:59.164 |
| 38 | 42.779 | 1:58.580 |
| 18 | 43.453 | 1:57.777 |
| 861 | 46.537 | 2:01.434 |
| 49 | 50.036 | 2:00.658 |
| 70 | 53.040 | 2:03.122 |
| 43 | 59.566 | 2:03.321 |
| 44 | 1:02.845 | 2:04.286 |
| 48 | 1:10.456 | 2:06.510 |
| 133 | 1:20.729 | 2:08.019 |
| 33 | 1:21.241 | 2:08.015 |
| 11 | 1:46.777 | 2:16.781 |

LAP 5 @ 11:56:09.405

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 56 | | 1:51.297 |

LAP 6 @ 11:58:00.645

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 56 | | 1:51.240 |
| 29 | 6.660 | 1:52.744 |
| 86 | 14.263 | 1:49.567 |
| 99 | 20.531 | 1:53.546 |
| 11 | 1 Lap | 2:16.785 |
| 20 | 23.163 | 1:53.735 |
| 9 | 23.344 | 1:53.801 |
| 66 | 28.505 | 1:52.825 |
| 41 | 30.884 | 1:54.157 |
| 6 | 31.290 | 1:53.613 |
| 888 | 31.409 | 1:53.613 |
| 62 | 31.741 | 1:54.157 |
| 28 | 32.159 | 1:53.547 |
| 4 | 39.517 | 1:56.251 |
| 67 | 41.845 | 1:56.182 |
| 45 | 47.592 | 1:57.143 |
| 38 | 53.251 | 1:56.750 |
| 18 | 53.487 | 1:56.232 |
| 88 | 55.156 | 1:58.858 |
| 861 | 1:07.327 | 2:01.275 |
| 49 | 1:08.201 | 1:59.578 |
| 70 | 1:13.738 | 2:01.237 |
| 43 | 1:24.167 | 2:04.187 |
| 44 | 1:27.301 | 2:03.215 |
| 48 | 1:40.683 | 2:05.797 |

LAP 7 @ 11:59:53.333

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 56 | | 1:52.688 |
| 33 | 1 Lap | 2:07.150 |
| 133 | 1 Lap | 2:08.796 |
| 29 | 5.614 | 1:51.642 |
| 86 | 11.274 | 1:49.699 |
| 20 | 25.679 | 1:55.204 |
| 9 | 25.914 | 1:55.258 |
| 66 | 29.224 | 1:53.407 |

| | | |
|-----|----------|----------|
| 29 | 5.156 | 1:51.267 |
| 86 | 15.936 | 1:50.995 |
| 99 | 18.225 | 1:53.401 |
| 20 | 20.668 | 1:54.193 |
| 9 | 20.783 | 1:54.179 |
| 66 | 26.920 | 1:53.067 |
| 41 | 27.967 | 1:54.859 |
| 62 | 28.824 | 1:54.816 |
| 6 | 28.917 | 1:54.631 |
| 888 | 29.036 | 1:54.572 |
| 28 | 29.852 | 1:53.559 |
| 4 | 34.506 | 1:55.812 |
| 67 | 36.903 | 1:56.890 |
| 45 | 41.689 | 1:57.566 |
| 88 | 47.538 | 1:59.590 |
| 38 | 47.741 | 1:56.259 |
| 18 | 48.495 | 1:56.339 |
| 861 | 57.292 | 2:02.052 |
| 49 | 59.863 | 2:01.124 |
| 70 | 1:03.741 | 2:01.998 |
| 43 | 1:11.220 | 2:02.951 |
| 44 | 1:15.326 | 2:03.778 |
| 48 | 1:26.126 | 2:06.967 |
| 133 | 1:36.720 | 2:07.288 |
| 33 | 1:37.285 | 2:07.341 |

LAP 8 @ 12:01:46.774

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 56 | | 1:53.441 |
| 48 | 1 Lap | 2:05.602 |
| 29 | 4.757 | 1:52.584 |
| 86 | 6.845 | 1:49.012 |
| 33 | 1 Lap | 2:07.637 |
| 133 | 1 Lap | 2:07.765 |
| 20 | 26.047 | 1:53.809 |
| 9 | 26.110 | 1:53.637 |
| 66 | 29.475 | 1:53.692 |
| 99 | 31.042 | 1:52.116 |
| 41 | 31.922 | 1:53.344 |
| 6 | 32.473 | 1:52.760 |
| 62 | 33.541 | 1:53.624 |
| 888 | 33.819 | 1:53.550 |
| 28 | 37.891 | 1:54.554 |
| 4 | 47.287 | 1:56.899 |
| 67 | 47.404 | 1:55.825 |
| 38 | 59.324 | 1:56.379 |
| 45 | 1:00.059 | 2:00.323 |
| 18 | 1:00.087 | 1:57.043 |
| 88 | 1:07.022 | 2:01.133 |
| 11 | 1 Lap | 2:16.198 |
| 861 | 1:22.330 | 1:59.867 |
| 49 | 1:22.403 | 1:58.962 |
| 70 | 1:29.714 | 2:01.446 |
| 43 | 1:43.333 | 2:02.812 |
| 44 | 1:49.297 | 2:04.547 |

LAP 8 @ 12:01:46.774

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 56 | | 1:53.441 |
| 48 | 1 Lap | 2:05.602 |
| 29 | 4.757 | 1:52.584 |
| 86 | 6.845 | 1:49.012 |
| 33 | 1 Lap | 2:07.637 |
| 133 | 1 Lap | 2:07.765 |
| 20 | 26.047 | 1:53.809 |
| 9 | 26.110 | 1:53.637 |
| 66 | 29.475 | 1:53.692 |
| 99 | 31.042 | 1:52.116 |
| 41 | 31.922 | 1:53.344 |
| 6 | 32.473 | 1:52.760 |
| 62 | 33.541 | 1:53.624 |
| 888 | 33.819 | 1:53.550 |
| 28 | 37.891 | 1:54.554 |
| 4 | 47.287 | 1:56.899 |
| 67 | 47.404 | 1:55.825 |
| 38 | 59.324 | 1:56.379 |
| 45 | 1:00.059 | 2:00.323 |
| 18 | 1:00.087 | 1:57.043 |
| 88 | 1:07.022 | 2:01.133 |
| 11 | 1 Lap | 2:16.198 |
| 861 | 1:22.330 | 1:59.867 |
| 49 | 1:22.403 | 1:58.962 |
| 70 | 1:29.714 | 2:01.446 |
| 43 | 1:43.333 | 2:02.812 |
| 44 | 1:49.297 | 2:04.547 |

Cadwell Park

Circuit Length = 2.1800 miles

Start: 11:46 Flag 12:01 End: 12:03

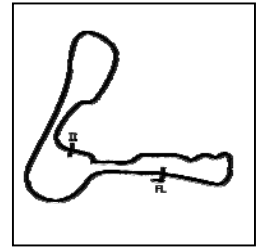
Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Printed - 12:05 Sunday, 29 April 2018

Team Green Junior Cup & Senior 300

RACE 5 - 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 56 S Michael STONE | | NINJA 300 - SMS Racing Team | | | | |
|------------------------------|-----------------|-----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.507 | | BEST LAP TIME : 1:50.195 | | DIFFERENCE : 0.688 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.367 | 1:55.099 | 68.18 | 4.904 | 11:48:46.796 |
| 2 - | 1:04.140 | 46.055 | 1:50.195 (1) | 71.21 | | 11:50:36.991 |
| 3 - | 1:04.531 | 45.814 | 1:50.345 (2) | 71.12 | 0.150 | 11:52:27.336 |
| 4 - | 1:04.673 | 46.099 | 1:50.772 (3) | 70.84 | 0.577 | 11:54:18.108 |
| 5 - | 1:04.727 | 46.570 | 1:51.297 | 70.51 | 1.102 | 11:56:09.405 |
| 6 - | 1:05.099 | 46.141 | 1:51.240 | 70.55 | 1.045 | 11:58:00.645 |
| 7 - | 1:05.653 | 47.035 | 1:52.688 | 69.64 | 2.493 | 11:59:53.333 |
| 8 - | 1:05.729 | 47.712 | 1:53.441 | 69.18 | 3.246 | 12:01:46.774 |

| P2 29 S Charlie STONE | | NINJA 300 - SMS Racing Team | | | | |
|------------------------------|-----------------|-----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:51.041 | | BEST LAP TIME : 1:51.089 | | DIFFERENCE : 0.048 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.532 | 1:57.637 | 66.71 | 6.548 | 11:48:49.334 |
| 2 - | 1:04.940 | 46.149 | 1:51.089 (1) | 70.64 | | 11:50:40.423 |
| 3 - | 1:05.054 | 46.101 | 1:51.155 (2) | 70.60 | 0.066 | 11:52:31.578 |
| 4 - | 1:05.494 | 46.222 | 1:51.716 | 70.25 | 0.627 | 11:54:23.294 |
| 5 - | 1:05.147 | 46.120 | 1:51.267 (3) | 70.53 | 0.178 | 11:56:14.561 |
| 6 - | 1:06.232 | 46.512 | 1:52.744 | 69.60 | 1.655 | 11:58:07.305 |
| 7 - | 1:05.244 | 46.398 | 1:51.642 | 70.29 | 0.553 | 11:59:58.947 |
| 8 - | 1:06.263 | 46.321 | 1:52.584 | 69.70 | 1.495 | 12:01:51.531 |

| P3 86 S Jamie KELMAN | | NINJA 300 - Fastlane motorcycles | | | | |
|-----------------------------|-----------------|----------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.012 | | BEST LAP TIME : 1:49.012 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.474 | 2:05.066 | 62.75 | 16.054 | 11:48:56.763 |
| 2 - | 1:06.897 | 47.926 | 1:54.823 | 68.34 | 5.811 | 11:50:51.586 |
| 3 - | 1:04.575 | 45.402 | 1:49.977 | 71.36 | 0.965 | 11:52:41.563 |
| 4 - | 1:06.003 | 46.780 | 1:52.783 | 69.58 | 3.771 | 11:54:34.346 |
| 5 - | 1:05.471 | 45.524 | 1:50.995 | 70.70 | 1.983 | 11:56:25.341 |
| 6 - | 1:04.531 | 45.036 | 1:49.567 (2) | 71.62 | 0.555 | 11:58:14.908 |
| 7 - | 1:04.358 | 45.341 | 1:49.699 (3) | 71.54 | 0.687 | 12:00:04.607 |
| 8 - | 1:04.262 | 44.750 | 1:49.012 (1) | 71.99 | | 12:01:53.619 |

| P4 20 S Kai DICKINSON | | NINJA 300 - 2M+2K+H=Racing | | | | |
|------------------------------|-----------------|----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.653 | | BEST LAP TIME : 1:53.735 | | DIFFERENCE : 0.082 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.598 | 2:00.251 | 65.26 | 6.516 | 11:48:51.948 |
| 2 - | 1:06.652 | 47.894 | 1:54.546 | 68.51 | 0.811 | 11:50:46.494 |
| 3 - | 1:07.131 | 47.515 | 1:54.646 | 68.45 | 0.911 | 11:52:41.140 |
| 4 - | 1:07.362 | 47.378 | 1:54.740 | 68.39 | 1.005 | 11:54:35.880 |
| 5 - | 1:06.480 | 47.713 | 1:54.193 (3) | 68.72 | 0.458 | 11:56:30.073 |
| 6 - | 1:06.562 | 47.173 | 1:53.735 (1) | 69.00 | | 11:58:23.808 |
| 7 - | 1:06.940 | 48.264 | 1:55.204 | 68.12 | 1.469 | 12:00:19.012 |
| 8 - | 1:06.512 | 47.297 | 1:53.809 (2) | 68.95 | 0.074 | 12:02:12.821 |

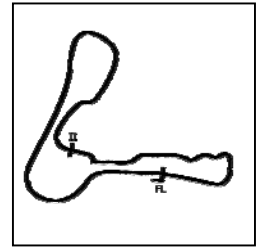
| P5 9 S Graham HAW | | NINJA 300 - Graham Haw joinery | | | | |
|---------------------------|-----------------|--------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.600 | | BEST LAP TIME : 1:53.637 | | DIFFERENCE : 0.037 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.678 | 2:00.931 | 64.89 | 7.294 | 11:48:52.628 |
| 2 - | 1:06.907 | 47.640 | 1:54.547 | 68.51 | 0.910 | 11:50:47.175 |
| 3 - | 1:06.860 | 47.415 | 1:54.275 | 68.67 | 0.638 | 11:52:41.450 |
| 4 - | 1:07.399 | 47.160 | 1:54.559 | 68.50 | 0.922 | 11:54:36.009 |
| 5 - | 1:06.639 | 47.540 | 1:54.179 (3) | 68.73 | 0.542 | 11:56:30.188 |
| 6 - | 1:06.697 | 47.104 | 1:53.801 (2) | 68.96 | 0.164 | 11:58:23.989 |
| 7 - | 1:07.007 | 48.251 | 1:55.258 | 68.09 | 1.621 | 12:00:19.247 |
| 8 - | 1:06.496 | 47.141 | 1:53.637 (1) | 69.06 | | 12:02:12.884 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:46 Flag 12:01 End: 12:03

Team Green Junior Cup & Senior 300

RACE 5 - 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

| P6 99 J Harvey CLARIDGE | | | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.116 | | BEST LAP TIME : 1:52.116 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.244 | 2:01.233 | 64.73 | 9.117 | 11:48:52.930 |
| 2 - | 1:06.289 | 47.245 | 1:53.534 (3) | 69.12 | 1.418 | 11:50:46.464 |
| 3 - | 1:06.849 | 46.795 | 1:53.644 | 69.05 | 1.528 | 11:52:40.108 |
| 4 - | 1:07.327 | 46.794 | 1:54.121 | 68.76 | 2.005 | 11:54:34.229 |
| 5 - | 1:06.906 | 46.495 | 1:53.401 (2) | 69.20 | 1.285 | 11:56:27.630 |
| 6 - | 1:06.251 | 47.295 | 1:53.546 | 69.11 | 1.430 | 11:58:21.176 |
| 7 - | 1:18.176 | 46.348 | 2:04.524 | 63.02 | 12.408 | 12:00:25.700 |
| 8 - | 1:05.937 | 46.179 | 1:52.116 (1) | 69.99 | | 12:02:17.816 |

| P7 41 J Kyal TINKER | | | NINJA 300 - Aquatix-2u Ltd | | | |
|---------------------------|-----------------|--------------------------|----------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.603 | | BEST LAP TIME : 1:53.344 | | DIFFERENCE : 0.741 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.883 | 2:03.905 | 63.33 | 10.561 | 11:48:55.602 |
| 2 - | 1:07.972 | 47.944 | 1:55.916 | 67.70 | 2.572 | 11:50:51.518 |
| 3 - | 1:07.020 | 47.841 | 1:54.861 | 68.32 | 1.517 | 11:52:46.379 |
| 4 - | 1:08.351 | 47.783 | 1:56.134 | 67.57 | 2.790 | 11:54:42.513 |
| 5 - | 1:07.201 | 47.658 | 1:54.859 | 68.32 | 1.515 | 11:56:37.372 |
| 6 - | 1:06.154 | 48.003 | 1:54.157 (3) | 68.74 | 0.813 | 11:58:31.529 |
| 7 - | 1:07.374 | 46.449 | 1:53.823 (2) | 68.94 | 0.479 | 12:00:25.352 |
| 8 - | 1:06.702 | 46.642 | 1:53.344 (1) | 69.24 | | 12:02:18.696 |

| P8 6 S Martin COOPER | | | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.273 | | BEST LAP TIME : 1:52.760 | | DIFFERENCE : 0.487 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.502 | 2:06.176 | 62.19 | 13.416 | 11:48:57.873 |
| 2 - | 1:07.613 | 48.425 | 1:56.038 | 67.63 | 3.278 | 11:50:53.911 |
| 3 - | 1:07.473 | 47.486 | 1:54.959 | 68.26 | 2.199 | 11:52:48.870 |
| 4 - | 1:06.672 | 48.149 | 1:54.821 | 68.35 | 2.061 | 11:54:43.691 |
| 5 - | 1:06.755 | 47.876 | 1:54.631 | 68.46 | 1.871 | 11:56:38.322 |
| 6 - | 1:05.788 | 47.825 | 1:53.613 (2) | 69.07 | 0.853 | 11:58:31.935 |
| 7 - | 1:07.671 | 46.881 | 1:54.552 (3) | 68.51 | 1.792 | 12:00:26.487 |
| 8 - | 1:06.275 | 46.485 | 1:52.760 (1) | 69.59 | | 12:02:19.247 |

| P9 62 S Nicholas BETTRIDGE | | | NINJA 300 - Weald builders | | | |
|----------------------------|-----------------|--------------------------|----------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.064 | | BEST LAP TIME : 1:53.624 | | DIFFERENCE : 0.560 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.898 | 2:03.409 | 63.59 | 9.785 | 11:48:55.106 |
| 2 - | 1:08.824 | 48.276 | 1:57.100 | 67.02 | 3.476 | 11:50:52.206 |
| 3 - | 1:07.376 | 47.808 | 1:55.184 | 68.13 | 1.560 | 11:52:47.390 |
| 4 - | 1:07.684 | 48.339 | 1:56.023 | 67.64 | 2.399 | 11:54:43.413 |
| 5 - | 1:06.693 | 48.123 | 1:54.816 | 68.35 | 1.192 | 11:56:38.229 |
| 6 - | 1:06.796 | 47.361 | 1:54.157 (2) | 68.74 | 0.533 | 11:58:32.386 |
| 7 - | 1:07.439 | 46.866 | 1:54.305 (3) | 68.65 | 0.681 | 12:00:26.691 |
| 8 - | 1:06.198 | 47.426 | 1:53.624 (1) | 69.07 | | 12:02:20.315 |

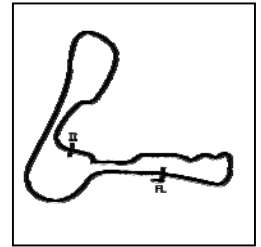
| P10 888 S Jeff MORRIS | | | NINJA 300 - SMS Racing Team | | | |
|---------------------------|-----------------|--------------------------|-----------------------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 1:52.767 | | BEST LAP TIME : 1:53.550 | | DIFFERENCE : 0.783 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.793 | 2:05.703 | 62.43 | 12.153 | 11:48:57.400 |
| 2 - | 1:08.685 | 48.490 | 1:57.175 | 66.97 | 3.625 | 11:50:54.575 |
| 3 - | 1:07.537 | 47.078 | 1:54.615 | 68.47 | 1.065 | 11:52:49.190 |
| 4 - | 1:06.965 | 47.714 | 1:54.679 | 68.43 | 1.129 | 11:54:43.869 |
| 5 - | 1:06.987 | 47.585 | 1:54.572 (3) | 68.49 | 1.022 | 11:56:38.441 |
| 6 - | 1:06.058 | 47.555 | 1:53.613 (2) | 69.07 | 0.063 | 11:58:32.054 |
| 7 - | 1:08.280 | 46.709 | 1:54.989 | 68.25 | 1.439 | 12:00:27.043 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:46 Flag 12:01 End: 12:03

Team Green Junior Cup & Senior 300

RACE 5 - 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

8 - 1:06.143

47.407

1:53.550 (1) 69.11

12:02:20.593

| | | | | | | |
|---------------------------|-------------|--------------------------|-----------------------------|--|--|--|
| P11 | 28 S | Leon STEWART | NINJA 300 - SMS Racing Team | | | |
| IDEAL LAP TIME : 1:53.476 | | BEST LAP TIME : 1:53.547 | DIFFERENCE : 0.071 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 49.731 | 2:06.068 | 62.25 | 12.521 | 11:48:57.765 |
| 2 - | 1:08.558 | 48.654 | 1:57.212 | 66.95 | 3.665 | 11:50:54.977 |
| 3 - | 1:07.781 | 48.725 | 1:56.506 | 67.36 | 2.959 | 11:52:51.483 |
| 4 - | 1:06.810 | 47.405 | 1:54.215 (3) | 68.71 | 0.668 | 11:54:45.698 |
| 5 - | 1:06.231 | 47.328 | 1:53.559 (2) | 69.11 | 0.012 | 11:56:39.257 |
| 6 - | 1:06.148 | 47.399 | 1:53.547 (1) | 69.11 | | 11:58:32.804 |
| 7 - | 1:08.298 | 49.009 | 1:57.307 | 66.90 | 3.760 | 12:00:30.111 |
| 8 - | 1:06.710 | 47.844 | 1:54.554 | 68.50 | 1.007 | 12:02:24.665 |

| | | | | | | |
|---------------------------|-------------|--------------------------|--------------------|--|--|--|
| P12 | 66 S | Mark PARBURY | NINJA 300 - | | | |
| IDEAL LAP TIME : 1:52.817 | | BEST LAP TIME : 1:52.825 | DIFFERENCE : 0.008 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 49.201 | 2:04.548 | 63.01 | 11.723 | 11:48:56.245 |
| 2 - | 1:08.061 | 48.395 | 1:56.456 | 67.39 | 3.631 | 11:50:52.701 |
| 3 - | 1:07.145 | 47.648 | 1:54.793 | 68.36 | 1.968 | 11:52:47.494 |
| 4 - | 1:06.937 | 48.827 | 1:55.764 | 67.79 | 2.939 | 11:54:43.258 |
| 5 - | 1:06.398 | 46.669 | 1:53.067 (2) | 69.41 | 0.242 | 11:56:36.325 |
| 6 - | 1:06.189 | 46.636 | 1:52.825 (1) | 69.55 | | 11:58:29.150 |
| 7 - | 1:06.779 | 46.628 | 1:53.407 (3) | 69.20 | 0.582 | 12:00:22.557 |
| 8 - | 1:06.701 | 46.991 | 1:53.692 | 69.02 | 0.867 | 12:02:16.249 |

| | | | | | | |
|---------------------------|------------|--------------------------|--------------------|--|--|--|
| P13 | 4 J | James DUTTON | NINJA 300 - | | | |
| IDEAL LAP TIME : 1:55.812 | | BEST LAP TIME : 1:55.812 | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 50.086 | 2:04.986 | 62.79 | 9.174 | 11:48:56.683 |
| 2 - | 1:08.296 | 48.993 | 1:57.289 | 66.91 | 1.477 | 11:50:53.972 |
| 3 - | 1:08.537 | 48.542 | 1:57.079 | 67.03 | 1.267 | 11:52:51.051 |
| 4 - | 1:08.327 | 48.721 | 1:57.048 | 67.04 | 1.236 | 11:54:48.099 |
| 5 - | 1:07.597 | 48.215 | 1:55.812 (1) | 67.76 | | 11:56:43.911 |
| 6 - | 1:07.957 | 48.294 | 1:56.251 (2) | 67.50 | 0.439 | 11:58:40.162 |
| 7 - | 1:07.739 | 49.261 | 1:57.000 | 67.07 | 1.188 | 12:00:37.162 |
| 8 - | 1:08.311 | 48.588 | 1:56.899 (3) | 67.13 | 1.087 | 12:02:34.061 |

| | | | | | | |
|---------------------------|-------------|--------------------------|--------------------------------|--|--|--|
| P14 | 67 S | Tony MORRIS | NINJA 300 - Chippy racing team | | | |
| IDEAL LAP TIME : 1:54.998 | | BEST LAP TIME : 1:55.825 | DIFFERENCE : 0.827 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 49.347 | 2:06.725 | 61.92 | 10.900 | 11:48:58.422 |
| 2 - | 1:08.626 | 48.782 | 1:57.408 | 66.84 | 1.583 | 11:50:55.830 |
| 3 - | 1:08.246 | 48.100 | 1:56.346 | 67.45 | 0.521 | 11:52:52.176 |
| 4 - | 1:08.772 | 48.470 | 1:57.242 | 66.93 | 1.417 | 11:54:49.418 |
| 5 - | 1:08.496 | 48.394 | 1:56.890 | 67.14 | 1.065 | 11:56:46.308 |
| 6 - | 1:08.564 | 47.618 | 1:56.182 (3) | 67.54 | 0.357 | 11:58:42.490 |
| 7 - | 1:08.181 | 47.682 | 1:55.863 (2) | 67.73 | 0.038 | 12:00:38.353 |
| 8 - | 1:07.380 | 48.445 | 1:55.825 (1) | 67.75 | | 12:02:34.178 |

| | | | | | | |
|---------------------------|-------------|--------------------------|-------------------------|--|--|--|
| P15 | 38 S | Bob COUCHMAN | NINJA 300 - Pinky Janey | | | |
| IDEAL LAP TIME : 1:55.454 | | BEST LAP TIME : 1:55.823 | DIFFERENCE : 0.369 | | | |

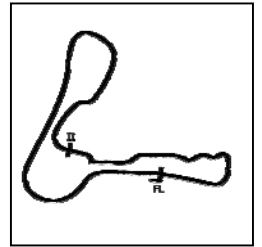
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|----------|----------|--------------|-------|--------|--------------|
| 1 - | | 51.014 | 2:10.757 | 60.01 | 14.934 | 11:49:02.454 |
| 2 - | 1:10.014 | 50.815 | 2:00.829 | 64.95 | 5.006 | 11:51:03.283 |
| 3 - | 1:09.117 | 49.907 | 1:59.024 | 65.93 | 3.201 | 11:53:02.307 |
| 4 - | 1:09.070 | 49.510 | 1:58.580 | 66.18 | 2.757 | 11:55:00.887 |
| 5 - | 1:07.775 | 48.484 | 1:56.259 (2) | 67.50 | 0.436 | 11:56:57.146 |
| 6 - | 1:07.939 | 48.811 | 1:56.750 | 67.22 | 0.927 | 11:58:53.896 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:46 Flag 12:01 End: 12:03

Team Green Junior Cup & Senior 300

RACE 5 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 7 - | 1:07.395 | 48.428 | 1:55.823 (1) | 67.75 | | 12:00:49.719 |
| 8 - | 1:08.320 | 48.059 | 1:56.379 (3) | 67.43 | 0.556 | 12:02:46.098 |

| P16 45 J | | Brandon SHERIFF | | NINJA 300 - Dad , Mum , Fins Motorcycles Redhill | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|--|
| IDEAL LAP TIME : 1:57.143 | | BEST LAP TIME : 1:57.143 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.290 | 2:07.915 | 61.35 | 10.772 | 11:48:59.612 | |
| 2 - | 1:09.665 | 48.702 | 1:58.367 | 66.30 | 1.224 | 11:50:57.979 | |
| 3 - | 1:09.439 | 48.639 | 1:58.078 | 66.46 | 0.935 | 11:52:56.057 | |
| 4 - | 1:08.905 | 48.566 | 1:57.471 (2) | 66.80 | 0.328 | 11:54:53.528 | |
| 5 - | 1:09.103 | 48.463 | 1:57.566 (3) | 66.75 | 0.423 | 11:56:51.094 | |
| 6 - | 1:08.741 | 48.402 | 1:57.143 (1) | 66.99 | | 11:58:48.237 | |
| 7 - | 1:09.108 | 49.165 | 1:58.273 | 66.35 | 1.130 | 12:00:46.510 | |
| 8 - | 1:10.120 | 50.203 | 2:00.323 | 65.22 | 3.180 | 12:02:46.833 | |

| P17 18 J | | Indy OFFER | | NINJA 300 - Ace Osteopaths | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:55.367 | | BEST LAP TIME : 1:55.686 | | DIFFERENCE : 0.319 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 50.826 | 2:10.446 | 60.16 | 14.760 | 11:49:02.143 | |
| 2 - | 1:11.160 | 50.286 | 2:01.446 | 64.62 | 5.760 | 11:51:03.589 | |
| 3 - | 1:10.065 | 50.130 | 2:00.195 | 65.29 | 4.509 | 11:53:03.784 | |
| 4 - | 1:10.047 | 47.730 | 1:57.777 | 66.63 | 2.091 | 11:55:01.561 | |
| 5 - | 1:07.637 | 48.702 | 1:56.339 (3) | 67.45 | 0.653 | 11:56:57.900 | |
| 6 - | 1:08.004 | 48.228 | 1:56.232 (2) | 67.52 | 0.546 | 11:58:54.132 | |
| 7 - | 1:07.680 | 48.006 | 1:55.686 (1) | 67.83 | | 12:00:49.818 | |
| 8 - | 1:08.510 | 48.533 | 1:57.043 | 67.05 | 1.357 | 12:02:46.861 | |

| P18 88 S | | David COURT | | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:56.365 | | BEST LAP TIME : 1:56.862 | | DIFFERENCE : 0.497 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.453 | 2:08.836 | 60.91 | 11.974 | 11:49:00.533 | |
| 2 - | 1:09.248 | 49.331 | 1:58.579 (2) | 66.18 | 1.717 | 11:50:59.112 | |
| 3 - | 1:09.164 | 49.913 | 1:59.077 | 65.90 | 2.215 | 11:52:58.189 | |
| 4 - | 1:08.626 | 50.538 | 1:59.164 | 65.85 | 2.302 | 11:54:57.353 | |
| 5 - | 1:09.068 | 50.522 | 1:59.590 | 65.62 | 2.728 | 11:56:56.943 | |
| 6 - | 1:08.807 | 50.051 | 1:58.858 (3) | 66.02 | 1.996 | 11:58:55.801 | |
| 7 - | 1:07.034 | 49.828 | 1:56.862 (1) | 67.15 | | 12:00:52.663 | |
| 8 - | 1:08.867 | 52.266 | 2:01.133 | 64.78 | 4.271 | 12:02:53.796 | |

| P19 861 J | | Owen JENNER | | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:59.506 | | BEST LAP TIME : 1:59.867 | | DIFFERENCE : 0.361 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 50.875 | 2:10.286 | 60.23 | 10.419 | 11:49:01.983 | |
| 2 - | 1:11.052 | 49.955 | 2:01.007 (3) | 64.85 | 1.140 | 11:51:02.990 | |
| 3 - | 1:10.551 | 49.670 | 2:00.221 (2) | 65.28 | 0.354 | 11:53:03.211 | |
| 4 - | 1:11.150 | 50.284 | 2:01.434 | 64.62 | 1.567 | 11:55:04.645 | |
| 5 - | 1:11.139 | 50.913 | 2:02.052 | 64.30 | 2.185 | 11:57:06.697 | |
| 6 - | 1:11.116 | 50.159 | 2:01.275 | 64.71 | 1.408 | 11:59:07.972 | |
| 7 - | 1:11.569 | 49.696 | 2:01.265 | 64.71 | 1.398 | 12:01:09.237 | |
| 8 - | 1:10.912 | 48.955 | 1:59.867 (1) | 65.47 | | 12:03:09.104 | |

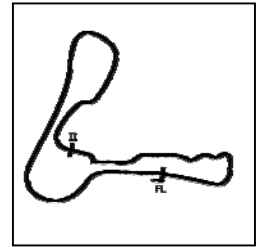
| P20 49 S | | Andrew NEWMAN | | NINJA 300 - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:58.962 | | BEST LAP TIME : 1:58.962 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.499 | 2:12.558 | 59.20 | 13.596 | 11:49:04.255 | |
| 2 - | 1:11.057 | 51.055 | 2:02.112 | 64.26 | 3.150 | 11:51:06.367 | |
| 3 - | 1:10.744 | 50.375 | 2:01.119 | 64.79 | 2.157 | 11:53:07.486 | |
| 4 - | 1:10.070 | 50.588 | 2:00.658 (3) | 65.04 | 1.696 | 11:55:08.144 | |
| 5 - | 1:10.816 | 50.308 | 2:01.124 | 64.79 | 2.162 | 11:57:09.268 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:46 Flag 12:01 End: 12:03

Team Green Junior Cup & Senior 300

RACE 5 - 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

| | | | | | | |
|------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 6 - | 1:09.644 | 49.934 | 1:59.578 (2) | 65.63 | 0.616 | 11:59:08.846 |
| 7 - | 1:10.323 | 51.046 | 2:01.369 | 64.66 | 2.407 | 12:01:10.215 |
| 8 - | 1:09.537 | 49.425 | 1:58.962 (1) | 65.97 | | 12:03:09.177 |

| P21 70 S Sean HALL | | | NINJA 300 - S and y ceramics | | | |
|---------------------------|-----------------|--------------------------|------------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.530 | | BEST LAP TIME : 2:00.659 | | DIFFERENCE : 0.129 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.364 | 2:11.965 | 59.47 | 11.306 | 11:49:03.662 |
| 2 - | 1:11.079 | 51.005 | 2:02.084 | 64.28 | 1.425 | 11:51:05.746 |
| 3 - | 1:11.289 | 50.991 | 2:02.280 | 64.18 | 1.621 | 11:53:08.026 |
| 4 - | 1:11.680 | 51.442 | 2:03.122 | 63.74 | 2.463 | 11:55:11.148 |
| 5 - | 1:11.302 | 50.696 | 2:01.998 | 64.32 | 1.339 | 11:57:13.146 |
| 6 - | 1:10.845 | 50.392 | 2:01.237 (2) | 64.73 | 0.578 | 11:59:14.383 |
| 7 - | 1:10.138 | 50.521 | 2:00.659 (1) | 65.04 | | 12:01:15.042 |
| 8 - | 1:10.940 | 50.506 | 2:01.446 (3) | 64.62 | 0.787 | 12:03:16.488 |

| P22 43 S Colin HALL | | | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.093 | | BEST LAP TIME : 2:02.483 | | DIFFERENCE : 0.390 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.222 | 2:14.699 | 58.26 | 12.216 | 11:49:06.396 |
| 2 - | 1:12.226 | 51.094 | 2:03.320 | 63.63 | 0.837 | 11:51:09.716 |
| 3 - | 1:13.304 | 51.333 | 2:04.637 | 62.96 | 2.154 | 11:53:14.353 |
| 4 - | 1:12.433 | 50.888 | 2:03.321 | 63.63 | 0.838 | 11:55:17.674 |
| 5 - | 1:12.157 | 50.794 | 2:02.951 (3) | 63.83 | 0.468 | 11:57:20.625 |
| 6 - | 1:13.630 | 50.557 | 2:04.187 | 63.19 | 1.704 | 11:59:24.812 |
| 7 - | 1:11.867 | 50.616 | 2:02.483 (1) | 64.07 | | 12:01:27.295 |
| 8 - | 1:11.536 | 51.276 | 2:02.812 (2) | 63.90 | 0.329 | 12:03:30.107 |

| P23 44 S Duane SUTCH | | | NINJA 300 - Shawell Tuning and Racing Serv | | | |
|---------------------------|-----------------|--------------------------|--|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.926 | | BEST LAP TIME : 2:03.215 | | DIFFERENCE : 0.289 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.592 | 2:15.738 | 57.81 | 12.523 | 11:49:07.435 |
| 2 - | 1:12.885 | 52.083 | 2:04.968 | 62.80 | 1.753 | 11:51:12.403 |
| 3 - | 1:12.791 | 51.473 | 2:04.264 | 63.15 | 1.049 | 11:53:16.667 |
| 4 - | 1:12.753 | 51.533 | 2:04.286 | 63.14 | 1.071 | 11:55:20.953 |
| 5 - | 1:12.301 | 51.477 | 2:03.778 (3) | 63.40 | 0.563 | 11:57:24.731 |
| 6 - | 1:12.116 | 51.099 | 2:03.215 (1) | 63.69 | | 11:59:27.946 |
| 7 - | 1:11.827 | 51.751 | 2:03.578 (2) | 63.50 | 0.363 | 12:01:31.524 |
| 8 - | 1:11.949 | 52.598 | 2:04.547 | 63.01 | 1.332 | 12:03:36.071 |

| P24 48 S Kevin SABBARTON | | | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.233 | | BEST LAP TIME : 2:05.602 | | DIFFERENCE : 0.369 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.734 | 2:17.973 | 56.88 | 12.371 | 11:49:09.670 |
| 2 - | 1:13.432 | 52.776 | 2:06.208 | 62.18 | 0.606 | 11:51:15.878 |
| 3 - | 1:13.339 | 52.837 | 2:06.176 (3) | 62.19 | 0.574 | 11:53:22.054 |
| 4 - | 1:13.544 | 52.966 | 2:06.510 | 62.03 | 0.908 | 11:55:28.564 |
| 5 - | 1:13.739 | 53.228 | 2:06.967 | 61.81 | 1.365 | 11:57:35.531 |
| 6 - | 1:13.161 | 52.636 | 2:05.797 (2) | 62.38 | 0.195 | 11:59:41.328 |
| 7 - | 1:12.597 | 53.005 | 2:05.602 (1) | 62.48 | | 12:01:46.930 |

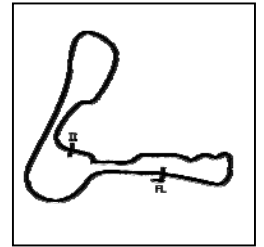
| P25 33 J Jarrod WRIGHT | | | NINJA 250R - ELP racing | | | |
|---------------------------|----------|--------------------------|-------------------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:06.495 | | BEST LAP TIME : 2:07.150 | | DIFFERENCE : 0.655 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.585 | 2:20.282 | 55.94 | 13.132 | 11:49:11.979 |
| 2 - | 1:15.451 | 53.977 | 2:09.428 | 60.63 | 2.278 | 11:51:21.407 |
| 3 - | 1:16.175 | 53.752 | 2:09.927 | 60.40 | 2.777 | 11:53:31.334 |
| 4 - | 1:15.297 | 52.718 | 2:08.015 | 61.30 | 0.865 | 11:55:39.349 |
| 5 - | 1:14.146 | 53.195 | 2:07.341 (2) | 61.63 | 0.191 | 11:57:46.690 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:46 Flag 12:01 End: 12:03

Team Green Junior Cup & Senior 300

RACE 5 - 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

| | | | | | | |
|-----|-----------------|--------|---------------------|--------------|-------|---------------------|
| 6 - | 1:14.185 | 52.965 | 2:07.150 (1) | 61.72 | | 11:59:53.840 |
| 7 - | 1:13.777 | 53.860 | 2:07.637 (3) | 61.48 | 0.487 | 12:02:01.477 |

| | | | | | | |
|---------------------------|--------------------------|--------------------|---|--|--|--|
| P26 133 S | Peter WOOLFALL | | NINJA 300 - Salisbury Cleaning Services | | | |
| IDEAL LAP TIME : 2:06.997 | BEST LAP TIME : 2:07.288 | DIFFERENCE : 0.291 | | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 54.338 | 2:20.431 | 55.88 | 13.143 | 11:49:12.128 |
| 2 - | 1:15.681 | 54.149 | 2:09.830 | 60.44 | 2.542 | 11:51:21.958 |
| 3 - | 1:15.139 | 53.721 | 2:08.860 | 60.90 | 1.572 | 11:53:30.818 |
| 4 - | 1:14.876 | 53.143 | 2:08.019 (3) | 61.30 | 0.731 | 11:55:38.837 |
| 5 - | 1:14.170 | 53.118 | 2:07.288 (1) | 61.65 | | 11:57:46.125 |
| 6 - | 1:15.226 | 53.570 | 2:08.796 | 60.93 | 1.508 | 11:59:54.921 |
| 7 - | 1:13.879 | 53.886 | 2:07.765 (2) | 61.42 | 0.477 | 12:02:02.686 |

| | | | | | | |
|---------------------------|--------------------------|--------------------|-----------------------|--|--|--|
| P27 11 S | Gary HARVEY | | NINJA 300 - NR Racing | | | |
| IDEAL LAP TIME : 2:14.281 | BEST LAP TIME : 2:14.281 | DIFFERENCE : 0.000 | | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 56.047 | 2:25.922 | 53.78 | 11.641 | 11:49:17.619 |
| 2 - | 1:18.758 | 55.523 | 2:14.281 (1) | 58.44 | | 11:51:31.900 |
| 3 - | 1:19.302 | 56.902 | 2:16.204 (3) | 57.61 | 1.923 | 11:53:48.104 |
| 4 - | 1:20.097 | 56.684 | 2:16.781 | 57.37 | 2.500 | 11:56:04.885 |
| 5 - | 1:19.584 | 57.201 | 2:16.785 | 57.37 | 2.504 | 11:58:21.670 |
| 6 - | 1:20.250 | 56.789 | 2:17.039 | 57.26 | 2.758 | 12:00:38.709 |
| 7 - | 1:19.456 | 56.742 | 2:16.198 (2) | 57.62 | 1.917 | 12:02:54.907 |

| | | | | | | |
|---------------------------|--------------------------|--------------------|----------------|--|--|--|
| P28 32 S | John MACKNESS | | NINJA 300 - ME | | | |
| IDEAL LAP TIME : 2:14.539 | BEST LAP TIME : 2:14.539 | DIFFERENCE : 0.000 | | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 58.269 | 2:26.587 | 53.53 | 12.048 | 11:49:18.284 |
| 2 - | 1:19.064 | 55.475 | 2:14.539 (1) | 58.33 | | 11:51:32.823 |

Team Green Junior Cup & Senior 300

RACE 5 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|----------|-----|-----------|-------------------------|-----|-----|-----------|----------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 56 | STONE | 1:04.140 | 86 | KELMAN | 44.750 | 1 | 86 | KELMAN | 1:49.012 | 1:49.012 | 0.000 |
| 2 | 86 | KELMAN | 1:04.262 | 56 | STONE | 45.367 | 2 | 56 | STONE | 1:49.507 | 1:50.195 | 0.688 |
| 3 | 29 | STONE | 1:04.940 | 29 | STONE | 46.101 | 3 | 29 | STONE | 1:51.041 | 1:51.089 | 0.048 |
| 4 | 6 | COOPER | 1:05.788 | 99 | CLARIDGE | 46.179 | 4 | 99 | CLARIDGE | 1:52.116 | 1:52.116 | 0.000 |
| 5 | 99 | CLARIDGE | 1:05.937 | 41 | TINKER | 46.449 | 5 | 6 | COOPER | 1:52.273 | 1:52.760 | 0.487 |
| 6 | 888 | MORRIS | 1:06.058 | 6 | COOPER | 46.485 | 6 | 41 | TINKER | 1:52.603 | 1:53.344 | 0.741 |
| 7 | 28 | STEWART | 1:06.148 | 66 | PARBURY | 46.628 | 7 | 888 | MORRIS | 1:52.767 | 1:53.550 | 0.783 |
| 8 | 41 | TINKER | 1:06.154 | 888 | MORRIS | 46.709 | 8 | 66 | PARBURY | 1:52.817 | 1:52.825 | 0.008 |
| 9 | 66 | PARBURY | 1:06.189 | 62 | BETTRIDGE | 46.866 | 9 | 62 | BETTRIDGE | 1:53.064 | 1:53.624 | 0.560 |
| 10 | 62 | BETTRIDGE | 1:06.198 | 9 | HAW | 47.104 | 10 | 28 | STEWART | 1:53.476 | 1:53.547 | 0.071 |
| 11 | 20 | DICKINSON | 1:06.480 | 20 | DICKINSON | 47.173 | 11 | 9 | HAW | 1:53.600 | 1:53.637 | 0.037 |
| 12 | 9 | HAW | 1:06.496 | 28 | STEWART | 47.328 | 12 | 20 | DICKINSON | 1:53.653 | 1:53.735 | 0.082 |
| 13 | 88 | COURT | 1:07.034 | 67 | MORRIS | 47.618 | 13 | 67 | MORRIS | 1:54.998 | 1:55.825 | 0.827 |
| 14 | 67 | MORRIS | 1:07.380 | 18 | OFFER | 47.730 | 14 | 18 | OFFER | 1:55.367 | 1:55.686 | 0.319 |
| 15 | 38 | COUCHMAN | 1:07.395 | 38 | COUCHMAN | 48.059 | 15 | 38 | COUCHMAN | 1:55.454 | 1:55.823 | 0.369 |
| 16 | 4 | DUTTON | 1:07.597 | 4 | DUTTON | 48.215 | 16 | 4 | DUTTON | 1:55.812 | 1:55.812 | 0.000 |
| 17 | 18 | OFFER | 1:07.637 | 45 | SHERIFF | 48.402 | 17 | 88 | COURT | 1:56.365 | 1:56.862 | 0.497 |
| 18 | 45 | SHERIFF | 1:08.741 | 861 | JENNER | 48.955 | 18 | 45 | SHERIFF | 1:57.143 | 1:57.143 | 0.000 |
| 19 | 49 | NEWMAN | 1:09.537 | 88 | COURT | 49.331 | 19 | 49 | NEWMAN | 1:58.962 | 1:58.962 | 0.000 |
| 20 | 70 | HALL | 1:10.138 | 49 | NEWMAN | 49.425 | 20 | 861 | JENNER | 1:59.506 | 1:59.867 | 0.361 |
| 21 | 861 | JENNER | 1:10.551 | 70 | HALL | 50.392 | 21 | 70 | HALL | 2:00.530 | 2:00.659 | 0.129 |
| 22 | 43 | HALL | 1:11.536 | 43 | HALL | 50.557 | 22 | 43 | HALL | 2:02.093 | 2:02.483 | 0.390 |
| 23 | 44 | SUTCH | 1:11.827 | 44 | SUTCH | 51.099 | 23 | 44 | SUTCH | 2:02.926 | 2:03.215 | 0.289 |
| 24 | 48 | SABBARTON | 1:12.597 | 48 | SABBARTON | 52.636 | 24 | 48 | SABBARTON | 2:05.233 | 2:05.602 | 0.369 |
| 25 | 33 | WRIGHT | 1:13.777 | 33 | WRIGHT | 52.718 | 25 | 33 | WRIGHT | 2:06.495 | 2:07.150 | 0.655 |
| 26 | 133 | WOOLFALL | 1:13.879 | 133 | WOOLFALL | 53.118 | 26 | 133 | WOOLFALL | 2:06.997 | 2:07.288 | 0.291 |
| 27 | 11 | HARVEY | 1:18.758 | 32 | MACKNESS | 55.475 | 27 | 11 | HARVEY | 2:14.281 | 2:14.281 | 0.000 |
| 28 | 32 | MACKNESS | 1:19.064 | 11 | HARVEY | 55.523 | 28 | 32 | MACKNESS | 2:14.539 | 2:14.539 | 0.000 |
| 29 | | | | | | | | | | | | |

PERFECT LAP 1:48.890

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 11:46 Flag 12:01 End: 12:03

Results can be found at www.tsl-timing.com

Printed - 12:05 Sunday, 29 April 2018

Team Green Junior Cup & Senior 300

RACE 14 - GRID (8 Laps)

| | | | | | | | | |
|--------|----|--------------------------|----|------------------------------|----|------------------------------------|----|------------------------------------|
| ROW 11 | 31 | 30 Malcolm HOWELL | 1 | | 1 | | | |
| ROW 10 | | 2:14.539 | 28 | 32 John MACKNESS | 29 | 76 Elliot PINSON | 30 | 97 Reece GUYETT |
| ROW 9 | | 2:07.150 | 25 | 33 Jarrod WRIGHT | 26 | 2:07.288 133 Peter WOOLFALL | 27 | 2:14.281 11 Gary HARVEY |
| ROW 8 | | 2:02.483 | 22 | 43 Colin HALL | 23 | 2:03.215 44 Duane SUTCH | 24 | 2:05.602 48 Kevin SABBARTON |
| ROW 7 | | 1:58.962 | 19 | 49 Andrew NEWMAN | 20 | 1:59.867 861 Owen JENNER | 21 | 2:00.659 70 Sean HALL |
| ROW 6 | | 1:55.825 | 16 | 67 Tony MORRIS | 17 | 1:56.862 88 David COURT | 18 | 1:57.143 45 Brandon SHERIFF |
| ROW 5 | | 1:55.686 | 13 | 18 Indy OFFER | 14 | 1:55.812 4 James DUTTON | 15 | 1:55.823 38 Bob COUCHMAN |
| ROW 4 | | 1:53.624 | 10 | 62 Nicholas BETTRIDGE | 11 | 1:53.637 9 Graham HAW | 12 | 1:53.735 20 Kai DICKINSON |
| ROW 3 | | 1:53.344 | 7 | 41 Kyal TINKER | 8 | 1:53.547 28 Leon STEWART | 9 | 1:53.550 888 Jeff MORRIS |
| ROW 2 | | 1:52.116 | 4 | 99 Harvey CLARIDGE | 5 | 1:52.760 6 Martin COOPER | 6 | 1:52.825 66 Mark PARBURY |
| ROW 1 | | 1:49.012 | 1 | 86 Jamie KELMAN | 2 | 1:50.195 56 Michael STONE | 3 | 1:51.089 29 Charlie STONE |
| | | Pole | | | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | |
|-------------------|--|--------------|
| Clerk Of Course : | | Timekeeper : |
|-------------------|--|--------------|

Results can be found at www.tsl-timing.com

Printed - 12:08 Sunday, 29 April 2018



Team Green Junior Cup & Senior 300

RACE 14 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|----------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 76 | J | 1 Elliot PINSON | NINJA 300 - Mum, Dad, Gran & Grandad | 5 | 9:13.093 | | | 70.94 | 1:46.532 | 4 |
| 2 | 86 | S | 1 Jamie KELMAN | NINJA 300 - Fastlane motorcycles | 5 | 9:16.878 | 3.785 | 3.785 | 70.46 | 1:49.479 | 4 |
| 3 | 56 | S | 2 Michael STONE | NINJA 300 - SMS Racing Team | 5 | 9:21.849 | 8.756 | 4.971 | 69.84 | 1:49.742 | 3 |
| 4 | 29 | S | 3 Charlie STONE | NINJA 300 - SMS Racing Team | 5 | 9:27.180 | 14.087 | 5.331 | 69.18 | 1:51.587 | 2 |
| 5 | 41 | J | 2 Kyal TINKER | NINJA 300 - Aquatix-2u Ltd | 5 | 9:36.164 | 23.071 | 8.984 | 68.10 | 1:52.949 | 2 |
| 6 | 20 | S | 4 Kai DICKINSON | NINJA 300 - 2M+2K+H=Racing | 5 | 9:43.613 | 30.520 | 7.449 | 67.23 | 1:54.910 | 4 |
| 7 | 28 | S | 5 Leon STEWART | NINJA 300 - SMS Racing Team | 5 | 9:45.189 | 32.096 | 1.576 | 67.05 | 1:53.650 | 4 |
| 8 | 888 | S | 6 Jeff MORRIS | NINJA 300 - SMS Racing Team | 5 | 9:46.093 | 33.000 | 0.904 | 66.95 | 1:54.229 | 5 |
| 9 | 9 | S | 7 Graham HAW | NINJA 300 - Graham Haw joinery | 5 | 9:46.226 | 33.133 | 0.133 | 66.93 | 1:53.425 | 4 |
| 10 | 62 | S | 8 Nicholas BETTRIDGE | NINJA 300 - Weald builders | 5 | 9:51.128 | 38.035 | 4.902 | 66.38 | 1:55.805 | 4 |
| 11 | 18 | J | 3 Indy OFFER | NINJA 300 - Ace Osteopaths | 5 | 9:51.440 | 38.347 | 0.312 | 66.34 | 1:55.354 | 5 |
| 12 | 4 | J | 4 James DUTTON | NINJA 300 - | 5 | 9:51.761 | 38.668 | 0.321 | 66.31 | 1:55.845 | 4 |
| 13 | 67 | S | 9 Tony MORRIS | NINJA 300 - Chippy racing team | 5 | 9:52.074 | 38.981 | 0.313 | 66.27 | 1:55.668 | 4 |
| 14 | 38 | S | 10 Bob COUCHMAN | NINJA 300 - Pinky Janey | 5 | 9:56.933 | 43.840 | 4.859 | 65.73 | 1:55.964 | 4 |
| 15 | 70 | S | 11 Sean HALL | NINJA 300 - S and y ceramics | 5 | 10:15.008 | 1:01.915 | 18.075 | 63.80 | 2:00.699 | 2 |
| 16 | 44 | S | 12 Duane SUTCH | NINJA 300 - Shawell Tuning and Racing Serv | 5 | 10:34.015 | 1:20.922 | 19.007 | 61.89 | 2:03.421 | 5 |
| 17 | 48 | S | 13 Kevin SABBARTON | NINJA 300 - | 5 | 10:34.925 | 1:21.832 | 0.910 | 61.80 | 2:03.915 | 5 |
| 18 | 33 | J | 5 Jarrod WRIGHT | NINJA 250R - ELP racing | 5 | 10:34.997 | 1:21.904 | 0.072 | 61.79 | 2:03.363 | 5 |
| 19 | 133 | S | 14 Peter WOOLFALL | NINJA 300 - Salisbury Cleaning Services | 5 | 11:18.037 | 2:04.944 | 43.040 | 57.87 | 2:13.216 | 2 |
| 20 | 11 | S | 15 Gary HARVEY | NINJA 300 - NR Racing | 4 | 9:22.130 | 1 Lap | 1 Lap | 55.84 | 2:17.816 | 2 |
| 21 | 32 | S | 16 John MACKNESS | NINJA 300 - ME | 4 | 9:22.613 | 1 Lap | 0.483 | 55.79 | 2:18.169 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|---|---------------|-------------|---|----------|--------|--------|-------|----------|---|
| DNF | 49 | S | Andrew NEWMAN | NINJA 300 - | 2 | 4:15.546 | 3 Laps | 2 Laps | 61.42 | 2:04.771 | 2 |
| DNF | 6 | S | Martin COOPER | NINJA 300 - | 1 | 2:01.864 | 4 Laps | 1 Lap | 64.39 | | |

FASTEST LAP

| | | | | | | | | | | | |
|--|----|---|---------------|--------------------------------------|---|----------|--|--|-----------|------------|--|
| | 76 | J | Elliot PINSON | NINJA 300 - Mum, Dad, Gran & Grandad | 4 | 1:46.532 | | | 73.66 mph | 118.55 kph | |
| | 86 | S | Jamie KELMAN | NINJA 300 - Fastlane motorcycles | 4 | 1:49.479 | | | 71.68 mph | 115.36 kph | |

Class J - 92.5% of Race Speed = 65.61 mph

Class S - 92.5% of Race Speed = 65.17 mph

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:02 Flag 17:11 End: 17:14

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 17:15 Sunday, 29 April 2018



Team Green Junior Cup & Senior 300

RACE 14 - LAP CHART

LAP 1 @ 17:04:42.364

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 86 | | 1:55.734 |
| 56 | 0.523 | 1:56.257 |
| 29 | 2.012 | 1:57.746 |
| 41 | 3.593 | 1:59.327 |
| 20 | 5.881 | 2:01.615 |
| 6 | 6.130 | 2:01.864 |
| 76 | 6.873 | 2:02.607 |
| 62 | 7.946 | 2:03.680 |
| 888 | 8.357 | 2:04.091 |
| 28 | 9.460 | 2:05.194 |
| 4 | 9.587 | 2:05.321 |
| 9 | 9.813 | 2:05.547 |
| 67 | 10.439 | 2:06.173 |
| 18 | 10.869 | 2:06.603 |
| 38 | 11.743 | 2:07.477 |
| 49 | 15.041 | 2:10.775 |
| 70 | 15.137 | 2:10.871 |
| 48 | 17.533 | 2:13.267 |
| 44 | 17.889 | 2:13.623 |
| 33 | 19.359 | 2:15.093 |
| 133 | 25.596 | 2:21.330 |
| 32 | 28.835 | 2:24.569 |
| 11 | 30.833 | 2:26.567 |

LAP 2 @ 17:06:32.588

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 86 | | 1:50.224 |
| 56 | 0.713 | 1:50.414 |
| 29 | 3.375 | 1:51.587 |
| 76 | 5.920 | 1:49.271 |
| 41 | 6.318 | 1:52.949 |
| 20 | 11.141 | 1:55.484 |
| 62 | 15.555 | 1:57.833 |
| 888 | 15.612 | 1:57.479 |
| 28 | 16.161 | 1:56.925 |
| 4 | 16.682 | 1:57.319 |
| 9 | 16.911 | 1:57.322 |
| 67 | 17.387 | 1:57.172 |
| 18 | 17.940 | 1:57.295 |
| 38 | 19.011 | 1:57.492 |
| 70 | 25.612 | 2:00.699 |
| 49 | 29.588 | 2:04.771 |
| 48 | 34.020 | 2:06.711 |
| 44 | 34.202 | 2:06.537 |
| 33 | 35.232 | 2:06.097 |
| 133 | 48.588 | 2:13.216 |
| 32 | 56.780 | 2:18.169 |
| 11 | 58.425 | 2:17.816 |

LAP 3 @ 17:08:22.254

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 86 | | 1:49.666 |
| 56 | 0.789 | 1:49.742 |
| 76 | 3.377 | 1:47.123 |
| 29 | 5.842 | 1:52.133 |
| 41 | 9.651 | 1:52.999 |
| 20 | 17.279 | 1:55.804 |
| 888 | 21.520 | 1:55.574 |
| 28 | 22.088 | 1:55.593 |
| 62 | 22.912 | 1:57.023 |
| 9 | 23.014 | 1:55.769 |

| | | |
|-----|----------|----------|
| 4 | 24.274 | 1:57.258 |
| 18 | 24.545 | 1:56.271 |
| 67 | 24.915 | 1:57.194 |
| 38 | 26.931 | 1:57.586 |
| 70 | 37.028 | 2:01.082 |
| 48 | 50.177 | 2:05.823 |
| 44 | 50.583 | 2:06.047 |
| 33 | 50.944 | 2:05.378 |
| 133 | 1:13.529 | 2:14.607 |
| 32 | 1:26.584 | 2:19.470 |
| 11 | 1:27.891 | 2:19.132 |

LAP 4 @ 17:10:11.733

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 86 | | 1:49.479 |
| 76 | 0.430 | 1:46.532 |
| 56 | 2.100 | 1:50.790 |
| 29 | 8.172 | 1:51.809 |
| 41 | 14.739 | 1:54.567 |
| 20 | 22.710 | 1:54.910 |
| 28 | 26.259 | 1:53.650 |
| 888 | 26.761 | 1:54.720 |
| 9 | 26.960 | 1:53.425 |
| 62 | 29.238 | 1:55.805 |
| 4 | 30.640 | 1:55.845 |
| 18 | 30.983 | 1:55.917 |
| 67 | 31.104 | 1:55.668 |
| 38 | 33.416 | 1:55.964 |
| 70 | 48.493 | 2:00.944 |
| 44 | 1:05.491 | 2:04.387 |
| 48 | 1:05.907 | 2:05.209 |
| 33 | 1:06.531 | 2:05.066 |
| 133 | 1:38.773 | 2:14.723 |

LAP 5 @ 17:11:59.723

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 76 | | 1:47.560 |
| 86 | 3.785 | 1:51.775 |
| 56 | 8.756 | 1:54.646 |
| 11 | 1 Lap | 2:18.615 |
| 32 | 1 Lap | 2:20.405 |
| 29 | 14.087 | 1:53.905 |
| 41 | 23.071 | 1:56.322 |
| 20 | 30.520 | 1:55.800 |
| 28 | 32.096 | 1:53.827 |
| 888 | 33.000 | 1:54.229 |
| 9 | 33.133 | 1:54.163 |
| 62 | 38.035 | 1:56.787 |
| 18 | 38.347 | 1:55.354 |
| 4 | 38.668 | 1:56.018 |
| 67 | 38.981 | 1:55.867 |
| 38 | 43.840 | 1:58.414 |
| 70 | 1:01.915 | 2:01.412 |
| 44 | 1:20.922 | 2:03.421 |
| 48 | 1:21.832 | 2:03.915 |
| 33 | 1:21.904 | 2:03.363 |
| 133 | 2:04.944 | 2:14.161 |

Weather / Track : Cloudy / Dry

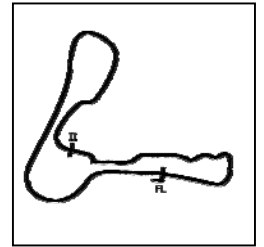
Results can be found at www.tsl-timing.com

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:02 Flag 17:11 End: 17:14

Printed - 17:17 Sunday, 29 April 2018

Team Green Junior Cup & Senior 300

RACE 14 - 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 76 J | | Elliot PINSON | | NINJA 300 - Mum, Dad, Gran & Grandad | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.532 | | BEST LAP TIME : 1:46.532 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.927 | 2:02.607 | 64.00 | 16.075 | 17:04:49.237 |
| 2 - | 1:04.169 | 45.102 | 1:49.271 | 71.82 | 2.739 | 17:06:38.508 |
| 3 - | 1:03.230 | 43.893 | 1:47.123 (2) | 73.26 | 0.591 | 17:08:25.631 |
| 4 - | 1:02.700 | 43.832 | 1:46.532 (1) | 73.66 | | 17:10:12.163 |
| 5 - | 1:02.906 | 44.654 | 1:47.560 (3) | 72.96 | 1.028 | 17:11:59.723 |

| P2 86 S | | Jamie KELMAN | | NINJA 300 - Fastlane motorcycles | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.239 | | BEST LAP TIME : 1:49.479 | | DIFFERENCE : 0.240 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.609 | 1:55.734 | 67.81 | 6.255 | 17:04:42.364 |
| 2 - | 1:04.828 | 45.396 | 1:50.224 (3) | 71.20 | 0.745 | 17:06:32.588 |
| 3 - | 1:04.744 | 44.922 | 1:49.666 (2) | 71.56 | 0.187 | 17:08:22.254 |
| 4 - | 1:04.410 | 45.069 | 1:49.479 (1) | 71.68 | | 17:10:11.733 |
| 5 - | 1:04.317 | 47.458 | 1:51.775 | 70.21 | 2.296 | 17:12:03.508 |

| P3 56 S | | Michael STONE | | NINJA 300 - SMS Racing Team | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.742 | | BEST LAP TIME : 1:49.742 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.621 | 1:56.257 | 67.50 | 6.515 | 17:04:42.887 |
| 2 - | 1:04.594 | 45.820 | 1:50.414 (2) | 71.07 | 0.672 | 17:06:33.301 |
| 3 - | 1:04.415 | 45.327 | 1:49.742 (1) | 71.51 | | 17:08:23.043 |
| 4 - | 1:04.555 | 46.235 | 1:50.790 (3) | 70.83 | 1.048 | 17:10:13.833 |
| 5 - | 1:05.959 | 48.687 | 1:54.646 | 68.45 | 4.904 | 17:12:08.479 |

| P4 29 S | | Charlie STONE | | NINJA 300 - SMS Racing Team | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:51.587 | | BEST LAP TIME : 1:51.587 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.458 | 1:57.746 | 66.65 | 6.159 | 17:04:44.376 |
| 2 - | 1:05.192 | 46.395 | 1:51.587 (1) | 70.33 | | 17:06:35.963 |
| 3 - | 1:05.237 | 46.896 | 1:52.133 (3) | 69.98 | 0.546 | 17:08:28.096 |
| 4 - | 1:05.235 | 46.574 | 1:51.809 (2) | 70.19 | 0.222 | 17:10:19.905 |
| 5 - | 1:06.180 | 47.725 | 1:53.905 | 68.90 | 2.318 | 17:12:13.810 |

| P5 41 J | | Kyal TINKER | | NINJA 300 - Aquatix-2u Ltd | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:52.389 | | BEST LAP TIME : 1:52.949 | | DIFFERENCE : 0.560 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.258 | 1:59.327 | 65.76 | 6.378 | 17:04:45.957 |
| 2 - | 1:05.934 | 47.015 | 1:52.949 (1) | 69.48 | | 17:06:38.906 |
| 3 - | 1:05.374 | 47.625 | 1:52.999 (2) | 69.45 | 0.050 | 17:08:31.905 |
| 4 - | 1:06.896 | 47.671 | 1:54.567 (3) | 68.50 | 1.618 | 17:10:26.472 |
| 5 - | 1:07.664 | 48.658 | 1:56.322 | 67.46 | 3.373 | 17:12:22.794 |

| P6 20 S | | Kai DICKINSON | | NINJA 300 - 2M+2K+H=Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.910 | | BEST LAP TIME : 1:54.910 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.163 | 2:01.615 | 64.53 | 6.705 | 17:04:48.245 |
| 2 - | 1:07.473 | 48.011 | 1:55.484 (2) | 67.95 | 0.574 | 17:06:43.729 |
| 3 - | 1:07.575 | 48.229 | 1:55.804 | 67.77 | 0.894 | 17:08:39.533 |
| 4 - | 1:06.917 | 47.993 | 1:54.910 (1) | 68.29 | | 17:10:34.443 |
| 5 - | 1:07.599 | 48.201 | 1:55.800 (3) | 67.77 | 0.890 | 17:12:30.243 |

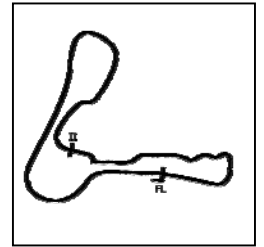
| P7 28 S | | Leon STEWART | | NINJA 300 - SMS Racing Team | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.650 | | BEST LAP TIME : 1:53.650 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.163 | 2:01.615 | 64.53 | 6.705 | 17:04:48.245 |
| 2 - | 1:07.473 | 48.011 | 1:55.484 (2) | 67.95 | 0.574 | 17:06:43.729 |
| 3 - | 1:07.575 | 48.229 | 1:55.804 | 67.77 | 0.894 | 17:08:39.533 |
| 4 - | 1:06.917 | 47.993 | 1:54.910 (1) | 68.29 | | 17:10:34.443 |
| 5 - | 1:07.599 | 48.201 | 1:55.800 (3) | 67.77 | 0.890 | 17:12:30.243 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:02 Flag 17:11 End: 17:14

Team Green Junior Cup & Senior 300

RACE 14 - 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

| | | | | | | | |
|-----|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 49.450 | | 2:05.194 | 62.68 | 11.544 | 17:04:51.824 |
| 2 - | 1:08.034 | 48.891 | | 1:56.925 | 67.12 | 3.275 | 17:06:48.749 |
| 3 - | 1:07.399 | 48.194 | | 1:55.593 (3) | 67.89 | 1.943 | 17:08:44.342 |
| 4 - | 1:06.108 | 47.542 | | 1:53.650 (1) | 69.05 | | 17:10:37.992 |
| 5 - | 1:06.137 | 47.690 | | 1:53.827 (2) | 68.94 | 0.177 | 17:12:31.819 |

| P8 888 S | | Jeff MORRIS | | NINJA 300 - SMS Racing Team | | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:53.582 | | BEST LAP TIME : 1:54.229 | | DIFFERENCE : 0.647 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 48.744 | 2:04.091 | 63.24 | 9.862 | 17:04:50.721 | |
| 2 - | 1:08.929 | 48.550 | 1:57.479 | 66.80 | 3.250 | 17:06:48.200 | |
| 3 - | 1:07.471 | 48.103 | 1:55.574 (3) | 67.90 | 1.345 | 17:08:43.774 | |
| 4 - | 1:07.264 | 47.456 | 1:54.720 (2) | 68.41 | 0.491 | 17:10:38.494 | |
| 5 - | 1:06.126 | 48.103 | 1:54.229 (1) | 68.70 | | 17:12:32.723 | |

| P9 9 S | | Graham HAW | | NINJA 300 - Graham Haw joinery | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:53.425 | | BEST LAP TIME : 1:53.425 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.033 | 2:05.547 | 62.51 | 12.122 | 17:04:52.177 | |
| 2 - | 1:08.306 | 49.016 | 1:57.322 | 66.89 | 3.897 | 17:06:49.499 | |
| 3 - | 1:07.436 | 48.333 | 1:55.769 (3) | 67.79 | 2.344 | 17:08:45.268 | |
| 4 - | 1:06.329 | 47.096 | 1:53.425 (1) | 69.19 | | 17:10:38.693 | |
| 5 - | 1:06.914 | 47.249 | 1:54.163 (2) | 68.74 | 0.738 | 17:12:32.856 | |

| P10 62 S | | Nicholas BETTRIDGE | | NINJA 300 - Weald builders | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:55.805 | | BEST LAP TIME : 1:55.805 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 48.653 | 2:03.680 | 63.45 | 7.875 | 17:04:50.310 | |
| 2 - | 1:08.772 | 49.061 | 1:57.833 | 66.60 | 2.028 | 17:06:48.143 | |
| 3 - | 1:08.540 | 48.483 | 1:57.023 (3) | 67.06 | 1.218 | 17:08:45.166 | |
| 4 - | 1:07.482 | 48.323 | 1:55.805 (1) | 67.76 | | 17:10:40.971 | |
| 5 - | 1:08.145 | 48.642 | 1:56.787 (2) | 67.19 | 0.982 | 17:12:37.758 | |

| P11 18 J | | Indy OFFER | | NINJA 300 - Ace Osteopaths | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:55.354 | | BEST LAP TIME : 1:55.354 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.379 | 2:06.603 | 61.98 | 11.249 | 17:04:53.233 | |
| 2 - | 1:08.776 | 48.519 | 1:57.295 | 66.90 | 1.941 | 17:06:50.528 | |
| 3 - | 1:07.937 | 48.334 | 1:56.271 (3) | 67.49 | 0.917 | 17:08:46.799 | |
| 4 - | 1:07.867 | 48.050 | 1:55.917 (2) | 67.70 | 0.563 | 17:10:42.716 | |
| 5 - | 1:07.676 | 47.678 | 1:55.354 (1) | 68.03 | | 17:12:38.070 | |

| P12 4 J | | James DUTTON | | NINJA 300 - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:55.845 | | BEST LAP TIME : 1:55.845 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.095 | 2:05.321 | 62.62 | 9.476 | 17:04:51.951 | |
| 2 - | 1:08.254 | 49.065 | 1:57.319 | 66.89 | 1.474 | 17:06:49.270 | |
| 3 - | 1:08.594 | 48.664 | 1:57.258 (3) | 66.92 | 1.413 | 17:08:46.528 | |
| 4 - | 1:07.596 | 48.249 | 1:55.845 (1) | 67.74 | | 17:10:42.373 | |
| 5 - | 1:07.596 | 48.422 | 1:56.018 (2) | 67.64 | 0.173 | 17:12:38.391 | |

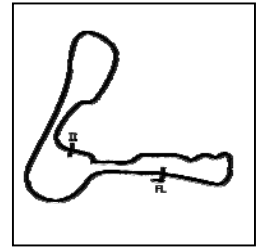
| P13 67 S | | Tony MORRIS | | NINJA 300 - Chippy racing team | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:55.649 | | BEST LAP TIME : 1:55.668 | | DIFFERENCE : 0.019 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.333 | 2:06.173 | 62.20 | 10.505 | 17:04:52.803 | |
| 2 - | 1:08.622 | 48.550 | 1:57.172 (3) | 66.97 | 1.504 | 17:06:49.975 | |
| 3 - | 1:09.009 | 48.185 | 1:57.194 | 66.96 | 1.526 | 17:08:47.169 | |
| 4 - | 1:07.940 | 47.728 | 1:55.668 (1) | 67.84 | | 17:10:42.837 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:02 Flag 17:11 End: 17:14

Team Green Junior Cup & Senior 300

RACE 14 - 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

5 - 1:08.158 **47.709** 1:55.867 (2) 67.73 0.199 17:12:38.704

| | | | | | | |
|---------------------------|-------------|--------------------------|-------------------------|--------------------|--|--|
| P14 | 38 S | Bob COUCHMAN | NINJA 300 - Pinky Janey | | | |
| IDEAL LAP TIME : 1:55.964 | | BEST LAP TIME : 1:55.964 | | DIFFERENCE : 0.000 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 49.889 | 2:07.477 | 61.56 | 11.513 | 17:04:54.107 |
| 2 - | 1:08.017 | 49.475 | 1:57.492 (2) | 66.79 | 1.528 | 17:06:51.599 |
| 3 - | 1:08.262 | 49.324 | 1:57.586 (3) | 66.74 | 1.622 | 17:08:49.185 |
| 4 - | 1:07.249 | 48.715 | 1:55.964 (1) | 67.67 | | 17:10:45.149 |
| 5 - | 1:07.916 | 50.498 | 1:58.414 | 66.27 | 2.450 | 17:12:43.563 |

| | | | | | | |
|---------------------------|-------------|--------------------------|------------------------------|--------------------|--|--|
| P15 | 70 S | Sean HALL | NINJA 300 - S and y ceramics | | | |
| IDEAL LAP TIME : 2:00.634 | | BEST LAP TIME : 2:00.699 | | DIFFERENCE : 0.065 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.361 | 2:10.871 | 59.96 | 10.172 | 17:04:57.501 |
| 2 - | 1:09.992 | 50.707 | 2:00.699 (1) | 65.02 | | 17:06:58.200 |
| 3 - | 1:10.289 | 50.793 | 2:01.082 (3) | 64.81 | 0.383 | 17:08:59.282 |
| 4 - | 1:10.302 | 50.642 | 2:00.944 (2) | 64.89 | 0.245 | 17:11:00.226 |
| 5 - | 1:10.631 | 50.781 | 2:01.412 | 64.63 | 0.713 | 17:13:01.638 |

| | | | | | | |
|---------------------------|-------------|--------------------------|--|--------------------|--|--|
| P16 | 44 S | Duane SUTCH | NINJA 300 - Shawell Tuning and Racing Serv | | | |
| IDEAL LAP TIME : 2:03.334 | | BEST LAP TIME : 2:03.421 | | DIFFERENCE : 0.087 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.341 | 2:13.623 | 58.73 | 10.202 | 17:05:00.253 |
| 2 - | 1:13.277 | 53.260 | 2:06.537 | 62.02 | 3.116 | 17:07:06.790 |
| 3 - | 1:13.070 | 52.977 | 2:06.047 (3) | 62.26 | 2.626 | 17:09:12.837 |
| 4 - | 1:12.665 | 51.722 | 2:04.387 (2) | 63.09 | 0.966 | 17:11:17.224 |
| 5 - | 1:11.612 | 51.809 | 2:03.421 (1) | 63.58 | | 17:13:20.645 |

| | | | | | | |
|---------------------------|-------------|--------------------------|-------------|--------------------|--|--|
| P17 | 48 S | Kevin SABBARTON | NINJA 300 - | | | |
| IDEAL LAP TIME : 2:03.915 | | BEST LAP TIME : 2:03.915 | | DIFFERENCE : 0.000 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 52.431 | 2:13.267 | 58.88 | 9.352 | 17:04:59.897 |
| 2 - | 1:13.432 | 53.279 | 2:06.711 | 61.93 | 2.796 | 17:07:06.608 |
| 3 - | 1:12.966 | 52.857 | 2:05.823 (3) | 62.37 | 1.908 | 17:09:12.431 |
| 4 - | 1:13.454 | 51.755 | 2:05.209 (2) | 62.67 | 1.294 | 17:11:17.640 |
| 5 - | 1:12.490 | 51.425 | 2:03.915 (1) | 63.33 | | 17:13:21.555 |

| | | | | | | |
|---------------------------|-------------|--------------------------|-------------------------|--------------------|--|--|
| P18 | 33 J | Jarrold WRIGHT | NINJA 250R - ELP racing | | | |
| IDEAL LAP TIME : 2:03.363 | | BEST LAP TIME : 2:03.363 | | DIFFERENCE : 0.000 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 53.007 | 2:15.093 | 58.09 | 11.730 | 17:05:01.723 |
| 2 - | 1:12.885 | 53.212 | 2:06.097 | 62.23 | 2.734 | 17:07:07.820 |
| 3 - | 1:12.391 | 52.987 | 2:05.378 (3) | 62.59 | 2.015 | 17:09:13.198 |
| 4 - | 1:13.005 | 52.061 | 2:05.066 (2) | 62.75 | 1.703 | 17:11:18.264 |
| 5 - | 1:12.199 | 51.164 | 2:03.363 (1) | 63.61 | | 17:13:21.627 |

| | | | | | | |
|---------------------------|--------------|--------------------------|---|--------------------|--|--|
| P19 | 133 S | Peter WOOLFALL | NINJA 300 - Salisbury Cleaning Services | | | |
| IDEAL LAP TIME : 2:12.838 | | BEST LAP TIME : 2:13.216 | | DIFFERENCE : 0.378 | | |

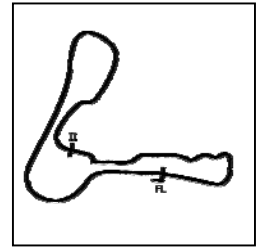
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 55.297 | 2:21.330 | 55.52 | 8.114 | 17:05:07.960 |
| 2 - | 1:17.541 | 55.675 | 2:13.216 (1) | 58.91 | | 17:07:21.176 |
| 3 - | 1:18.097 | 56.510 | 2:14.607 (3) | 58.30 | 1.391 | 17:09:35.783 |
| 4 - | 1:18.988 | 55.735 | 2:14.723 | 58.25 | 1.507 | 17:11:50.506 |
| 5 - | 1:18.369 | 55.792 | 2:14.161 (2) | 58.49 | 0.945 | 17:14:04.667 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:02 Flag 17:11 End: 17:14

Team Green Junior Cup & Senior 300

RACE 14 - 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

| P20 11 S Gary HARVEY | | NINJA 300 - NR Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.640 | | BEST LAP TIME : 2:17.816 | | DIFFERENCE : 0.176 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.902 | 2:26.567 | 53.54 | 8.751 | 17:05:13.197 |
| 2 - | 1:20.890 | 56.926 | 2:17.816 (1) | 56.94 | | 17:07:31.013 |
| 3 - | 1:20.738 | 58.394 | 2:19.132 (3) | 56.40 | 1.316 | 17:09:50.145 |
| 4 - | 1:21.423 | 57.192 | 2:18.615 (2) | 56.61 | 0.799 | 17:12:08.760 |

| P21 32 S John MACKNESS | | NINJA 300 - ME | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.994 | | BEST LAP TIME : 2:18.169 | | DIFFERENCE : 1.175 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.540 | 2:24.569 | 54.28 | 6.400 | 17:05:11.199 |
| 2 - | 1:21.454 | 56.715 | 2:18.169 (1) | 56.80 | | 17:07:29.368 |
| 3 - | 1:22.025 | 57.445 | 2:19.470 (2) | 56.27 | 1.301 | 17:09:48.838 |
| 4 - | 1:23.160 | 57.245 | 2:20.405 (3) | 55.89 | 2.236 | 17:12:09.243 |

| P22 49 S Andrew NEWMAN | | NINJA 300 - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:04.101 | | BEST LAP TIME : 2:04.771 | | DIFFERENCE : 0.670 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.592 | 2:10.775 | 60.01 | 6.004 | 17:04:57.405 |
| 2 - | 1:12.509 | 52.262 | 2:04.771 (1) | 62.89 | | 17:07:02.176 |

| P23 6 S Martin COOPER | | NINJA 300 - | | | | |
|-----------------------|----------|-----------------|----------|--------------|------|--------------|
| IDEAL LAP TIME : | | BEST LAP TIME : | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.733 | 2:01.864 | 64.39 | | 17:04:48.494 |

Team Green Junior Cup & Senior 300

RACE 14 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|-----------------|-----|-----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:46.532 | | |
| 1 | 76 | PINSON | 1:02.700 | 76 | PINSON | 43.832 | 1 | 76 | PINSON | 1:46.532 | 1:46.532 | 0.000 |
| 2 | 86 | KELMAN | 1:04.317 | 86 | KELMAN | 44.922 | 2 | 86 | KELMAN | 1:49.239 | 1:49.479 | 0.240 |
| 3 | 56 | STONE | 1:04.415 | 56 | STONE | 45.327 | 3 | 56 | STONE | 1:49.742 | 1:49.742 | 0.000 |
| 4 | 29 | STONE | 1:05.192 | 29 | STONE | 46.395 | 4 | 29 | STONE | 1:51.587 | 1:51.587 | 0.000 |
| 5 | 41 | TINKER | 1:05.374 | 41 | TINKER | 47.015 | 5 | 41 | TINKER | 1:52.389 | 1:52.949 | 0.560 |
| 6 | 28 | STEWART | 1:06.108 | 9 | HAW | 47.096 | 6 | 9 | HAW | 1:53.425 | 1:53.425 | 0.000 |
| 7 | 888 | MORRIS | 1:06.126 | 888 | MORRIS | 47.456 | 7 | 888 | MORRIS | 1:53.582 | 1:54.229 | 0.647 |
| 8 | 9 | HAW | 1:06.329 | 28 | STEWART | 47.542 | 8 | 28 | STEWART | 1:53.650 | 1:53.650 | 0.000 |
| 9 | 20 | DICKINSON | 1:06.917 | 18 | OFFER | 47.678 | 9 | 20 | DICKINSON | 1:54.910 | 1:54.910 | 0.000 |
| 10 | 38 | COUCHMAN | 1:07.249 | 67 | MORRIS | 47.709 | 10 | 18 | OFFER | 1:55.354 | 1:55.354 | 0.000 |
| 11 | 62 | BETTRIDGE | 1:07.482 | 6 | COOPER | 47.733 | 11 | 67 | MORRIS | 1:55.649 | 1:55.668 | 0.019 |
| 12 | 4 | DUTTON | 1:07.596 | 20 | DICKINSON | 47.993 | 12 | 62 | BETTRIDGE | 1:55.805 | 1:55.805 | 0.000 |
| 13 | 18 | OFFER | 1:07.676 | 4 | DUTTON | 48.249 | 13 | 4 | DUTTON | 1:55.845 | 1:55.845 | 0.000 |
| 14 | 67 | MORRIS | 1:07.940 | 62 | BETTRIDGE | 48.323 | 14 | 38 | COUCHMAN | 1:55.964 | 1:55.964 | 0.000 |
| 15 | 70 | HALL | 1:09.992 | 38 | COUCHMAN | 48.715 | 15 | 70 | HALL | 2:00.634 | 2:00.699 | 0.065 |
| 16 | 44 | SUTCH | 1:11.612 | 70 | HALL | 50.642 | 16 | 44 | SUTCH | 2:03.334 | 2:03.421 | 0.087 |
| 17 | 33 | WRIGHT | 1:12.199 | 33 | WRIGHT | 51.164 | 17 | 33 | WRIGHT | 2:03.363 | 2:03.363 | 0.000 |
| 18 | 48 | SABBARTON | 1:12.490 | 48 | SABBARTON | 51.425 | 18 | 48 | SABBARTON | 2:03.915 | 2:03.915 | 0.000 |
| 19 | 49 | NEWMAN | 1:12.509 | 49 | NEWMAN | 51.592 | 19 | 49 | NEWMAN | 2:04.101 | 2:04.771 | 0.670 |
| 20 | 133 | WOOLFALL | 1:17.541 | 44 | SUTCH | 51.722 | 20 | 133 | WOOLFALL | 2:12.838 | 2:13.216 | 0.378 |
| 21 | 11 | HARVEY | 1:20.738 | 133 | WOOLFALL | 55.297 | 21 | 32 | MACKNESS | 2:16.994 | 2:18.169 | 1.175 |
| 22 | 32 | MACKNESS | 1:21.454 | 32 | MACKNESS | 55.540 | 22 | 11 | HARVEY | 2:17.640 | 2:17.816 | 0.176 |
| 23 | | | | 11 | HARVEY | 56.902 | 23 | 6 | COOPER | | | |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 17:02 Flag 17:11 End: 17:14

Printed - 17:17 Sunday, 29 April 2018

BMCRC-MRO Championships 2018



Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

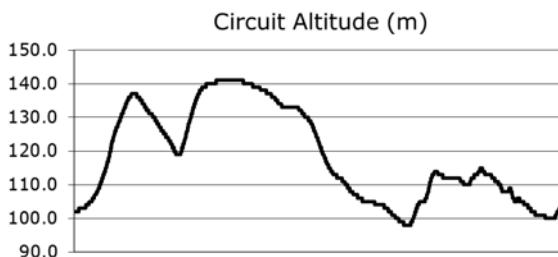
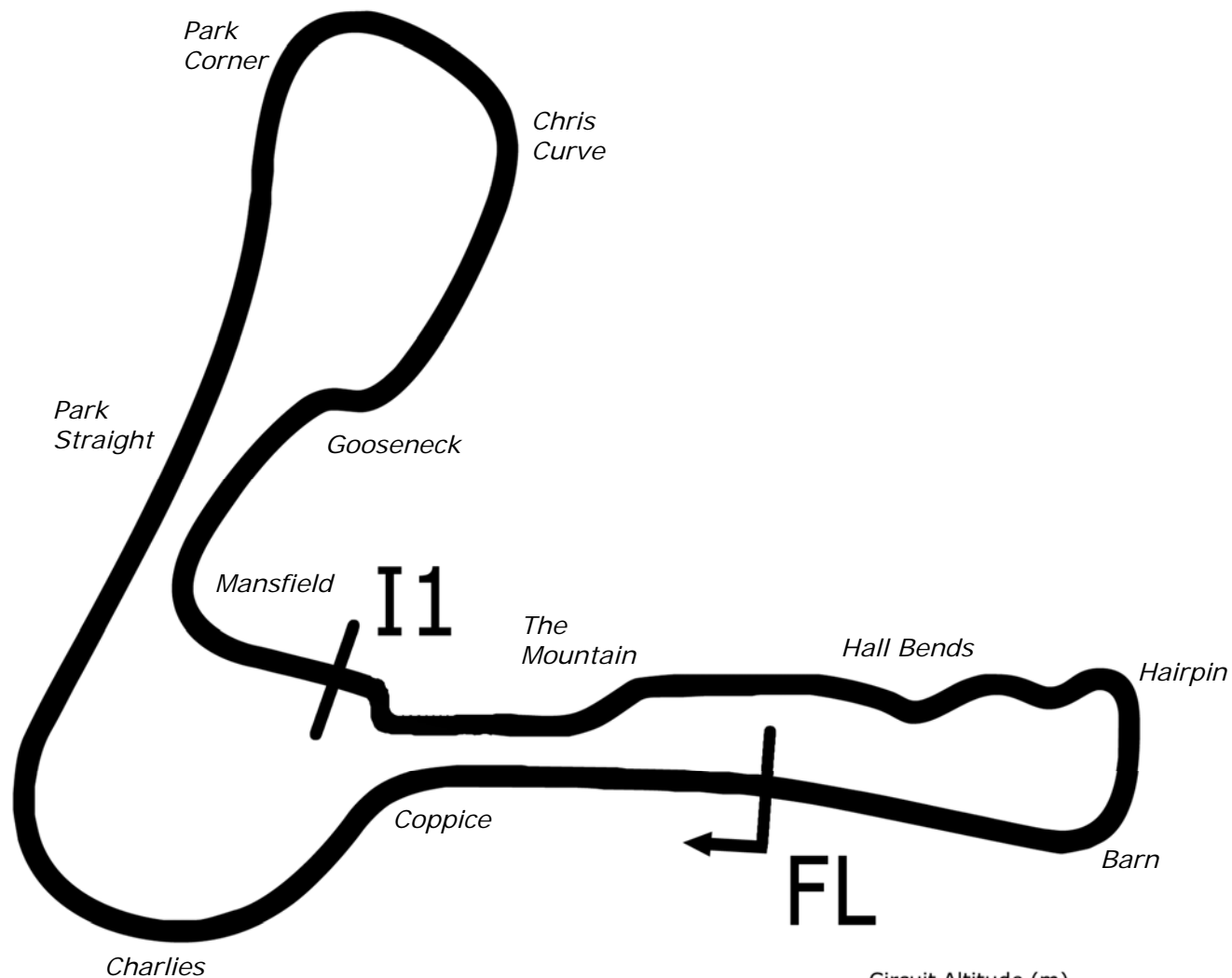
Cadwell Park Circuit

28th / 29th April 2018



Results Provided by Timing Solutions Ltd
www.tsl-timing.com

Cadwell Park



| | | | |
|--|--------------|------------|-----------|
| Length | 2.1870 miles | 3519.6 m | |
| FL | | 53.31024 N | 0.05940 W |
| I1 | 2330m | 53.30708 N | 0.06270 W |
| Pit Entry | 3472m | 53.31103 N | 0.05889 W |
| Pit Exit | 0m after FL | 53.31030 N | 0.05940 W |
| Pit Entry-Pit Exit 92m, 5.5s @60kph, 4.1s @80kph | | | |

All results available at www.tsl-timing.com



Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

QUALIFYING - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|----|------------------------------|---|----------|----|------|--------|--------|-------|
| 1 | 40 | C | 1 Aiden PATMORE | Kawasaki - SW Roofing | 1:48.748 | 8 | 8 | | | 72.16 |
| 2 | 99 | | 1 Anthony JOHNSON | BMW - Bexhill gearboxes | 1:49.540 | 8 | 8 | 0.792 | 0.792 | 71.64 |
| 3 | 10 | C | 2 Paul WILBY | Yamaha - MOREMOTO | 1:50.032 | 6 | 9 | 1.284 | 0.492 | 71.32 |
| 4 | 62 | C | 3 Kevin SILVAIN | Kawasaki - KSAUTOS | 1:50.266 | 8 | 8 | 1.518 | 0.234 | 71.17 |
| 5 | 3 | | 2 Colin PARKER | Yamaha - Global Robots | 1:51.460 | 7 | 8 | 2.712 | 1.194 | 70.41 |
| 6 | 1 | | 3 Joe MORPHETT | Yamaha - ASJ Racing | 1:52.308 | 8 | 8 | 3.560 | 0.848 | 69.87 |
| 7 | 154 | C | 4 Michael WHISKER | BMW - Soprema uk | 1:56.633 | 2 | 4 | 7.885 | 4.325 | 67.28 |
| 8 | 5 | | 4 Kyle O'DONOVAN | Suzuki - Global Robots | 1:57.902 | 2 | 2 | 9.154 | 1.269 | 66.56 |
| 9 | 33 | | 5 Michael NEEVES | BMW - | 1:58.164 | 8 | 8 | 9.416 | 0.262 | 66.41 |
| 10 | 63 | | 6 Nico CIPRIANO | Kawasaki - | 1:59.597 | 8 | 8 | 10.849 | 1.433 | 65.62 |
| 11 | 114 | C | 5 Ricky MARTIN | Suzuki - T.B.R Performance | 2:02.319 | 4 | 4 | 13.571 | 2.722 | 64.16 |
| 12 | 8 | | 7 John COUGHLAN | Aprilia - BIKERSWORLD | 2:02.583 | 5 | 6 | 13.835 | 0.264 | 64.02 |
| 13 | 34 | C | 6 Jeremy NICHOLSON | Yamaha - Freshwater Estates | 2:02.646 | 5 | 8 | 13.898 | 0.063 | 63.98 |
| 14 | 41 | | 8 David ABRAHAM | Kawasaki - Cambridge Motorcycles | 2:03.570 | 5 | 5 | 14.822 | 0.924 | 63.51 |
| 15 | 15 | C | 7 Mariusz SIEMIENIUK-JUZWIUK | BMW - BELMONT AUTO SERVICE | 2:04.376 | 3 | 7 | 15.628 | 0.806 | 63.09 |
| 16 | 333 | C | 8 Andrew HOUGHTON | Kawasaki - Greenham Kawasaki | 2:04.587 | 6 | 7 | 15.839 | 0.211 | 62.99 |
| 17 | 200 | C | 9 Scott HILLIARD | Kawasaki - Team stallion | 2:04.723 | 5 | 5 | 15.975 | 0.136 | 62.92 |
| 18 | 37 | C | 10 Aldo MORELLO | Yamaha - Bitstocks & Reveal | 2:04.738 | 7 | 7 | 15.990 | 0.015 | 62.91 |
| 19 | 59 | | 9 David HEWSON | BMW - Obsession Engineering Limited | 2:07.718 | 3 | 3 | 18.970 | 2.980 | 61.44 |
| 20 | 72 | | 10 Michael O'BRIEN | Yamaha - | 2:09.082 | 3 | 4 | 20.334 | 1.364 | 60.79 |
| 21 | 115 | C | 11 Sam MCFARLANE | Suzuki - Msg racing suzuki, performance technical | 2:10.104 | 3 | 5 | 21.356 | 1.022 | 60.32 |
| 22 | 7 | C | 12 John DAVIS | Yamaha - | 2:10.265 | 7 | 7 | 21.517 | 0.161 | 60.24 |
| 23 | 228 | C | 13 Clive EMERSON | Honda - | 2:10.412 | 6 | 7 | 21.664 | 0.147 | 60.17 |
| 24 | 501 | C | 14 Steve MOSES | Kawasaki - Gemini Property Group Ltd | 2:10.579 | 7 | 7 | 21.831 | 0.167 | 60.10 |
| 25 | 32 | | 11 Martin MORRIS | Kawasaki - Morris Racing, Resolve, S.R. Hobby | 2:12.205 | 2 | 3 | 23.457 | 1.626 | 59.36 |
| 26 | 27 | | 12 Dan COX | Yamaha - GWC Joinery LTD/ DC Paintworx | 2:14.505 | 4 | 4 | 25.757 | 2.300 | 58.34 |
| 27 | 16 | | 13 Matthew WREN | Aprilia - Broken Matt | 2:36.208 | 1 | 1 | 47.460 | 21.703 | 50.24 |
| 28 | 55 | C | 15 Paul GARNER | Yamaha - A51 Racing | | | 0 | | | |

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 12:09 Flag 12:28 End: 12:28

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

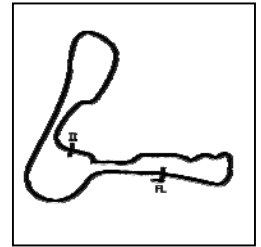
Results can be found at www.tsl-timing.com

Printed - 12:31 Saturday, 28 April 2018



Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

QUALIFYING - 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 | | 40 C | | Aiden PATMORE | | Kawasaki - SW Roofing | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|-----------------------|--|
| IDEAL LAP TIME : 1:48.748 | | BEST LAP TIME : 1:48.748 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:08.819 | 49.713 | 1:58.532 | 66.21 | 9.784 | 12:12:23.575 | |
| 2 - | 1:06.558 | 48.500 | 1:55.058 | 68.20 | 6.310 | 12:14:18.633 | |
| 3 - | 1:05.854 | 47.386 | 1:53.240 | 69.30 | 4.492 | 12:16:11.873 | |
| 4 - | 1:03.820 | 46.943 | 1:50.763 (3) | 70.85 | 2.015 | 12:18:02.636 | |
| 5 - | 1:05.217 | 2:42.309 | 3:47.526 | 34.49 | 1:58.778 | 12:21:50.162 | |
| 6 - | 1:08.277 | 48.275 | 1:56.552 | 67.33 | 7.804 | 12:23:46.714 | |
| 7 - | 1:02.948 | 46.489 | 1:49.437 (2) | 71.71 | 0.689 | 12:25:36.151 | |
| 8 - | 1:02.800 | 45.948 | 1:48.748 (1) | 72.16 | | 12:27:24.899 | |

| P2 | | 99 | | Anthony JOHNSON | | BMW - Bexhill gearboxes | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|-------------------------|--|
| IDEAL LAP TIME : 1:49.540 | | BEST LAP TIME : 1:49.540 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:10.308 | 48.794 | 1:59.102 | 65.89 | 9.562 | 12:12:32.596 | |
| 2 - | 1:04.223 | 46.769 | 1:50.992 (3) | 70.70 | 1.452 | 12:14:23.588 | |
| 3 - | 1:06.209 | 46.810 | 1:53.019 | 69.44 | 3.479 | 12:16:16.607 | |
| 4 - | 1:03.694 | 46.434 | 1:50.128 (2) | 71.26 | 0.588 | 12:18:06.735 | |
| 5 - | 1:03.578 | 47.796 | 1:51.374 | 70.46 | 1.834 | 12:19:58.109 | |
| 6 - | 1:34.558 | 48.770 | 2:23.328 | 54.75 | 33.788 | 12:22:21.437 | |
| 7 - | 1:04.932 | 46.905 | 1:51.837 | 70.17 | 2.297 | 12:24:13.274 | |
| 8 - | 1:03.429 | 46.111 | 1:49.540 (1) | 71.64 | | 12:26:02.814 | |

| P3 | | 10 C | | Paul WILBY | | Yamaha - MOREMOTO | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:50.014 | | BEST LAP TIME : 1:50.032 | | DIFFERENCE : 0.018 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:08.806 | 49.301 | 1:58.107 | 66.44 | 8.075 | 12:12:23.527 | |
| 2 - | 1:05.249 | 46.694 | 1:51.943 | 70.10 | 1.911 | 12:14:15.470 | |
| 3 - | 1:05.288 | 45.945 | 1:51.233 | 70.55 | 1.201 | 12:16:06.703 | |
| 4 - | 1:04.866 | 45.903 | 1:50.769 | 70.85 | 0.737 | 12:17:57.472 | |
| 5 - | 1:05.980 | 49.942 | 1:55.922 | 67.70 | 5.890 | 12:19:53.394 | |
| 6 - | 1:04.111 | 45.921 | 1:50.032 (1) | 71.32 | | 12:21:43.426 | |
| 7 - | 1:04.450 | 46.282 | 1:50.732 (3) | 70.87 | 0.700 | 12:23:34.158 | |
| 8 - | 1:04.783 | 47.266 | 1:52.049 | 70.04 | 2.017 | 12:25:26.207 | |
| 9 - | 1:04.550 | 46.031 | 1:50.581 (2) | 70.97 | 0.549 | 12:27:16.788 | |

| P4 | | 62 C | | Kevin SILVAIN | | Kawasaki - KSAUTOS | |
|---------------------------|----------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:49.372 | | BEST LAP TIME : 1:50.266 | | DIFFERENCE : 0.894 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:11.203 | 47.979 | 1:59.182 | 65.84 | 8.916 | 12:12:28.481 | |
| 2 - | 1:07.003 | 47.411 | 1:54.414 | 68.59 | 4.148 | 12:14:22.895 | |
| 3 - | 1:07.419 | 46.689 | 1:54.108 | 68.77 | 3.842 | 12:16:17.003 | |
| 4 - | 1:04.730 | 45.740 | 1:50.470 (2) | 71.04 | 0.204 | 12:18:07.473 | |
| 5 - | 1:04.994 | 46.487 | 1:51.481 (3) | 70.39 | 1.215 | 12:19:58.954 | |
| 6 - | 1:07.828 | 47.172 | 1:55.000 | 68.24 | 4.734 | 12:21:53.954 | |
| 7 - | 1:06.634 | 47.394 | 1:54.028 | 68.82 | 3.762 | 12:23:47.982 | |
| 8 - | 1:04.846 | 45.420 | 1:50.266 (1) | 71.17 | | 12:25:38.248 | |

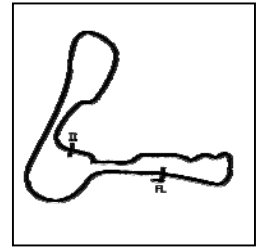
| P5 | | 3 | | Colin PARKER | | Yamaha - Global Robots | |
|---------------------------|----------|--------------------------|---------------------|--------------------|--------|------------------------|--|
| IDEAL LAP TIME : 1:50.173 | | BEST LAP TIME : 1:51.460 | | DIFFERENCE : 1.287 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:12.985 | 49.594 | 2:02.579 | 64.02 | 11.119 | 12:12:32.800 | |
| 2 - | 1:05.713 | 48.039 | 1:53.752 | 68.99 | 2.292 | 12:14:26.552 | |
| 3 - | 1:07.567 | 48.595 | 1:56.162 | 67.56 | 4.702 | 12:16:22.714 | |
| 4 - | 1:06.360 | 47.956 | 1:54.316 | 68.65 | 2.856 | 12:18:17.030 | |
| 5 - | 1:05.893 | 47.429 | 1:53.322 (2) | 69.25 | 1.862 | 12:20:10.352 | |
| 6 - | 1:05.422 | 52.022 | 1:57.444 | 66.82 | 5.984 | 12:22:07.796 | |
| 7 - | 1:04.594 | 46.866 | 1:51.460 (1) | 70.41 | | 12:23:59.256 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 12:09 Flag 12:28 End: 12:28

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

QUALIFYING - 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

8 - 1:06.392 46.931 1:53.323 (3) 69.25 1.863 12:25:52.579

| P6 1 | | Joe MORPHETT | | Yamaha - ASJ Racing | | | |
|---------------------------|----------|--------------------------|--------------|---------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:50.172 | | BEST LAP TIME : 1:52.308 | | DIFFERENCE : 2.136 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:14.257 | 49.832 | 2:04.089 | 63.24 | 11.781 | 12:12:33.510 | |
| 2 - | 1:06.489 | 48.046 | 1:54.535 | 68.52 | 2.227 | 12:14:28.045 | |
| 3 - | 1:07.018 | 49.511 | 1:56.529 | 67.34 | 4.221 | 12:16:24.574 | |
| 4 - | 1:05.715 | 47.801 | 1:53.516 | 69.13 | 1.208 | 12:18:18.090 | |
| 5 - | 1:05.391 | 47.934 | 1:53.325 (3) | 69.25 | 1.017 | 12:20:11.415 | |
| 6 - | 1:05.527 | 52.337 | 1:57.864 | 66.58 | 5.556 | 12:22:09.279 | |
| 7 - | 1:05.372 | 47.354 | 1:52.726 (2) | 69.62 | 0.418 | 12:24:02.005 | |
| 8 - | 1:05.329 | 46.979 | 1:52.308 (1) | 69.87 | | 12:25:54.313 | |

| P7 154 C | | Michael WHISKER | | BMW - Soprema uk | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|--|
| IDEAL LAP TIME : 1:55.531 | | BEST LAP TIME : 1:56.633 | | DIFFERENCE : 1.102 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:12.580 | 51.939 | 2:04.519 | 63.02 | 7.886 | 12:12:38.938 | |
| 2 - | 1:07.585 | 49.048 | 1:56.633 (1) | 67.28 | | 12:14:35.571 | |
| 3 - | 1:08.522 | 48.763 | 1:57.285 (3) | 66.91 | 0.652 | 12:16:32.856 | |
| 4 - | 1:07.889 | 49.047 | 1:56.936 (2) | 67.11 | 0.303 | 12:18:29.792 | |

| P8 5 | | Kyle O'DONOVAN | | Suzuki - Global Robots | | | |
|---------------------------|----------|--------------------------|--------------|------------------------|-------|--------------|--|
| IDEAL LAP TIME : 1:57.902 | | BEST LAP TIME : 1:57.902 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:11.977 | 49.989 | 2:01.966 (2) | 64.34 | 4.064 | 12:12:28.407 | |
| 2 - | 1:09.085 | 48.817 | 1:57.902 (1) | 66.56 | | 12:14:26.309 | |

| P9 33 | | Michael NEEVES | | BMW - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:57.702 | | BEST LAP TIME : 1:58.164 | | DIFFERENCE : 0.462 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:18.819 | 53.692 | 2:12.511 | 59.22 | 14.347 | 12:12:59.434 | |
| 2 - | 1:11.054 | 51.265 | 2:02.319 | 64.16 | 4.155 | 12:15:01.753 | |
| 3 - | 1:10.477 | 51.301 | 2:01.778 | 64.44 | 3.614 | 12:17:03.531 | |
| 4 - | 1:09.291 | 49.445 | 1:58.736 (3) | 66.09 | 0.572 | 12:19:02.267 | |
| 5 - | 1:08.634 | 50.070 | 1:58.704 (2) | 66.11 | 0.540 | 12:21:00.971 | |
| 6 - | 1:08.780 | 50.644 | 1:59.424 | 65.71 | 1.260 | 12:23:00.395 | |
| 7 - | 1:11.280 | 51.172 | 2:02.452 | 64.09 | 4.288 | 12:25:02.847 | |
| 8 - | 1:08.257 | 49.907 | 1:58.164 (1) | 66.41 | | 12:27:01.011 | |

| P10 63 | | Nico CIPRIANO | | Kawasaki - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:59.166 | | BEST LAP TIME : 1:59.597 | | DIFFERENCE : 0.431 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:15.258 | 56.010 | 2:11.268 | 59.78 | 11.671 | 12:12:43.166 | |
| 2 - | 1:12.884 | 52.317 | 2:05.201 | 62.68 | 5.604 | 12:14:48.367 | |
| 3 - | 1:12.510 | 52.307 | 2:04.817 | 62.87 | 5.220 | 12:16:53.184 | |
| 4 - | 1:11.744 | 52.324 | 2:04.068 | 63.25 | 4.471 | 12:18:57.252 | |
| 5 - | 1:10.530 | 50.323 | 2:00.853 (2) | 64.93 | 1.256 | 12:20:58.105 | |
| 6 - | 1:09.854 | 51.969 | 2:01.823 | 64.42 | 2.226 | 12:22:59.928 | |
| 7 - | 1:10.337 | 50.790 | 2:01.127 (3) | 64.79 | 1.530 | 12:25:01.055 | |
| 8 - | 1:08.843 | 50.754 | 1:59.597 (1) | 65.62 | | 12:27:00.652 | |

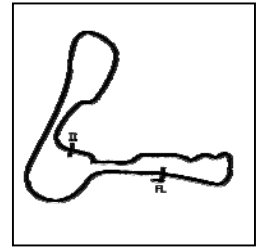
| P11 114 C | | Ricky MARTIN | | Suzuki - T.B.R Performance | | | |
|---------------------------|----------|--------------------------|--------------|----------------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:00.807 | | BEST LAP TIME : 2:02.319 | | DIFFERENCE : 1.512 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:22.125 | 58.003 | 2:20.128 | 56.00 | 17.809 | 12:13:07.132 | |
| 2 - | 1:16.979 | 52.256 | 2:09.235 (3) | 60.72 | 6.916 | 12:15:16.367 | |
| 3 - | 1:15.280 | 51.444 | 2:06.724 (2) | 61.93 | 4.405 | 12:17:23.091 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 12:09 Flag 12:28 End: 12:28

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

QUALIFYING - 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

4 - 1:11.255 **51.064** **2:02.319 (1)** **64.16** **12:19:25.410**

| P12 8 | | John COUGHLAN | | Aprilia - BIKERSWORLD | | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:02.583 | | BEST LAP TIME : 2:02.583 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:17.579 | 56.583 | 2:14.162 | 58.49 | 11.579 | 12:12:55.275 | |
| 2 - | 1:13.532 | 53.748 | 2:07.280 | 61.65 | 4.697 | 12:15:02.555 | |
| 3 - | 1:13.410 | 53.638 | 2:07.048 | 61.77 | 4.465 | 12:17:09.603 | |
| 4 - | 1:11.916 | 52.905 | 2:04.821 (2) | 62.87 | 2.238 | 12:19:14.424 | |
| 5 - | 1:10.832 | 51.751 | 2:02.583 (1) | 64.02 | | 12:21:17.007 | |
| 6 - | 1:11.028 | 54.277 | 2:05.305 (3) | 62.63 | 2.722 | 12:23:22.312 | |

| P13 34 C | | Jeremy NICHOLSON | | Yamaha - Freshwater Estates | | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:02.225 | | BEST LAP TIME : 2:02.646 | | DIFFERENCE : 0.421 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:13.737 | 52.873 | 2:06.610 | 61.98 | 3.964 | 12:12:41.661 | |
| 2 - | 1:12.794 | 50.739 | 2:03.533 (3) | 63.53 | 0.887 | 12:14:45.194 | |
| 3 - | 1:12.593 | 51.250 | 2:03.843 | 63.37 | 1.197 | 12:16:49.037 | |
| 4 - | 1:12.709 | 51.041 | 2:03.750 | 63.41 | 1.104 | 12:18:52.787 | |
| 5 - | 1:11.982 | 50.664 | 2:02.646 (1) | 63.98 | | 12:20:55.433 | |
| 6 - | 1:11.561 | 51.287 | 2:02.848 (2) | 63.88 | 0.202 | 12:22:58.281 | |
| 7 - | 1:13.251 | 52.070 | 2:05.321 | 62.62 | 2.675 | 12:25:03.602 | |
| 8 - | 1:12.590 | 51.110 | 2:03.700 | 63.44 | 1.054 | 12:27:07.302 | |

| P14 41 | | David ABRAHAM | | Kawasaki - Cambridge Motorcycles | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:03.570 | | BEST LAP TIME : 2:03.570 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:20.932 | 55.509 | 2:16.441 | 57.51 | 12.871 | 12:12:51.464 | |
| 2 - | 1:13.787 | 53.190 | 2:06.977 (3) | 61.80 | 3.407 | 12:14:58.441 | |
| 3 - | 1:13.304 | 54.112 | 2:07.416 | 61.59 | 3.846 | 12:17:05.857 | |
| 4 - | 1:12.919 | 53.008 | 2:05.927 (2) | 62.32 | 2.357 | 12:19:11.784 | |
| 5 - | 1:11.523 | 52.047 | 2:03.570 (1) | 63.51 | | 12:21:15.354 | |

| P15 15 C | | Mariusz SIEMIENIUK-JUZWIUK | | BMW - BELMONT AUTO SERVICE | | | |
|---------------------------|-----------------|-----------------------------------|---------------------|----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.376 | | BEST LAP TIME : 2:04.376 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:24.022 | 55.457 | 2:19.479 | 56.26 | 15.103 | 12:14:17.022 | |
| 2 - | 1:15.615 | 53.239 | 2:08.854 | 60.90 | 4.478 | 12:16:25.876 | |
| 3 - | 1:12.117 | 52.259 | 2:04.376 (1) | 63.09 | | 12:18:30.252 | |
| 4 - | 1:14.039 | 53.935 | 2:07.974 | 61.32 | 3.598 | 12:20:38.226 | |
| 5 - | 1:12.889 | 53.502 | 2:06.391 (2) | 62.09 | 2.015 | 12:22:44.617 | |
| 6 - | 1:13.464 | 53.610 | 2:07.074 (3) | 61.75 | 2.698 | 12:24:51.691 | |
| 7 - | 1:14.095 | 53.404 | 2:07.499 | 61.55 | 3.123 | 12:26:59.190 | |

| P16 333 C | | Andrew HOUGHTON | | Kawasaki - Greenham Kawasaki | | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.368 | | BEST LAP TIME : 2:04.587 | | DIFFERENCE : 0.219 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:24.428 | 58.249 | 2:22.677 | 55.00 | 18.090 | 12:13:13.593 | |
| 2 - | 1:17.064 | 54.320 | 2:11.384 | 59.73 | 6.797 | 12:15:24.977 | |
| 3 - | 1:19.735 | 55.226 | 2:14.961 | 58.15 | 10.374 | 12:17:39.938 | |
| 4 - | 1:13.694 | 52.493 | 2:06.187 | 62.19 | 1.600 | 12:19:46.125 | |
| 5 - | 1:12.506 | 52.646 | 2:05.152 (3) | 62.70 | 0.565 | 12:21:51.277 | |
| 6 - | 1:11.888 | 52.699 | 2:04.587 (1) | 62.99 | | 12:23:55.864 | |
| 7 - | 1:12.485 | 52.480 | 2:04.965 (2) | 62.80 | 0.378 | 12:26:00.829 | |

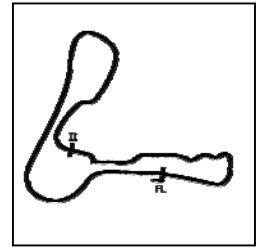
| P17 200 C | | Scott HILLIARD | | Kawasaki - Team stallion | | | |
|---------------------------|----------|--------------------------|----------|--------------------------|------|-------------|--|
| IDEAL LAP TIME : 2:04.629 | | BEST LAP TIME : 2:04.723 | | DIFFERENCE : 0.094 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 12:09 Flag 12:28 End: 12:28

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

QUALIFYING - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | 1:26.428 | 59.199 | 2:25.627 | 53.89 | 20.904 | 12:13:12.234 |
| 2 - | 1:15.636 | 55.703 | 2:11.339 | 59.75 | 6.616 | 12:15:23.573 |
| 3 - | 1:15.295 | 52.230 | 2:07.525 (3) | 61.54 | 2.802 | 12:17:31.098 |
| 4 - | 1:15.692 | 51.729 | 2:07.421 (2) | 61.59 | 2.698 | 12:19:38.519 |
| 5 - | 1:12.900 | 51.823 | 2:04.723 (1) | 62.92 | | 12:21:43.242 |

| P18 37 C | | Aldo MORELLO | | Yamaha - Bitstocks & Reveal | | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.098 | | BEST LAP TIME : 2:04.738 | | DIFFERENCE : 0.640 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:23.278 | 59.134 | 2:22.412 | 55.10 | 17.674 | 12:13:12.914 | |
| 2 - | 1:16.101 | 55.126 | 2:11.227 | 59.80 | 6.489 | 12:15:24.141 | |
| 3 - | 1:20.122 | 55.343 | 2:15.465 | 57.93 | 10.727 | 12:17:39.606 | |
| 4 - | 1:13.301 | 52.423 | 2:05.724 (3) | 62.42 | 0.986 | 12:19:45.330 | |
| 5 - | 1:14.183 | 52.055 | 2:06.238 | 62.16 | 1.500 | 12:21:51.568 | |
| 6 - | 1:12.043 | 52.746 | 2:04.789 (2) | 62.89 | 0.051 | 12:23:56.357 | |
| 7 - | 1:12.620 | 52.118 | 2:04.738 (1) | 62.91 | | 12:26:01.095 | |

| P19 59 | | David HEWSON | | BMW - Obsession Engineering Limited | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:07.718 | | BEST LAP TIME : 2:07.718 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:21.127 | 1:00.019 | 2:21.146 (3) | 55.60 | 13.428 | 12:13:28.589 | |
| 2 - | 1:16.217 | 54.419 | 2:10.636 (2) | 60.07 | 2.918 | 12:15:39.225 | |
| 3 - | 1:13.985 | 53.733 | 2:07.718 (1) | 61.44 | | 12:17:46.943 | |

| P20 72 | | Michael O'BRIEN | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:08.480 | | BEST LAP TIME : 2:09.082 | | DIFFERENCE : 0.602 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:24.548 | 58.902 | 2:23.450 | 54.70 | 14.368 | 12:13:26.262 | |
| 2 - | 1:17.978 | 52.755 | 2:10.733 (2) | 60.03 | 1.651 | 12:15:36.995 | |
| 3 - | 1:15.864 | 53.218 | 2:09.082 (1) | 60.79 | | 12:17:46.077 | |
| 4 - | 1:15.725 | 1:02.138 | 2:17.863 (3) | 56.92 | 8.781 | 12:20:03.940 | |

| P21 115 C | | Sam MCFARLANE | | Suzuki - Msg racing suzuki, performance technical | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|----------|---------------------|--|
| IDEAL LAP TIME : 2:07.588 | | BEST LAP TIME : 2:10.104 | | DIFFERENCE : 2.516 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:19.057 | 54.510 | 2:13.567 (3) | 58.75 | 3.463 | 12:12:41.320 | |
| 2 - | 1:17.285 | 54.662 | 2:11.947 (2) | 59.47 | 1.843 | 12:14:53.267 | |
| 3 - | 1:15.944 | 54.160 | 2:10.104 (1) | 60.32 | | 12:17:03.371 | |
| 4 - | 1:15.057 | 2:21.989 | 3:37.046 | 36.15 | 1:26.942 | 12:20:40.417 | |
| 5 - | 1:13.428 | 1:10.480 | 2:23.908 | 54.53 | 13.804 | 12:23:04.325 | |

| P22 7 C | | John DAVIS | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:10.265 | | BEST LAP TIME : 2:10.265 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:23.133 | 58.890 | 2:22.023 | 55.25 | 11.758 | 12:13:06.031 | |
| 2 - | 1:20.330 | 56.677 | 2:17.007 | 57.28 | 6.742 | 12:15:23.038 | |
| 3 - | 1:20.753 | 55.993 | 2:16.746 | 57.39 | 6.481 | 12:17:39.784 | |
| 4 - | 1:19.509 | 55.833 | 2:15.342 | 57.98 | 5.077 | 12:19:55.126 | |
| 5 - | 1:17.611 | 56.604 | 2:14.215 (3) | 58.47 | 3.950 | 12:22:09.341 | |
| 6 - | 1:17.190 | 54.632 | 2:11.822 (2) | 59.53 | 1.557 | 12:24:21.163 | |
| 7 - | 1:16.384 | 53.881 | 2:10.265 (1) | 60.24 | | 12:26:31.428 | |

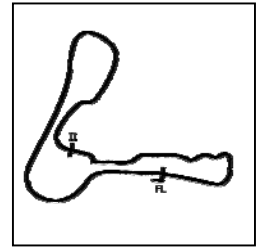
| P23 228 C | | Clive EMERSON | | Honda - | | | |
|---------------------------|----------|--------------------------|----------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:10.220 | | BEST LAP TIME : 2:10.412 | | DIFFERENCE : 0.192 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:25.981 | 1:00.417 | 2:26.398 | 53.60 | 15.986 | 12:13:12.697 | |
| 2 - | 1:20.928 | 56.980 | 2:17.908 | 56.90 | 7.496 | 12:15:30.605 | |
| 3 - | 1:18.879 | 56.130 | 2:15.009 | 58.12 | 4.597 | 12:17:45.614 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 12:09 Flag 12:28 End: 12:28

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

QUALIFYING - 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

| | | | | | | |
|------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 4 - | 1:15.594 | 56.154 | 2:11.748 (3) | 59.56 | 1.336 | 12:19:57.362 |
| 5 - | 1:16.983 | 58.162 | 2:15.145 | 58.07 | 4.733 | 12:22:12.507 |
| 6 - | 1:15.013 | 55.399 | 2:10.412 (1) | 60.17 | | 12:24:22.919 |
| 7 - | 1:15.860 | 55.587 | 2:11.447 (2) | 59.70 | 1.035 | 12:26:34.366 |

| P24 501 C | Steve MOSES | Kawasaki - Gemini Property Group Ltd | | | | |
|---------------------------|--------------------|--------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.579 | | BEST LAP TIME : 2:10.579 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.325 | 59.186 | 2:23.511 | 54.68 | 12.932 | 12:13:13.765 |
| 2 - | 1:20.551 | 56.777 | 2:17.328 | 57.14 | 6.749 | 12:15:31.093 |
| 3 - | 1:19.175 | 55.950 | 2:15.125 | 58.08 | 4.546 | 12:17:46.218 |
| 4 - | 1:18.891 | 54.618 | 2:13.509 | 58.78 | 2.930 | 12:19:59.727 |
| 5 - | 1:16.823 | 56.370 | 2:13.193 (3) | 58.92 | 2.614 | 12:22:12.920 |
| 6 - | 1:16.731 | 54.408 | 2:11.139 (2) | 59.84 | 0.560 | 12:24:24.059 |
| 7 - | 1:16.270 | 54.309 | 2:10.579 (1) | 60.10 | | 12:26:34.638 |

| P25 32 | Martin MORRIS | Kawasaki - Morris Racing, Resolve, S.R. Hobby | | | | |
|---------------------------|----------------------|---|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:12.205 | | BEST LAP TIME : 2:12.205 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:22.988 | 57.444 | 2:20.432 (3) | 55.88 | 8.227 | 12:13:03.755 |
| 2 - | 1:18.069 | 54.136 | 2:12.205 (1) | 59.36 | | 12:15:15.960 |
| 3 - | 1:18.737 | 54.227 | 2:12.964 (2) | 59.02 | 0.759 | 12:17:28.924 |

| P26 27 | Dan COX | Yamaha - GWC Joinery LTD/ DC Paintworx | | | | |
|---------------------------|-----------------|--|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:12.648 | | BEST LAP TIME : 2:14.505 | | DIFFERENCE : 1.857 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:22.951 | 57.770 | 2:20.721 | 55.77 | 6.216 | 12:13:06.448 |
| 2 - | 1:20.618 | 56.581 | 2:17.199 (2) | 57.20 | 2.694 | 12:15:23.647 |
| 3 - | 1:22.242 | 55.342 | 2:17.584 (3) | 57.04 | 3.079 | 12:17:41.231 |
| 4 - | 1:19.233 | 55.272 | 2:14.505 (1) | 58.34 | | 12:19:55.736 |

| P27 16 | Matthew WREN | Aprilia - Broken Matt | | | | |
|---------------------------|---------------------|--------------------------|---------------------|--------------------|------|---------------------|
| IDEAL LAP TIME : 2:36.208 | | BEST LAP TIME : 2:36.208 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:32.888 | 1:03.320 | 2:36.208 (1) | 50.24 | | 12:13:25.683 |

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

QUALIFYING - BEST SECTORS

| SECTOR 1 | | | | SECTOR 2 | | | | IDEAL / BEST COMPARISON | | | | |
|----------|-----|--------------------|-----------------|----------|--------------------|-----------------|-----|-------------------------|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:48.220 | | |
| 1 | 40 | PATMORE | 1:02.800 | 62 | SILVAIN | 45.420 | 1 | 40 | PATMORE | 1:48.748 | 1:48.748 | 0.000 |
| 2 | 99 | JOHNSON | 1:03.429 | 10 | WILBY | 45.903 | 2 | 62 | SILVAIN | 1:49.372 | 1:50.266 | 0.894 |
| 3 | 3 | PARKER | 1:03.430 | 40 | PATMORE | 45.948 | 3 | 99 | JOHNSON | 1:49.540 | 1:49.540 | 0.000 |
| 4 | 1 | MORPHETT | 1:03.659 | 99 | JOHNSON | 46.111 | 4 | 10 | WILBY | 1:50.014 | 1:50.032 | 0.018 |
| 5 | 62 | SILVAIN | 1:03.952 | 1 | MORPHETT | 46.513 | 5 | 1 | MORPHETT | 1:50.172 | 1:52.308 | 2.136 |
| 6 | 10 | WILBY | 1:04.111 | 3 | PARKER | 46.743 | 6 | 3 | PARKER | 1:50.173 | 1:51.460 | 1.287 |
| 7 | 154 | WHISKER | 1:06.768 | 154 | WHISKER | 48.763 | 7 | 154 | WHISKER | 1:55.531 | 1:56.633 | 1.102 |
| 8 | 33 | NEEVES | 1:08.257 | 5 | O'DONOVAN | 48.817 | 8 | 33 | NEEVES | 1:57.702 | 1:58.164 | 0.462 |
| 9 | 63 | CIPRIANO | 1:08.843 | 33 | NEEVES | 49.445 | 9 | 5 | O'DONOVAN | 1:57.902 | 1:57.902 | 0.000 |
| 10 | 5 | O'DONOVAN | 1:09.085 | 63 | CIPRIANO | 50.323 | 10 | 63 | CIPRIANO | 1:59.166 | 1:59.597 | 0.431 |
| 11 | 114 | MARTIN | 1:09.743 | 34 | NICHOLSON | 50.664 | 11 | 114 | MARTIN | 2:00.807 | 2:02.319 | 1.512 |
| 12 | 8 | COUGHLAN | 1:10.832 | 114 | MARTIN | 51.064 | 12 | 34 | NICHOLSON | 2:02.225 | 2:02.646 | 0.421 |
| 13 | 41 | ABRAHAM | 1:11.523 | 200 | HILLIARD | 51.729 | 13 | 8 | COUGHLAN | 2:02.583 | 2:02.583 | 0.000 |
| 14 | 34 | NICHOLSON | 1:11.561 | 8 | COUGHLAN | 51.751 | 14 | 41 | ABRAHAM | 2:03.570 | 2:03.570 | 0.000 |
| 15 | 333 | HOUGHTON | 1:11.888 | 41 | ABRAHAM | 52.047 | 15 | 37 | MORELLO | 2:04.098 | 2:04.738 | 0.640 |
| 16 | 37 | MORELLO | 1:12.043 | 37 | MORELLO | 52.055 | 16 | 333 | HOUGHTON | 2:04.368 | 2:04.587 | 0.219 |
| 17 | 15 | SIEMIENIUK-JUZWIUK | 1:12.117 | 15 | SIEMIENIUK-JUZWIUK | 52.259 | 17 | 15 | SIEMIENIUK-JUZWIUK | 2:04.376 | 2:04.376 | 0.000 |
| 18 | 200 | HILLIARD | 1:12.900 | 333 | HOUGHTON | 52.480 | 18 | 200 | HILLIARD | 2:04.629 | 2:04.723 | 0.094 |
| 19 | 115 | MCFARLANE | 1:13.428 | 72 | O'BRIEN | 52.755 | 19 | 115 | MCFARLANE | 2:07.588 | 2:10.104 | 2.516 |
| 20 | 55 | GARNER | 1:13.438 | 59 | HEWSON | 53.733 | 20 | 59 | HEWSON | 2:07.718 | 2:07.718 | 0.000 |
| 21 | 59 | HEWSON | 1:13.985 | 7 | DAVIS | 53.881 | 21 | 72 | O'BRIEN | 2:08.480 | 2:09.082 | 0.602 |
| 22 | 228 | EMERSON | 1:14.821 | 32 | MORRIS | 54.136 | 22 | 228 | EMERSON | 2:10.220 | 2:10.412 | 0.192 |
| 23 | 72 | O'BRIEN | 1:15.725 | 115 | MCFARLANE | 54.160 | 23 | 7 | DAVIS | 2:10.265 | 2:10.265 | 0.000 |
| 24 | 501 | MOSES | 1:16.270 | 501 | MOSES | 54.309 | 24 | 501 | MOSES | 2:10.579 | 2:10.579 | 0.000 |
| 25 | 7 | DAVIS | 1:16.384 | 27 | COX | 55.272 | 25 | 32 | MORRIS | 2:12.205 | 2:12.205 | 0.000 |
| 26 | 27 | COX | 1:17.376 | 228 | EMERSON | 55.399 | 26 | 27 | COX | 2:12.648 | 2:14.505 | 1.857 |
| 27 | 32 | MORRIS | 1:18.069 | 16 | WREN | 1:03.320 | 27 | 16 | WREN | 2:36.208 | 2:36.208 | 0.000 |
| 28 | 16 | WREN | 1:32.888 | | | | | | | | | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles

Start: 12:09 Flag 12:28 End: 12:28

Results can be found at www.tsl-timing.com

Printed - 12:32 Saturday, 28 April 2018



Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - GRID (14 Laps)

| | | | | | | | | | | |
|--------|----|-----|------------------|----------------|-----|-----------------|------------------|----|---------------------------|---------------|
| ROW 11 | 31 | 171 | Phillip CROWE | 32 | 333 | Andrew HOUGHTON | 1 | | | |
| ROW 10 | | 28 | 45 | John GORDON | 29 | 119 | Andrew STOCKDALE | 30 | 156 | Dave JACKSON |
| ROW 9 | 25 | 27 | Dan COX | 26 | 16 | Matthew WREN | 27 | 55 | Paul GARNER | |
| ROW 8 | | 22 | 228 | Clive EMERSON | 23 | 501 | Steve MOSES | 24 | 32 | Martin MORRIS |
| ROW 7 | 19 | 72 | Michael O'BRIEN | 20 | 115 | Sam MCFARLANE | 21 | 7 | John DAVIS | |
| ROW 6 | | 16 | 200 | Scott HILLIARD | 17 | 37 | Aldo MORELLO | 18 | 59 | David HEWSON |
| ROW 5 | 13 | 34 | Jeremy NICHOLSON | 14 | 41 | David ABRAHAM | 15 | 15 | Mariusz SIEMIENIUK-JUZWIK | |
| ROW 4 | | 10 | 63 | Nico CIPRIANO | 11 | 114 | Ricky MARTIN | 12 | 8 | John COUGHLAN |
| ROW 3 | 7 | 154 | Michael WHISKER | 8 | 5 | Kyle O'DONOVAN | 9 | 33 | Michael NEEVES | |
| ROW 2 | | 4 | 62 | Kevin SILVAIN | 5 | 3 | Colin PARKER | 6 | 1 | Joe MORPHETT |
| ROW 1 | 1 | 40 | Aiden PATMORE | 2 | 99 | Anthony JOHNSON | 3 | 10 | Paul WILBY | |

Pole

Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | | |
|-------------------|--|--------------|--|
| Clerk Of Course : | | Timekeeper : | |
|-------------------|--|--------------|--|

Results can be found at www.tsl-timing.com

Printed - 12:33 Saturday, 28 April 2018





Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|--------------------|---|------|-----------|----------|--------|-------|----------|----|
| 1 | 3 | | 1 Colin PARKER | Yamaha - Global Robots | 10 | 18:35.911 | | | 70.32 | 1:47.967 | 9 |
| 2 | 10 | C | 1 Paul WILBY | Yamaha - MOREMOTO | 10 | 18:43.368 | 7.457 | 7.457 | 69.86 | 1:49.056 | 9 |
| 3 | 40 | C | 2 Aiden PATMORE | Kawasaki - SW Roofing | 10 | 18:53.432 | 17.521 | 10.064 | 69.24 | 1:50.777 | 5 |
| 4 | 99 | | 2 Anthony JOHNSON | BMW - Bexhill gearboxes | 10 | 18:58.494 | 22.583 | 5.062 | 68.93 | 1:51.764 | 8 |
| 5 | 154 | C | 3 Michael WHISKER | BMW - Soprema uk | 10 | 19:17.133 | 41.222 | 18.639 | 67.82 | 1:53.133 | 5 |
| 6 | 62* | C | 4 Kevin SILVAIN | Kawasaki - KSAUTOS | 10 | 19:29.025 | 53.114 | 11.892 | 67.13 | 1:52.559 | 9 |
| 7 | 200 | C | 5 Scott HILLIARD | Kawasaki - Team stallion | 10 | 19:52.267 | 1:16.356 | 23.242 | 65.82 | 1:55.025 | 9 |
| 8 | 33 | | 3 Michael NEEVES | BMW - | 10 | 20:00.773 | 1:24.862 | 8.506 | 65.35 | 1:57.013 | 7 |
| 9 | 8 | | 4 John COUGHLAN | Aprilia - BIKERSWORLD | 10 | 20:21.491 | 1:45.580 | 20.718 | 64.24 | 2:00.176 | 5 |
| 10 | 41 | | 5 David ABRAHAM | Kawasaki - Cambridge Motorcycles | 10 | 20:29.159 | 1:53.248 | 7.668 | 63.84 | 1:59.127 | 10 |
| 11 | 37 | C | 6 Aldo MORELLO | Yamaha - Bitstocks & Reveal | 9 | 18:46.941 | 1 Lap | 1 Lap | 62.67 | 2:02.370 | 6 |
| 12 | 63 | | 6 Nico CIPRIANO | Kawasaki - | 9 | 18:47.013 | 1 Lap | 0.072 | 62.67 | 2:02.207 | 6 |
| 13 | 333 | C | 7 Andrew HOUGHTON | Kawasaki - Greenham Kawasaki | 9 | 18:47.548 | 1 Lap | 0.535 | 62.64 | 2:00.162 | 7 |
| 14 | 115 | C | 8 Sam MCFARLANE | Suzuki - Msg racing suzuki, performance technical | 9 | 18:51.651 | 1 Lap | 4.103 | 62.41 | 2:02.373 | 5 |
| 15 | 34 | C | 9 Jeremy NICHOLSON | Yamaha - Freshwater Estates | 9 | 19:22.659 | 1 Lap | 31.008 | 60.75 | 2:06.336 | 8 |
| 16 | 7 | C | 10 John DAVIS | Yamaha - | 9 | 19:22.892 | 1 Lap | 0.233 | 60.73 | 2:04.201 | 8 |
| 17 | 228 | C | 11 Clive EMERSON | Honda - | 9 | 19:24.072 | 1 Lap | 1.180 | 60.67 | 2:05.898 | 9 |
| 18 | 72 | | 7 Michael O'BRIEN | Yamaha - | 9 | 20:00.613 | 1 Lap | 36.541 | 58.83 | 2:09.164 | 8 |
| 19 | 501 | C | 12 Steve MOSES | Kawasaki - Gemini Property Group Ltd | 9 | 20:04.976 | 1 Lap | 4.363 | 58.61 | 2:09.963 | 8 |
| 20 | 32 | | 8 Martin MORRIS | Kawasaki - Morris Racing, Resolve, S.R. Hobby | 9 | 20:23.392 | 1 Lap | 18.416 | 57.73 | 2:11.295 | 8 |
| 21 | 16 | | 9 Matthew WREN | Aprilia - Broken Matt | 9 | 20:41.924 | 1 Lap | 18.532 | 56.87 | 2:12.783 | 8 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|---|----------------------------|----------------------------|---|-----------|--------|--------|-------|----------|---|
| DNF | 1 | | Joe MORPHETT | Yamaha - ASJ Racing | 9 | 16:45.598 | 1 Lap | | 70.23 | 1:47.680 | 9 |
| DNF | 114 | C | Ricky MARTIN | Suzuki - T.B.R Performance | 6 | 12:32.141 | 4 Laps | 3 Laps | 62.60 | 2:03.143 | 5 |
| DNF | 55 | C | Paul GARNER | Yamaha - A51 Racing | 3 | 6:37.450 | 7 Laps | 3 Laps | 59.23 | 2:07.715 | 3 |
| DNF | 15 | C | Mariusz SIEMIENIUK-JUZWIUK | BMW - BELMONT AUTO SERVICE | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | | |
|----|---|--|--------------|---------------------|---|----------|--|-----------|------------|
| 1 | | | Joe MORPHETT | Yamaha - ASJ Racing | 9 | 1:47.680 | | 72.88 mph | 117.29 kph |
| 10 | C | | Paul WILBY | Yamaha - MOREMOTO | 9 | 1:49.056 | | 71.96 mph | 115.81 kph |

Class - 92.5% of Race Speed = 65.04 mph
 Class C - 92.5% of Race Speed = 64.62 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 15:57 Flag 16:16 End: 16:18

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 16:19 Saturday, 28 April 2018



Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - LAP CHART

| LAP 1 @ 15:59:59.200 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 10 | | 2:00.718 |
| 40 | 1.748 | 2:02.466 |
| 1 | 2.170 | 2:02.888 |
| 99 | 2.289 | 2:03.007 |
| 3 | 2.490 | 2:03.208 |
| 62 | 4.422 | 2:05.140 |
| 8 | 8.715 | 2:09.433 |
| 154 | 8.924 | 2:09.642 |
| 33 | 9.734 | 2:10.452 |
| 41 | 10.635 | 2:11.353 |
| 200 | 11.417 | 2:12.135 |
| 114 | 11.694 | 2:12.412 |
| 63 | 14.559 | 2:15.277 |
| 37 | 14.619 | 2:15.337 |
| 115 | 17.267 | 2:17.985 |
| 34 | 19.997 | 2:20.715 |
| 55 | 20.048 | 2:20.766 |
| 333 | 20.542 | 2:21.260 |
| 72 | 21.758 | 2:22.476 |
| 228 | 23.287 | 2:24.005 |
| 7 | 24.077 | 2:24.795 |
| 501 | 26.453 | 2:27.171 |
| 16 | 29.625 | 2:30.343 |
| 32 | 29.992 | 2:30.710 |

| LAP 2 @ 16:01:49.728 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 10 | | 1:50.528 |
| 40 | 3.307 | 1:52.087 |
| 1 | 3.904 | 1:52.262 |
| 3 | 4.702 | 1:52.740 |
| 99 | 6.589 | 1:54.828 |
| 62 | 9.614 | 1:55.720 |
| 154 | 12.530 | 1:54.134 |
| 8 | 19.706 | 2:01.519 |
| 200 | 20.510 | 1:59.621 |
| 33 | 20.707 | 2:01.501 |
| 41 | 24.246 | 2:04.139 |
| 114 | 24.741 | 2:03.575 |
| 63 | 30.593 | 2:06.562 |
| 37 | 30.939 | 2:06.848 |
| 115 | 33.440 | 2:06.701 |
| 34 | 37.506 | 2:08.037 |
| 333 | 37.625 | 2:07.611 |
| 55 | 38.489 | 2:08.969 |
| 72 | 41.042 | 2:09.812 |
| 228 | 42.436 | 2:09.677 |
| 7 | 43.160 | 2:09.611 |
| 501 | 47.909 | 2:11.984 |
| 16 | 55.074 | 2:15.977 |
| 32 | 55.298 | 2:15.834 |

| LAP 3 @ 16:03:40.430 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 10 | | 1:50.702 |
| 1 | 4.973 | 1:51.771 |
| 40 | 5.462 | 1:52.857 |
| 3 | 5.518 | 1:51.518 |
| 99 | 8.488 | 1:52.601 |
| 62 | 14.431 | 1:55.519 |
| 154 | 15.404 | 1:53.576 |

| | | |
|-----|----------|----------|
| 200 | 25.961 | 1:56.153 |
| 33 | 31.964 | 2:01.959 |
| 8 | 32.529 | 2:03.525 |
| 41 | 38.890 | 2:05.346 |
| 114 | 39.362 | 2:05.323 |
| 63 | 45.022 | 2:05.131 |
| 37 | 45.504 | 2:05.267 |
| 115 | 48.080 | 2:05.342 |
| 333 | 52.966 | 2:06.043 |
| 34 | 55.432 | 2:08.628 |
| 55 | 55.502 | 2:07.715 |
| 228 | 1:03.212 | 2:11.478 |
| 7 | 1:03.929 | 2:11.471 |
| 72 | 1:07.014 | 2:16.674 |
| 501 | 1:09.302 | 2:12.095 |
| 32 | 1:21.504 | 2:16.908 |
| 16 | 1:24.366 | 2:19.994 |

| LAP 4 @ 16:05:30.361 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 10 | | 1:49.931 |
| 1 | 6.252 | 1:51.210 |
| 3 | 6.839 | 1:51.252 |
| 40 | 7.258 | 1:51.727 |
| 99 | 10.883 | 1:52.326 |
| 62 | 19.614 | 1:55.114 |
| 154 | 19.914 | 1:54.441 |
| 200 | 33.935 | 1:57.905 |
| 33 | 40.808 | 1:58.775 |
| 8 | 43.161 | 2:00.563 |
| 41 | 52.674 | 2:03.715 |
| 114 | 53.566 | 2:04.135 |
| 63 | 57.925 | 2:02.834 |
| 37 | 58.571 | 2:02.998 |
| 115 | 1:01.094 | 2:02.945 |
| 333 | 1:06.351 | 2:03.316 |
| 34 | 1:12.897 | 2:07.396 |
| 228 | 1:21.162 | 2:07.881 |
| 7 | 1:22.414 | 2:08.416 |
| 72 | 1:30.803 | 2:13.720 |
| 501 | 1:32.635 | 2:13.264 |
| 32 | 1:46.436 | 2:14.863 |

| LAP 5 @ 16:07:21.317 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 10 | | 1:50.956 |
| 16 | 1 Lap | 2:19.357 |
| 3 | 6.031 | 1:50.148 |
| 1 | 6.590 | 1:51.294 |
| 40 | 7.079 | 1:50.777 |
| 99 | 13.292 | 1:53.365 |
| 154 | 22.091 | 1:53.133 |
| 62 | 25.016 | 1:56.358 |
| 200 | 43.222 | 2:00.243 |
| 33 | 47.894 | 1:58.042 |
| 8 | 52.381 | 2:00.176 |
| 41 | 1:04.535 | 2:02.817 |
| 114 | 1:05.753 | 2:03.143 |
| 63 | 1:10.421 | 2:03.452 |
| 37 | 1:10.536 | 2:02.921 |
| 115 | 1:12.511 | 2:02.373 |
| 333 | 1:17.332 | 2:01.937 |
| 34 | 1:29.550 | 2:07.609 |
| 228 | 1:36.581 | 2:06.375 |

| | | |
|---|----------|----------|
| 7 | 1:37.279 | 2:05.821 |
|---|----------|----------|

| LAP 6 @ 16:09:13.034 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 10 | | 1:51.717 |
| 72 | 1 Lap | 2:13.341 |
| 501 | 1 Lap | 2:13.611 |
| 3 | 4.085 | 1:49.771 |
| 1 | 4.893 | 1:50.020 |
| 40 | 7.479 | 1:52.117 |
| 99 | 15.550 | 1:53.975 |
| 32 | 1 Lap | 2:14.317 |
| 154 | 23.515 | 1:53.141 |
| 16 | 1 Lap | 2:14.151 |
| 62 | 27.929 | 1:54.630 |
| 200 | 52.119 | 2:00.614 |
| 33 | 53.567 | 1:57.390 |
| 8 | 1:00.847 | 2:00.183 |
| 41 | 1:15.182 | 2:02.364 |
| 114 | 1:17.589 | 2:03.553 |
| 63 | 1:20.911 | 2:02.207 |
| 37 | 1:21.189 | 2:02.370 |
| 115 | 1:23.726 | 2:02.932 |
| 333 | 1:26.475 | 2:00.860 |
| 34 | 1:47.117 | 2:09.284 |
| 228 | 1:51.024 | 2:06.160 |

| LAP 7 @ 16:11:04.167 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 10 | | 1:51.133 |
| 7 | 1 Lap | 2:05.883 |
| 3 | 2.587 | 1:49.635 |
| 1 | 2.897 | 1:49.137 |
| 40 | 7.988 | 1:51.642 |
| 99 | 16.799 | 1:52.382 |
| 72 | 1 Lap | 2:14.998 |
| 154 | 27.691 | 1:55.309 |
| 501 | 1 Lap | 2:15.634 |
| 62 | 30.965 | 1:54.169 |
| 32 | 1 Lap | 2:13.173 |
| 16 | 1 Lap | 2:17.036 |
| 200 | 58.099 | 1:57.113 |
| 33 | 59.447 | 1:57.013 |
| 8 | 1:10.499 | 2:00.785 |
| 41 | 1:25.223 | 2:01.174 |
| 63 | 1:32.759 | 2:02.981 |
| 37 | 1:32.900 | 2:02.844 |
| 115 | 1:35.067 | 2:02.474 |
| 333 | 1:35.504 | 2:00.162 |

| LAP 8 @ 16:12:54.427 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 10 | | 1:50.260 |
| 3 | 1.377 | 1:49.050 |
| 1 | 1.973 | 1:49.336 |
| 40 | 11.688 | 1:53.960 |
| 34 | 1 Lap | 2:07.655 |
| 228 | 1 Lap | 2:06.135 |
| 7 | 1 Lap | 2:05.777 |
| 99 | 18.303 | 1:51.764 |
| 154 | 30.823 | 1:53.392 |
| 62 | 35.786 | 1:55.081 |
| 72 | 1 Lap | 2:10.154 |

| | | |
|-----|----------|----------|
| 501 | 1 Lap | 2:10.617 |
| 32 | 1 Lap | 2:12.561 |
| 200 | 1:04.790 | 1:56.951 |
| 33 | 1:07.134 | 1:57.947 |
| 16 | 1 Lap | 2:17.434 |
| 8 | 1:20.562 | 2:00.323 |
| 41 | 1:34.353 | 1:59.390 |
| 63 | 1:45.914 | 2:03.415 |
| 37 | 1:45.964 | 2:03.324 |
| 333 | 1:47.878 | 2:02.634 |

| LAP 9 @ 16:14:43.483 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 10 | | 1:49.056 |
| 3 | 0.288 | 1:47.967 |
| 115 | 1 Lap | 2:04.633 |
| 1 | 0.597 | 1:47.680 |
| 40 | 14.472 | 1:51.840 |
| 99 | 21.221 | 1:51.974 |
| 34 | 1 Lap | 2:06.336 |
| 7 | 1 Lap | 2:04.201 |
| 228 | 1 Lap | 2:06.463 |
| 154 | 35.395 | 1:53.628 |
| 62 | 39.289 | 1:52.559 |
| 72 | 1 Lap | 2:09.164 |
| 501 | 1 Lap | 2:09.963 |
| 200 | 1:10.759 | 1:55.025 |
| 33 | 1:15.762 | 1:57.684 |
| 32 | 1 Lap | 2:11.295 |
| 8 | 1:33.387 | 2:01.881 |
| 16 | 1 Lap | 2:12.783 |
| 41 | 1:45.031 | 1:59.734 |

| LAP 10 @ 16:16:34.393 | | |
|-----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 3 | | 1:50.622 |
| 10 | 7.457 | 1:58.367 |
| 37 | 1 Lap | 2:05.032 |
| 63 | 1 Lap | 2:05.154 |
| 333 | 1 Lap | 2:03.725 |
| 115 | 1 Lap | 2:06.266 |
| 40 | 17.521 | 1:53.959 |
| 99 | 22.583 | 1:52.272 |
| 154 | 41.222 | 1:56.737 |
| 62 | 43.114 | 1:54.735 |
| 34 | 1 Lap | 2:06.999 |
| 7 | 1 Lap | 2:06.917 |
| 228 | 1 Lap | 2:05.898 |
| 200 | 1:16.356 | 1:56.507 |
| 72 | 1 Lap | 2:10.274 |
| 33 | 1:24.862 | 2:00.010 |
| 501 | 1 Lap | 2:10.637 |
| 8 | 1:45.580 | 2:03.103 |
| 32 | 1 Lap | 2:13.731 |
| 41 | 1:53.248 | 1:59.127 |
| 16 | 1 Lap | 2:14.849 |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park

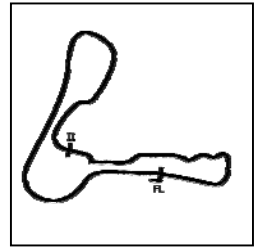
Circuit Length = 2.1800 miles

Start: 15:57 Flag 16:16 End: 16:18

Printed - 16:22 Saturday, 28 April 2018

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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 3 | | Colin PARKER | | Yamaha - Global Robots | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.209 | | BEST LAP TIME : 1:47.967 | | DIFFERENCE : 0.758 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.100 | 2:03.208 | 63.69 | 15.241 | 16:00:01.690 |
| 2 - | 1:06.199 | 46.541 | 1:52.740 | 69.61 | 4.773 | 16:01:54.430 |
| 3 - | 1:04.894 | 46.624 | 1:51.518 | 70.37 | 3.551 | 16:03:45.948 |
| 4 - | 1:04.633 | 46.619 | 1:51.252 | 70.54 | 3.285 | 16:05:37.200 |
| 5 - | 1:03.993 | 46.155 | 1:50.148 | 71.25 | 2.181 | 16:07:27.348 |
| 6 - | 1:04.008 | 45.763 | 1:49.771 | 71.49 | 1.804 | 16:09:17.119 |
| 7 - | 1:03.752 | 45.883 | 1:49.635 (3) | 71.58 | 1.668 | 16:11:06.754 |
| 8 - | 1:04.082 | 44.968 | 1:49.050 (2) | 71.96 | 1.083 | 16:12:55.804 |
| 9 - | 1:02.472 | 45.495 | 1:47.967 (1) | 72.68 | | 16:14:43.771 |
| 10 - | 1:05.885 | 44.737 | 1:50.622 | 70.94 | 2.655 | 16:16:34.393 |

| P2 10 C | | Paul WILBY | | Yamaha - MOREMOTO | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.511 | | BEST LAP TIME : 1:49.056 | | DIFFERENCE : 0.545 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.568 | 2:00.718 | 65.01 | 11.662 | 15:59:59.200 |
| 2 - | 1:04.603 | 45.925 | 1:50.528 | 71.00 | 1.472 | 16:01:49.728 |
| 3 - | 1:04.968 | 45.734 | 1:50.702 | 70.89 | 1.646 | 16:03:40.430 |
| 4 - | 1:04.687 | 45.244 | 1:49.931 (2) | 71.39 | 0.875 | 16:05:30.361 |
| 5 - | 1:04.617 | 46.339 | 1:50.956 | 70.73 | 1.900 | 16:07:21.317 |
| 6 - | 1:05.183 | 46.534 | 1:51.717 | 70.24 | 2.661 | 16:09:13.034 |
| 7 - | 1:04.832 | 46.301 | 1:51.133 | 70.61 | 2.077 | 16:11:04.167 |
| 8 - | 1:05.167 | 45.093 | 1:50.260 (3) | 71.17 | 1.204 | 16:12:54.427 |
| 9 - | 1:03.418 | 45.638 | 1:49.056 (1) | 71.96 | | 16:14:43.483 |
| 10 - | 1:10.738 | 47.629 | 1:58.367 | 66.30 | 9.311 | 16:16:41.850 |

| P3 40 C | | Aiden PATMORE | | Kawasaki - SW Roofing | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.724 | | BEST LAP TIME : 1:50.777 | | DIFFERENCE : 0.053 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.023 | 2:02.466 | 64.08 | 11.689 | 16:00:00.948 |
| 2 - | 1:04.952 | 47.135 | 1:52.087 | 70.01 | 1.310 | 16:01:53.035 |
| 3 - | 1:06.083 | 46.774 | 1:52.857 | 69.53 | 2.080 | 16:03:45.892 |
| 4 - | 1:05.184 | 46.543 | 1:51.727 (3) | 70.24 | 0.950 | 16:05:37.619 |
| 5 - | 1:04.224 | 46.553 | 1:50.777 (1) | 70.84 | | 16:07:28.396 |
| 6 - | 1:05.617 | 46.500 | 1:52.117 | 69.99 | 1.340 | 16:09:20.513 |
| 7 - | 1:05.045 | 46.597 | 1:51.642 (2) | 70.29 | 0.865 | 16:11:12.155 |
| 8 - | 1:05.418 | 48.542 | 1:53.960 | 68.86 | 3.183 | 16:13:06.115 |
| 9 - | 1:04.853 | 46.987 | 1:51.840 | 70.17 | 1.063 | 16:14:57.955 |
| 10 - | 1:05.727 | 48.232 | 1:53.959 | 68.86 | 3.182 | 16:16:51.914 |

| P4 99 | | Anthony JOHNSON | | BMW - Bexhill gearboxes | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.593 | | BEST LAP TIME : 1:51.764 | | DIFFERENCE : 1.171 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.837 | 2:03.007 | 63.80 | 11.243 | 16:00:01.489 |
| 2 - | 1:06.277 | 48.551 | 1:54.828 | 68.34 | 3.064 | 16:01:56.317 |
| 3 - | 1:05.296 | 47.305 | 1:52.601 | 69.69 | 0.837 | 16:03:48.918 |
| 4 - | 1:04.810 | 47.516 | 1:52.326 | 69.86 | 0.562 | 16:05:41.244 |
| 5 - | 1:05.710 | 47.655 | 1:53.365 | 69.22 | 1.601 | 16:07:34.609 |
| 6 - | 1:06.254 | 47.721 | 1:53.975 | 68.85 | 2.211 | 16:09:28.584 |
| 7 - | 1:05.326 | 47.056 | 1:52.382 | 69.83 | 0.618 | 16:11:20.966 |
| 8 - | 1:04.929 | 46.835 | 1:51.764 (1) | 70.21 | | 16:13:12.730 |
| 9 - | 1:05.520 | 46.454 | 1:51.974 (2) | 70.08 | 0.210 | 16:15:04.704 |
| 10 - | 1:04.139 | 48.133 | 1:52.272 (3) | 69.90 | 0.508 | 16:16:56.976 |

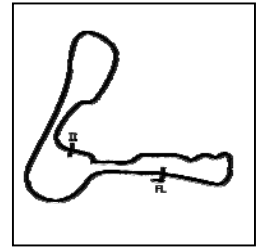
| P5 154 C | | Michael WHISKER | | BMW - Soprema uk | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:52.845 | | BEST LAP TIME : 1:53.133 | | DIFFERENCE : 0.288 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:57 Flag 16:16 End: 16:18

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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

| | | | | | | | |
|------|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 49.978 | | 2:09.642 | 60.53 | 16.509 | 16:00:08.124 |
| 2 - | 1:06.721 | 47.413 | | 1:54.134 | 68.76 | 1.001 | 16:02:02.258 |
| 3 - | 1:05.934 | 47.642 | | 1:53.576 | 69.09 | 0.443 | 16:03:55.834 |
| 4 - | 1:07.372 | 47.069 | | 1:54.441 | 68.57 | 1.308 | 16:05:50.275 |
| 5 - | 1:05.965 | 47.168 | | 1:53.133 (1) | 69.37 | | 16:07:43.408 |
| 6 - | 1:05.887 | 47.254 | | 1:53.141 (2) | 69.36 | 0.008 | 16:09:36.549 |
| 7 - | 1:07.530 | 47.779 | | 1:55.309 | 68.06 | 2.176 | 16:11:31.858 |
| 8 - | 1:06.434 | 46.958 | | 1:53.392 (3) | 69.21 | 0.259 | 16:13:25.250 |
| 9 - | 1:06.243 | 47.385 | | 1:53.628 | 69.06 | 0.495 | 16:15:18.878 |
| 10 - | 1:08.816 | 47.921 | | 1:56.737 | 67.22 | 3.604 | 16:17:15.615 |

| P6 62 C Kevin SILVAIN | | | Kawasaki - KSAUTOS | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.559 | | BEST LAP TIME : 1:52.559 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.557 | 2:05.140 | 62.71 | 12.581 | 16:00:03.622 |
| 2 - | 1:08.399 | 47.321 | 1:55.720 | 67.81 | 3.161 | 16:01:59.342 |
| 3 - | 1:07.737 | 47.782 | 1:55.519 | 67.93 | 2.960 | 16:03:54.861 |
| 4 - | 1:07.642 | 47.472 | 1:55.114 | 68.17 | 2.555 | 16:05:49.975 |
| 5 - | 1:08.094 | 48.264 | 1:56.358 | 67.44 | 3.799 | 16:07:46.333 |
| 6 - | 1:07.592 | 47.038 | 1:54.630 (3) | 68.46 | 2.071 | 16:09:40.963 |
| 7 - | 1:07.803 | 46.366 | 1:54.169 (2) | 68.74 | 1.610 | 16:11:35.132 |
| 8 - | 1:08.404 | 46.677 | 1:55.081 | 68.19 | 2.522 | 16:13:30.213 |
| 9 - | 1:06.193 | 46.366 | 1:52.559 (1) | 69.72 | | 16:15:22.772 |
| 10 - | 1:06.269 | 48.466 | 1:54.735 | 68.40 | 2.176 | 16:17:17.507 |

| P7 200 C Scott HILLIARD | | | Kawasaki - Team stallion | | | |
|---------------------------|-----------------|--------------------------|--------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.025 | | BEST LAP TIME : 1:55.025 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.501 | 2:12.135 | 59.39 | 17.110 | 16:00:10.617 |
| 2 - | 1:09.841 | 49.780 | 1:59.621 | 65.60 | 4.596 | 16:02:10.238 |
| 3 - | 1:07.940 | 48.213 | 1:56.153 (2) | 67.56 | 1.128 | 16:04:06.391 |
| 4 - | 1:09.067 | 48.838 | 1:57.905 | 66.56 | 2.880 | 16:06:04.296 |
| 5 - | 1:09.998 | 50.245 | 2:00.243 | 65.26 | 5.218 | 16:08:04.539 |
| 6 - | 1:11.294 | 49.320 | 2:00.614 | 65.06 | 5.589 | 16:10:05.153 |
| 7 - | 1:08.991 | 48.122 | 1:57.113 | 67.01 | 2.088 | 16:12:02.266 |
| 8 - | 1:09.372 | 47.579 | 1:56.951 | 67.10 | 1.926 | 16:13:59.217 |
| 9 - | 1:07.560 | 47.465 | 1:55.025 (1) | 68.22 | | 16:15:54.242 |
| 10 - | 1:08.497 | 48.010 | 1:56.507 (3) | 67.36 | 1.482 | 16:17:50.749 |

| P8 33 Michael NEEVES | | | BMW - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:56.886 | | BEST LAP TIME : 1:57.013 | | DIFFERENCE : 0.127 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.820 | 2:10.452 | 60.16 | 13.439 | 16:00:08.934 |
| 2 - | 1:11.170 | 50.331 | 2:01.501 | 64.59 | 4.488 | 16:02:10.435 |
| 3 - | 1:11.424 | 50.535 | 2:01.959 | 64.35 | 4.946 | 16:04:12.394 |
| 4 - | 1:09.146 | 49.629 | 1:58.775 | 66.07 | 1.762 | 16:06:11.169 |
| 5 - | 1:08.429 | 49.613 | 1:58.042 | 66.48 | 1.029 | 16:08:09.211 |
| 6 - | 1:08.170 | 49.220 | 1:57.390 (2) | 66.85 | 0.377 | 16:10:06.601 |
| 7 - | 1:08.297 | 48.716 | 1:57.013 (1) | 67.07 | | 16:12:03.614 |
| 8 - | 1:08.818 | 49.129 | 1:57.947 | 66.53 | 0.934 | 16:14:01.561 |
| 9 - | 1:08.635 | 49.049 | 1:57.684 (3) | 66.68 | 0.671 | 16:15:59.245 |
| 10 - | 1:09.322 | 50.688 | 2:00.010 | 65.39 | 2.997 | 16:17:59.255 |

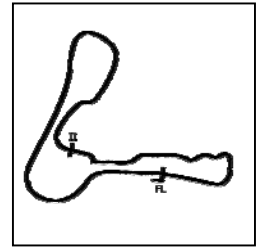
| P9 8 John COUGHLAN | | | Aprilia - BIKERSWORLD | | | |
|---------------------------|----------|--------------------------|-----------------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 1:59.968 | | BEST LAP TIME : 2:00.176 | | DIFFERENCE : 0.208 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.166 | 2:09.433 | 60.63 | 9.257 | 16:00:07.915 |
| 2 - | 1:10.524 | 50.995 | 2:01.519 | 64.58 | 1.343 | 16:02:09.434 |
| 3 - | 1:11.606 | 51.919 | 2:03.525 | 63.53 | 3.349 | 16:04:12.959 |
| 4 - | 1:10.299 | 50.264 | 2:00.563 | 65.09 | 0.387 | 16:06:13.522 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:57 Flag 16:16 End: 16:18

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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

| | | | | | | |
|------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 5 - | 1:10.054 | 50.122 | 2:00.176 (1) | 65.30 | | 16:08:13.698 |
| 6 - | 1:09.940 | 50.243 | 2:00.183 (2) | 65.30 | 0.007 | 16:10:13.881 |
| 7 - | 1:10.202 | 50.583 | 2:00.785 | 64.97 | 0.609 | 16:12:14.666 |
| 8 - | 1:09.846 | 50.477 | 2:00.323 (3) | 65.22 | 0.147 | 16:14:14.989 |
| 9 - | 1:11.182 | 50.699 | 2:01.881 | 64.39 | 1.705 | 16:16:16.870 |
| 10 - | 1:11.057 | 52.046 | 2:03.103 | 63.75 | 2.927 | 16:18:19.973 |

| | | | |
|---------------------------|-----------|--------------------------|----------------------------------|
| P10 | 41 | David ABRAHAM | Kawasaki - Cambridge Motorcycles |
| IDEAL LAP TIME : 1:58.432 | | BEST LAP TIME : 1:59.127 | DIFFERENCE : 0.695 |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.248 | 2:11.353 | 59.74 | 12.226 | 16:00:09.835 |
| 2 - | 1:12.395 | 51.744 | 2:04.139 | 63.21 | 5.012 | 16:02:13.974 |
| 3 - | 1:12.236 | 53.110 | 2:05.346 | 62.61 | 6.219 | 16:04:19.320 |
| 4 - | 1:12.028 | 51.687 | 2:03.715 | 63.43 | 4.588 | 16:06:23.035 |
| 5 - | 1:11.281 | 51.536 | 2:02.817 | 63.90 | 3.690 | 16:08:25.852 |
| 6 - | 1:11.775 | 50.589 | 2:02.364 | 64.13 | 3.237 | 16:10:28.216 |
| 7 - | 1:10.608 | 50.566 | 2:01.174 | 64.76 | 2.047 | 16:12:29.390 |
| 8 - | 1:09.956 | 49.434 | 1:59.390 (2) | 65.73 | 0.263 | 16:14:28.780 |
| 9 - | 1:10.053 | 49.681 | 1:59.734 (3) | 65.54 | 0.607 | 16:16:28.514 |
| 10 - | 1:08.998 | 50.129 | 1:59.127 (1) | 65.87 | | 16:18:27.641 |

| | | | |
|---------------------------|-------------|--------------------------|-----------------------------|
| P11 | 37 C | Aldo MORELLO | Yamaha - Bitstocks & Reveal |
| IDEAL LAP TIME : 2:01.776 | | BEST LAP TIME : 2:02.370 | DIFFERENCE : 0.594 |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.653 | 2:15.337 | 57.98 | 12.967 | 16:00:13.819 |
| 2 - | 1:13.742 | 53.106 | 2:06.848 | 61.86 | 4.478 | 16:02:20.667 |
| 3 - | 1:12.886 | 52.381 | 2:05.267 | 62.65 | 2.897 | 16:04:25.934 |
| 4 - | 1:11.592 | 51.406 | 2:02.998 | 63.80 | 0.628 | 16:06:28.932 |
| 5 - | 1:11.243 | 51.678 | 2:02.921 (3) | 63.84 | 0.551 | 16:08:31.853 |
| 6 - | 1:11.636 | 50.734 | 2:02.370 (1) | 64.13 | | 16:10:34.223 |
| 7 - | 1:11.042 | 51.802 | 2:02.844 (2) | 63.88 | 0.474 | 16:12:37.067 |
| 8 - | 1:12.223 | 51.101 | 2:03.324 | 63.63 | 0.954 | 16:14:40.391 |
| 9 - | 1:12.015 | 53.017 | 2:05.032 | 62.76 | 2.662 | 16:16:45.423 |

| | | | |
|---------------------------|-----------|--------------------------|--------------------|
| P12 | 63 | Nico CIPRIANO | Kawasaki - |
| IDEAL LAP TIME : 2:01.811 | | BEST LAP TIME : 2:02.207 | DIFFERENCE : 0.396 |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.166 | 2:15.277 | 58.01 | 13.070 | 16:00:13.759 |
| 2 - | 1:13.514 | 53.048 | 2:06.562 | 62.00 | 4.355 | 16:02:20.321 |
| 3 - | 1:12.894 | 52.237 | 2:05.131 | 62.71 | 2.924 | 16:04:25.452 |
| 4 - | 1:11.795 | 51.039 | 2:02.834 (2) | 63.89 | 0.627 | 16:06:28.286 |
| 5 - | 1:11.573 | 51.879 | 2:03.452 | 63.57 | 1.245 | 16:08:31.738 |
| 6 - | 1:11.447 | 50.760 | 2:02.207 (1) | 64.21 | | 16:10:33.945 |
| 7 - | 1:11.051 | 51.930 | 2:02.981 (3) | 63.81 | 0.774 | 16:12:36.926 |
| 8 - | 1:12.087 | 51.328 | 2:03.415 | 63.59 | 1.208 | 16:14:40.341 |
| 9 - | 1:11.890 | 53.264 | 2:05.154 | 62.70 | 2.947 | 16:16:45.495 |

| | | | |
|---------------------------|--------------|--------------------------|------------------------------|
| P13 | 333 C | Andrew HOUGHTON | Kawasaki - Greenham Kawasaki |
| IDEAL LAP TIME : 2:00.162 | | BEST LAP TIME : 2:00.162 | DIFFERENCE : 0.000 |

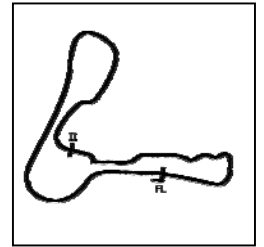
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.992 | 2:21.260 | 55.55 | 21.098 | 16:00:19.742 |
| 2 - | 1:14.919 | 52.692 | 2:07.611 | 61.49 | 7.449 | 16:02:27.353 |
| 3 - | 1:13.055 | 52.988 | 2:06.043 | 62.26 | 5.881 | 16:04:33.396 |
| 4 - | 1:11.413 | 51.903 | 2:03.316 | 63.64 | 3.154 | 16:06:36.712 |
| 5 - | 1:10.109 | 51.828 | 2:01.937 (3) | 64.36 | 1.775 | 16:08:38.649 |
| 6 - | 1:09.629 | 51.231 | 2:00.860 (2) | 64.93 | 0.698 | 16:10:39.509 |
| 7 - | 1:08.964 | 51.198 | 2:00.162 (1) | 65.31 | | 16:12:39.671 |
| 8 - | 1:10.966 | 51.668 | 2:02.634 | 63.99 | 2.472 | 16:14:42.305 |
| 9 - | 1:10.668 | 53.057 | 2:03.725 | 63.43 | 3.563 | 16:16:46.030 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:57 Flag 16:16 End: 16:18

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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

| P14 115 C | | Sam MCFARLANE | | Suzuki - Msg racing suzuki, performance technical | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|
| IDEAL LAP TIME : 2:02.194 | | BEST LAP TIME : 2:02.373 | | DIFFERENCE : 0.179 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.084 | 2:17.985 | 56.87 | 15.612 | 16:00:16.467 |
| 2 - | 1:13.553 | 53.148 | 2:06.701 | 61.94 | 4.328 | 16:02:23.168 |
| 3 - | 1:13.432 | 51.910 | 2:05.342 | 62.61 | 2.969 | 16:04:28.510 |
| 4 - | 1:11.097 | 51.848 | 2:02.945 | 63.83 | 0.572 | 16:06:31.455 |
| 5 - | 1:10.958 | 51.415 | 2:02.373 (1) | 64.13 | | 16:08:33.828 |
| 6 - | 1:10.992 | 51.940 | 2:02.932 (3) | 63.84 | 0.559 | 16:10:36.760 |
| 7 - | 1:11.238 | 51.236 | 2:02.474 (2) | 64.07 | 0.101 | 16:12:39.234 |
| 8 - | 1:11.416 | 53.217 | 2:04.633 | 62.96 | 2.260 | 16:14:43.867 |
| 9 - | 1:12.519 | 53.747 | 2:06.266 | 62.15 | 3.893 | 16:16:50.133 |

| P15 34 C | | Jeremy NICHOLSON | | Yamaha - Freshwater Estates | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.855 | | BEST LAP TIME : 2:06.336 | | DIFFERENCE : 0.481 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.666 | 2:20.715 | 55.77 | 14.379 | 16:00:19.197 |
| 2 - | 1:15.071 | 52.966 | 2:08.037 | 61.29 | 1.701 | 16:02:27.234 |
| 3 - | 1:15.463 | 53.165 | 2:08.628 | 61.01 | 2.292 | 16:04:35.862 |
| 4 - | 1:14.341 | 53.055 | 2:07.396 (3) | 61.60 | 1.060 | 16:06:43.258 |
| 5 - | 1:15.072 | 52.537 | 2:07.609 | 61.50 | 1.273 | 16:08:50.867 |
| 6 - | 1:15.671 | 53.613 | 2:09.284 | 60.70 | 2.948 | 16:11:00.151 |
| 7 - | 1:14.930 | 52.725 | 2:07.655 | 61.47 | 1.319 | 16:13:07.806 |
| 8 - | 1:14.068 | 52.268 | 2:06.336 (1) | 62.12 | | 16:15:14.142 |
| 9 - | 1:13.587 | 53.412 | 2:06.999 (2) | 61.79 | 0.663 | 16:17:21.141 |

| P16 7 C | | John DAVIS | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.840 | | BEST LAP TIME : 2:04.201 | | DIFFERENCE : 0.361 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.599 | 2:24.795 | 54.20 | 20.594 | 16:00:23.277 |
| 2 - | 1:16.262 | 53.349 | 2:09.611 | 60.55 | 5.410 | 16:02:32.888 |
| 3 - | 1:17.396 | 54.075 | 2:11.471 | 59.69 | 7.270 | 16:04:44.359 |
| 4 - | 1:15.875 | 52.541 | 2:08.416 | 61.11 | 4.215 | 16:06:52.775 |
| 5 - | 1:13.977 | 51.844 | 2:05.821 (3) | 62.37 | 1.620 | 16:08:58.596 |
| 6 - | 1:13.138 | 52.745 | 2:05.883 | 62.34 | 1.682 | 16:11:04.479 |
| 7 - | 1:13.913 | 51.864 | 2:05.777 (2) | 62.39 | 1.576 | 16:13:10.256 |
| 8 - | 1:11.996 | 52.205 | 2:04.201 (1) | 63.18 | | 16:15:14.457 |
| 9 - | 1:13.788 | 53.129 | 2:06.917 | 61.83 | 2.716 | 16:17:21.374 |

| P17 228 C | | Clive EMERSON | | Honda - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.203 | | BEST LAP TIME : 2:05.898 | | DIFFERENCE : 0.695 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.498 | 2:24.005 | 54.49 | 18.107 | 16:00:22.487 |
| 2 - | 1:15.890 | 53.787 | 2:09.677 | 60.52 | 3.779 | 16:02:32.164 |
| 3 - | 1:17.679 | 53.799 | 2:11.478 | 59.69 | 5.580 | 16:04:43.642 |
| 4 - | 1:14.569 | 53.312 | 2:07.881 | 61.37 | 1.983 | 16:06:51.523 |
| 5 - | 1:13.744 | 52.631 | 2:06.375 | 62.10 | 0.477 | 16:08:57.898 |
| 6 - | 1:13.505 | 52.655 | 2:06.160 (3) | 62.20 | 0.262 | 16:11:04.058 |
| 7 - | 1:13.537 | 52.598 | 2:06.135 (2) | 62.21 | 0.237 | 16:13:10.193 |
| 8 - | 1:13.930 | 52.533 | 2:06.463 | 62.05 | 0.565 | 16:15:16.656 |
| 9 - | 1:12.670 | 53.228 | 2:05.898 (1) | 62.33 | | 16:17:22.554 |

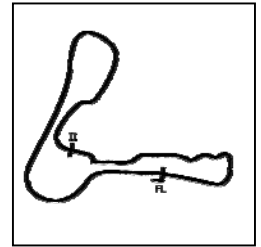
| P18 72 | | Michael O'BRIEN | | Yamaha - | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:09.164 | | BEST LAP TIME : 2:09.164 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.533 | 2:22.476 | 55.08 | 13.312 | 16:00:20.958 |
| 2 - | 1:16.688 | 53.124 | 2:09.812 (2) | 60.45 | 0.648 | 16:02:30.770 |
| 3 - | 1:19.702 | 56.972 | 2:16.674 | 57.42 | 7.510 | 16:04:47.444 |
| 4 - | 1:18.614 | 55.106 | 2:13.720 | 58.69 | 4.556 | 16:07:01.164 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:57 Flag 16:16 End: 16:18

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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

| | | | | | | |
|------------|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 5 - | 1:18.354 | 54.987 | 2:13.341 | 58.85 | 4.177 | 16:09:14.505 |
| 6 - | 1:21.649 | 53.349 | 2:14.998 | 58.13 | 5.834 | 16:11:29.503 |
| 7 - | 1:16.557 | 53.597 | 2:10.154 (3) | 60.29 | 0.990 | 16:13:39.657 |
| 8 - | 1:16.168 | 52.996 | 2:09.164 (1) | 60.76 | | 16:15:48.821 |
| 9 - | 1:16.355 | 53.919 | 2:10.274 | 60.24 | 1.110 | 16:17:59.095 |

| P19 501 C | | Steve MOSES | | Kawasaki - Gemini Property Group Ltd | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:09.963 | | BEST LAP TIME : 2:09.963 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.664 | 2:27.171 | 53.32 | 17.208 | 16:00:25.653 | |
| 2 - | 1:17.376 | 54.608 | 2:11.984 | 59.46 | 2.021 | 16:02:37.637 | |
| 3 - | 1:17.403 | 54.692 | 2:12.095 | 59.41 | 2.132 | 16:04:49.732 | |
| 4 - | 1:18.127 | 55.137 | 2:13.264 | 58.89 | 3.301 | 16:07:02.996 | |
| 5 - | 1:18.796 | 54.815 | 2:13.611 | 58.73 | 3.648 | 16:09:16.607 | |
| 6 - | 1:20.854 | 54.780 | 2:15.634 | 57.86 | 5.671 | 16:11:32.241 | |
| 7 - | 1:16.915 | 53.702 | 2:10.617 (2) | 60.08 | 0.654 | 16:13:42.858 | |
| 8 - | 1:16.428 | 53.535 | 2:09.963 (1) | 60.38 | | 16:15:52.821 | |
| 9 - | 1:16.488 | 54.149 | 2:10.637 (3) | 60.07 | 0.674 | 16:18:03.458 | |

| P20 32 | | Martin MORRIS | | Kawasaki - Morris Racing, Resolve, S.R. Hobby | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|--|
| IDEAL LAP TIME : 2:11.295 | | BEST LAP TIME : 2:11.295 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 57.266 | 2:30.710 | 52.07 | 19.415 | 16:00:29.192 | |
| 2 - | 1:19.919 | 55.915 | 2:15.834 | 57.77 | 4.539 | 16:02:45.026 | |
| 3 - | 1:21.157 | 55.751 | 2:16.908 | 57.32 | 5.613 | 16:05:01.934 | |
| 4 - | 1:18.841 | 56.022 | 2:14.863 | 58.19 | 3.568 | 16:07:16.797 | |
| 5 - | 1:19.390 | 54.927 | 2:14.317 | 58.42 | 3.022 | 16:09:31.114 | |
| 6 - | 1:18.150 | 55.023 | 2:13.173 (3) | 58.93 | 1.878 | 16:11:44.287 | |
| 7 - | 1:17.254 | 55.307 | 2:12.561 (2) | 59.20 | 1.266 | 16:13:56.848 | |
| 8 - | 1:16.472 | 54.823 | 2:11.295 (1) | 59.77 | | 16:16:08.143 | |
| 9 - | 1:17.779 | 55.952 | 2:13.731 | 58.68 | 2.436 | 16:18:21.874 | |

| P21 16 | | Matthew WREN | | Aprilia - Broken Matt | | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:11.812 | | BEST LAP TIME : 2:12.783 | | DIFFERENCE : 0.971 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 58.150 | 2:30.343 | 52.20 | 17.560 | 16:00:28.825 | |
| 2 - | 1:18.638 | 57.339 | 2:15.977 | 57.71 | 3.194 | 16:02:44.802 | |
| 3 - | 1:22.866 | 57.128 | 2:19.994 | 56.06 | 7.211 | 16:05:04.796 | |
| 4 - | 1:21.497 | 57.860 | 2:19.357 | 56.31 | 6.574 | 16:07:24.153 | |
| 5 - | 1:18.669 | 55.482 | 2:14.151 (2) | 58.50 | 1.368 | 16:09:38.304 | |
| 6 - | 1:19.051 | 57.985 | 2:17.036 | 57.27 | 4.253 | 16:11:55.340 | |
| 7 - | 1:20.278 | 57.156 | 2:17.434 | 57.10 | 4.651 | 16:14:12.774 | |
| 8 - | 1:17.056 | 55.727 | 2:12.783 (1) | 59.10 | | 16:16:25.557 | |
| 9 - | 1:16.330 | 58.519 | 2:14.849 (3) | 58.19 | 2.066 | 16:18:40.406 | |

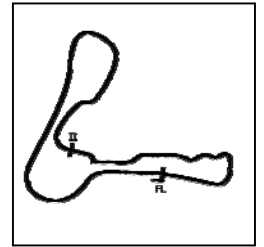
| P22 1 | | Joe MORPHETT | | Yamaha - ASJ Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:47.680 | | BEST LAP TIME : 1:47.680 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.087 | 2:02.888 | 63.86 | 15.208 | 16:00:01.370 | |
| 2 - | 1:05.407 | 46.855 | 1:52.262 | 69.90 | 4.582 | 16:01:53.632 | |
| 3 - | 1:04.935 | 46.836 | 1:51.771 | 70.21 | 4.091 | 16:03:45.403 | |
| 4 - | 1:04.564 | 46.646 | 1:51.210 | 70.56 | 3.530 | 16:05:36.613 | |
| 5 - | 1:04.800 | 46.494 | 1:51.294 | 70.51 | 3.614 | 16:07:27.907 | |
| 6 - | 1:04.561 | 45.459 | 1:50.020 | 71.33 | 2.340 | 16:09:17.927 | |
| 7 - | 1:03.639 | 45.498 | 1:49.137 (2) | 71.91 | 1.457 | 16:11:07.064 | |
| 8 - | 1:03.890 | 45.446 | 1:49.336 (3) | 71.77 | 1.656 | 16:12:56.400 | |
| 9 - | 1:02.529 | 45.151 | 1:47.680 (1) | 72.88 | | 16:14:44.080 | |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:57 Flag 16:16 End: 16:18

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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

| P23 114 C Ricky MARTIN | | | Suzuki - T.B.R Performance | | | |
|-------------------------------|-----------------|--------------------------|----------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.878 | | BEST LAP TIME : 2:03.143 | DIFFERENCE : 0.265 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.074 | 2:12.412 | 59.27 | 9.269 | 16:00:10.894 |
| 2 - | 1:11.933 | 51.642 | 2:03.575 (3) | 63.50 | 0.432 | 16:02:14.469 |
| 3 - | 1:11.991 | 53.332 | 2:05.323 | 62.62 | 2.180 | 16:04:19.792 |
| 4 - | 1:12.496 | 51.639 | 2:04.135 | 63.22 | 0.992 | 16:06:23.927 |
| 5 - | 1:11.804 | 51.339 | 2:03.143 (1) | 63.73 | | 16:08:27.070 |
| 6 - | 1:11.923 | 51.630 | 2:03.553 (2) | 63.51 | 0.410 | 16:10:30.623 |

| P24 55 C Paul GARNER | | | Yamaha - A51 Racing | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.715 | | BEST LAP TIME : 2:07.715 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.157 | 2:20.766 | 55.75 | 13.051 | 16:00:19.248 |
| 2 - | 1:15.810 | 53.159 | 2:08.969 (2) | 60.85 | 1.254 | 16:02:28.217 |
| 3 - | 1:14.868 | 52.847 | 2:07.715 (1) | 61.44 | | 16:04:35.932 |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Page 6 of 6

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 15:57 Flag 16:16 End: 16:18

Printed - 16:22 Saturday, 28 April 2018

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|-----------------|-----|-----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:47.209 | | |
| 1 | 3 | PARKER | 1:02.472 | 3 | PARKER | 44.737 | 1 | 3 | PARKER | 1:47.209 | 1:47.967 | 0.758 |
| 2 | 1 | MORPHETT | 1:02.529 | 10 | WILBY | 45.093 | 2 | 1 | MORPHETT | 1:47.680 | 1:47.680 | 0.000 |
| 3 | 10 | WILBY | 1:03.418 | 1 | MORPHETT | 45.151 | 3 | 10 | WILBY | 1:48.511 | 1:49.056 | 0.545 |
| 4 | 99 | JOHNSON | 1:04.139 | 62 | SILVAIN | 46.366 | 4 | 99 | JOHNSON | 1:50.593 | 1:51.764 | 1.171 |
| 5 | 40 | PATMORE | 1:04.224 | 99 | JOHNSON | 46.454 | 5 | 40 | PATMORE | 1:50.724 | 1:50.777 | 0.053 |
| 6 | 154 | WHISKER | 1:05.887 | 40 | PATMORE | 46.500 | 6 | 62 | SILVAIN | 1:52.559 | 1:52.559 | 0.000 |
| 7 | 62 | SILVAIN | 1:06.193 | 154 | WHISKER | 46.958 | 7 | 154 | WHISKER | 1:52.845 | 1:53.133 | 0.288 |
| 8 | 200 | HILLIARD | 1:07.560 | 200 | HILLIARD | 47.465 | 8 | 200 | HILLIARD | 1:55.025 | 1:55.025 | 0.000 |
| 9 | 33 | NEEVES | 1:08.170 | 33 | NEEVES | 48.716 | 9 | 33 | NEEVES | 1:56.886 | 1:57.013 | 0.127 |
| 10 | 333 | HOUGHTON | 1:08.964 | 41 | ABRAHAM | 49.434 | 10 | 41 | ABRAHAM | 1:58.432 | 1:59.127 | 0.695 |
| 11 | 41 | ABRAHAM | 1:08.998 | 8 | COUGHLAN | 50.122 | 11 | 8 | COUGHLAN | 1:59.968 | 2:00.176 | 0.208 |
| 12 | 8 | COUGHLAN | 1:09.846 | 37 | MORELLO | 50.734 | 12 | 333 | HOUGHTON | 2:00.162 | 2:00.162 | 0.000 |
| 13 | 115 | MCFARLANE | 1:10.958 | 63 | CIPRIANO | 50.760 | 13 | 37 | MORELLO | 2:01.776 | 2:02.370 | 0.594 |
| 14 | 37 | MORELLO | 1:11.042 | 114 | MARTIN | 51.074 | 14 | 63 | CIPRIANO | 2:01.811 | 2:02.207 | 0.396 |
| 15 | 63 | CIPRIANO | 1:11.051 | 333 | HOUGHTON | 51.198 | 15 | 115 | MCFARLANE | 2:02.194 | 2:02.373 | 0.179 |
| 16 | 114 | MARTIN | 1:11.804 | 115 | MCFARLANE | 51.236 | 16 | 114 | MARTIN | 2:02.878 | 2:03.143 | 0.265 |
| 17 | 7 | DAVIS | 1:11.996 | 7 | DAVIS | 51.844 | 17 | 7 | DAVIS | 2:03.840 | 2:04.201 | 0.361 |
| 18 | 228 | EMERSON | 1:12.670 | 34 | NICHOLSON | 52.268 | 18 | 228 | EMERSON | 2:05.203 | 2:05.898 | 0.695 |
| 19 | 34 | NICHOLSON | 1:13.587 | 228 | EMERSON | 52.533 | 19 | 34 | NICHOLSON | 2:05.855 | 2:06.336 | 0.481 |
| 20 | 55 | GARNER | 1:14.868 | 55 | GARNER | 52.847 | 20 | 55 | GARNER | 2:07.715 | 2:07.715 | 0.000 |
| 21 | 72 | O'BRIEN | 1:16.168 | 72 | O'BRIEN | 52.996 | 21 | 72 | O'BRIEN | 2:09.164 | 2:09.164 | 0.000 |
| 22 | 16 | WREN | 1:16.330 | 501 | MOSES | 53.535 | 22 | 501 | MOSES | 2:09.963 | 2:09.963 | 0.000 |
| 23 | 501 | MOSES | 1:16.428 | 32 | MORRIS | 54.823 | 23 | 32 | MORRIS | 2:11.295 | 2:11.295 | 0.000 |
| 24 | 32 | MORRIS | 1:16.472 | 16 | WREN | 55.482 | 24 | 16 | WREN | 2:11.812 | 2:12.783 | 0.971 |
| 25 | | | | | | | | | | | | |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 15:57 Flag 16:16 End: 16:18

Printed - 16:22 Saturday, 28 April 2018



Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - GRID (10 Laps)

| | | | | | | | | | | | | |
|--------|----|-----|-----------------|---------------|----------|-----------------|------------------|-----------------|----------|--------------|----------------------------|------------------|
| ROW 11 | 31 | 171 | Phillip CROWE | 32 | 333 | Andrew HOUGHTON | 2:00.162 | 1 | | | | |
| ROW 10 | | 28 | 45 | John GORDON | 29 | 119 | Andrew STOCKDALE | 30 | 156 | Dave JACKSON | | |
| ROW 9 | 25 | 5 | Kyle O'DONOVAN | 26 | 59 | David HEWSON | 27 | 27 | Dan COX | | | |
| ROW 8 | | 22 | 32 | Martin MORRIS | 23 | 16 | Matthew WREN | 2:12.783 | 24 | 15 | Mariusz SIEMIENIUK-JUZWIUK | |
| ROW 7 | 19 | 55 | Paul GARNER | 2:07.715 | 20 | 72 | Michael O'BRIEN | 2:09.164 | 21 | 501 | Steve MOSES | |
| ROW 6 | | 16 | 7 | John DAVIS | 2:04.201 | 17 | 228 | Clive EMERSON | 2:05.898 | 18 | 34 | Jeremy NICHOLSON |
| ROW 5 | 13 | 37 | Aldo MORELLO | 2:02.370 | 14 | 115 | Sam MCFARLANE | 2:02.373 | 15 | 114 | Ricky MARTIN | |
| ROW 4 | | 10 | 41 | David ABRAHAM | 1:59.127 | 11 | 8 | John COUGHLAN | 2:00.176 | 12 | 63 | Nico CIPRIANO |
| ROW 3 | 7 | 154 | Michael WHISKER | 1:53.133 | 8 | 200 | Scott HILLIARD | 1:55.025 | 9 | 33 | Michael NEEVES | |
| ROW 2 | | 4 | 40 | Aiden PATMORE | 1:50.777 | 5 | 99 | Anthony JOHNSON | 1:51.764 | 6 | 62 | Kevin SILVAIN |
| ROW 1 | 1 | 1 | Joe MORPHETT | 1:47.680 | 2 | 3 | Colin PARKER | 1:47.967 | 3 | 10 | Paul WILBY | |
| | | | Pole | | | | | | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | |
|-------------------|--|--------------|
| Clerk Of Course : | | Timekeeper : |
|-------------------|--|--------------|

Results can be found at www.tsl-timing.com

Printed - 16:25 Saturday, 28 April 2018





Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|------------------------------|---|------|-----------|----------|--------|-------|----------|----|
| 1 | 99 | | 1 Anthony JOHNSON | BMW - Bexhill gearboxes | 8 | 12:37.520 | | | 82.88 | 1:33.101 | 5 |
| 2 | 1 | | 2 Joe MORPHETT | Yamaha - ASJ Racing | 8 | 12:50.290 | 12.770 | 12.770 | 81.50 | 1:34.773 | 3 |
| 3 | 10 | C | 1 Paul WILBY | Yamaha - MOREMOTO | 8 | 13:01.365 | 23.845 | 11.075 | 80.35 | 1:35.569 | 6 |
| 4 | 33 | | 3 Michael NEEVES | BMW - | 8 | 13:02.188 | 24.668 | 0.823 | 80.26 | 1:35.141 | 7 |
| 5 | 40 | C | 2 Aiden PATMORE | Kawasaki - SW Roofing | 8 | 13:09.046 | 31.526 | 6.858 | 79.57 | 1:36.036 | 8 |
| 6 | 62 | C | 3 Kevin SILVAIN | Kawasaki - KSAUTOS | 8 | 13:09.304 | 31.784 | 0.258 | 79.54 | 1:35.757 | 8 |
| 7 | 8 | | 4 John COUGHLAN | Aprilia - BIKERSWORLD | 8 | 13:37.350 | 59.830 | 28.046 | 76.81 | 1:40.318 | 4 |
| 8 | 59 | | 5 David HEWSON | BMW - Obsession Engineering Limited | 8 | 13:37.904 | 1:00.384 | 0.554 | 76.76 | 1:38.181 | 8 |
| 9 | 115 | C | 4 Sam MCFARLANE | Suzuki - Msg racing suzuki, performance technical | 8 | 13:41.388 | 1:03.868 | 3.484 | 76.43 | 1:40.402 | 6 |
| 10 | 15 | C | 5 Mariusz SIEMIENIUK-JUZWIUK | BMW - BELMONT AUTO SERVICE | 8 | 13:41.508 | 1:03.988 | 0.120 | 76.42 | 1:39.984 | 4 |
| 11 | 63 | | 6 Nico CIPRIANO | Kawasaki - | 8 | 13:41.733 | 1:04.213 | 0.225 | 76.40 | 1:40.457 | 4 |
| 12 | 41 | | 7 David ABRAHAM | Kawasaki - Cambridge Motorcycles | 8 | 13:42.454 | 1:04.934 | 0.721 | 76.33 | 1:40.622 | 6 |
| 13 | 5 | | 8 Kyle O'DONOVAN | Suzuki - Global Robots | 8 | 14:02.345 | 1:24.825 | 19.891 | 74.53 | 1:41.267 | 8 |
| 14 | 27 | | 9 Dan COX | Yamaha - GWC Joinery LTD/ DC Paintworx | 8 | 14:03.911 | 1:26.391 | 1.566 | 74.39 | 1:40.684 | 6 |
| 15 | 72 | | 10 Michael O'BRIEN | Yamaha - | 8 | 14:09.566 | 1:32.046 | 5.655 | 73.90 | 1:40.731 | 8 |
| 16 | 7 | C | 6 John DAVIS | Yamaha - | 8 | 14:12.233 | 1:34.713 | 2.667 | 73.67 | 1:44.147 | 8 |
| 17 | 333 | C | 7 Andrew HOUGHTON | Kawasaki - Greenham Kawasaki | 7 | 12:43.308 | 1 Lap | 1 Lap | 71.97 | 1:45.557 | 7 |
| 18 | 114 | C | 8 Ricky MARTIN | Suzuki - T.B.R Performance | 7 | 12:50.354 | 1 Lap | 7.046 | 71.31 | 1:46.989 | 6 |
| 19 | 32 | | 11 Martin MORRIS | Kawasaki - Morris Racing, Resolve, S.R. Hobby | 7 | 12:50.388 | 1 Lap | 0.034 | 71.31 | 1:43.265 | 7 |
| 20 | 501 | C | 9 Steve MOSES | Kawasaki - Gemini Property Group Ltd | 7 | 13:02.084 | 1 Lap | 11.696 | 70.24 | 1:46.740 | 7 |
| 21 | 228 | C | 10 Clive EMERSON | Honda - | 7 | 13:05.726 | 1 Lap | 3.642 | 69.91 | 1:49.045 | 6 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|---|------------------|-----------------------------|---|----------|--------|--------|-------|----------|---|
| DNF | 16 | | Matthew WREN | Aprilia - Broken Matt | 4 | 7:30.736 | 4 Laps | 3 Laps | 69.64 | 1:49.216 | 3 |
| DNF | 3 | | Colin PARKER | Yamaha - Global Robots | 0 | | | | | | |
| DNF | 154 | C | Michael WHISKER | BMW - Soprema uk | 0 | | | | | | |
| DNF | 200 | C | Scott HILLIARD | Kawasaki - Team stallion | 0 | | | | | | |
| DNF | 37 | C | Aldo MORELLO | Yamaha - Bitstocks & Reveal | 0 | | | | | | |
| DNF | 34 | C | Jeremy NICHOLSON | Yamaha - Freshwater Estates | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | | |
|----|---|--|-----------------|-------------------------|---|----------|--|-----------|------------|
| 99 | | | Anthony JOHNSON | BMW - Bexhill gearboxes | 5 | 1:33.101 | | 84.29 mph | 135.66 kph |
| 10 | C | | Paul WILBY | Yamaha - MOREMOTO | 6 | 1:35.569 | | 82.11 mph | 132.15 kph |

Class - 92.5% of Race Speed = 76.66 mph
 Class C - 92.5% of Race Speed = 74.32 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 12:10 Flag 12:23 End: 12:25

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 12:26 Sunday, 29 April 2018



Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - LAP CHART

LAP 1 @ 12:12:40.159

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 99 | | 1:40.639 |
| 1 | 0.701 | 1:41.340 |
| 10 | 4.718 | 1:45.357 |
| 40 | 5.773 | 1:46.412 |
| 62 | 5.996 | 1:46.635 |
| 33 | 6.077 | 1:46.716 |
| 63 | 9.044 | 1:49.683 |
| 41 | 9.269 | 1:49.908 |
| 8 | 11.348 | 1:51.987 |
| 115 | 12.238 | 1:52.877 |
| 15 | 13.115 | 1:53.754 |
| 72 | 14.735 | 1:55.374 |
| 59 | 15.475 | 1:56.114 |
| 7 | 16.504 | 1:57.143 |
| 5 | 16.570 | 1:57.209 |
| 27 | 18.782 | 1:59.421 |
| 16 | 19.010 | 1:59.649 |
| 228 | 21.147 | 2:01.786 |
| 114 | 21.227 | 2:01.866 |
| 333 | 21.303 | 2:01.942 |
| 501 | 21.938 | 2:02.577 |
| 32 | 29.717 | 2:10.356 |

LAP 2 @ 12:14:14.592

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 99 | | 1:34.433 |
| 1 | 1.394 | 1:35.126 |
| 10 | 7.502 | 1:37.217 |
| 40 | 10.743 | 1:39.403 |
| 33 | 10.819 | 1:39.175 |
| 62 | 11.138 | 1:39.575 |
| 41 | 16.885 | 1:42.049 |
| 63 | 17.954 | 1:43.343 |
| 8 | 19.167 | 1:42.252 |
| 115 | 20.120 | 1:42.315 |
| 15 | 20.355 | 1:41.673 |
| 59 | 22.594 | 1:41.552 |
| 72 | 26.990 | 1:46.688 |
| 5 | 27.409 | 1:45.272 |
| 7 | 28.565 | 1:46.494 |
| 27 | 29.988 | 1:45.639 |
| 333 | 35.190 | 1:48.320 |
| 16 | 35.258 | 1:50.681 |
| 114 | 37.057 | 1:50.263 |
| 228 | 39.704 | 1:52.990 |
| 501 | 39.938 | 1:52.433 |
| 32 | 43.756 | 1:48.472 |

LAP 3 @ 12:15:48.218

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 99 | | 1:33.626 |
| 1 | 2.541 | 1:34.773 |
| 10 | 10.628 | 1:36.752 |
| 33 | 13.841 | 1:36.648 |
| 62 | 15.637 | 1:38.125 |
| 40 | 15.685 | 1:38.568 |
| 41 | 24.077 | 1:40.818 |
| 8 | 26.312 | 1:40.771 |
| 63 | 26.954 | 1:42.626 |
| 15 | 27.759 | 1:41.030 |
| 115 | 28.489 | 1:41.995 |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

| | | |
|-----|--------|----------|
| 59 | 28.664 | 1:39.696 |
| 72 | 39.116 | 1:45.752 |
| 5 | 39.344 | 1:45.561 |
| 7 | 40.367 | 1:45.428 |
| 27 | 40.631 | 1:44.269 |
| 333 | 49.675 | 1:48.111 |
| 16 | 50.848 | 1:49.216 |
| 114 | 51.110 | 1:47.679 |
| 228 | 57.740 | 1:51.662 |
| 501 | 58.064 | 1:51.752 |
| 32 | 58.712 | 1:48.582 |

LAP 4 @ 12:17:21.557

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 99 | | 1:33.339 |
| 1 | 4.383 | 1:35.181 |
| 10 | 14.154 | 1:36.865 |
| 33 | 17.234 | 1:36.732 |
| 62 | 20.356 | 1:38.058 |
| 40 | 20.727 | 1:38.381 |
| 41 | 33.016 | 1:42.278 |
| 8 | 33.291 | 1:40.318 |
| 63 | 34.072 | 1:40.457 |
| 15 | 34.404 | 1:39.984 |
| 59 | 35.159 | 1:39.834 |
| 115 | 35.766 | 1:40.616 |
| 5 | 49.720 | 1:43.715 |
| 72 | 52.188 | 1:46.411 |
| 7 | 52.375 | 1:45.347 |
| 27 | 52.483 | 1:45.191 |
| 333 | 1:03.241 | 1:46.905 |
| 114 | 1:06.041 | 1:48.270 |
| 16 | 1:08.699 | 1:51.190 |
| 228 | 1:14.171 | 1:49.770 |
| 32 | 1:14.505 | 1:49.132 |
| 501 | 1:15.019 | 1:50.294 |

LAP 5 @ 12:18:54.658

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 99 | | 1:33.101 |
| 1 | 6.942 | 1:35.660 |
| 10 | 17.253 | 1:36.200 |
| 33 | 19.883 | 1:35.750 |
| 40 | 24.469 | 1:36.843 |
| 62 | 24.953 | 1:37.698 |
| 8 | 40.857 | 1:40.667 |
| 41 | 41.765 | 1:41.850 |
| 63 | 41.993 | 1:41.022 |
| 15 | 42.115 | 1:40.812 |
| 59 | 42.678 | 1:40.620 |
| 115 | 43.213 | 1:40.548 |
| 5 | 59.930 | 1:43.311 |
| 7 | 1:03.811 | 1:44.537 |
| 27 | 1:03.878 | 1:44.496 |
| 72 | 1:08.769 | 1:49.682 |
| 333 | 1:16.607 | 1:46.467 |
| 114 | 1:20.473 | 1:47.533 |
| 32 | 1:28.121 | 1:46.717 |
| 228 | 1:30.901 | 1:49.831 |
| 501 | 1:31.115 | 1:49.197 |

LAP 6 @ 12:20:28.211

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 99 | | 1:33.553 |
| 1 | 9.055 | 1:35.666 |
| 10 | 19.269 | 1:35.569 |
| 33 | 21.554 | 1:35.224 |
| 40 | 27.961 | 1:37.045 |
| 62 | 28.229 | 1:36.829 |
| 8 | 47.655 | 1:40.351 |
| 41 | 48.834 | 1:40.622 |
| 15 | 48.975 | 1:40.413 |
| 63 | 49.381 | 1:40.941 |
| 59 | 49.588 | 1:40.463 |
| 115 | 50.062 | 1:40.402 |
| 5 | 1:09.751 | 1:43.374 |
| 27 | 1:11.009 | 1:40.684 |
| 7 | 1:14.878 | 1:44.620 |
| 72 | 1:18.991 | 1:43.775 |
| 333 | 1:29.060 | 1:46.006 |
| 114 | 1:33.909 | 1:46.989 |

LAP 7 @ 12:22:02.524

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 99 | | 1:34.313 |
| 32 | 1 Lap | 1:43.864 |
| 1 | 11.648 | 1:36.906 |
| 228 | 1 Lap | 1:49.045 |
| 501 | 1 Lap | 1:49.091 |
| 10 | 20.953 | 1:35.997 |
| 33 | 22.382 | 1:35.141 |
| 40 | 30.006 | 1:36.358 |
| 62 | 30.543 | 1:36.627 |
| 8 | 53.941 | 1:40.599 |
| 15 | 55.795 | 1:41.133 |
| 41 | 56.595 | 1:42.074 |
| 59 | 56.719 | 1:41.444 |
| 63 | 57.098 | 1:42.030 |
| 115 | 57.207 | 1:41.458 |
| 5 | 1:18.074 | 1:42.636 |
| 27 | 1:18.567 | 1:41.871 |
| 7 | 1:25.082 | 1:44.517 |
| 72 | 1:25.831 | 1:41.153 |

LAP 8 @ 12:23:37.040

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 99 | | 1:34.516 |
| 333 | 1 Lap | 1:45.557 |
| 1 | 12.770 | 1:35.638 |
| 114 | 1 Lap | 1:47.754 |
| 32 | 1 Lap | 1:43.265 |
| 10 | 23.845 | 1:37.408 |
| 501 | 1 Lap | 1:46.740 |
| 33 | 24.668 | 1:36.802 |
| 228 | 1 Lap | 1:50.642 |
| 40 | 31.526 | 1:36.036 |
| 62 | 31.784 | 1:35.757 |
| 8 | 59.830 | 1:40.405 |
| 59 | 1:00.384 | 1:38.181 |
| 115 | 1:03.868 | 1:41.177 |
| 15 | 1:03.988 | 1:42.709 |
| 63 | 1:04.213 | 1:41.631 |
| 41 | 1:04.934 | 1:42.855 |
| 5 | 1:24.825 | 1:41.267 |

| | | |
|----|----------|----------|
| 27 | 1:26.391 | 1:42.340 |
| 72 | 1:32.046 | 1:40.731 |
| 7 | 1:34.713 | 1:44.147 |

Cadwell Park

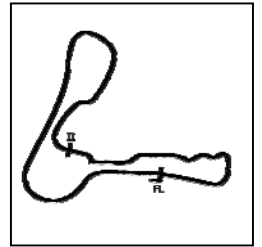
Circuit Length = 2.1800 miles

Start: 12:10 Flag 12:23 End: 12:25

Printed - 12:29 Sunday, 29 April 2018

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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 99 | | Anthony JOHNSON | | BMW - Bexhill gearboxes | | | |
|---------------------------|---------------|--------------------------|---------------------|-------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:32.951 | | BEST LAP TIME : 1:33.101 | | DIFFERENCE : 0.150 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 40.368 | 1:40.639 | 77.98 | 7.538 | 12:12:40.159 | |
| 2 - | 54.399 | 40.034 | 1:34.433 | 83.10 | 1.332 | 12:14:14.592 | |
| 3 - | 54.023 | 39.603 | 1:33.626 | 83.82 | 0.525 | 12:15:48.218 | |
| 4 - | 53.882 | 39.457 | 1:33.339 (2) | 84.08 | 0.238 | 12:17:21.557 | |
| 5 - | 53.494 | 39.607 | 1:33.101 (1) | 84.29 | | 12:18:54.658 | |
| 6 - | 53.663 | 39.890 | 1:33.553 (3) | 83.88 | 0.452 | 12:20:28.211 | |
| 7 - | 54.505 | 39.808 | 1:34.313 | 83.21 | 1.212 | 12:22:02.524 | |
| 8 - | 54.523 | 39.993 | 1:34.516 | 83.03 | 1.415 | 12:23:37.040 | |

| P2 1 | | Joe MORPHETT | | Yamaha - ASJ Racing | | | |
|---------------------------|---------------|--------------------------|---------------------|---------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:34.700 | | BEST LAP TIME : 1:34.773 | | DIFFERENCE : 0.073 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 40.272 | 1:41.340 | 77.44 | 6.567 | 12:12:40.860 | |
| 2 - | 54.694 | 40.432 | 1:35.126 (2) | 82.50 | 0.353 | 12:14:15.986 | |
| 3 - | 54.631 | 40.142 | 1:34.773 (1) | 82.80 | | 12:15:50.759 | |
| 4 - | 54.558 | 40.623 | 1:35.181 (3) | 82.45 | 0.408 | 12:17:25.940 | |
| 5 - | 55.160 | 40.500 | 1:35.660 | 82.04 | 0.887 | 12:19:01.600 | |
| 6 - | 55.041 | 40.625 | 1:35.666 | 82.03 | 0.893 | 12:20:37.266 | |
| 7 - | 54.907 | 41.999 | 1:36.906 | 80.98 | 2.133 | 12:22:14.172 | |
| 8 - | 54.730 | 40.908 | 1:35.638 | 82.06 | 0.865 | 12:23:49.810 | |

| P3 10 C | | Paul WILBY | | Yamaha - MOREMOTO | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:35.569 | | BEST LAP TIME : 1:35.569 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 41.128 | 1:45.357 | 74.49 | 9.788 | 12:12:44.877 | |
| 2 - | 56.181 | 41.036 | 1:37.217 | 80.72 | 1.648 | 12:14:22.094 | |
| 3 - | 56.043 | 40.709 | 1:36.752 | 81.11 | 1.183 | 12:15:58.846 | |
| 4 - | 56.064 | 40.801 | 1:36.865 | 81.02 | 1.296 | 12:17:35.711 | |
| 5 - | 55.713 | 40.487 | 1:36.200 (3) | 81.58 | 0.631 | 12:19:11.911 | |
| 6 - | 55.299 | 40.270 | 1:35.569 (1) | 82.11 | | 12:20:47.480 | |
| 7 - | 55.635 | 40.362 | 1:35.997 (2) | 81.75 | 0.428 | 12:22:23.477 | |
| 8 - | 56.035 | 41.373 | 1:37.408 | 80.56 | 1.839 | 12:24:00.885 | |

| P4 33 | | Michael NEEVES | | BMW - | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:35.141 | | BEST LAP TIME : 1:35.141 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 42.086 | 1:46.716 | 73.54 | 11.575 | 12:12:46.236 | |
| 2 - | 57.078 | 42.097 | 1:39.175 | 79.13 | 4.034 | 12:14:25.411 | |
| 3 - | 55.763 | 40.885 | 1:36.648 | 81.20 | 1.507 | 12:16:02.059 | |
| 4 - | 55.830 | 40.902 | 1:36.732 | 81.13 | 1.591 | 12:17:38.791 | |
| 5 - | 55.141 | 40.609 | 1:35.750 (3) | 81.96 | 0.609 | 12:19:14.541 | |
| 6 - | 54.874 | 40.350 | 1:35.224 (2) | 82.41 | 0.083 | 12:20:49.765 | |
| 7 - | 54.811 | 40.330 | 1:35.141 (1) | 82.48 | | 12:22:24.906 | |
| 8 - | 54.907 | 41.895 | 1:36.802 | 81.07 | 1.661 | 12:24:01.708 | |

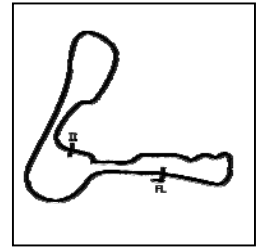
| P5 40 C | | Aiden PATMORE | | Kawasaki - SW Roofing | | | |
|---------------------------|---------------|--------------------------|---------------------|-----------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:36.036 | | BEST LAP TIME : 1:36.036 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 42.393 | 1:46.412 | 73.75 | 10.376 | 12:12:45.932 | |
| 2 - | 57.138 | 42.265 | 1:39.403 | 78.95 | 3.367 | 12:14:25.335 | |
| 3 - | 56.893 | 41.675 | 1:38.568 | 79.62 | 2.532 | 12:16:03.903 | |
| 4 - | 56.547 | 41.834 | 1:38.381 | 79.77 | 2.345 | 12:17:42.284 | |
| 5 - | 55.809 | 41.034 | 1:36.843 (3) | 81.03 | 0.807 | 12:19:19.127 | |
| 6 - | 55.796 | 41.249 | 1:37.045 | 80.87 | 1.009 | 12:20:56.172 | |
| 7 - | 55.502 | 40.856 | 1:36.358 (2) | 81.44 | 0.322 | 12:22:32.530 | |
| 8 - | 55.318 | 40.718 | 1:36.036 (1) | 81.72 | | 12:24:08.566 | |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 12:10 Flag 12:23 End: 12:25

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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

| P6 62 C | | Kevin SILVAIN | | Kawasaki - KSAUTOS | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:35.740 | | BEST LAP TIME : 1:35.757 | | DIFFERENCE : 0.017 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 42.388 | 1:46.635 | 73.59 | 10.878 | 12:12:46.155 | |
| 2 - | 57.592 | 41.983 | 1:39.575 | 78.81 | 3.818 | 12:14:25.730 | |
| 3 - | 56.760 | 41.365 | 1:38.125 | 79.98 | 2.368 | 12:16:03.855 | |
| 4 - | 56.625 | 41.433 | 1:38.058 | 80.03 | 2.301 | 12:17:41.913 | |
| 5 - | 56.590 | 41.108 | 1:37.698 | 80.32 | 1.941 | 12:19:19.611 | |
| 6 - | 56.094 | 40.735 | 1:36.829 (3) | 81.05 | 1.072 | 12:20:56.440 | |
| 7 - | 55.959 | 40.668 | 1:36.627 (2) | 81.22 | 0.870 | 12:22:33.067 | |
| 8 - | 55.072 | 40.685 | 1:35.757 (1) | 81.95 | | 12:24:08.824 | |

| P7 8 | | John COUGHLAN | | Aprilia - BIKERSWORLD | | | |
|---------------------------|---------------|--------------------------|---------------------|-----------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:40.048 | | BEST LAP TIME : 1:40.318 | | DIFFERENCE : 0.270 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 43.797 | 1:51.987 | 70.08 | 11.669 | 12:12:51.507 | |
| 2 - | 59.080 | 43.172 | 1:42.252 | 76.75 | 1.934 | 12:14:33.759 | |
| 3 - | 58.320 | 42.451 | 1:40.771 | 77.88 | 0.453 | 12:16:14.530 | |
| 4 - | 57.866 | 42.452 | 1:40.318 (1) | 78.23 | | 12:17:54.848 | |
| 5 - | 58.246 | 42.421 | 1:40.667 | 77.96 | 0.349 | 12:19:35.515 | |
| 6 - | 57.627 | 42.724 | 1:40.351 (2) | 78.20 | 0.033 | 12:21:15.866 | |
| 7 - | 58.015 | 42.584 | 1:40.599 | 78.01 | 0.281 | 12:22:56.465 | |
| 8 - | 57.718 | 42.687 | 1:40.405 (3) | 78.16 | 0.087 | 12:24:36.870 | |

| P8 59 | | David HEWSON | | BMW - Obsession Engineering Limited | | | |
|---------------------------|---------------|--------------------------|---------------------|-------------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:38.181 | | BEST LAP TIME : 1:38.181 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.842 | 1:56.114 | 67.58 | 17.933 | 12:12:55.634 | |
| 2 - | 59.150 | 42.402 | 1:41.552 | 77.28 | 3.371 | 12:14:37.186 | |
| 3 - | 57.604 | 42.092 | 1:39.696 (2) | 78.71 | 1.515 | 12:16:16.882 | |
| 4 - | 57.638 | 42.196 | 1:39.834 (3) | 78.61 | 1.653 | 12:17:56.716 | |
| 5 - | 57.971 | 42.649 | 1:40.620 | 77.99 | 2.439 | 12:19:37.336 | |
| 6 - | 58.042 | 42.421 | 1:40.463 | 78.11 | 2.282 | 12:21:17.799 | |
| 7 - | 58.041 | 43.403 | 1:41.444 | 77.36 | 3.263 | 12:22:59.243 | |
| 8 - | 56.895 | 41.286 | 1:38.181 (1) | 79.93 | | 12:24:37.424 | |

| P9 115 C | | Sam MCFARLANE | | Suzuki - Msg racing suzuki, performance technical | | | |
|---------------------------|---------------|--------------------------|---------------------|---|--------|---------------------|--|
| IDEAL LAP TIME : 1:39.940 | | BEST LAP TIME : 1:40.402 | | DIFFERENCE : 0.462 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.453 | 1:52.877 | 69.52 | 12.475 | 12:12:52.397 | |
| 2 - | 59.154 | 43.161 | 1:42.315 | 76.70 | 1.913 | 12:14:34.712 | |
| 3 - | 59.427 | 42.568 | 1:41.995 | 76.94 | 1.593 | 12:16:16.707 | |
| 4 - | 58.326 | 42.290 | 1:40.616 (3) | 78.00 | 0.214 | 12:17:57.323 | |
| 5 - | 57.650 | 42.898 | 1:40.548 (2) | 78.05 | 0.146 | 12:19:37.871 | |
| 6 - | 57.855 | 42.547 | 1:40.402 (1) | 78.16 | | 12:21:18.273 | |
| 7 - | 58.338 | 43.120 | 1:41.458 | 77.35 | 1.056 | 12:22:59.731 | |
| 8 - | 58.146 | 43.031 | 1:41.177 | 77.56 | 0.775 | 12:24:40.908 | |

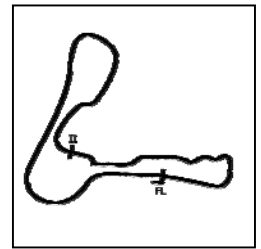
| P10 15 C | | Mariusz SIEMIENIUK-JUZIWIUK | | BMW - BELMONT AUTO SERVICE | | | |
|---------------------------|---------------|------------------------------------|---------------------|----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:39.984 | | BEST LAP TIME : 1:39.984 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.269 | 1:53.754 | 68.99 | 13.770 | 12:12:53.274 | |
| 2 - | 58.994 | 42.679 | 1:41.673 | 77.18 | 1.689 | 12:14:34.947 | |
| 3 - | 58.450 | 42.580 | 1:41.030 | 77.68 | 1.046 | 12:16:15.977 | |
| 4 - | 57.741 | 42.243 | 1:39.984 (1) | 78.49 | | 12:17:55.961 | |
| 5 - | 58.457 | 42.355 | 1:40.812 (3) | 77.84 | 0.828 | 12:19:36.773 | |
| 6 - | 58.002 | 42.411 | 1:40.413 (2) | 78.15 | 0.429 | 12:21:17.186 | |
| 7 - | 57.934 | 43.199 | 1:41.133 | 77.60 | 1.149 | 12:22:58.319 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 12:10 Flag 12:23 End: 12:25

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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

8 - 58.606 44.103 1:42.709 76.41 2.725 12:24:41.028

| | | | | | | |
|---------------------------|-----------|--------------------------|------------|--------------------|--|--|
| P11 | 63 | Nico CIPRIANO | Kawasaki - | | | |
| IDEAL LAP TIME : 1:39.917 | | BEST LAP TIME : 1:40.457 | | DIFFERENCE : 0.540 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|---------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 43.448 | 1:49.683 | 71.55 | 9.226 | 12:12:49.203 |
| 2 - | 1:00.170 | 43.173 | 1:43.343 | 75.94 | 2.886 | 12:14:32.546 |
| 3 - | 59.814 | 42.812 | 1:42.626 | 76.47 | 2.169 | 12:16:15.172 |
| 4 - | 58.301 | 42.156 | 1:40.457 (1) | 78.12 | | 12:17:55.629 |
| 5 - | 58.389 | 42.633 | 1:41.022 (3) | 77.68 | 0.565 | 12:19:36.651 |
| 6 - | 58.387 | 42.554 | 1:40.941 (2) | 77.74 | 0.484 | 12:21:17.592 |
| 7 - | 58.683 | 43.347 | 1:42.030 | 76.91 | 1.573 | 12:22:59.622 |
| 8 - | 57.761 | 43.870 | 1:41.631 | 77.22 | 1.174 | 12:24:41.253 |

| | | | | | | |
|---------------------------|-----------|--------------------------|----------------------------------|--------------------|--|--|
| P12 | 41 | David ABRAHAM | Kawasaki - Cambridge Motorcycles | | | |
| IDEAL LAP TIME : 1:40.570 | | BEST LAP TIME : 1:40.622 | | DIFFERENCE : 0.052 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|---------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 43.235 | 1:49.908 | 71.40 | 9.286 | 12:12:49.428 |
| 2 - | 58.945 | 43.104 | 1:42.049 | 76.90 | 1.427 | 12:14:31.477 |
| 3 - | 58.073 | 42.745 | 1:40.818 (2) | 77.84 | 0.196 | 12:16:12.295 |
| 4 - | 59.410 | 42.868 | 1:42.278 | 76.73 | 1.656 | 12:17:54.573 |
| 5 - | 58.978 | 42.872 | 1:41.850 (3) | 77.05 | 1.228 | 12:19:36.423 |
| 6 - | 58.125 | 42.497 | 1:40.622 (1) | 77.99 | | 12:21:17.045 |
| 7 - | 58.655 | 43.419 | 1:42.074 | 76.88 | 1.452 | 12:22:59.119 |
| 8 - | 59.197 | 43.658 | 1:42.855 | 76.30 | 2.233 | 12:24:41.974 |

| | | | | | | |
|---------------------------|----------|--------------------------|------------------------|--------------------|--|--|
| P13 | 5 | Kyle O'DONOVAN | Suzuki - Global Robots | | | |
| IDEAL LAP TIME : 1:41.267 | | BEST LAP TIME : 1:41.267 | | DIFFERENCE : 0.000 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|---------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 46.055 | 1:57.209 | 66.95 | 15.942 | 12:12:56.729 |
| 2 - | 1:01.022 | 44.250 | 1:45.272 | 74.55 | 4.005 | 12:14:42.001 |
| 3 - | 1:01.832 | 43.729 | 1:45.561 | 74.34 | 4.294 | 12:16:27.562 |
| 4 - | 1:00.464 | 43.251 | 1:43.715 | 75.66 | 2.448 | 12:18:11.277 |
| 5 - | 1:00.020 | 43.291 | 1:43.311 (3) | 75.96 | 2.044 | 12:19:54.588 |
| 6 - | 59.603 | 43.771 | 1:43.374 | 75.91 | 2.107 | 12:21:37.962 |
| 7 - | 59.339 | 43.297 | 1:42.636 (2) | 76.46 | 1.369 | 12:23:20.598 |
| 8 - | 58.099 | 43.168 | 1:41.267 (1) | 77.49 | | 12:25:01.865 |

| | | | | | | |
|---------------------------|-----------|--------------------------|--|--------------------|--|--|
| P14 | 27 | Dan COX | Yamaha - GWC Joinery LTD/ DC Paintworx | | | |
| IDEAL LAP TIME : 1:40.684 | | BEST LAP TIME : 1:40.684 | | DIFFERENCE : 0.000 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|------------|---------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 46.264 | 1:59.421 | 65.71 | 18.737 | 12:12:58.941 |
| 2 - | 1:02.081 | 43.558 | 1:45.639 | 74.29 | 4.955 | 12:14:44.580 |
| 3 - | 1:00.561 | 43.708 | 1:44.269 | 75.26 | 3.585 | 12:16:28.849 |
| 4 - | 1:00.958 | 44.233 | 1:45.191 | 74.60 | 4.507 | 12:18:14.040 |
| 5 - | 1:00.749 | 43.747 | 1:44.496 | 75.10 | 3.812 | 12:19:58.536 |
| 6 - | 58.485 | 42.199 | 1:40.684 (1) | 77.94 | | 12:21:39.220 |
| 7 - | 59.489 | 42.382 | 1:41.871 (2) | 77.03 | 1.187 | 12:23:21.091 |
| 8 - | 59.464 | 42.876 | 1:42.340 (3) | 76.68 | 1.656 | 12:25:03.431 |

| | | | | | | |
|---------------------------|-----------|--------------------------|----------|--------------------|--|--|
| P15 | 72 | Michael O'BRIEN | Yamaha - | | | |
| IDEAL LAP TIME : 1:40.421 | | BEST LAP TIME : 1:40.731 | | DIFFERENCE : 0.310 | | |

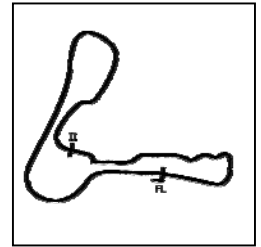
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|----------|----------|--------------|-------|--------|--------------|
| 1 - | | 45.100 | 1:55.374 | 68.02 | 14.643 | 12:12:54.894 |
| 2 - | 1:01.977 | 44.711 | 1:46.688 | 73.56 | 5.957 | 12:14:41.582 |
| 3 - | 1:01.943 | 43.809 | 1:45.752 | 74.21 | 5.021 | 12:16:27.334 |
| 4 - | 1:01.709 | 44.702 | 1:46.411 | 73.75 | 5.680 | 12:18:13.745 |
| 5 - | 1:03.788 | 45.894 | 1:49.682 | 71.55 | 8.951 | 12:20:03.427 |
| 6 - | 1:00.740 | 43.035 | 1:43.775 (3) | 75.62 | 3.044 | 12:21:47.202 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 12:10 Flag 12:23 End: 12:25

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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

| | | | | | | |
|-----|---------------|---------------|---------------------|--------------|-------|---------------------|
| 7 - | 59.108 | 42.045 | 1:41.153 (2) | 77.58 | 0.422 | 12:23:28.355 |
| 8 - | 58.376 | 42.355 | 1:40.731 (1) | 77.91 | | 12:25:09.086 |

| P16 | | 7 C | | John DAVIS | | Yamaha - | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:44.147 | | BEST LAP TIME : 1:44.147 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 46.537 | 1:57.143 | 66.99 | 12.996 | 12:12:56.663 | |
| 2 - | 1:01.733 | 44.761 | 1:46.494 | 73.69 | 2.347 | 12:14:43.157 | |
| 3 - | 1:01.018 | 44.410 | 1:45.428 | 74.44 | 1.281 | 12:16:28.585 | |
| 4 - | 1:00.784 | 44.563 | 1:45.347 | 74.49 | 1.200 | 12:18:13.932 | |
| 5 - | 1:00.393 | 44.144 | 1:44.537 (3) | 75.07 | 0.390 | 12:19:58.469 | |
| 6 - | 1:00.301 | 44.319 | 1:44.620 | 75.01 | 0.473 | 12:21:43.089 | |
| 7 - | 1:00.141 | 44.376 | 1:44.517 (2) | 75.08 | 0.370 | 12:23:27.606 | |
| 8 - | 1:00.133 | 44.014 | 1:44.147 (1) | 75.35 | | 12:25:11.753 | |

| P17 | | 333 C | | Andrew HOUGHTON | | Kawasaki - Greenham Kawasaki | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|------------------------------|--|
| IDEAL LAP TIME : 1:45.557 | | BEST LAP TIME : 1:45.557 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 46.966 | 2:01.942 | 64.35 | 16.385 | 12:13:01.462 | |
| 2 - | 1:02.078 | 46.242 | 1:48.320 | 72.45 | 2.763 | 12:14:49.782 | |
| 3 - | 1:01.989 | 46.122 | 1:48.111 | 72.59 | 2.554 | 12:16:37.893 | |
| 4 - | 1:01.286 | 45.619 | 1:46.905 | 73.41 | 1.348 | 12:18:24.798 | |
| 5 - | 1:00.937 | 45.530 | 1:46.467 (3) | 73.71 | 0.910 | 12:20:11.265 | |
| 6 - | 1:00.853 | 45.153 | 1:46.006 (2) | 74.03 | 0.449 | 12:21:57.271 | |
| 7 - | 1:00.507 | 45.050 | 1:45.557 (1) | 74.34 | | 12:23:42.828 | |

| P18 | | 114 C | | Ricky MARTIN | | Suzuki - T.B.R Performance | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|----------------------------|--|
| IDEAL LAP TIME : 1:46.554 | | BEST LAP TIME : 1:46.989 | | DIFFERENCE : 0.435 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 47.113 | 2:01.866 | 64.39 | 14.877 | 12:13:01.386 | |
| 2 - | 1:04.668 | 45.595 | 1:50.263 | 71.17 | 3.274 | 12:14:51.649 | |
| 3 - | 1:01.901 | 45.778 | 1:47.679 (3) | 72.88 | 0.690 | 12:16:39.328 | |
| 4 - | 1:02.680 | 45.590 | 1:48.270 | 72.48 | 1.281 | 12:18:27.598 | |
| 5 - | 1:02.567 | 44.966 | 1:47.533 (2) | 72.98 | 0.544 | 12:20:15.131 | |
| 6 - | 1:01.588 | 45.401 | 1:46.989 (1) | 73.35 | | 12:22:02.120 | |
| 7 - | 1:02.105 | 45.649 | 1:47.754 | 72.83 | 0.765 | 12:23:49.874 | |

| P19 | | 32 | | Martin MORRIS | | Kawasaki - Morris Racing, Resolve, S.R. Hobby | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---|--|
| IDEAL LAP TIME : 1:43.265 | | BEST LAP TIME : 1:43.265 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 47.185 | 2:10.356 | 60.20 | 27.091 | 12:13:09.876 | |
| 2 - | 1:03.964 | 44.508 | 1:48.472 | 72.35 | 5.207 | 12:14:58.348 | |
| 3 - | 1:02.399 | 46.183 | 1:48.582 | 72.27 | 5.317 | 12:16:46.930 | |
| 4 - | 1:02.934 | 46.198 | 1:49.132 | 71.91 | 5.867 | 12:18:36.062 | |
| 5 - | 1:01.611 | 45.106 | 1:46.717 (3) | 73.54 | 3.452 | 12:20:22.779 | |
| 6 - | 1:00.305 | 43.559 | 1:43.864 (2) | 75.56 | 0.599 | 12:22:06.643 | |
| 7 - | 1:00.183 | 43.082 | 1:43.265 (1) | 75.99 | | 12:23:49.908 | |

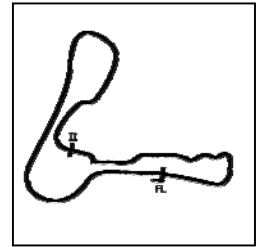
| P20 | | 501 C | | Steve MOSES | | Kawasaki - Gemini Property Group Ltd | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|--------------------------------------|--|
| IDEAL LAP TIME : 1:46.740 | | BEST LAP TIME : 1:46.740 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 47.159 | 2:02.577 | 64.02 | 15.837 | 12:13:02.097 | |
| 2 - | 1:05.344 | 47.089 | 1:52.433 | 69.80 | 5.693 | 12:14:54.530 | |
| 3 - | 1:05.391 | 46.361 | 1:51.752 | 70.22 | 5.012 | 12:16:46.282 | |
| 4 - | 1:03.997 | 46.297 | 1:50.294 | 71.15 | 3.554 | 12:18:36.576 | |
| 5 - | 1:03.396 | 45.801 | 1:49.197 (3) | 71.87 | 2.457 | 12:20:25.773 | |
| 6 - | 1:03.255 | 45.836 | 1:49.091 (2) | 71.94 | 2.351 | 12:22:14.864 | |
| 7 - | 1:02.200 | 44.540 | 1:46.740 (1) | 73.52 | | 12:24:01.604 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 12:10 Flag 12:23 End: 12:25

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - 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

| P21 228 C | | Clive EMERSON | | Honda - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.045 | | BEST LAP TIME : 1:49.045 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.665 | 2:01.786 | 64.44 | 12.741 | 12:13:01.306 |
| 2 - | 1:05.615 | 47.375 | 1:52.990 | 69.45 | 3.945 | 12:14:54.296 |
| 3 - | 1:05.069 | 46.593 | 1:51.662 | 70.28 | 2.617 | 12:16:45.958 |
| 4 - | 1:03.718 | 46.052 | 1:49.770 (2) | 71.49 | 0.725 | 12:18:35.728 |
| 5 - | 1:03.677 | 46.154 | 1:49.831 (3) | 71.45 | 0.786 | 12:20:25.559 |
| 6 - | 1:02.997 | 46.048 | 1:49.045 (1) | 71.97 | | 12:22:14.604 |
| 7 - | 1:03.772 | 46.870 | 1:50.642 | 70.93 | 1.597 | 12:24:05.246 |

| P22 16 | | Matthew WREN | | Aprilia - Broken Matt | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.216 | | BEST LAP TIME : 1:49.216 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.308 | 1:59.649 | 65.59 | 10.433 | 12:12:59.169 |
| 2 - | 1:03.626 | 47.055 | 1:50.681 (2) | 70.90 | 1.465 | 12:14:49.850 |
| 3 - | 1:03.171 | 46.045 | 1:49.216 (1) | 71.85 | | 12:16:39.066 |
| 4 - | 1:04.908 | 46.282 | 1:51.190 (3) | 70.58 | 1.974 | 12:18:30.256 |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 12:10 Flag 12:23 End: 12:25

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 6 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|--------------------|-----------------|-----|--------------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:32.951 | | |
| 1 | 99 | JOHNSON | 53.494 | 99 | JOHNSON | 39.457 | 1 | 99 | JOHNSON | 1:32.951 | 1:33.101 | 0.150 |
| 2 | 1 | MORPHETT | 54.558 | 1 | MORPHETT | 40.142 | 2 | 1 | MORPHETT | 1:34.700 | 1:34.773 | 0.073 |
| 3 | 33 | NEEVES | 54.811 | 10 | WILBY | 40.270 | 3 | 33 | NEEVES | 1:35.141 | 1:35.141 | 0.000 |
| 4 | 62 | SILVAIN | 55.072 | 33 | NEEVES | 40.330 | 4 | 10 | WILBY | 1:35.569 | 1:35.569 | 0.000 |
| 5 | 10 | WILBY | 55.299 | 62 | SILVAIN | 40.668 | 5 | 62 | SILVAIN | 1:35.740 | 1:35.757 | 0.017 |
| 6 | 40 | PATMORE | 55.318 | 40 | PATMORE | 40.718 | 6 | 40 | PATMORE | 1:36.036 | 1:36.036 | 0.000 |
| 7 | 59 | HEWSON | 56.895 | 59 | HEWSON | 41.286 | 7 | 59 | HEWSON | 1:38.181 | 1:38.181 | 0.000 |
| 8 | 8 | COUGHLAN | 57.627 | 72 | O'BRIEN | 42.045 | 8 | 63 | CIPRIANO | 1:39.917 | 1:40.457 | 0.540 |
| 9 | 115 | MCFARLANE | 57.650 | 63 | CIPRIANO | 42.156 | 9 | 115 | MCFARLANE | 1:39.940 | 1:40.402 | 0.462 |
| 10 | 15 | SIEMIENIUK-JUZWIUK | 57.741 | 27 | COX | 42.199 | 10 | 15 | SIEMIENIUK-JUZWIUK | 1:39.984 | 1:39.984 | 0.000 |
| 11 | 63 | CIPRIANO | 57.761 | 15 | SIEMIENIUK-JUZWIUK | 42.243 | 11 | 8 | COUGHLAN | 1:40.048 | 1:40.318 | 0.270 |
| 12 | 41 | ABRAHAM | 58.073 | 115 | MCFARLANE | 42.290 | 12 | 72 | O'BRIEN | 1:40.421 | 1:40.731 | 0.310 |
| 13 | 5 | O'DONOVAN | 58.099 | 8 | COUGHLAN | 42.421 | 13 | 41 | ABRAHAM | 1:40.570 | 1:40.622 | 0.052 |
| 14 | 72 | O'BRIEN | 58.376 | 41 | ABRAHAM | 42.497 | 14 | 27 | COX | 1:40.684 | 1:40.684 | 0.000 |
| 15 | 27 | COX | 58.485 | 32 | MORRIS | 43.082 | 15 | 5 | O'DONOVAN | 1:41.267 | 1:41.267 | 0.000 |
| 16 | 7 | DAVIS | 1:00.133 | 5 | O'DONOVAN | 43.168 | 16 | 32 | MORRIS | 1:43.265 | 1:43.265 | 0.000 |
| 17 | 32 | MORRIS | 1:00.183 | 7 | DAVIS | 44.014 | 17 | 7 | DAVIS | 1:44.147 | 1:44.147 | 0.000 |
| 18 | 333 | HOUGHTON | 1:00.507 | 501 | MOSES | 44.540 | 18 | 333 | HOUGHTON | 1:45.557 | 1:45.557 | 0.000 |
| 19 | 114 | MARTIN | 1:01.588 | 114 | MARTIN | 44.966 | 19 | 114 | MARTIN | 1:46.554 | 1:46.989 | 0.435 |
| 20 | 501 | MOSES | 1:02.200 | 333 | HOUGHTON | 45.050 | 20 | 501 | MOSES | 1:46.740 | 1:46.740 | 0.000 |
| 21 | 228 | EMERSON | 1:02.997 | 16 | WREN | 46.045 | 21 | 228 | EMERSON | 1:49.045 | 1:49.045 | 0.000 |
| 22 | 16 | WREN | 1:03.171 | 228 | EMERSON | 46.048 | 22 | 16 | WREN | 1:49.216 | 1:49.216 | 0.000 |
| 23 | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 12:10 Flag 12:23 End: 12:25

Results can be found at www.tsl-timing.com

Printed - 12:29 Sunday, 29 April 2018



Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 15 - GRID (8 Laps)

| | | | | | | | | | | | | | |
|--------|----|-----|-----------------|---------------|----------|------------------|----------------------------|---------------|----------|-------------|----------------|---------------|----------|
| ROW 11 | 31 | 171 | Phillip CROWE | 32 | 333 | Andrew HOUGHTON | 1:45.557 | 1 | | | | | |
| ROW 10 | | 28 | 45 | John GORDON | 29 | 119 | Andrew STOCKDALE | | 30 | 156 | Dave JACKSON | | |
| ROW 9 | 25 | 37 | Aldo MORELLO | 26 | 34 | Jeremy NICHOLSON | | 27 | 55 | Paul GARNER | | | |
| ROW 8 | | 22 | 3 | Colin PARKER | 23 | 154 | Michael WHISKER | | 24 | 200 | Scott HILLIARD | | |
| ROW 7 | 19 | 114 | Ricky MARTIN | 1:46.989 | 20 | 228 | Clive EMERSON | 1:49.045 | 21 | 16 | Matthew WREN | 1:49.216 | |
| ROW 6 | | 16 | 32 | Martin MORRIS | 1:43.265 | 17 | 7 | John DAVIS | 1:44.147 | 18 | 501 | Steve MOSES | 1:46.740 |
| ROW 5 | 13 | 27 | Dan COX | 1:40.684 | 14 | 72 | Michael O'BRIEN | 1:40.731 | 15 | 5 | Kyle O'DONOVAN | 1:41.267 | |
| ROW 4 | | 10 | 115 | Sam MCFARLANE | 1:40.402 | 11 | 63 | Nico CIPRIANO | 1:40.457 | 12 | 41 | David ABRAHAM | 1:40.622 |
| ROW 3 | 7 | 59 | David HEWSON | 1:38.181 | 8 | 15 | Mariusz SIEMIENIUK-JUZWIUK | 1:39.984 | 9 | 8 | John COUGHLAN | 1:40.318 | |
| ROW 2 | | 4 | 10 | Paul WILBY | 1:35.569 | 5 | 62 | Kevin SILVAIN | 1:35.757 | 6 | 40 | Aiden PATMORE | 1:36.036 |
| ROW 1 | 1 | 99 | Anthony JOHNSON | 1:33.101 | 2 | 1 | Joe MORPHETT | 1:34.773 | 3 | 33 | Michael NEEVES | 1:35.141 | |
| | | | Pole | | | | | | | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | |
|-------------------|--|--------------|
| Clerk Of Course : | | Timekeeper : |
|-------------------|--|--------------|

Results can be found at www.tsl-timing.com

Printed - 12:33 Sunday, 29 April 2018





Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 15 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|------------------------------|---|------|-----------|----------|--------|-------|----------|----|
| 1 | 99 | | 1 Anthony JOHNSON | BMW - Bexhill gearboxes | 7 | 10:58.378 | | | 83.44 | 1:32.638 | 6 |
| 2 | 1 | | 2 Joe MORPHETT | Yamaha - ASJ Racing | 7 | 11:04.285 | 5.907 | 5.907 | 82.70 | 1:33.293 | 3 |
| 3 | 33 | | 3 Michael NEEVES | BMW - | 7 | 11:20.968 | 22.590 | 16.683 | 80.67 | 1:36.054 | 6 |
| 4 | 3 | | 4 Colin PARKER | Yamaha - Global Robots | 7 | 11:24.142 | 25.764 | 3.174 | 80.29 | 1:34.972 | 7 |
| 5 | 40 | C | 1 Aiden PATMORE | Kawasaki - SW Roofing | 7 | 11:24.184 | 25.806 | 0.042 | 80.29 | 1:35.169 | 7 |
| 6 | 62 | C | 2 Kevin SILVAIN | Kawasaki - KSAUTOS | 7 | 11:36.297 | 37.919 | 12.113 | 78.89 | 1:37.927 | 7 |
| 7 | 59 | | 5 David HEWSON | BMW - Obsession Engineering Limited | 7 | 11:36.768 | 38.390 | 0.471 | 78.84 | 1:37.641 | 6 |
| 8 | 8 | | 6 John COUGHLAN | Aprilia - BIKERSWORLD | 7 | 11:50.258 | 51.880 | 13.490 | 77.34 | 1:39.599 | 6 |
| 9 | 115 | C | 3 Sam MCFARLANE | Suzuki - Msg racing suzuki, performance technical | 7 | 11:50.848 | 52.470 | 0.590 | 77.28 | 1:40.085 | 5 |
| 10 | 63 | | 7 Nico CIPRIANO | Kawasaki - | 7 | 11:50.947 | 52.569 | 0.099 | 77.27 | 1:39.240 | 6 |
| 11 | 37 | C | 4 Aldo MORELLO | Yamaha - Bitstocks & Reveal | 7 | 12:04.296 | 1:05.918 | 13.349 | 75.84 | 1:41.764 | 2 |
| 12 | 15 | C | 5 Mariusz SIEMIENIUK-JUZWIUK | BMW - BELMONT AUTO SERVICE | 7 | 12:04.365 | 1:05.987 | 0.069 | 75.84 | 1:41.489 | 3 |
| 13 | 41 | | 8 David ABRAHAM | Kawasaki - Cambridge Motorcycles | 7 | 12:04.898 | 1:06.520 | 0.533 | 75.78 | 1:39.895 | 6 |
| 14 | 200 | C | 6 Scott HILLIARD | Kawasaki - Team stallion | 7 | 12:07.080 | 1:08.702 | 2.182 | 75.55 | 1:38.826 | 6 |
| 15 | 27 | | 9 Dan COX | Yamaha - GWC Joinery LTD/ DC Paintworx | 7 | 12:07.610 | 1:09.232 | 0.530 | 75.50 | 1:41.516 | 7 |
| 16 | 5 | | 10 Kyle O'DONOVAN | Suzuki - Global Robots | 7 | 12:10.208 | 1:11.830 | 2.598 | 75.23 | 1:40.298 | 7 |
| 17 | 7 | C | 7 John DAVIS | Yamaha - | 7 | 12:15.924 | 1:17.546 | 5.716 | 74.64 | 1:43.661 | 2 |
| 18 | 34 | C | 8 Jeremy NICHOLSON | Yamaha - Freshwater Estates | 7 | 12:19.335 | 1:20.957 | 3.411 | 74.30 | 1:42.176 | 7 |
| 19 | 333 | C | 9 Andrew HOUGHTON | Kawasaki - Greenham Kawasaki | 7 | 12:19.772 | 1:21.394 | 0.437 | 74.26 | 1:42.947 | 6 |
| 20 | 154 | C | 10 Michael WHISKER | BMW - Soprema uk | 7 | 12:20.036 | 1:21.658 | 0.264 | 74.23 | 1:42.643 | 7 |
| 21 | 32 | | 11 Martin MORRIS | Kawasaki - Morris Racing, Resolve, S.R. Hobby | 7 | 12:20.188 | 1:21.810 | 0.152 | 74.21 | 1:42.591 | 7 |
| 22 | 72 | | 12 Michael O'BRIEN | Yamaha - | 7 | 12:23.217 | 1:24.839 | 3.029 | 73.91 | 1:41.706 | 5 |
| 23 | 228 | C | 11 Clive EMERSON | Honda - | 6 | 11:07.448 | 1 Lap | 1 Lap | 70.54 | 1:48.989 | 6 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|---|--------------|-----------------------|---|----------|--------|--------|-------|----------|---|
| DNF | 16 | | Matthew WREN | Aprilia - Broken Matt | 4 | 7:25.124 | 3 Laps | 2 Laps | 70.52 | 1:48.730 | 4 |
| DNF | 10 | C | Paul WILBY | Yamaha - MOREMOTO | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | | |
|----|---|--|-----------------|-------------------------|---|----------|--|-----------|------------|
| 99 | | | Anthony JOHNSON | BMW - Bexhill gearboxes | 6 | 1:32.638 | | 84.71 mph | 136.33 kph |
| 40 | C | | Aiden PATMORE | Kawasaki - SW Roofing | 7 | 1:35.169 | | 82.46 mph | 132.71 kph |

Class - 92.5% of Race Speed = 77.18 mph
 Class C - 92.5% of Race Speed = 74.26 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 17:18 Flag 17:29 End: 17:31

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 17:32 Sunday, 29 April 2018



Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 15 - LAP CHART

LAP 1 @ 17:20:38.704

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 99 | | 1:39.774 |
| 1 | 0.094 | 1:39.868 |
| 33 | 1.614 | 1:41.388 |
| 62 | 3.612 | 1:43.386 |
| 59 | 6.727 | 1:46.501 |
| 40 | 7.637 | 1:47.411 |
| 115 | 8.360 | 1:48.134 |
| 3 | 8.661 | 1:48.435 |
| 8 | 9.077 | 1:48.851 |
| 37 | 9.444 | 1:49.218 |
| 63 | 9.928 | 1:49.702 |
| 15 | 10.182 | 1:49.956 |
| 27 | 11.803 | 1:51.577 |
| 7 | 12.938 | 1:52.712 |
| 41 | 13.384 | 1:53.158 |
| 34 | 17.249 | 1:57.023 |
| 16 | 17.310 | 1:57.084 |
| 5 | 17.323 | 1:57.097 |
| 333 | 17.479 | 1:57.253 |
| 200 | 17.564 | 1:57.338 |
| 154 | 18.177 | 1:57.951 |
| 32 | 19.357 | 1:59.131 |
| 228 | 19.625 | 1:59.399 |
| 72 | 20.473 | 2:00.247 |

LAP 2 @ 17:22:12.584

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 99 | | 1:33.880 |
| 1 | 0.585 | 1:34.371 |
| 33 | 4.025 | 1:36.291 |
| 62 | 8.917 | 1:39.185 |
| 40 | 11.460 | 1:37.703 |
| 59 | 12.432 | 1:39.585 |
| 3 | 12.565 | 1:37.784 |
| 115 | 14.595 | 1:40.115 |
| 8 | 15.764 | 1:40.567 |
| 37 | 17.328 | 1:41.764 |
| 63 | 17.576 | 1:41.528 |
| 15 | 18.434 | 1:42.132 |
| 27 | 21.783 | 1:43.860 |
| 7 | 22.719 | 1:43.661 |
| 41 | 23.136 | 1:43.632 |
| 5 | 26.590 | 1:43.147 |
| 333 | 28.118 | 1:44.519 |
| 34 | 28.631 | 1:45.262 |
| 200 | 28.685 | 1:45.001 |
| 154 | 30.612 | 1:46.315 |
| 32 | 30.925 | 1:45.448 |
| 72 | 33.009 | 1:46.416 |
| 16 | 33.401 | 1:49.971 |
| 228 | 36.206 | 1:50.461 |

LAP 3 @ 17:23:45.784

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 99 | | 1:33.200 |
| 1 | 0.678 | 1:33.293 |
| 33 | 7.760 | 1:36.935 |
| 62 | 15.705 | 1:39.988 |
| 40 | 15.827 | 1:37.567 |
| 3 | 15.907 | 1:36.542 |
| 59 | 18.073 | 1:38.841 |

| | | |
|-----|--------|----------|
| 115 | 21.782 | 1:40.387 |
| 8 | 23.239 | 1:40.675 |
| 63 | 23.806 | 1:39.430 |
| 37 | 26.634 | 1:42.506 |
| 15 | 26.723 | 1:41.489 |
| 27 | 31.835 | 1:43.252 |
| 7 | 33.272 | 1:43.753 |
| 41 | 33.434 | 1:43.498 |
| 5 | 35.898 | 1:42.508 |
| 200 | 38.633 | 1:43.148 |
| 333 | 38.777 | 1:43.859 |
| 34 | 39.186 | 1:43.755 |
| 154 | 40.257 | 1:42.845 |
| 32 | 40.870 | 1:43.145 |
| 72 | 43.525 | 1:43.716 |
| 16 | 49.540 | 1:49.339 |
| 228 | 52.778 | 1:49.772 |

LAP 4 @ 17:25:18.494

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 99 | | 1:32.710 |
| 1 | 1.576 | 1:33.608 |
| 33 | 12.110 | 1:37.060 |
| 40 | 18.856 | 1:35.739 |
| 3 | 19.164 | 1:35.967 |
| 62 | 21.874 | 1:38.879 |
| 59 | 23.664 | 1:38.301 |
| 115 | 30.113 | 1:41.041 |
| 8 | 31.329 | 1:40.800 |
| 63 | 31.879 | 1:40.783 |
| 15 | 36.462 | 1:42.449 |
| 37 | 36.471 | 1:42.547 |
| 27 | 42.139 | 1:43.014 |
| 41 | 42.553 | 1:41.829 |
| 7 | 44.278 | 1:43.716 |
| 5 | 44.935 | 1:41.747 |
| 200 | 45.023 | 1:39.100 |
| 333 | 50.257 | 1:44.190 |
| 34 | 50.634 | 1:44.158 |
| 154 | 50.860 | 1:43.313 |
| 32 | 51.031 | 1:42.871 |
| 72 | 53.963 | 1:43.148 |
| 16 | 1:05.560 | 1:48.730 |
| 228 | 1:09.788 | 1:49.720 |

LAP 5 @ 17:26:51.190

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 99 | | 1:32.696 |
| 1 | 2.630 | 1:33.750 |
| 33 | 16.160 | 1:36.746 |
| 40 | 21.377 | 1:35.217 |
| 3 | 21.803 | 1:35.335 |
| 62 | 27.489 | 1:38.311 |
| 59 | 28.641 | 1:37.673 |
| 115 | 37.502 | 1:40.085 |
| 8 | 38.381 | 1:39.748 |
| 63 | 39.062 | 1:39.879 |
| 15 | 46.016 | 1:42.250 |
| 37 | 46.335 | 1:42.560 |
| 41 | 49.936 | 1:40.079 |
| 27 | 52.080 | 1:42.637 |
| 7 | 55.623 | 1:44.041 |
| 200 | 55.670 | 1:43.343 |
| 5 | 55.971 | 1:43.732 |

| | | |
|-----|----------|----------|
| 333 | 1:01.443 | 1:43.882 |
| 34 | 1:01.704 | 1:43.766 |
| 154 | 1:01.991 | 1:43.827 |
| 32 | 1:02.304 | 1:43.969 |
| 72 | 1:02.973 | 1:41.706 |
| 228 | 1:26.199 | 1:49.107 |

LAP 6 @ 17:28:23.828

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 99 | | 1:32.638 |
| 1 | 3.915 | 1:33.923 |
| 33 | 19.576 | 1:36.054 |
| 40 | 24.117 | 1:35.378 |
| 3 | 24.272 | 1:35.107 |
| 62 | 33.472 | 1:38.621 |
| 59 | 33.644 | 1:37.641 |
| 115 | 45.108 | 1:40.244 |
| 8 | 45.342 | 1:39.599 |
| 63 | 45.664 | 1:39.240 |
| 15 | 56.106 | 1:42.728 |
| 37 | 56.398 | 1:42.701 |
| 41 | 57.193 | 1:39.895 |
| 27 | 1:01.196 | 1:41.754 |
| 200 | 1:01.858 | 1:38.826 |
| 5 | 1:05.012 | 1:41.679 |
| 7 | 1:07.100 | 1:44.115 |
| 333 | 1:11.752 | 1:42.947 |
| 34 | 1:12.261 | 1:43.195 |
| 154 | 1:12.495 | 1:43.142 |
| 32 | 1:12.699 | 1:43.033 |
| 72 | 1:13.294 | 1:42.959 |

LAP 7 @ 17:29:57.308

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 99 | | 1:33.480 |
| 1 | 5.907 | 1:35.472 |
| 228 | 1 Lap | 1:48.989 |
| 33 | 22.590 | 1:36.494 |
| 3 | 25.764 | 1:34.972 |
| 40 | 25.806 | 1:35.169 |
| 62 | 37.919 | 1:37.927 |
| 59 | 38.390 | 1:38.226 |
| 8 | 51.880 | 1:40.018 |
| 115 | 52.470 | 1:40.842 |
| 63 | 52.569 | 1:40.385 |
| 37 | 1:05.918 | 1:43.000 |
| 15 | 1:05.987 | 1:43.361 |
| 41 | 1:06.520 | 1:42.807 |
| 200 | 1:08.702 | 1:40.324 |
| 27 | 1:09.232 | 1:41.516 |
| 5 | 1:11.830 | 1:40.298 |
| 7 | 1:17.546 | 1:43.926 |
| 34 | 1:20.957 | 1:42.176 |
| 333 | 1:21.394 | 1:43.122 |
| 154 | 1:21.658 | 1:42.643 |
| 32 | 1:21.810 | 1:42.591 |
| 72 | 1:24.839 | 1:45.025 |

Weather / Track : Cloudy / Dry

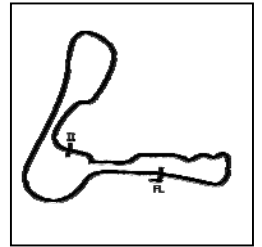
Results can be found at www.tsl-timing.com

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:18 Flag 17:29 End: 17:31

Printed - 17:35 Sunday, 29 April 2018

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 15 - 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 99 | | Anthony JOHNSON | | BMW - Bexhill gearboxes | | |
|---------------------------|---------------|--------------------------|---------------------|-------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:32.374 | | BEST LAP TIME : 1:32.638 | | DIFFERENCE : 0.264 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 40.241 | 1:39.774 | 78.65 | 7.136 | 17:20:38.704 |
| 2 - | 54.514 | 39.366 | 1:33.880 | 83.59 | 1.242 | 17:22:12.584 |
| 3 - | 53.860 | 39.340 | 1:33.200 | 84.20 | 0.562 | 17:23:45.784 |
| 4 - | 53.712 | 38.998 | 1:32.710 (3) | 84.65 | 0.072 | 17:25:18.494 |
| 5 - | 53.511 | 39.185 | 1:32.696 (2) | 84.66 | 0.058 | 17:26:51.190 |
| 6 - | 53.376 | 39.262 | 1:32.638 (1) | 84.71 | | 17:28:23.828 |
| 7 - | 54.011 | 39.469 | 1:33.480 | 83.95 | 0.842 | 17:29:57.308 |

| P2 1 | | Joe MORPHETT | | Yamaha - ASJ Racing | | |
|---------------------------|---------------|--------------------------|---------------------|---------------------|-------|---------------------|
| IDEAL LAP TIME : 1:33.225 | | BEST LAP TIME : 1:33.293 | | DIFFERENCE : 0.068 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 40.185 | 1:39.868 | 78.58 | 6.575 | 17:20:38.798 |
| 2 - | 54.697 | 39.674 | 1:34.371 | 83.16 | 1.078 | 17:22:13.169 |
| 3 - | 53.819 | 39.474 | 1:33.293 (1) | 84.12 | | 17:23:46.462 |
| 4 - | 53.995 | 39.613 | 1:33.608 (2) | 83.83 | 0.315 | 17:25:20.070 |
| 5 - | 53.751 | 39.999 | 1:33.750 (3) | 83.71 | 0.457 | 17:26:53.820 |
| 6 - | 53.848 | 40.075 | 1:33.923 | 83.55 | 0.630 | 17:28:27.743 |
| 7 - | 54.411 | 41.061 | 1:35.472 | 82.20 | 2.179 | 17:30:03.215 |

| P3 33 | | Michael NEEVES | | BMW - | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:36.054 | | BEST LAP TIME : 1:36.054 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 40.852 | 1:41.388 | 77.40 | 5.334 | 17:20:40.318 |
| 2 - | 55.498 | 40.793 | 1:36.291 (2) | 81.50 | 0.237 | 17:22:16.609 |
| 3 - | 55.862 | 41.073 | 1:36.935 | 80.96 | 0.881 | 17:23:53.544 |
| 4 - | 56.043 | 41.017 | 1:37.060 | 80.85 | 1.006 | 17:25:30.604 |
| 5 - | 55.713 | 41.033 | 1:36.746 | 81.12 | 0.692 | 17:27:07.350 |
| 6 - | 55.471 | 40.583 | 1:36.054 (1) | 81.70 | | 17:28:43.404 |
| 7 - | 55.649 | 40.845 | 1:36.494 (3) | 81.33 | 0.440 | 17:30:19.898 |

| P4 3 | | Colin PARKER | | Yamaha - Global Robots | | |
|---------------------------|---------------|--------------------------|---------------------|------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:34.972 | | BEST LAP TIME : 1:34.972 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 42.919 | 1:48.435 | 72.37 | 13.463 | 17:20:47.365 |
| 2 - | 56.555 | 41.229 | 1:37.784 | 80.25 | 2.812 | 17:22:25.149 |
| 3 - | 55.652 | 40.890 | 1:36.542 | 81.29 | 1.570 | 17:24:01.691 |
| 4 - | 55.409 | 40.558 | 1:35.967 | 81.77 | 0.995 | 17:25:37.658 |
| 5 - | 54.992 | 40.343 | 1:35.335 (3) | 82.32 | 0.363 | 17:27:12.993 |
| 6 - | 55.056 | 40.051 | 1:35.107 (2) | 82.51 | 0.135 | 17:28:48.100 |
| 7 - | 54.946 | 40.026 | 1:34.972 (1) | 82.63 | | 17:30:23.072 |

| P5 40 C | | Aiden PATMORE | | Kawasaki - SW Roofing | | |
|---------------------------|---------------|--------------------------|---------------------|-----------------------|--------|---------------------|
| IDEAL LAP TIME : 1:34.846 | | BEST LAP TIME : 1:35.169 | | DIFFERENCE : 0.323 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 42.383 | 1:47.411 | 73.06 | 12.242 | 17:20:46.341 |
| 2 - | 56.466 | 41.237 | 1:37.703 | 80.32 | 2.534 | 17:22:24.044 |
| 3 - | 55.881 | 41.686 | 1:37.567 | 80.43 | 2.398 | 17:24:01.611 |
| 4 - | 55.204 | 40.535 | 1:35.739 | 81.97 | 0.570 | 17:25:37.350 |
| 5 - | 54.529 | 40.688 | 1:35.217 (2) | 82.42 | 0.048 | 17:27:12.567 |
| 6 - | 55.061 | 40.317 | 1:35.378 (3) | 82.28 | 0.209 | 17:28:47.945 |
| 7 - | 54.844 | 40.325 | 1:35.169 (1) | 82.46 | | 17:30:23.114 |

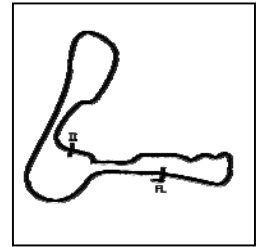
| P6 62 C | | Kevin SILVAIN | | Kawasaki - KSAUTOS | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:37.773 | | BEST LAP TIME : 1:37.927 | | DIFFERENCE : 0.154 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 42.383 | 1:47.411 | 73.06 | 12.242 | 17:20:46.341 |
| 2 - | 56.466 | 41.237 | 1:37.703 | 80.32 | 2.534 | 17:22:24.044 |
| 3 - | 55.881 | 41.686 | 1:37.567 | 80.43 | 2.398 | 17:24:01.611 |
| 4 - | 55.204 | 40.535 | 1:35.739 | 81.97 | 0.570 | 17:25:37.350 |
| 5 - | 54.529 | 40.688 | 1:35.217 (2) | 82.42 | 0.048 | 17:27:12.567 |
| 6 - | 55.061 | 40.317 | 1:35.378 (3) | 82.28 | 0.209 | 17:28:47.945 |
| 7 - | 54.844 | 40.325 | 1:35.169 (1) | 82.46 | | 17:30:23.114 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:18 Flag 17:29 End: 17:31

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 15 - 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

| | | | | | | |
|-----|---------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 41.262 | 1:43.386 | 75.90 | 5.459 | 17:20:42.316 |
| 2 - | 57.578 | 41.607 | 1:39.185 | 79.12 | 1.258 | 17:22:21.501 |
| 3 - | 58.140 | 41.848 | 1:39.988 | 78.49 | 2.061 | 17:24:01.489 |
| 4 - | 57.290 | 41.589 | 1:38.879 | 79.37 | 0.952 | 17:25:40.368 |
| 5 - | 56.804 | 41.507 | 1:38.311 (2) | 79.82 | 0.384 | 17:27:18.679 |
| 6 - | 57.086 | 41.535 | 1:38.621 (3) | 79.57 | 0.694 | 17:28:57.300 |
| 7 - | 56.511 | 41.416 | 1:37.927 (1) | 80.14 | | 17:30:35.227 |

| P7 59 | | David HEWSON | | BMW - Obsession Engineering Limited | | | |
|---------------------------|---------------|--------------------------|---------------------|-------------------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:37.502 | | BEST LAP TIME : 1:37.641 | | DIFFERENCE : 0.139 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 42.385 | 1:46.501 | 73.68 | 8.860 | 17:20:45.431 | |
| 2 - | 57.849 | 41.736 | 1:39.585 | 78.80 | 1.944 | 17:22:25.016 | |
| 3 - | 57.123 | 41.718 | 1:38.841 | 79.40 | 1.200 | 17:24:03.857 | |
| 4 - | 56.799 | 41.502 | 1:38.301 | 79.83 | 0.660 | 17:25:42.158 | |
| 5 - | 56.506 | 41.167 | 1:37.673 (2) | 80.35 | 0.032 | 17:27:19.831 | |
| 6 - | 56.335 | 41.306 | 1:37.641 (1) | 80.37 | | 17:28:57.472 | |
| 7 - | 56.836 | 41.390 | 1:38.226 (3) | 79.89 | 0.585 | 17:30:35.698 | |

| P8 8 | | John COUGHLAN | | Aprilia - BIKERSWORLD | | | |
|---------------------------|---------------|--------------------------|---------------------|-----------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:39.481 | | BEST LAP TIME : 1:39.599 | | DIFFERENCE : 0.118 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.106 | 1:48.851 | 72.09 | 9.252 | 17:20:47.781 | |
| 2 - | 57.984 | 42.583 | 1:40.567 | 78.03 | 0.968 | 17:22:28.348 | |
| 3 - | 58.190 | 42.485 | 1:40.675 | 77.95 | 1.076 | 17:24:09.023 | |
| 4 - | 58.267 | 42.533 | 1:40.800 | 77.85 | 1.201 | 17:25:49.823 | |
| 5 - | 57.416 | 42.332 | 1:39.748 (2) | 78.67 | 0.149 | 17:27:29.571 | |
| 6 - | 57.534 | 42.065 | 1:39.599 (1) | 78.79 | | 17:29:09.170 | |
| 7 - | 57.722 | 42.296 | 1:40.018 (3) | 78.46 | 0.419 | 17:30:49.188 | |

| P9 115 C | | Sam MCFARLANE | | Suzuki - Msg racing suzuki, performance technical | | | |
|---------------------------|---------------|--------------------------|---------------------|---|-------|---------------------|--|
| IDEAL LAP TIME : 1:39.743 | | BEST LAP TIME : 1:40.085 | | DIFFERENCE : 0.342 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 42.798 | 1:48.134 | 72.57 | 8.049 | 17:20:47.064 | |
| 2 - | 57.976 | 42.139 | 1:40.115 (2) | 78.39 | 0.030 | 17:22:27.179 | |
| 3 - | 58.279 | 42.108 | 1:40.387 | 78.17 | 0.302 | 17:24:07.566 | |
| 4 - | 58.206 | 42.835 | 1:41.041 | 77.67 | 0.956 | 17:25:48.607 | |
| 5 - | 58.318 | 41.767 | 1:40.085 (1) | 78.41 | | 17:27:28.692 | |
| 6 - | 58.024 | 42.220 | 1:40.244 (3) | 78.28 | 0.159 | 17:29:08.936 | |
| 7 - | 58.510 | 42.332 | 1:40.842 | 77.82 | 0.757 | 17:30:49.778 | |

| P10 63 | | Nico CIPRIANO | | Kawasaki - | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:38.722 | | BEST LAP TIME : 1:39.240 | | DIFFERENCE : 0.518 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 42.897 | 1:49.702 | 71.53 | 10.462 | 17:20:48.632 | |
| 2 - | 58.624 | 42.904 | 1:41.528 | 77.29 | 2.288 | 17:22:30.160 | |
| 3 - | 57.785 | 41.645 | 1:39.430 (2) | 78.93 | 0.190 | 17:24:09.590 | |
| 4 - | 58.062 | 42.721 | 1:40.783 | 77.87 | 1.543 | 17:25:50.373 | |
| 5 - | 57.288 | 42.591 | 1:39.879 (3) | 78.57 | 0.639 | 17:27:30.252 | |
| 6 - | 57.077 | 42.163 | 1:39.240 (1) | 79.08 | | 17:29:09.492 | |
| 7 - | 58.164 | 42.221 | 1:40.385 | 78.17 | 1.145 | 17:30:49.877 | |

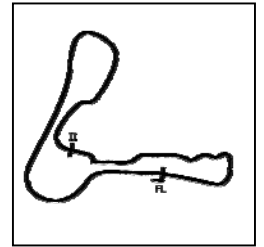
| P11 37 C | | Aldo MORELLO | | Yamaha - Bitstocks & Reveal | | | |
|---------------------------|---------------|--------------------------|---------------------|-----------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:41.220 | | BEST LAP TIME : 1:41.764 | | DIFFERENCE : 0.544 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 42.718 | 1:49.218 | 71.85 | 7.454 | 17:20:48.148 | |
| 2 - | 58.502 | 43.262 | 1:41.764 (1) | 77.12 | | 17:22:29.912 | |
| 3 - | 59.203 | 43.303 | 1:42.506 (2) | 76.56 | 0.742 | 17:24:12.418 | |
| 4 - | 59.235 | 43.312 | 1:42.547 (3) | 76.53 | 0.783 | 17:25:54.965 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:18 Flag 17:29 End: 17:31

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 15 - 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

| | | | | | | |
|-----|--------|--------|----------|-------|-------|--------------|
| 5 - | 59.311 | 43.249 | 1:42.560 | 76.52 | 0.796 | 17:27:37.525 |
| 6 - | 59.183 | 43.518 | 1:42.701 | 76.41 | 0.937 | 17:29:20.226 |
| 7 - | 59.278 | 43.722 | 1:43.000 | 76.19 | 1.236 | 17:31:03.226 |

| P12 15 C | | Mariusz SIEMIENIUK-JUZWIUK | | BMW - BELMONT AUTO SERVICE | | |
|---------------------------|---------------|-----------------------------------|---------------------|----------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:41.084 | | BEST LAP TIME : 1:41.489 | | DIFFERENCE : 0.405 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 42.694 | 1:49.956 | 71.37 | 8.467 | 17:20:48.886 |
| 2 - | 58.966 | 43.166 | 1:42.132 (2) | 76.84 | 0.643 | 17:22:31.018 |
| 3 - | 58.390 | 43.099 | 1:41.489 (1) | 77.32 | | 17:24:12.507 |
| 4 - | 59.553 | 42.896 | 1:42.449 | 76.60 | 0.960 | 17:25:54.956 |
| 5 - | 58.621 | 43.629 | 1:42.250 (3) | 76.75 | 0.761 | 17:27:37.206 |
| 6 - | 59.143 | 43.585 | 1:42.728 | 76.39 | 1.239 | 17:29:19.934 |
| 7 - | 59.891 | 43.470 | 1:43.361 | 75.92 | 1.872 | 17:31:03.295 |

| P13 41 | | David ABRAHAM | | Kawasaki - Cambridge Motorcycles | | |
|------------------|----------|--------------------------|---------------------|----------------------------------|--------|---------------------|
| IDEAL LAP TIME : | | BEST LAP TIME : 1:39.895 | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 1:53.158 | 69.35 | 13.263 | 17:20:52.088 |
| 2 - | | | 1:43.632 | 75.73 | 3.737 | 17:22:35.720 |
| 3 - | | | 1:43.498 | 75.82 | 3.603 | 17:24:19.218 |
| 4 - | | | 1:41.829 (3) | 77.07 | 1.934 | 17:26:01.047 |
| 5 - | | | 1:40.079 (2) | 78.41 | 0.184 | 17:27:41.126 |
| 6 - | | | 1:39.895 (1) | 78.56 | | 17:29:21.021 |
| 7 - | | | 1:42.807 | 76.33 | 2.912 | 17:31:03.828 |

| P14 200 C | | Scott HILLIARD | | Kawasaki - Team stallion | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:38.802 | | BEST LAP TIME : 1:38.826 | | DIFFERENCE : 0.024 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.465 | 1:57.338 | 66.88 | 18.512 | 17:20:56.268 |
| 2 - | 1:01.598 | 43.403 | 1:45.001 | 74.74 | 6.175 | 17:22:41.269 |
| 3 - | 58.952 | 44.196 | 1:43.148 | 76.08 | 4.322 | 17:24:24.417 |
| 4 - | 57.440 | 41.660 | 1:39.100 (2) | 79.19 | 0.274 | 17:26:03.517 |
| 5 - | 59.211 | 44.132 | 1:43.343 | 75.94 | 4.517 | 17:27:46.860 |
| 6 - | 57.142 | 41.684 | 1:38.826 (1) | 79.41 | | 17:29:25.686 |
| 7 - | 58.592 | 41.732 | 1:40.324 (3) | 78.22 | 1.498 | 17:31:06.010 |

| P15 27 | | Dan COX | | Yamaha - GWC Joinery LTD/ DC Paintworx | | |
|---------------------------|---------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 1:41.516 | | BEST LAP TIME : 1:41.516 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.374 | 1:51.577 | 70.33 | 10.061 | 17:20:50.507 |
| 2 - | 1:00.850 | 43.010 | 1:43.860 | 75.56 | 2.344 | 17:22:34.367 |
| 3 - | 1:00.355 | 42.897 | 1:43.252 | 76.00 | 1.736 | 17:24:17.619 |
| 4 - | 1:00.337 | 42.677 | 1:43.014 | 76.18 | 1.498 | 17:26:00.633 |
| 5 - | 59.935 | 42.702 | 1:42.637 (3) | 76.46 | 1.121 | 17:27:43.270 |
| 6 - | 59.409 | 42.345 | 1:41.754 (2) | 77.12 | 0.238 | 17:29:25.024 |
| 7 - | 59.289 | 42.227 | 1:41.516 (1) | 77.30 | | 17:31:06.540 |

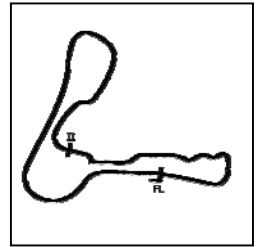
| P16 5 | | Kyle O'DONOVAN | | Suzuki - Global Robots | | |
|---------------------------|---------------|--------------------------|---------------------|------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:40.208 | | BEST LAP TIME : 1:40.298 | | DIFFERENCE : 0.090 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.040 | 1:57.097 | 67.02 | 16.799 | 17:20:56.027 |
| 2 - | 59.871 | 43.276 | 1:43.147 | 76.08 | 2.849 | 17:22:39.174 |
| 3 - | 59.533 | 42.975 | 1:42.508 | 76.56 | 2.210 | 17:24:21.682 |
| 4 - | 58.971 | 42.776 | 1:41.747 (3) | 77.13 | 1.449 | 17:26:03.429 |
| 5 - | 59.639 | 44.093 | 1:43.732 | 75.65 | 3.434 | 17:27:47.161 |
| 6 - | 59.244 | 42.435 | 1:41.679 (2) | 77.18 | 1.381 | 17:29:28.840 |
| 7 - | 57.773 | 42.525 | 1:40.298 (1) | 78.24 | | 17:31:09.138 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:18 Flag 17:29 End: 17:31

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 15 - 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

| P17 | | 7 C | | John DAVIS | | Yamaha - | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:43.204 | | BEST LAP TIME : 1:43.661 | | DIFFERENCE : 0.457 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.264 | 1:52.712 | 69.62 | 9.051 | 17:20:51.642 | |
| 2 - | 1:00.152 | 43.509 | 1:43.661 (1) | 75.70 | | 17:22:35.303 | |
| 3 - | 59.785 | 43.968 | 1:43.753 (3) | 75.64 | 0.092 | 17:24:19.056 | |
| 4 - | 59.706 | 44.010 | 1:43.716 (2) | 75.66 | 0.055 | 17:26:02.772 | |
| 5 - | 59.849 | 44.192 | 1:44.041 | 75.43 | 0.380 | 17:27:46.813 | |
| 6 - | 1:00.134 | 43.981 | 1:44.115 | 75.37 | 0.454 | 17:29:30.928 | |
| 7 - | 59.695 | 44.231 | 1:43.926 | 75.51 | 0.265 | 17:31:14.854 | |

| P18 | | 34 C | | Jeremy NICHOLSON | | Yamaha - Freshwater Estates | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|-----------------------------|--|
| IDEAL LAP TIME : 1:42.176 | | BEST LAP TIME : 1:42.176 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 46.381 | 1:57.023 | 67.06 | 14.847 | 17:20:55.953 | |
| 2 - | 1:01.757 | 43.505 | 1:45.262 | 74.55 | 3.086 | 17:22:41.215 | |
| 3 - | 1:00.159 | 43.596 | 1:43.755 (3) | 75.64 | 1.579 | 17:24:24.970 | |
| 4 - | 1:00.023 | 44.135 | 1:44.158 | 75.34 | 1.982 | 17:26:09.128 | |
| 5 - | 1:00.055 | 43.711 | 1:43.766 | 75.63 | 1.590 | 17:27:52.894 | |
| 6 - | 59.880 | 43.315 | 1:43.195 (2) | 76.05 | 1.019 | 17:29:36.089 | |
| 7 - | 58.894 | 43.282 | 1:42.176 (1) | 76.80 | | 17:31:18.265 | |

| P19 | | 333 C | | Andrew HOUGHTON | | Kawasaki - Greenham Kawasaki | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|------------------------------|--|
| IDEAL LAP TIME : 1:42.744 | | BEST LAP TIME : 1:42.947 | | DIFFERENCE : 0.203 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 45.785 | 1:57.253 | 66.93 | 14.306 | 17:20:56.183 | |
| 2 - | 1:00.692 | 43.827 | 1:44.519 | 75.08 | 1.572 | 17:22:40.702 | |
| 3 - | 59.348 | 44.511 | 1:43.859 (3) | 75.56 | 0.912 | 17:24:24.561 | |
| 4 - | 1:00.098 | 44.092 | 1:44.190 | 75.32 | 1.243 | 17:26:08.751 | |
| 5 - | 1:00.040 | 43.842 | 1:43.882 | 75.54 | 0.935 | 17:27:52.633 | |
| 6 - | 59.305 | 43.642 | 1:42.947 (1) | 76.23 | | 17:29:35.580 | |
| 7 - | 59.102 | 44.020 | 1:43.122 (2) | 76.10 | 0.175 | 17:31:18.702 | |

| P20 | | 154 C | | Michael WHISKER | | BMW - Soprema uk | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:42.472 | | BEST LAP TIME : 1:42.643 | | DIFFERENCE : 0.171 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 45.643 | 1:57.951 | 66.53 | 15.308 | 17:20:56.881 | |
| 2 - | 1:02.182 | 44.133 | 1:46.315 | 73.81 | 3.672 | 17:22:43.196 | |
| 3 - | 59.436 | 43.409 | 1:42.845 (2) | 76.30 | 0.202 | 17:24:26.041 | |
| 4 - | 59.472 | 43.841 | 1:43.313 | 75.96 | 0.670 | 17:26:09.354 | |
| 5 - | 1:00.271 | 43.556 | 1:43.827 | 75.58 | 1.184 | 17:27:53.181 | |
| 6 - | 59.127 | 44.015 | 1:43.142 (3) | 76.08 | 0.499 | 17:29:36.323 | |
| 7 - | 59.063 | 43.580 | 1:42.643 (1) | 76.45 | | 17:31:18.966 | |

| P21 | | 32 | | Martin MORRIS | | Kawasaki - Morris Racing, Resolve, S.R. Hobby | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---|--|
| IDEAL LAP TIME : 1:42.347 | | BEST LAP TIME : 1:42.591 | | DIFFERENCE : 0.244 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 45.894 | 1:59.131 | 65.87 | 16.540 | 17:20:58.061 | |
| 2 - | 1:01.665 | 43.783 | 1:45.448 | 74.42 | 2.857 | 17:22:43.509 | |
| 3 - | 59.987 | 43.158 | 1:43.145 | 76.08 | 0.554 | 17:24:26.654 | |
| 4 - | 59.189 | 43.682 | 1:42.871 (2) | 76.29 | 0.280 | 17:26:09.525 | |
| 5 - | 1:00.330 | 43.639 | 1:43.969 | 75.48 | 1.378 | 17:27:53.494 | |
| 6 - | 59.736 | 43.297 | 1:43.033 (3) | 76.17 | 0.442 | 17:29:36.527 | |
| 7 - | 59.243 | 43.348 | 1:42.591 (1) | 76.49 | | 17:31:19.118 | |

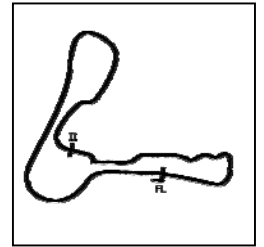
| P22 | | 72 | | Michael O'BRIEN | | Yamaha - | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|--|
| IDEAL LAP TIME : 1:41.706 | | BEST LAP TIME : 1:41.706 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:18 Flag 17:29 End: 17:31

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 15 - 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

| | | | | | | |
|-----|---------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 45.053 | 2:00.247 | 65.26 | 18.541 | 17:20:59.177 |
| 2 - | 1:01.437 | 44.979 | 1:46.416 | 73.74 | 4.710 | 17:22:45.593 |
| 3 - | 1:00.624 | 43.092 | 1:43.716 | 75.66 | 2.010 | 17:24:29.309 |
| 4 - | 1:00.429 | 42.719 | 1:43.148 (3) | 76.08 | 1.442 | 17:26:12.457 |
| 5 - | 59.460 | 42.246 | 1:41.706 (1) | 77.16 | | 17:27:54.163 |
| 6 - | 1:00.198 | 42.761 | 1:42.959 (2) | 76.22 | 1.253 | 17:29:37.122 |
| 7 - | 1:00.626 | 44.399 | 1:45.025 | 74.72 | 3.319 | 17:31:22.147 |

| P23 228 C Clive EMERSON | | | Honda - | | | |
|---------------------------|--|--------------------------|--------------------|--|--|--|
| IDEAL LAP TIME : 1:48.941 | | BEST LAP TIME : 1:48.989 | DIFFERENCE : 0.048 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 46.504 | 1:59.399 | 65.72 | 10.410 | 17:20:58.329 |
| 2 - | 1:03.766 | 46.695 | 1:50.461 | 71.04 | 1.472 | 17:22:48.790 |
| 3 - | 1:03.451 | 46.321 | 1:49.772 | 71.49 | 0.783 | 17:24:38.562 |
| 4 - | 1:03.754 | 45.966 | 1:49.720 (3) | 71.52 | 0.731 | 17:26:28.282 |
| 5 - | 1:03.079 | 46.028 | 1:49.107 (2) | 71.93 | 0.118 | 17:28:17.389 |
| 6 - | 1:03.127 | 45.862 | 1:48.989 (1) | 72.00 | | 17:30:06.378 |

| P24 16 Matthew WREN | | | Aprilia - Broken Matt | | | |
|---------------------------|--|--------------------------|-----------------------|--|--|--|
| IDEAL LAP TIME : 1:48.730 | | BEST LAP TIME : 1:48.730 | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 46.650 | 1:57.084 | 67.02 | 8.354 | 17:20:56.014 |
| 2 - | 1:03.545 | 46.426 | 1:49.971 (3) | 71.36 | 1.241 | 17:22:45.985 |
| 3 - | 1:02.741 | 46.598 | 1:49.339 (2) | 71.77 | 0.609 | 17:24:35.324 |
| 4 - | 1:02.486 | 46.244 | 1:48.730 (1) | 72.17 | | 17:26:24.054 |

Reactive Parts MRO Powerbikes inc BG Products Clubman 1000

RACE 15 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|--------------------|-----------------|-----|--------------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:32.374 | | |
| 1 | 99 | JOHNSON | 53.376 | 99 | JOHNSON | 38.998 | 1 | 99 | JOHNSON | 1:32.374 | 1:32.638 | 0.264 |
| 2 | 1 | MORPHETT | 53.751 | 1 | MORPHETT | 39.474 | 2 | 1 | MORPHETT | 1:33.225 | 1:33.293 | 0.068 |
| 3 | 40 | PATMORE | 54.529 | 3 | PARKER | 40.026 | 3 | 40 | PATMORE | 1:34.846 | 1:35.169 | 0.323 |
| 4 | 3 | PARKER | 54.946 | 40 | PATMORE | 40.317 | 4 | 3 | PARKER | 1:34.972 | 1:34.972 | 0.000 |
| 5 | 33 | NEEVES | 55.471 | 33 | NEEVES | 40.583 | 5 | 33 | NEEVES | 1:36.054 | 1:36.054 | 0.000 |
| 6 | 59 | HEWSON | 56.335 | 59 | HEWSON | 41.167 | 6 | 59 | HEWSON | 1:37.502 | 1:37.641 | 0.139 |
| 7 | 62 | SILVAIN | 56.511 | 62 | SILVAIN | 41.262 | 7 | 62 | SILVAIN | 1:37.773 | 1:37.927 | 0.154 |
| 8 | 63 | CIPRIANO | 57.077 | 63 | CIPRIANO | 41.645 | 8 | 63 | CIPRIANO | 1:38.722 | 1:39.240 | 0.518 |
| 9 | 200 | HILLIARD | 57.142 | 200 | HILLIARD | 41.660 | 9 | 200 | HILLIARD | 1:38.802 | 1:38.826 | 0.024 |
| 10 | 8 | COUGHLAN | 57.416 | 115 | MCFARLANE | 41.767 | 10 | 8 | COUGHLAN | 1:39.481 | 1:39.599 | 0.118 |
| 11 | 5 | O'DONOVAN | 57.773 | 8 | COUGHLAN | 42.065 | 11 | 115 | MCFARLANE | 1:39.743 | 1:40.085 | 0.342 |
| 12 | 115 | MCFARLANE | 57.976 | 27 | COX | 42.227 | 12 | 5 | O'DONOVAN | 1:40.208 | 1:40.298 | 0.090 |
| 13 | 15 | SIEMIENIUK-JUZWIUK | 58.390 | 72 | O'BRIEN | 42.246 | 13 | 15 | SIEMIENIUK-JUZWIUK | 1:41.084 | 1:41.489 | 0.405 |
| 14 | 37 | MORELLO | 58.502 | 5 | O'DONOVAN | 42.435 | 14 | 37 | MORELLO | 1:41.220 | 1:41.764 | 0.544 |
| 15 | 34 | NICHOLSON | 58.894 | 15 | SIEMIENIUK-JUZWIUK | 42.694 | 15 | 27 | COX | 1:41.516 | 1:41.516 | 0.000 |
| 16 | 154 | WHISKER | 59.063 | 37 | MORELLO | 42.718 | 16 | 72 | O'BRIEN | 1:41.706 | 1:41.706 | 0.000 |
| 17 | 333 | HOUGHTON | 59.102 | 32 | MORRIS | 43.158 | 17 | 34 | NICHOLSON | 1:42.176 | 1:42.176 | 0.000 |
| 18 | 32 | MORRIS | 59.189 | 34 | NICHOLSON | 43.282 | 18 | 32 | MORRIS | 1:42.347 | 1:42.591 | 0.244 |
| 19 | 27 | COX | 59.289 | 154 | WHISKER | 43.409 | 19 | 154 | WHISKER | 1:42.472 | 1:42.643 | 0.171 |
| 20 | 72 | O'BRIEN | 59.460 | 7 | DAVIS | 43.509 | 20 | 333 | HOUGHTON | 1:42.744 | 1:42.947 | 0.203 |
| 21 | 7 | DAVIS | 59.695 | 333 | HOUGHTON | 43.642 | 21 | 7 | DAVIS | 1:43.204 | 1:43.661 | 0.457 |
| 22 | 16 | WREN | 1:02.486 | 228 | EMERSON | 45.862 | 22 | 16 | WREN | 1:48.730 | 1:48.730 | 0.000 |
| 23 | 228 | EMERSON | 1:03.079 | 16 | WREN | 46.244 | 23 | 228 | EMERSON | 1:48.941 | 1:48.989 | 0.048 |
| 24 | | | | | | | 24 | 41 | ABRAHAM | | 1:39.895 | |
| 25 | | | | | | | | | | | | |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 17:18 Flag 17:29 End: 17:31

Results can be found at www.tsl-timing.com

Printed - 17:35 Sunday, 29 April 2018

BMCRC-MRO Championships 2018



BMCRC Rookie 600 & 1000

Cadwell Park Circuit

28th / 29th April 2018



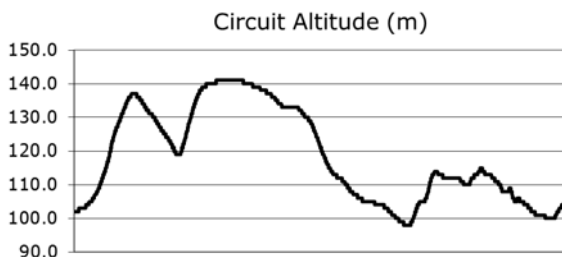
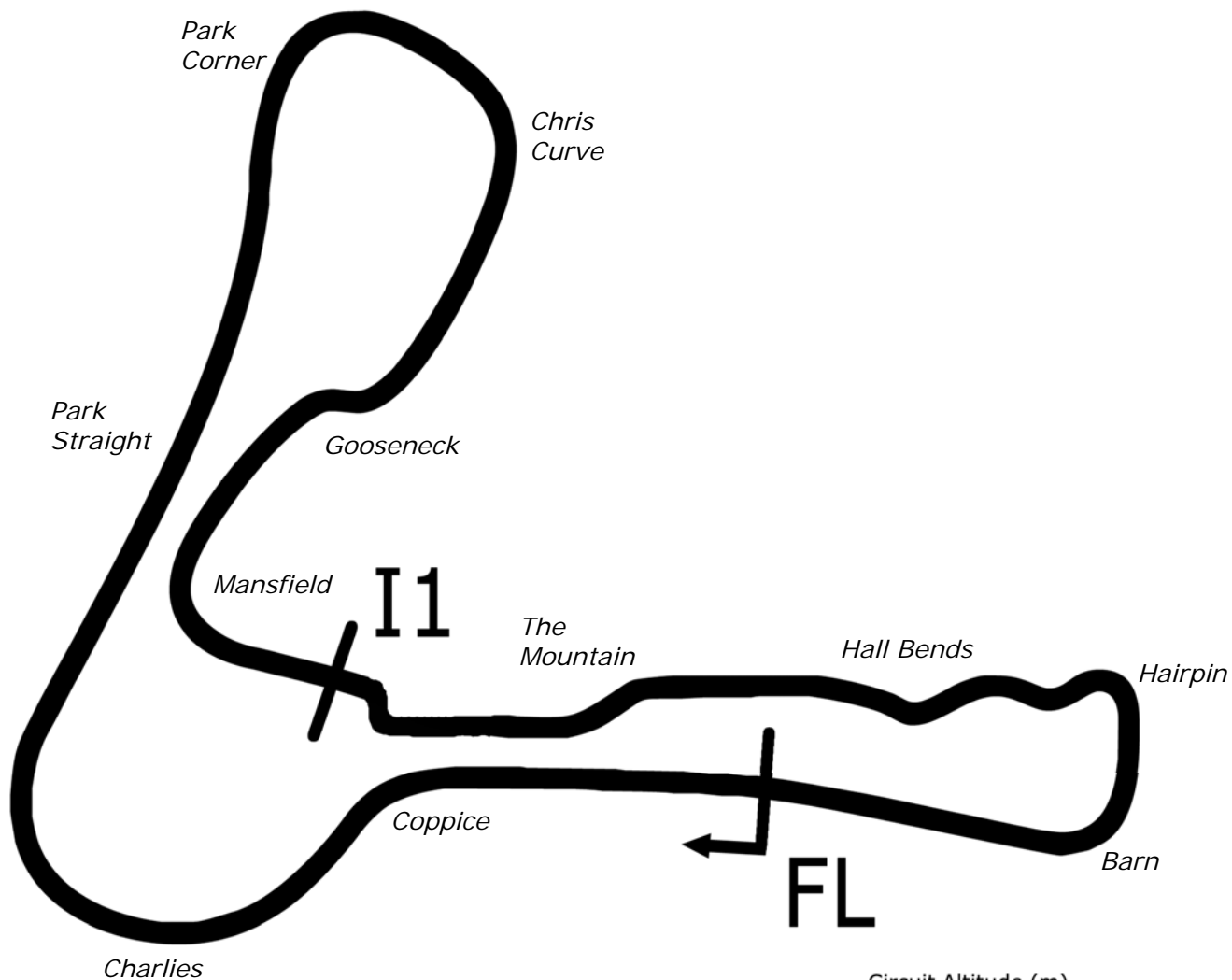
Results Provided by Timing Solutions Ltd
www.tsl-timing.com

Cadwell Park



SPORTS TIMING

TIMING SOLUTIONS LTD



| | | | |
|--|--------------|------------|-----------|
| Length | 2.1870 miles | 3519.6 m | |
| FL | | 53.31024 N | 0.05940 W |
| I1 | 2330m | 53.30708 N | 0.06270 W |
| Pit Entry | 3472m | 53.31103 N | 0.05889 W |
| Pit Exit | 0m after FL | 53.31030 N | 0.05940 W |
| Pit Entry-Pit Exit 92m, 5.5s @60kph, 4.1s @80kph | | | |

All results available at www.tsl-timing.com



CONTRACTORS LTD

L&W Contractors Rookie 600 & 1000

QUALIFYING - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|------|----------------------|---|----------|----|------|--------|--------|-------|
| 1 | 81 | 1000 | 1 Chris DRINKALD | Kawaski - Rymer Racing | 1:54.023 | 4 | 5 | | | 68.82 |
| 2 | 188 | 600 | 1 Dawid KRAWIECKI | Honda - | 1:57.929 | 4 | 4 | 3.906 | 3.906 | 66.54 |
| 3 | 272 | 1000 | 2 Daniel JOHNSON | BMW - | 1:59.380 | 6 | 6 | 5.357 | 1.451 | 65.74 |
| 4 | 21 | 600 | 2 Nick WHITCHER | Yamaha - | 2:02.099 | 5 | 6 | 8.076 | 2.719 | 64.27 |
| 5 | 818 | 600 | 3 Alex BARKER | Yamaha - Courtneys Vehicle Logistics & Barker Woodrow | 2:03.697 | 6 | 6 | 9.674 | 1.598 | 63.44 |
| 6 | 39 | 600 | 4 Max MORGAN | Kawasaki - MSS PERFORMANCE | 2:03.829 | 3 | 5 | 9.806 | 0.132 | 63.37 |
| 7 | 110 | 1000 | 3 Peter GUNN | BMW - | 2:05.119 | 5 | 6 | 11.096 | 1.290 | 62.72 |
| 8 | 100 | 600 | 5 Craig HOWTON | Suzuki - Me | 2:05.551 | 6 | 6 | 11.528 | 0.432 | 62.50 |
| 9 | 82 | 1000 | 4 Matthew HAWKINS | Yamaha - | 2:06.320 | 6 | 6 | 12.297 | 0.769 | 62.12 |
| 10 | 42 | 600 | 6 Michael ATTWOOD | Yamaha - Moremoto | 2:06.751 | 6 | 6 | 12.728 | 0.431 | 61.91 |
| 11 | 646 | 1000 | 5 Sukhminder RAI | Aprilia - | 2:07.720 | 5 | 5 | 13.697 | 0.969 | 61.44 |
| 12 | 194 | 600 | 7 Liam CRACKNELL | Kawasaki - | 2:07.759 | 4 | 5 | 13.736 | 0.039 | 61.42 |
| 13 | 67 | 1000 | 6 David REDGEWICK | Aprilia - WHEELIES MOTORCYCLES | 2:08.829 | 2 | 5 | 14.806 | 1.070 | 60.91 |
| 14 | 20 | 600 | 8 Matt CLARKE | Kawasaki - Hayley Group PLC | 2:09.513 | 5 | 5 | 15.490 | 0.684 | 60.59 |
| 15 | 69 | 600 | 9 Robert WINDEATT | Triumph - L&W Contractors | 2:11.802 | 2 | 4 | 17.779 | 2.289 | 59.54 |
| 16 | 107 | 600 | 10 Michael WHEELDON | Triumph - | 2:12.131 | 4 | 5 | 18.108 | 0.329 | 59.39 |
| 17 | 175 | 1000 | 7 Mark KENDLE | Kawasaki - LIMAR OILTOOLS | 2:12.344 | 1 | 1 | 18.321 | 0.213 | 59.30 |
| 18 | 22 | 600 | 11 Rob FARMER | Yamaha - Obsession Engineering | 2:13.041 | 5 | 5 | 19.018 | 0.697 | 58.98 |
| 19 | 18 | 600 | 12 Jamie THOMAS | Suzuki - Team RubyRacing | 2:13.434 | 4 | 5 | 19.411 | 0.393 | 58.81 |
| 20 | 199 | 1000 | 8 Michael FROST | Suzuki - | 2:14.779 | 3 | 3 | 20.756 | 1.345 | 58.22 |
| 21 | 196 | 600 | 13 Emma PETERSON | Yamaha - Rst Concept store-Helmet City Chichester. Fis | 2:16.425 | 5 | 5 | 22.402 | 1.646 | 57.52 |
| 22 | 25 | 1000 | 9 Mark HART | Suzuki - Barista 23, Elmwood Coachworks, ripleys carriage | 2:17.660 | 1 | 2 | 23.637 | 1.235 | 57.01 |
| 23 | 122 | 600 | 14 Kier ARMSTRONG | Yamaha - | 2:18.155 | 5 | 5 | 24.132 | 0.495 | 56.80 |
| 24 | 5 | 600 | 15 Ben HARRISON | Suzuki - | 2:22.302 | 4 | 4 | 28.279 | 4.147 | 55.15 |
| 25 | 113 | 600 | 16 Illia ZHURAVEL | Kawasaki - | 2:22.490 | 3 | 3 | 28.467 | 0.188 | 55.07 |
| 26 | 37 | 600 | 17 Ricky WOODS | Suzuki - Des Woods | 2:23.988 | 2 | 3 | 29.965 | 1.498 | 54.50 |
| 27 | 102 | 600 | 18 James TEGG | Honda - | 2:44.211 | 1 | 3 | 50.188 | 20.223 | 47.79 |
| 28 | 33 | 1000 | 10 Carlo BOTTIGLIERI | Yamaha - TMT RACING | 2:47.967 | 3 | 3 | 53.944 | 3.756 | 46.72 |
| 29 | 59 | 1000 | 11 David NESTER | BMW - | | | 0 | | | |

Weather / Track : Drizzle / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 10:15 Flag 10:27 End: 10:29

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

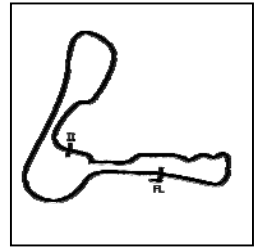
Results can be found at www.tsl-timing.com

Printed - 10:30 Saturday, 28 April 2018



L&W Contractors Rookie 600 & 1000

QUALIFYING - 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 81 1000 Chris DRINKALD | | Kawaski - Rymer Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.023 | | BEST LAP TIME : 1:54.023 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 49.757 | 2:03.671 | 63.45 | 9.648 | 10:19:32.881 |
| 2 - | 1:08.102 | 51.281 | 1:59.383 (2) | 65.73 | 5.360 | 10:21:32.264 |
| 3 - | 1:08.045 | 53.211 | 2:01.256 (3) | 64.72 | 7.233 | 10:23:33.520 |
| 4 - | 1:06.203 | 47.820 | 1:54.023 (1) | 68.82 | | 10:25:27.543 |
| 5 - | 1:09.120 | 52.888 | 2:02.008 | 64.32 | 7.985 | 10:27:29.551 |

| P2 188 600 Dawid KRAWIECKI | | Honda - | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.929 | | BEST LAP TIME : 1:57.929 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:19.045 | 55.398 | 2:14.443 (2) | 58.37 | 16.514 | 10:18:47.560 |
| 2 - | 1:21.225 | IN PIT | 2:39.246 P | 49.28 | 41.317 | 10:21:26.806 |
| 3 - | OUTLAP | 54.325 | 2:07.442 | 61.58 | 9.513 | 10:23:34.248 |
| 4 - | 1:07.833 | 50.096 | 1:57.929 (1) | 66.54 | | 10:25:32.177 |

| P3 272 1000 Daniel JOHNSON | | BMW - | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.380 | | BEST LAP TIME : 1:59.380 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.099 | 54.706 | 2:14.805 | 58.21 | 15.425 | 10:18:25.215 |
| 2 - | 1:10.923 | 53.341 | 2:04.264 | 63.15 | 4.884 | 10:20:29.479 |
| 3 - | 1:13.179 | 56.981 | 2:10.160 | 60.29 | 10.780 | 10:22:39.639 |
| 4 - | 1:10.993 | 51.651 | 2:02.644 (3) | 63.99 | 3.264 | 10:24:42.283 |
| 5 - | 1:09.671 | 50.902 | 2:00.573 (2) | 65.08 | 1.193 | 10:26:42.856 |
| 6 - | 1:09.104 | 50.276 | 1:59.380 (1) | 65.74 | | 10:28:42.236 |

| P4 21 600 Nick WHITCHER | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.938 | | BEST LAP TIME : 2:02.099 | | DIFFERENCE : 0.161 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:16.959 | 54.738 | 2:11.697 | 59.59 | 9.598 | 10:18:14.996 |
| 2 - | 1:14.532 | 53.066 | 2:07.598 | 61.50 | 5.499 | 10:20:22.594 |
| 3 - | 1:12.795 | 51.050 | 2:03.845 | 63.37 | 1.746 | 10:22:26.439 |
| 4 - | 1:11.658 | 51.724 | 2:03.382 (3) | 63.60 | 1.283 | 10:24:29.821 |
| 5 - | 1:10.891 | 51.208 | 2:02.099 (1) | 64.27 | | 10:26:31.920 |
| 6 - | 1:11.516 | 51.047 | 2:02.563 (2) | 64.03 | 0.464 | 10:28:34.483 |

| P5 818 600 Alex BARKER | | Yamaha - Courtneys Vehicle Logistics & Barker Woodrow Archit | | | | |
|---------------------------|-----------------|--|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.697 | | BEST LAP TIME : 2:03.697 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.269 | 56.782 | 2:21.051 | 55.63 | 17.354 | 10:18:34.703 |
| 2 - | 1:15.312 | 53.708 | 2:09.020 | 60.82 | 5.323 | 10:20:43.723 |
| 3 - | 1:13.437 | 52.521 | 2:05.958 | 62.30 | 2.261 | 10:22:49.681 |
| 4 - | 1:13.280 | 51.922 | 2:05.202 (3) | 62.68 | 1.505 | 10:24:54.883 |
| 5 - | 1:12.226 | 52.231 | 2:04.457 (2) | 63.05 | 0.760 | 10:26:59.340 |
| 6 - | 1:11.920 | 51.777 | 2:03.697 (1) | 63.44 | | 10:29:03.037 |

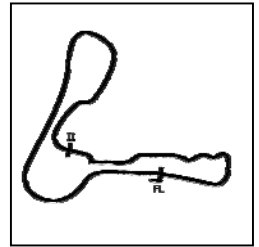
| P6 39 600 Max MORGAN | | Kawasaki - MSS PERFORMANCE | | | | |
|---------------------------|-----------------|----------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.538 | | BEST LAP TIME : 2:03.829 | | DIFFERENCE : 0.291 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:15.635 | 54.540 | 2:10.175 | 60.28 | 6.346 | 10:19:30.917 |
| 2 - | 1:12.862 | 54.904 | 2:07.766 | 61.42 | 3.937 | 10:21:38.683 |
| 3 - | 1:12.102 | 51.727 | 2:03.829 (1) | 63.37 | | 10:23:42.512 |
| 4 - | 1:11.811 | 53.823 | 2:05.634 (3) | 62.46 | 1.805 | 10:25:48.146 |
| 5 - | 1:12.097 | 52.963 | 2:05.060 (2) | 62.75 | 1.231 | 10:27:53.206 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 10:15 Flag 10:27 End: 10:29

L&W Contractors Rookie 600 & 1000

QUALIFYING - 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 110 1000 Peter GUNN | | | BMW - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.026 | | BEST LAP TIME : 2:05.119 | | DIFFERENCE : 0.093 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:17.900 | 55.870 | 2:13.770 | 58.66 | 8.651 | 10:18:46.804 |
| 2 - | 1:15.077 | 54.544 | 2:09.621 | 60.54 | 4.502 | 10:20:56.425 |
| 3 - | 1:13.602 | 53.206 | 2:06.808 (3) | 61.88 | 1.689 | 10:23:03.233 |
| 4 - | 1:12.881 | 55.912 | 2:08.793 | 60.93 | 3.674 | 10:25:12.026 |
| 5 - | 1:11.820 | 53.299 | 2:05.119 (1) | 62.72 | | 10:27:17.145 |
| 6 - | 1:11.965 | 53.567 | 2:05.532 (2) | 62.51 | 0.413 | 10:29:22.677 |

| P8 100 600 Craig HOWTON | | | Suzuki - Me | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.402 | | BEST LAP TIME : 2:05.551 | | DIFFERENCE : 0.149 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.546 | 59.868 | 2:24.414 | 54.34 | 18.863 | 10:18:37.025 |
| 2 - | 1:13.587 | 56.113 | 2:09.700 | 60.50 | 4.149 | 10:20:46.725 |
| 3 - | 1:12.781 | 54.893 | 2:07.674 | 61.46 | 2.123 | 10:22:54.399 |
| 4 - | 1:13.153 | 53.742 | 2:06.895 (3) | 61.84 | 1.344 | 10:25:01.294 |
| 5 - | 1:13.052 | 52.659 | 2:05.711 (2) | 62.42 | 0.160 | 10:27:07.005 |
| 6 - | 1:12.930 | 52.621 | 2:05.551 (1) | 62.50 | | 10:29:12.556 |

| P9 82 1000 Matthew HAWKINS | | | Yamaha - | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:06.162 | | BEST LAP TIME : 2:06.320 | | DIFFERENCE : 0.158 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:19.668 | 55.718 | 2:15.386 | 57.96 | 9.066 | 10:18:22.608 |
| 2 - | 1:15.425 | 55.940 | 2:11.365 | 59.74 | 5.045 | 10:20:33.973 |
| 3 - | 1:14.879 | 54.438 | 2:09.317 | 60.68 | 2.997 | 10:22:43.290 |
| 4 - | 1:15.606 | 53.105 | 2:08.711 (2) | 60.97 | 2.391 | 10:24:52.001 |
| 5 - | 1:14.054 | 55.118 | 2:09.172 (3) | 60.75 | 2.852 | 10:27:01.173 |
| 6 - | 1:13.057 | 53.263 | 2:06.320 (1) | 62.12 | | 10:29:07.493 |

| P10 42 600 Michael ATTWOOD | | | Yamaha - Moremoto | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.968 | | BEST LAP TIME : 2:06.751 | | DIFFERENCE : 0.783 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:15.684 | 56.133 | 2:11.817 | 59.53 | 5.066 | 10:18:18.004 |
| 2 - | 1:15.007 | 55.443 | 2:10.450 | 60.16 | 3.699 | 10:20:28.454 |
| 3 - | 1:14.092 | 54.005 | 2:08.097 (3) | 61.26 | 1.346 | 10:22:36.551 |
| 4 - | 1:14.201 | 56.963 | 2:11.164 | 59.83 | 4.413 | 10:24:47.715 |
| 5 - | 1:11.963 | 54.974 | 2:06.937 (2) | 61.82 | 0.186 | 10:26:54.652 |
| 6 - | 1:12.126 | 54.625 | 2:06.751 (1) | 61.91 | | 10:29:01.403 |

| P11 646 1000 Sukhminder RAI | | | Aprilia - | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.231 | | BEST LAP TIME : 2:07.720 | | DIFFERENCE : 1.489 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:25.364 | 54.977 | 2:20.341 | 55.92 | 12.621 | 10:20:21.904 |
| 2 - | 1:17.439 | 53.878 | 2:11.317 (3) | 59.76 | 3.597 | 10:22:33.221 |
| 3 - | 1:18.213 | 56.553 | 2:14.766 | 58.23 | 7.046 | 10:24:47.987 |
| 4 - | 1:14.016 | 54.018 | 2:08.034 (2) | 61.29 | 0.314 | 10:26:56.021 |
| 5 - | 1:15.505 | 52.215 | 2:07.720 (1) | 61.44 | | 10:29:03.741 |

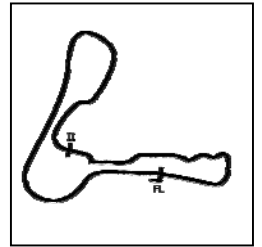
| P12 194 600 Liam CRACKNELL | | | Kawasaki - | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.329 | | BEST LAP TIME : 2:07.759 | | DIFFERENCE : 0.430 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:29.543 | 57.613 | 2:27.156 | 53.33 | 19.397 | 10:18:37.782 |
| 2 - | 1:18.626 | 54.473 | 2:13.099 (3) | 58.96 | 5.340 | 10:20:50.881 |
| 3 - | 1:30.457 | 53.819 | 2:24.276 | 54.39 | 16.517 | 10:23:15.157 |
| 4 - | 1:14.748 | 53.011 | 2:07.759 (1) | 61.42 | | 10:25:22.916 |
| 5 - | 1:14.318 | 54.051 | 2:08.369 (2) | 61.13 | 0.610 | 10:27:31.285 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 10:15 Flag 10:27 End: 10:29

L&W Contractors Rookie 600 & 1000

QUALIFYING - 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

| P13 67 1000 David REDGEWICK | | Aprilia - WHEELIES MOTORCYCLES | | | | |
|-----------------------------|-----------------|--------------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:08.125 | | BEST LAP TIME : 2:08.829 | | | | |
| | | DIFFERENCE : 0.704 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.176 | 55.986 | 2:16.162 | 57.63 | 7.333 | 10:18:43.208 |
| 2 - | 1:16.221 | 52.608 | 2:08.829 (1) | 60.91 | | 10:20:52.037 |
| 3 - | 1:15.800 | 54.876 | 2:10.676 (3) | 60.05 | 1.847 | 10:23:02.713 |
| 4 - | 1:17.505 | 54.330 | 2:11.835 | 59.52 | 3.006 | 10:25:14.548 |
| 5 - | 1:16.740 | 52.325 | 2:09.065 (2) | 60.80 | 0.236 | 10:27:23.613 |

| P14 20 600 Matt CLARKE | | Kawasaki - Hayley Group PLC | | | | |
|---------------------------|-----------------|-----------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.364 | | BEST LAP TIME : 2:09.513 | | | | |
| | | DIFFERENCE : 0.149 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:26.310 | 1:00.113 | 2:26.423 | 53.59 | 16.910 | 10:19:06.834 |
| 2 - | 1:29.660 | 59.415 | 2:29.075 | 52.64 | 19.562 | 10:21:35.909 |
| 3 - | 1:17.803 | 53.125 | 2:10.928 (3) | 59.94 | 1.415 | 10:23:46.837 |
| 4 - | 1:16.405 | 54.079 | 2:10.484 (2) | 60.14 | 0.971 | 10:25:57.321 |
| 5 - | 1:16.554 | 52.959 | 2:09.513 (1) | 60.59 | | 10:28:06.834 |

| P15 69 600 Robert WINDEATT | | Triumph - L&W Contractors | | | | |
|----------------------------|-----------------|---------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.188 | | BEST LAP TIME : 2:11.802 | | | | |
| | | DIFFERENCE : 0.614 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:27.830 | 59.466 | 2:27.296 | 53.28 | 15.494 | 10:18:37.273 |
| 2 - | 1:16.734 | 55.068 | 2:11.802 (1) | 59.54 | | 10:20:49.075 |
| 3 - | 1:18.318 | 54.454 | 2:12.772 (2) | 59.10 | 0.970 | 10:23:01.847 |
| 4 - | 1:18.011 | 56.044 | 2:14.055 (3) | 58.54 | 2.253 | 10:25:15.902 |

| P16 107 600 Michael WHEELDON | | Triumph - | | | | |
|------------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.650 | | BEST LAP TIME : 2:12.131 | | | | |
| | | DIFFERENCE : 0.481 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:25.336 | 58.032 | 2:23.368 | 54.74 | 11.237 | 10:18:38.912 |
| 2 - | 1:18.853 | 54.040 | 2:12.893 (2) | 59.05 | 0.762 | 10:20:51.805 |
| 3 - | 1:18.124 | 55.419 | 2:13.543 (3) | 58.76 | 1.412 | 10:23:05.348 |
| 4 - | 1:17.610 | 54.521 | 2:12.131 (1) | 59.39 | | 10:25:17.479 |
| 5 - | 1:23.782 | 54.892 | 2:18.674 | 56.59 | 6.543 | 10:27:36.153 |

| P17 175 1000 Mark KENDLE | | Kawasaki - LIMAR OILTOOLS | | | | |
|---------------------------|-----------------|---------------------------|---------------------|--------------|------|---------------------|
| IDEAL LAP TIME : 2:12.344 | | BEST LAP TIME : 2:12.344 | | | | |
| | | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:17.951 | 54.393 | 2:12.344 (1) | 59.30 | | 10:18:51.250 |

| P18 22 600 Rob FARMER | | Yamaha - Obsession Engineering | | | | |
|---------------------------|-----------------|--------------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.041 | | BEST LAP TIME : 2:13.041 | | | | |
| | | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:23.829 | 57.426 | 2:21.255 | 55.55 | 8.214 | 10:19:00.496 |
| 2 - | 1:22.931 | 56.201 | 2:19.132 (3) | 56.40 | 6.091 | 10:21:19.628 |
| 3 - | 1:18.660 | 55.690 | 2:14.350 (2) | 58.41 | 1.309 | 10:23:33.978 |
| 4 - | 1:18.067 | 1:13.465 | 2:31.532 | 51.79 | 18.491 | 10:26:05.510 |
| 5 - | 1:17.503 | 55.538 | 2:13.041 (1) | 58.98 | | 10:28:18.551 |

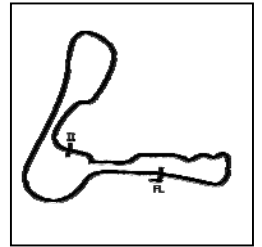
| P19 18 600 Jamie THOMAS | | Suzuki - Team RubyRacing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:13.434 | | BEST LAP TIME : 2:13.434 | | | | |
| | | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.663 | 57.139 | 2:21.802 | 55.34 | 8.368 | 10:18:31.515 |
| 2 - | 1:18.588 | 56.687 | 2:15.275 (3) | 58.01 | 1.841 | 10:20:46.790 |
| 3 - | 1:18.026 | 56.201 | 2:14.227 (2) | 58.46 | 0.793 | 10:23:01.017 |
| 4 - | 1:17.599 | 55.835 | 2:13.434 (1) | 58.81 | | 10:25:14.451 |
| 5 - | 1:18.640 | 57.499 | 2:16.139 | 57.64 | 2.705 | 10:27:30.590 |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 10:15 Flag 10:27 End: 10:29

L&W Contractors Rookie 600 & 1000

QUALIFYING - 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

| P20 | 199 | 1000 | Michael FROST | Suzuki - | | |
|---------------------------|-----------------|--------------------------|----------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.486 | | BEST LAP TIME : 2:14.779 | | DIFFERENCE : 0.293 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.566 | 55.358 | 2:15.924 (3) | 57.73 | 1.145 | 10:18:12.741 |
| 2 - | 1:19.468 | 55.605 | 2:15.073 (2) | 58.10 | 0.294 | 10:20:27.814 |
| 3 - | 1:19.128 | 55.651 | 2:14.779 (1) | 58.22 | | 10:22:42.593 |

| P21 | 196 | 600 | Emma PETERSON | Yamaha - Rst Concept store-Helmet City Chichester. Fisherbro | | |
|---------------------------|-----------------|--------------------------|----------------------|--|-------|---------------------|
| IDEAL LAP TIME : 2:15.261 | | BEST LAP TIME : 2:16.425 | | DIFFERENCE : 1.164 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:21.177 | 57.564 | 2:18.741 (3) | 56.56 | 2.316 | 10:18:17.502 |
| 2 - | 1:18.628 | 1:00.161 | 2:18.789 | 56.54 | 2.364 | 10:20:36.291 |
| 3 - | 1:19.455 | 59.063 | 2:18.518 (2) | 56.65 | 2.093 | 10:22:54.809 |
| 4 - | 1:19.632 | 59.617 | 2:19.249 | 56.35 | 2.824 | 10:25:14.058 |
| 5 - | 1:17.697 | 58.728 | 2:16.425 (1) | 57.52 | | 10:27:30.483 |

| P22 | 25 | 1000 | Mark HART | Suzuki - Barista 23, Elmwood Coachworks, riple carriage comp | | |
|---------------------------|-----------------|--------------------------|---------------------|--|-------|---------------------|
| IDEAL LAP TIME : 2:17.660 | | BEST LAP TIME : 2:17.660 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:22.526 | 55.134 | 2:17.660 (1) | 57.01 | | 10:18:51.606 |
| 2 - | 1:30.223 | 55.817 | 2:26.040 (2) | 53.73 | 8.380 | 10:21:17.646 |

| P23 | 122 | 600 | Kier ARMSTRONG | Yamaha - | | |
|---------------------------|-----------------|--------------------------|-----------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:18.155 | | BEST LAP TIME : 2:18.155 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:33.287 | 1:01.952 | 2:35.239 | 50.55 | 17.084 | 10:19:05.918 |
| 2 - | 1:31.467 | 1:05.908 | 2:37.375 | 49.86 | 19.220 | 10:21:43.293 |
| 3 - | 1:24.034 | 57.678 | 2:21.712 (2) | 55.38 | 3.557 | 10:24:05.005 |
| 4 - | 1:25.847 | 58.752 | 2:24.599 (3) | 54.27 | 6.444 | 10:26:29.604 |
| 5 - | 1:21.556 | 56.599 | 2:18.155 (1) | 56.80 | | 10:28:47.759 |

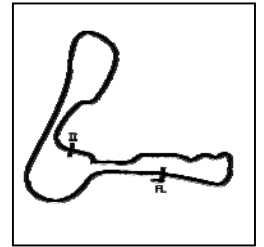
| P24 | 5 | 600 | Ben HARRISON | Suzuki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.302 | | BEST LAP TIME : 2:22.302 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:37.255 | 1:04.105 | 2:41.360 | 48.63 | 19.058 | 10:22:22.869 |
| 2 - | 1:26.167 | 1:00.568 | 2:26.735 (3) | 53.48 | 4.433 | 10:24:49.604 |
| 3 - | 1:25.178 | 1:00.079 | 2:25.257 (2) | 54.02 | 2.955 | 10:27:14.861 |
| 4 - | 1:22.391 | 59.911 | 2:22.302 (1) | 55.15 | | 10:29:37.163 |

| P25 | 113 | 600 | Illia ZHURAVEL | Kawasaki - | | |
|---------------------------|-----------------|--------------------------|-----------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.459 | | BEST LAP TIME : 2:22.490 | | DIFFERENCE : 0.031 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:25.020 | 1:01.069 | 2:26.089 (2) | 53.72 | 3.599 | 10:19:06.057 |
| 2 - | 1:30.303 | 1:05.730 | 2:36.033 (3) | 50.29 | 13.543 | 10:21:42.090 |
| 3 - | 1:21.390 | 1:01.100 | 2:22.490 (1) | 55.07 | | 10:24:04.580 |

| P26 | 37 | 600 | Ricky WOODS | Suzuki - Des Woods | | |
|---------------------------|-----------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:22.073 | | BEST LAP TIME : 2:23.988 | | DIFFERENCE : 1.915 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:27.393 | 1:00.398 | 2:27.791 (3) | 53.10 | 3.803 | 10:18:37.348 |
| 2 - | 1:25.366 | 58.622 | 2:23.988 (1) | 54.50 | | 10:21:01.336 |
| 3 - | 1:24.897 | 1:00.327 | 2:25.224 (2) | 54.04 | 1.236 | 10:23:26.560 |

L&W Contractors Rookie 600 & 1000

QUALIFYING - 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

| P27 102 600 James TEGG | | Honda - | | | | |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:44.211 | | BEST LAP TIME : 2:44.211 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:36.678 | 1:07.533 | 2:44.211 (1) | 47.79 | | 10:18:47.865 |
| 2 - | 1:47.307 | 1:09.836 | 2:57.143 (3) | 44.30 | 12.932 | 10:21:45.008 |
| 3 - | 1:37.794 | 1:08.994 | 2:46.788 (2) | 47.05 | 2.577 | 10:24:31.796 |

| P28 33 1000 Carlo BOTTIGLIERI | | Yamaha - TMT RACING | | | | |
|--------------------------------------|----------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:46.611 | | BEST LAP TIME : 2:47.967 | | DIFFERENCE : 1.356 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:45.676 | 1:09.665 | 2:55.341 (3) | 44.75 | 7.374 | 10:19:35.235 |
| 2 - | 1:44.089 | 1:07.502 | 2:51.591 (2) | 45.73 | 3.624 | 10:22:26.826 |
| 3 - | 1:40.839 | 1:07.128 | 2:47.967 (1) | 46.72 | | 10:25:14.793 |

L&W Contractors Rookie 600 & 1000

QUALIFYING - BEST SECTORS

| SECTOR 1 | | | | SECTOR 2 | | | | IDEAL / BEST COMPARISON | | | | |
|----------|-----|-------------|-----------------|----------|-------------|-----------------|-----|-------------------------|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:54.023 | | |
| 1 | 81 | DRINKALD | 1:06.203 | 81 | DRINKALD | 47.820 | 1 | 81 | DRINKALD | 1:54.023 | 1:54.023 | 0.000 |
| 2 | 188 | KRAWIECKI | 1:07.833 | 188 | KRAWIECKI | 50.096 | 2 | 188 | KRAWIECKI | 1:57.929 | 1:57.929 | 0.000 |
| 3 | 272 | JOHNSON | 1:09.104 | 272 | JOHNSON | 50.276 | 3 | 272 | JOHNSON | 1:59.380 | 1:59.380 | 0.000 |
| 4 | 21 | WHITCHER | 1:10.891 | 21 | WHITCHER | 51.047 | 4 | 21 | WHITCHER | 2:01.938 | 2:02.099 | 0.161 |
| 5 | 39 | MORGAN | 1:11.811 | 39 | MORGAN | 51.727 | 5 | 39 | MORGAN | 2:03.538 | 2:03.829 | 0.291 |
| 6 | 110 | GUNN | 1:11.820 | 818 | BARKER | 51.777 | 6 | 818 | BARKER | 2:03.697 | 2:03.697 | 0.000 |
| 7 | 818 | BARKER | 1:11.920 | 646 | RAI | 52.215 | 7 | 110 | GUNN | 2:05.026 | 2:05.119 | 0.093 |
| 8 | 42 | ATTWOOD | 1:11.963 | 67 | REDGEWICK | 52.325 | 8 | 100 | HOWTON | 2:05.402 | 2:05.551 | 0.149 |
| 9 | 100 | HOWTON | 1:12.781 | 100 | HOWTON | 52.621 | 9 | 42 | ATTWOOD | 2:05.968 | 2:06.751 | 0.783 |
| 10 | 82 | HAWKINS | 1:13.057 | 20 | CLARKE | 52.959 | 10 | 82 | HAWKINS | 2:06.162 | 2:06.320 | 0.158 |
| 11 | 646 | RAI | 1:14.016 | 194 | CRACKNELL | 53.011 | 11 | 646 | RAI | 2:06.231 | 2:07.720 | 1.489 |
| 12 | 194 | CRACKNELL | 1:14.318 | 82 | HAWKINS | 53.105 | 12 | 194 | CRACKNELL | 2:07.329 | 2:07.759 | 0.430 |
| 13 | 67 | REDGEWICK | 1:15.800 | 110 | GUNN | 53.206 | 13 | 67 | REDGEWICK | 2:08.125 | 2:08.829 | 0.704 |
| 14 | 20 | CLARKE | 1:16.405 | 42 | ATTWOOD | 54.005 | 14 | 20 | CLARKE | 2:09.364 | 2:09.513 | 0.149 |
| 15 | 69 | WINDEATT | 1:16.734 | 107 | WHEELDON | 54.040 | 15 | 69 | WINDEATT | 2:11.188 | 2:11.802 | 0.614 |
| 16 | 22 | FARMER | 1:17.503 | 175 | KENDLE | 54.393 | 16 | 107 | WHEELDON | 2:11.650 | 2:12.131 | 0.481 |
| 17 | 18 | THOMAS | 1:17.599 | 69 | WINDEATT | 54.454 | 17 | 175 | KENDLE | 2:12.344 | 2:12.344 | 0.000 |
| 18 | 107 | WHEELDON | 1:17.610 | 25 | HART | 55.134 | 18 | 22 | FARMER | 2:13.041 | 2:13.041 | 0.000 |
| 19 | 196 | PETERSON | 1:17.697 | 199 | FROST | 55.358 | 19 | 18 | THOMAS | 2:13.434 | 2:13.434 | 0.000 |
| 20 | 175 | KENDLE | 1:17.951 | 22 | FARMER | 55.538 | 20 | 199 | FROST | 2:14.486 | 2:14.779 | 0.293 |
| 21 | 199 | FROST | 1:19.128 | 18 | THOMAS | 55.835 | 21 | 196 | PETERSON | 2:15.261 | 2:16.425 | 1.164 |
| 22 | 113 | ZHURAVEL | 1:21.390 | 122 | ARMSTRONG | 56.599 | 22 | 25 | HART | 2:17.660 | 2:17.660 | 0.000 |
| 23 | 122 | ARMSTRONG | 1:21.556 | 196 | PETERSON | 57.564 | 23 | 122 | ARMSTRONG | 2:18.155 | 2:18.155 | 0.000 |
| 24 | 5 | HARRISON | 1:22.391 | 37 | WOODS | 58.622 | 24 | 37 | WOODS | 2:22.073 | 2:23.988 | 1.915 |
| 25 | 25 | HART | 1:22.526 | 5 | HARRISON | 59.911 | 25 | 5 | HARRISON | 2:22.302 | 2:22.302 | 0.000 |
| 26 | 37 | WOODS | 1:23.451 | 113 | ZHURAVEL | 1:01.069 | 26 | 113 | ZHURAVEL | 2:22.459 | 2:22.490 | 0.031 |
| 27 | 102 | TEGG | 1:36.678 | 33 | BOTTIGLIERI | 1:07.128 | 27 | 102 | TEGG | 2:44.211 | 2:44.211 | 0.000 |
| 28 | 33 | BOTTIGLIERI | 1:39.483 | 102 | TEGG | 1:07.533 | 28 | 33 | BOTTIGLIERI | 2:46.611 | 2:47.967 | 1.356 |
| 29 | | | | | | | | | | | | |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles

Start: 10:15 Flag 10:27 End: 10:29

Results can be found at www.tsl-timing.com

Printed - 10:31 Saturday, 28 April 2018

L&W Contractors Rookie 600 & 1000

RACE 4 - GRID (7 Laps)

| | | | | | | | | | | | | |
|--------|----|-----|-------------------|----------|----|-----|----------------|----------|----|-----|-------------------|----------|
| ROW 12 | 34 | 113 | Illia ZHURAVEL | 2:22.490 | 35 | 37 | Ricky WOODS | 2:23.988 | 36 | 102 | James TEGG | 2:44.211 |
| ROW 11 | 31 | 196 | Emma PETERSON | 2:16.425 | 32 | 122 | Kier ARMSTRONG | 2:18.155 | 33 | 5 | Ben HARRISON | 2:22.302 |
| ROW 10 | 28 | 107 | Michael WHEELDON | 2:12.131 | 29 | 22 | Rob FARMER | 2:13.041 | 30 | 18 | Jamie THOMAS | 2:13.434 |
| ROW 9 | 25 | 194 | Liam CRACKNELL | 2:07.759 | 26 | 20 | Matt CLARKE | 2:09.513 | 27 | 69 | Robert WINDEATT | 2:11.802 |
| ROW 8 | 22 | 39 | Max MORGAN | 2:03.829 | 23 | 100 | Craig HOWTON | 2:05.551 | 24 | 42 | Michael ATTWOOD | 2:06.751 |
| ROW 7 | 19 | 188 | Dawid KRAWIECKI | 1:57.929 | 20 | 21 | Nick WHITCHER | 2:02.099 | 21 | 818 | Alex BARKER | 2:03.697 |
| ROW 6 | 16 | | | | 17 | | | | 18 | | | |
| ROW 5 | 13 | 56 | Michael CROSSMAN | | 14 | 161 | Dean ANDERSON | | 15 | 184 | Dean SOUTHERNWOOD | |
| ROW 4 | 10 | 33 | Carlo BOTTIGLIERI | 2:47.967 | 11 | 59 | David NESTER | | 12 | 13 | Spike WILDE | |
| ROW 3 | 7 | 175 | Mark KENDLE | 2:12.344 | 8 | 199 | Michael FROST | 2:14.779 | 9 | 25 | Mark HART | 2:17.660 |
| ROW 2 | 4 | 82 | Matthew HAWKINS | 2:06.320 | 5 | 646 | Sukhminder RAI | 2:07.720 | 6 | 67 | David REDGEWICK | 2:08.829 |
| ROW 1 | 1 | 81 | Chris DRINKALD | 1:54.023 | 2 | 272 | Daniel JOHNSON | 1:59.380 | 3 | 110 | Peter GUNN | 2:05.119 |

Pole

Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 10:38 Saturday, 28 April 2018





CONTRACTORS LTD

L&W Contractors Rookie 600 & 1000

RACE 4 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|------|---------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 81 | 1000 | 1 Chris DRINKALD | Kawasaki - Rymer Racing | 5 | 9:59.120 | | | 65.49 | 1:57.243 | 2 |
| 2 | 646 | 1000 | 2 Sukhminder RAI | Aprilia - | 5 | 10:29.804 | 30.684 | 30.684 | 62.30 | 2:00.462 | 5 |
| 3 | 67 | 1000 | 3 David REDGEWICK | Aprilia - WHEELIES MOTORCYCLES | 5 | 10:29.940 | 30.820 | 0.136 | 62.29 | 1:58.429 | 5 |
| 4 | 82 | 1000 | 4 Matthew HAWKINS | Yamaha - | 5 | 10:33.311 | 34.191 | 3.371 | 61.96 | 2:01.153 | 5 |
| 5 | 110 | 1000 | 5 Peter GUNN | BMW - | 5 | 10:33.859 | 34.739 | 0.548 | 61.90 | 2:02.249 | 5 |
| 6 | 188 | 600 | 1 Dawid KRAWIECKI | Honda - | 5 | 10:37.602 | 38.482 | 3.743 | 61.54 | 1:59.855 | 4 |
| 7 | 42 | 600 | 2 Michael ATTWOOD | Yamaha - Moremoto | 5 | 10:43.075 | 43.955 | 5.473 | 61.01 | 2:00.067 | 5 |
| 8 | 818 | 600 | 3 Alex BARKER | Yamaha - Courtneys Vehicle Logistics & Barker Wo | 5 | 10:46.395 | 47.275 | 3.320 | 60.70 | 2:02.345 | 4 |
| 9 | 25 | 1000 | 6 Mark HART | Suzuki - Barista 23, Elmwood Coachworks, ripley ca | 5 | 10:48.180 | 49.060 | 1.785 | 60.53 | 2:07.061 | 3 |
| 10 | 175 | 1000 | 7 Mark KENDLE | Kawasaki - LIMAR OILTOOLS | 5 | 10:51.250 | 52.130 | 3.070 | 60.25 | 2:06.665 | 4 |
| 11 | 199 | 1000 | 8 Michael FROST | Suzuki - | 5 | 10:53.588 | 54.468 | 2.338 | 60.03 | 2:05.815 | 5 |
| 12 | 100 | 600 | 4 Craig HOWTON | Suzuki - Me | 5 | 11:00.545 | 1:01.425 | 6.957 | 59.40 | 2:05.393 | 2 |
| 13 | 194 | 600 | 5 Liam CRACKNELL | Kawasaki - | 5 | 11:20.172 | 1:21.052 | 19.627 | 57.69 | 2:07.343 | 4 |
| 14 | 20 | 600 | 6 Matt CLARKE | Kawasaki - Hayley Group PLC | 5 | 11:23.790 | 1:24.670 | 3.618 | 57.38 | 2:08.370 | 4 |
| 15 | 18 | 600 | 7 Jamie THOMAS | Suzuki - Team RubyRacing | 5 | 11:42.685 | 1:43.565 | 18.895 | 55.84 | 2:09.848 | 5 |
| 16 | 22 | 600 | 8 Rob FARMER | Yamaha - Obsession Engineering | 5 | 11:44.010 | 1:44.890 | 1.325 | 55.73 | 2:11.465 | 5 |
| 17 | 107 | 600 | 9 Michael WHEELDON | Triumph - | 5 | 11:50.282 | 1:51.162 | 6.272 | 55.24 | 2:13.662 | 5 |
| 18 | 5* | 600 | 10 Ben HARRISON | Suzuki - | 5 | 11:59.086 | 1:59.966 | 8.804 | 54.56 | 2:13.576 | 5 |
| 19 | 122 | 600 | 11 Kier ARMSTRONG | Yamaha - | 5 | 12:02.598 | 2:03.478 | 3.512 | 54.30 | 2:12.370 | 5 |
| 20 | 113 | 600 | 12 Illia ZHURAVEL | Kawasaki - | 5 | 12:09.294 | 2:10.174 | 6.696 | 53.80 | 2:16.283 | 5 |
| 21 | 33 | 1000 | 9 Carlo BOTTIGLIERI | Yamaha - TMT RACING | 4 | 11:08.879 | 1 Lap | 1 Lap | 46.93 | 2:41.006 | 4 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|------|-----------------|---|---|----------|--------|--------|-------|----------|---|
| DNF | 69 | 600 | Robert WINDEATT | Triumph - L&W Contractors | 3 | 7:04.354 | 2 Laps | 1 Lap | 55.48 | 2:10.607 | 3 |
| DNF | 21 | 600 | Nick WHITCHER | Yamaha - | 1 | 2:31.890 | 4 Laps | 2 Laps | 51.66 | | |
| DNF | 196 | 600 | Emma PETERSON | Yamaha - Rst Concept store-Helmet City Chichester | 1 | 2:59.523 | 4 Laps | 27.633 | 43.71 | | |
| DNF | 39 | 600 | Max MORGAN | Kawasaki - MSS PERFORMANCE | 0 | | | | | | |
| DNF | 272 | 1000 | Daniel JOHNSON | BMW - | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|-----|------|-----------------|-------------------------|---|----------|-----------|------------|
| 81 | 1000 | Chris DRINKALD | Kawasaki - Rymer Racing | 2 | 1:57.243 | 66.93 mph | 107.72 kph |
| 188 | 600 | Dawid KRAWIECKI | Honda - | 4 | 1:59.855 | 65.47 mph | 105.37 kph |

*No 5 - 10 second jump start penalty

Class 1000 - 92.5% of Race Speed = 60.57 mph

Class 600 - 92.5% of Race Speed = 56.92 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 15:10 Flag 15:20 End: 15:22

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 15:23 Saturday, 28 April 2018



L&W Contractors Rookie 600 & 1000

RACE 4 - LAP CHART

| LAP 1 @ 15:12:05.962 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 81 | | 2:04.232 |
| 110 | 11.167 | 2:15.399 |
| 82 | 11.589 | 2:15.821 |
| 646 | 13.143 | 2:17.375 |
| 175 | 13.476 | 2:17.708 |
| 25 | 13.871 | 2:18.103 |
| 199 | 17.361 | 2:21.593 |
| 67 | 24.443 | 2:28.675 |
| 21 | 27.658 | 2:31.890 |
| 188 | 27.865 | 2:32.097 |
| 818 | 30.189 | 2:34.421 |
| 100 | 31.522 | 2:35.754 |
| 42 | 32.752 | 2:36.984 |
| 69 | 37.625 | 2:41.857 |
| 194 | 40.154 | 2:44.386 |
| 20 | 40.429 | 2:44.661 |
| 5 | 44.751 | 2:48.983 |
| 107 | 45.757 | 2:49.989 |
| 22 | 46.183 | 2:50.415 |
| 18 | 46.485 | 2:50.717 |
| 33 | 47.240 | 2:51.472 |
| 122 | 47.509 | 2:51.741 |
| 113 | 49.892 | 2:54.124 |
| 196 | 55.291 | 2:59.523 |

| LAP 2 @ 15:14:03.205 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 81 | | 1:57.243 |
| 82 | 20.361 | 2:06.015 |
| 646 | 20.422 | 2:04.522 |
| 110 | 20.486 | 2:06.562 |
| 25 | 24.381 | 2:07.753 |
| 175 | 24.764 | 2:08.531 |
| 67 | 29.642 | 2:02.442 |
| 199 | 32.027 | 2:11.909 |
| 188 | 32.251 | 2:01.629 |
| 818 | 37.104 | 2:04.158 |
| 100 | 39.672 | 2:05.393 |
| 42 | 39.967 | 2:04.458 |
| 69 | 52.272 | 2:11.890 |
| 194 | 52.516 | 2:09.605 |
| 20 | 53.337 | 2:10.151 |
| 5 | 1:03.187 | 2:15.679 |
| 107 | 1:03.669 | 2:15.155 |
| 22 | 1:05.600 | 2:16.660 |
| 18 | 1:05.913 | 2:16.671 |
| 122 | 1:09.720 | 2:19.454 |
| 113 | 1:12.414 | 2:19.765 |
| 33 | 1:40.322 | 2:50.325 |

| LAP 3 @ 15:16:02.110 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 81 | | 1:58.905 |
| 646 | 25.953 | 2:04.436 |
| 110 | 27.855 | 2:06.274 |
| 82 | 28.217 | 2:06.761 |
| 67 | 32.051 | 2:01.314 |
| 25 | 32.537 | 2:07.061 |
| 188 | 35.171 | 2:01.825 |
| 175 | 36.048 | 2:10.189 |
| 199 | 39.668 | 2:06.546 |

| | | |
|-----|----------|----------|
| 818 | 41.324 | 2:03.125 |
| 42 | 41.698 | 2:00.636 |
| 100 | 46.292 | 2:05.525 |
| 194 | 1:03.624 | 2:10.013 |
| 69 | 1:03.974 | 2:10.607 |
| 20 | 1:05.065 | 2:10.633 |
| 5 | 1:19.139 | 2:14.857 |
| 107 | 1:19.952 | 2:15.188 |
| 22 | 1:20.228 | 2:13.533 |
| 18 | 1:20.526 | 2:13.518 |
| 122 | 1:30.371 | 2:19.556 |
| 113 | 1:31.761 | 2:18.252 |

| LAP 4 @ 15:18:01.029 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 81 | | 1:58.919 |
| 33 | 1 Lap | 2:46.076 |
| 646 | 30.043 | 2:03.009 |
| 67 | 32.212 | 1:59.080 |
| 110 | 32.311 | 2:03.375 |
| 82 | 32.859 | 2:03.561 |
| 188 | 36.107 | 1:59.855 |
| 25 | 41.023 | 2:07.405 |
| 42 | 43.709 | 2:00.930 |
| 175 | 43.794 | 2:06.665 |
| 818 | 44.750 | 2:02.345 |
| 199 | 48.474 | 2:07.725 |
| 100 | 53.476 | 2:06.103 |
| 194 | 1:12.048 | 2:07.343 |
| 20 | 1:14.516 | 2:08.370 |
| 22 | 1:33.246 | 2:11.937 |
| 18 | 1:33.538 | 2:11.931 |
| 5 | 1:36.211 | 2:15.991 |
| 107 | 1:37.321 | 2:16.288 |
| 122 | 1:50.929 | 2:19.477 |
| 113 | 1:53.712 | 2:20.870 |

| LAP 5 @ 15:20:00.850 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 81 | | 1:59.821 |
| 646 | 30.684 | 2:00.462 |
| 67 | 30.820 | 1:58.429 |
| 82 | 34.191 | 2:01.153 |
| 110 | 34.739 | 2:02.249 |
| 188 | 38.482 | 2:02.196 |
| 42 | 43.955 | 2:00.067 |
| 818 | 47.275 | 2:02.346 |
| 25 | 49.060 | 2:07.858 |
| 175 | 52.130 | 2:08.157 |
| 199 | 54.468 | 2:05.815 |
| 100 | 1:01.425 | 2:07.770 |
| 33 | 1 Lap | 2:41.006 |
| 194 | 1:21.052 | 2:08.825 |
| 20 | 1:24.670 | 2:09.975 |
| 18 | 1:43.565 | 2:09.848 |
| 22 | 1:44.890 | 2:11.465 |
| 5 | 1:49.966 | 2:13.576 |
| 107 | 1:51.162 | 2:13.662 |
| 122 | 2:03.478 | 2:12.370 |
| 113 | 2:10.174 | 2:16.283 |

Weather / Track : Rain / Wet

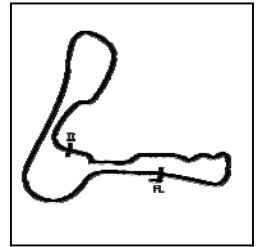
Results can be found at www.tsl-timing.com

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:10 Flag 15:20 End: 15:22

Printed - 15:24 Saturday, 28 April 2018

L&W Contractors Rookie 600 & 1000

RACE 4 - 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 81 1000 Chris DRINKALD | | Kawaski - Rymer Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.943 | | BEST LAP TIME : 1:57.243 | | | | |
| | | DIFFERENCE : 0.300 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.845 | 2:04.232 | 63.17 | 6.989 | 15:12:05.962 |
| 2 - | 1:08.098 | 49.145 | 1:57.243 (1) | 66.93 | | 15:14:03.205 |
| 3 - | 1:08.936 | 49.969 | 1:58.905 (2) | 66.00 | 1.662 | 15:16:02.110 |
| 4 - | 1:09.800 | 49.119 | 1:58.919 (3) | 65.99 | 1.676 | 15:18:01.029 |
| 5 - | 1:10.053 | 49.768 | 1:59.821 | 65.49 | 2.578 | 15:20:00.850 |

| P2 646 1000 Sukhminder RAI | | Aprilia - | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.462 | | BEST LAP TIME : 2:00.462 | | | | |
| | | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.104 | 2:17.375 | 57.12 | 16.913 | 15:12:19.105 |
| 2 - | 1:12.482 | 52.040 | 2:04.522 | 63.02 | 4.060 | 15:14:23.627 |
| 3 - | 1:12.444 | 51.992 | 2:04.436 (3) | 63.06 | 3.974 | 15:16:28.063 |
| 4 - | 1:12.309 | 50.700 | 2:03.009 (2) | 63.80 | 2.547 | 15:18:31.072 |
| 5 - | 1:11.268 | 49.194 | 2:00.462 (1) | 65.14 | | 15:20:31.534 |

| P3 67 1000 David REDGEWICK | | Aprilia - WHEELIES MOTORCYCLES | | | | |
|----------------------------|-----------------|--------------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:56.631 | | BEST LAP TIME : 1:58.429 | | | | |
| | | DIFFERENCE : 1.798 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.663 | 2:28.675 | 52.78 | 30.246 | 15:12:30.405 |
| 2 - | 1:11.968 | 50.474 | 2:02.442 | 64.09 | 4.013 | 15:14:32.847 |
| 3 - | 1:10.635 | 50.679 | 2:01.314 (3) | 64.69 | 2.885 | 15:16:34.161 |
| 4 - | 1:08.482 | 50.598 | 1:59.080 (2) | 65.90 | 0.651 | 15:18:33.241 |
| 5 - | 1:10.280 | 48.149 | 1:58.429 (1) | 66.26 | | 15:20:31.670 |

| P4 82 1000 Matthew HAWKINS | | Yamaha - | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.153 | | BEST LAP TIME : 2:01.153 | | | | |
| | | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.056 | 2:15.821 | 57.78 | 14.668 | 15:12:17.551 |
| 2 - | 1:13.197 | 52.818 | 2:06.015 (3) | 62.27 | 4.862 | 15:14:23.566 |
| 3 - | 1:14.839 | 51.922 | 2:06.761 | 61.91 | 5.608 | 15:16:30.327 |
| 4 - | 1:12.157 | 51.404 | 2:03.561 (2) | 63.51 | 2.408 | 15:18:33.888 |
| 5 - | 1:10.382 | 50.771 | 2:01.153 (1) | 64.77 | | 15:20:35.041 |

| P5 110 1000 Peter GUNN | | BMW - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.249 | | BEST LAP TIME : 2:02.249 | | | | |
| | | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.072 | 2:15.399 | 57.96 | 13.150 | 15:12:17.129 |
| 2 - | 1:12.621 | 53.941 | 2:06.562 | 62.00 | 4.313 | 15:14:23.691 |
| 3 - | 1:13.186 | 53.088 | 2:06.274 (3) | 62.15 | 4.025 | 15:16:29.965 |
| 4 - | 1:11.284 | 52.091 | 2:03.375 (2) | 63.61 | 1.126 | 15:18:33.340 |
| 5 - | 1:10.230 | 52.019 | 2:02.249 (1) | 64.19 | | 15:20:35.589 |

| P6 188 600 Dawid KRAWIECKI | | Honda - | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.263 | | BEST LAP TIME : 1:59.855 | | | | |
| | | DIFFERENCE : 0.592 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.479 | 2:32.097 | 51.59 | 32.242 | 15:12:33.827 |
| 2 - | 1:08.931 | 52.698 | 2:01.629 (2) | 64.52 | 1.774 | 15:14:35.456 |
| 3 - | 1:09.240 | 52.585 | 2:01.825 (3) | 64.42 | 1.970 | 15:16:37.281 |
| 4 - | 1:09.523 | 50.332 | 1:59.855 (1) | 65.47 | | 15:18:37.136 |
| 5 - | 1:10.767 | 51.429 | 2:02.196 | 64.22 | 2.341 | 15:20:39.332 |

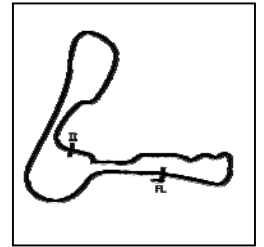
| P7 42 600 Michael ATTWOOD | | Yamaha - Moremoto | | | | |
|---------------------------|----------|--------------------------|----------|-----|------|-------------|
| IDEAL LAP TIME : 1:59.626 | | BEST LAP TIME : 2:00.067 | | | | |
| | | DIFFERENCE : 0.441 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | |
| 2 - | | | | | | |
| 3 - | | | | | | |
| 4 - | | | | | | |
| 5 - | | | | | | |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:10 Flag 15:20 End: 15:22

L&W Contractors Rookie 600 & 1000

RACE 4 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 53.084 | 2:36.984 | 49.99 | 36.917 | 15:12:38.714 |
| 2 - | 1:11.415 | 53.043 | 2:04.458 | 63.05 | 4.391 | 15:14:43.172 |
| 3 - | 1:09.444 | 51.192 | 2:00.636 (2) | 65.05 | 0.569 | 15:16:43.808 |
| 4 - | 1:10.577 | 50.353 | 2:00.930 (3) | 64.89 | 0.863 | 15:18:44.738 |
| 5 - | 1:09.885 | 50.182 | 2:00.067 (1) | 65.36 | | 15:20:44.805 |

P8 818 600 Alex BARKER Yamaha - Courtneys Vehicle Logistics & Barker Woodrow Archit
 IDEAL LAP TIME : 2:01.654 BEST LAP TIME : 2:02.345 DIFFERENCE : 0.691

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.911 | 2:34.421 | 50.82 | 32.076 | 15:12:36.151 |
| 2 - | 1:12.080 | 52.078 | 2:04.158 | 63.21 | 1.813 | 15:14:40.309 |
| 3 - | 1:11.559 | 51.566 | 2:03.125 (3) | 63.74 | 0.780 | 15:16:43.434 |
| 4 - | 1:11.351 | 50.994 | 2:02.345 (1) | 64.14 | | 15:18:45.779 |
| 5 - | 1:12.043 | 50.303 | 2:02.346 (2) | 64.14 | 0.001 | 15:20:48.125 |

P9 25 1000 Mark HART Suzuki - Barista 23, Elmwood Coachworks, riple carriage comp
 IDEAL LAP TIME : 2:06.350 BEST LAP TIME : 2:07.061 DIFFERENCE : 0.711

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.132 | 2:18.103 | 56.82 | 11.042 | 15:12:19.833 |
| 2 - | 1:17.070 | 50.683 | 2:07.753 (3) | 61.43 | 0.692 | 15:14:27.586 |
| 3 - | 1:15.882 | 51.179 | 2:07.061 (1) | 61.76 | | 15:16:34.647 |
| 4 - | 1:16.247 | 51.158 | 2:07.405 (2) | 61.59 | 0.344 | 15:18:42.052 |
| 5 - | 1:17.390 | 50.468 | 2:07.858 | 61.38 | 0.797 | 15:20:49.910 |

P10 175 1000 Mark KENDLE Kawasaki - LIMAR OILTOOLS
 IDEAL LAP TIME : 2:06.665 BEST LAP TIME : 2:06.665 DIFFERENCE : 0.000

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 54.346 | 2:17.708 | 56.99 | 11.043 | 15:12:19.438 |
| 2 - | 1:14.684 | 53.847 | 2:08.531 (3) | 61.05 | 1.866 | 15:14:27.969 |
| 3 - | 1:16.354 | 53.835 | 2:10.189 | 60.28 | 3.524 | 15:16:38.158 |
| 4 - | 1:14.327 | 52.338 | 2:06.665 (1) | 61.95 | | 15:18:44.823 |
| 5 - | 1:15.341 | 52.816 | 2:08.157 (2) | 61.23 | 1.492 | 15:20:52.980 |

P11 199 1000 Michael FROST Suzuki -
 IDEAL LAP TIME : 2:05.815 BEST LAP TIME : 2:05.815 DIFFERENCE : 0.000

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 54.465 | 2:21.593 | 55.42 | 15.778 | 15:12:23.323 |
| 2 - | 1:17.616 | 54.293 | 2:11.909 | 59.49 | 6.094 | 15:14:35.232 |
| 3 - | 1:14.190 | 52.356 | 2:06.546 (2) | 62.01 | 0.731 | 15:16:41.778 |
| 4 - | 1:15.291 | 52.434 | 2:07.725 (3) | 61.44 | 1.910 | 15:18:49.503 |
| 5 - | 1:13.962 | 51.853 | 2:05.815 (1) | 62.37 | | 15:20:55.318 |

P12 100 600 Craig HOWTON Suzuki - Me
 IDEAL LAP TIME : 2:04.598 BEST LAP TIME : 2:05.393 DIFFERENCE : 0.795

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 53.025 | 2:35.754 | 50.38 | 30.361 | 15:12:37.484 |
| 2 - | 1:11.930 | 53.463 | 2:05.393 (1) | 62.58 | | 15:14:42.877 |
| 3 - | 1:12.857 | 52.668 | 2:05.525 (2) | 62.52 | 0.132 | 15:16:48.402 |
| 4 - | 1:12.886 | 53.217 | 2:06.103 (3) | 62.23 | 0.710 | 15:18:54.505 |
| 5 - | 1:12.983 | 54.787 | 2:07.770 | 61.42 | 2.377 | 15:21:02.275 |

P13 194 600 Liam CRACKNELL Kawasaki -
 IDEAL LAP TIME : 2:07.255 BEST LAP TIME : 2:07.343 DIFFERENCE : 0.088

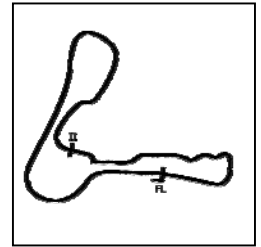
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 56.250 | 2:44.386 | 47.74 | 37.043 | 15:12:46.116 |
| 2 - | 1:15.673 | 53.932 | 2:09.605 (3) | 60.55 | 2.262 | 15:14:55.721 |
| 3 - | 1:16.239 | 53.774 | 2:10.013 | 60.36 | 2.670 | 15:17:05.734 |
| 4 - | 1:13.481 | 53.862 | 2:07.343 (1) | 61.62 | | 15:19:13.077 |

Weather / Track : Rain / Wet

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 15:10 Flag 15:20 End: 15:22

L&W Contractors Rookie 600 & 1000

RACE 4 - 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

5 - 1:14.840 53.985 2:08.825 (2) 60.92 1.482 15:21:21.902

| P14 20 600 | | Matt CLARKE | | Kawasaki - Hayley Group PLC | | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:08.370 | | BEST LAP TIME : 2:08.370 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 56.116 | 2:44.661 | 47.66 | 36.291 | 15:12:46.391 | |
| 2 - | 1:16.516 | 53.635 | 2:10.151 (3) | 60.29 | 1.781 | 15:14:56.542 | |
| 3 - | 1:16.790 | 53.843 | 2:10.633 | 60.07 | 2.263 | 15:17:07.175 | |
| 4 - | 1:15.032 | 53.338 | 2:08.370 (1) | 61.13 | | 15:19:15.545 | |
| 5 - | 1:15.757 | 54.218 | 2:09.975 (2) | 60.38 | 1.605 | 15:21:25.520 | |

| P15 18 600 | | Jamie THOMAS | | Suzuki - Team RubyRacing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:09.830 | | BEST LAP TIME : 2:09.848 | | DIFFERENCE : 0.018 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 57.557 | 2:50.717 | 45.97 | 40.869 | 15:12:52.447 | |
| 2 - | 1:20.226 | 56.445 | 2:16.671 | 57.42 | 6.823 | 15:15:09.118 | |
| 3 - | 1:18.526 | 54.992 | 2:13.518 (3) | 58.77 | 3.670 | 15:17:22.636 | |
| 4 - | 1:17.625 | 54.306 | 2:11.931 (2) | 59.48 | 2.083 | 15:19:34.567 | |
| 5 - | 1:15.524 | 54.324 | 2:09.848 (1) | 60.44 | | 15:21:44.415 | |

| P16 22 600 | | Rob FARMER | | Yamaha - Obsession Engineering | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:11.465 | | BEST LAP TIME : 2:11.465 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 58.525 | 2:50.415 | 46.05 | 38.950 | 15:12:52.145 | |
| 2 - | 1:20.107 | 56.553 | 2:16.660 | 57.42 | 5.195 | 15:15:08.805 | |
| 3 - | 1:17.988 | 55.545 | 2:13.533 (3) | 58.77 | 2.068 | 15:17:22.338 | |
| 4 - | 1:16.993 | 54.944 | 2:11.937 (2) | 59.48 | 0.472 | 15:19:34.275 | |
| 5 - | 1:16.941 | 54.524 | 2:11.465 (1) | 59.69 | | 15:21:45.740 | |

| P17 107 600 | | Michael WHEELDON | | Triumph - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:13.662 | | BEST LAP TIME : 2:13.662 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 58.936 | 2:49.989 | 46.16 | 36.327 | 15:12:51.719 | |
| 2 - | 1:18.646 | 56.509 | 2:15.155 (2) | 58.06 | 1.493 | 15:15:06.874 | |
| 3 - | 1:19.075 | 56.113 | 2:15.188 (3) | 58.05 | 1.526 | 15:17:22.062 | |
| 4 - | 1:19.484 | 56.804 | 2:16.288 | 57.58 | 2.626 | 15:19:38.350 | |
| 5 - | 1:17.971 | 55.691 | 2:13.662 (1) | 58.71 | | 15:21:52.012 | |

| P18 5 600 | | Ben HARRISON | | Suzuki - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:13.045 | | BEST LAP TIME : 2:13.576 | | DIFFERENCE : 0.531 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 58.821 | 2:48.983 | 46.44 | 35.407 | 15:12:50.713 | |
| 2 - | 1:18.104 | 57.575 | 2:15.679 (3) | 57.84 | 2.103 | 15:15:06.392 | |
| 3 - | 1:18.724 | 56.133 | 2:14.857 (2) | 58.19 | 1.281 | 15:17:21.249 | |
| 4 - | 1:19.523 | 56.468 | 2:15.991 | 57.71 | 2.415 | 15:19:37.240 | |
| 5 - | 1:16.912 | 56.664 | 2:13.576 (1) | 58.75 | | 15:21:50.816 | |

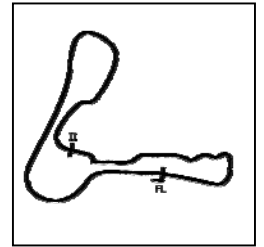
| P19 122 600 | | Kier ARMSTRONG | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:12.370 | | BEST LAP TIME : 2:12.370 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 57.273 | 2:51.741 | 45.69 | 39.371 | 15:12:53.471 | |
| 2 - | 1:22.386 | 57.068 | 2:19.454 (2) | 56.27 | 7.084 | 15:15:12.925 | |
| 3 - | 1:21.776 | 57.780 | 2:19.556 | 56.23 | 7.186 | 15:17:32.481 | |
| 4 - | 1:23.170 | 56.307 | 2:19.477 (3) | 56.26 | 7.107 | 15:19:51.958 | |
| 5 - | 1:17.494 | 54.876 | 2:12.370 (1) | 59.28 | | 15:22:04.328 | |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 15:10 Flag 15:20 End: 15:22

L&W Contractors Rookie 600 & 1000

RACE 4 - 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

| P20 113 600 | | Illia ZHURAVEL | | Kawasaki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.965 | | BEST LAP TIME : 2:16.283 | | DIFFERENCE : 1.318 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 58.267 | 2:54.124 | 45.07 | 37.841 | 15:12:55.854 |
| 2 - | 1:21.400 | 58.365 | 2:19.765 (3) | 56.15 | 3.482 | 15:15:15.619 |
| 3 - | 1:21.076 | 57.176 | 2:18.252 (2) | 56.76 | 1.969 | 15:17:33.871 |
| 4 - | 1:22.202 | 58.668 | 2:20.870 | 55.71 | 4.587 | 15:19:54.741 |
| 5 - | 1:17.789 | 58.494 | 2:16.283 (1) | 57.58 | | 15:22:11.024 |

| P21 33 1000 | | Carlo BOTTIGLIERI | | Yamaha - TMT RACING | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|--------|---------------------|
| IDEAL LAP TIME : 2:41.006 | | BEST LAP TIME : 2:41.006 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:07.609 | 2:51.472 | 45.76 | 10.466 | 15:12:53.202 |
| 2 - | 1:41.734 | 1:08.591 | 2:50.325 (3) | 46.07 | 9.319 | 15:15:43.527 |
| 3 - | 1:40.750 | 1:05.326 | 2:46.076 (2) | 47.25 | 5.070 | 15:18:29.603 |
| 4 - | 1:36.883 | 1:04.123 | 2:41.006 (1) | 48.74 | | 15:21:10.609 |

| P22 69 600 | | Robert WINDEATT | | Triumph - L&W Contractors | | |
|---------------------------|----------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.118 | | BEST LAP TIME : 2:10.607 | | DIFFERENCE : 1.489 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.613 | 2:41.857 | 48.48 | 31.250 | 15:12:43.587 |
| 2 - | 1:16.739 | 55.151 | 2:11.890 (2) | 59.50 | 1.283 | 15:14:55.477 |
| 3 - | 1:16.071 | 54.536 | 2:10.607 (1) | 60.08 | | 15:17:06.084 |

| P23 21 600 | | Nick WHITCHER | | Yamaha - | | |
|---------------------------|----------|-----------------|----------|--------------|------|--------------|
| IDEAL LAP TIME : 2:03.209 | | BEST LAP TIME : | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.638 | 2:31.890 | 51.66 | | 15:12:33.620 |

| P24 196 600 | | Emma PETERSON | | Yamaha - Rst Concept store-Helmet City Chichester. Fisherbro | | |
|---------------------------|----------|-----------------|----------|--|------|--------------|
| IDEAL LAP TIME : 2:25.650 | | BEST LAP TIME : | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:01.953 | 2:59.523 | 43.71 | | 15:13:01.253 |

L&W Contractors Rookie 600 & 1000

RACE 4 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-------------|-----------------|-----|-------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:56.247 | | |
| 1 | 81 | DRINKALD | 1:08.098 | 67 | REDGEWICK | 48.149 | 1 | 67 | REDGEWICK | 1:56.631 | 1:58.429 | 1.798 |
| 2 | 67 | REDGEWICK | 1:08.482 | 81 | DRINKALD | 48.845 | 2 | 81 | DRINKALD | 1:56.943 | 1:57.243 | 0.300 |
| 3 | 188 | KRAWIECKI | 1:08.931 | 646 | RAI | 49.194 | 3 | 188 | KRAWIECKI | 1:59.263 | 1:59.855 | 0.592 |
| 4 | 42 | ATTWOOD | 1:09.444 | 42 | ATTWOOD | 50.182 | 4 | 42 | ATTWOOD | 1:59.626 | 2:00.067 | 0.441 |
| 5 | 110 | GUNN | 1:10.230 | 818 | BARKER | 50.303 | 5 | 646 | RAI | 2:00.462 | 2:00.462 | 0.000 |
| 6 | 82 | HAWKINS | 1:10.382 | 188 | KRAWIECKI | 50.332 | 6 | 82 | HAWKINS | 2:01.153 | 2:01.153 | 0.000 |
| 7 | 646 | RAI | 1:11.268 | 25 | HART | 50.468 | 7 | 818 | BARKER | 2:01.654 | 2:02.345 | 0.691 |
| 8 | 818 | BARKER | 1:11.351 | 82 | HAWKINS | 50.771 | 8 | 110 | GUNN | 2:02.249 | 2:02.249 | 0.000 |
| 9 | 21 | WHITCHER | 1:11.571 | 21 | WHITCHER | 51.638 | 9 | 21 | WHITCHER | 2:03.209 | | |
| 10 | 100 | HOWTON | 1:11.930 | 199 | FROST | 51.853 | 10 | 100 | HOWTON | 2:04.598 | 2:05.393 | 0.795 |
| 11 | 194 | CRACKNELL | 1:13.481 | 110 | GUNN | 52.019 | 11 | 199 | FROST | 2:05.815 | 2:05.815 | 0.000 |
| 12 | 199 | FROST | 1:13.962 | 175 | KENDLE | 52.338 | 12 | 25 | HART | 2:06.350 | 2:07.061 | 0.711 |
| 13 | 175 | KENDLE | 1:14.327 | 100 | HOWTON | 52.668 | 13 | 175 | KENDLE | 2:06.665 | 2:06.665 | 0.000 |
| 14 | 69 | WINDEATT | 1:14.582 | 20 | CLARKE | 53.338 | 14 | 194 | CRACKNELL | 2:07.255 | 2:07.343 | 0.088 |
| 15 | 20 | CLARKE | 1:15.032 | 194 | CRACKNELL | 53.774 | 15 | 20 | CLARKE | 2:08.370 | 2:08.370 | 0.000 |
| 16 | 18 | THOMAS | 1:15.524 | 18 | THOMAS | 54.306 | 16 | 69 | WINDEATT | 2:09.118 | 2:10.607 | 1.489 |
| 17 | 25 | HART | 1:15.882 | 22 | FARMER | 54.524 | 17 | 18 | THOMAS | 2:09.830 | 2:09.848 | 0.018 |
| 18 | 5 | HARRISON | 1:16.912 | 69 | WINDEATT | 54.536 | 18 | 22 | FARMER | 2:11.465 | 2:11.465 | 0.000 |
| 19 | 22 | FARMER | 1:16.941 | 122 | ARMSTRONG | 54.876 | 19 | 122 | ARMSTRONG | 2:12.370 | 2:12.370 | 0.000 |
| 20 | 122 | ARMSTRONG | 1:17.494 | 107 | WHEELDON | 55.691 | 20 | 5 | HARRISON | 2:13.045 | 2:13.576 | 0.531 |
| 21 | 113 | ZHURAVEL | 1:17.789 | 5 | HARRISON | 56.133 | 21 | 107 | WHEELDON | 2:13.662 | 2:13.662 | 0.000 |
| 22 | 107 | WHEELDON | 1:17.971 | 113 | ZHURAVEL | 57.176 | 22 | 113 | ZHURAVEL | 2:14.965 | 2:16.283 | 1.318 |
| 23 | 196 | PETERSON | 1:23.697 | 196 | PETERSON | 1:01.953 | 23 | 196 | PETERSON | 2:25.650 | | |
| 24 | 33 | BOTTIGLIERI | 1:36.883 | 33 | BOTTIGLIERI | 1:04.123 | 24 | 33 | BOTTIGLIERI | 2:41.006 | 2:41.006 | 0.000 |
| 25 | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 15:10 Flag 15:20 End: 15:22


Printed - 15:23 Saturday, 28 April 2018

L&W Contractors Rookie 600 & 1000

RACE 13 - GRID (7 Laps)

| | | | | | | |
|--------|----|--|----|---------------------------------------|----|---|
| ROW 11 | 31 | 21 Nick WHITCHER | 32 | 37 Ricky WOODS | 33 | 102 James TEGG |
| ROW 10 | 28 | 113 Illia ZHURAVEL 2:16.283 | 29 | 39 Max MORGAN | 30 | 196 Emma PETERSON |
| ROW 9 | 25 | 122 Kier ARMSTRONG 2:12.370 | 26 | 5 Ben HARRISON 2:13.576 | 27 | 107 Michael WHEELDON 2:13.662 |
| ROW 8 | 22 | 18 Jamie THOMAS 2:09.848 | 23 | 69 Robert WINDEATT 2:10.607 | 24 | 22 Rob FARMER 2:11.465 |
| ROW 7 | 19 | 100 Craig HOWTON 2:05.393 | 20 | 194 Liam CRACKNELL 2:07.343 | 21 | 20 Matt CLARKE 2:08.370 |
| ROW 6 | 16 | 188 Dawid KRAWIECKI 1:59.855 | 17 | 42 Michael ATTWOOD 2:00.067 | 18 | 818 Alex BARKER 2:02.345 |
| ROW 5 | 13 | | 14 | | 15 | |
| ROW 4 | 10 | 272 Daniel JOHNSON | 11 | 59 David NESTER | 12 | |
| ROW 3 | 7 | 175 Mark KENDLE 2:06.665 | 8 | 25 Mark HART 2:07.061 | 9 | 33 Carlo BOTTIGLIERI 2:41.006 |
| ROW 2 | 4 | 82 Matthew HAWKINS 2:01.153 | 5 | 110 Peter GUNN 2:02.249 | 6 | 199 Michael FROST 2:05.815 |
| ROW 1 | 1 | 81 Chris DRINKALD 1:57.243 | 2 | 67 David REDGEWICK 1:58.429 | 3 | 646 Sukhminder RAI 2:00.462 |

Pole



Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 15:26 Saturday, 28 April 2018





CONTRACTORS LTD

L&W Contractors Rookie 600 & 1000

RACE 13 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-------|------|---------------------|----------|------|-----------|----------|--------|-------|----------|----|
| 1 | 81 | 1000 | 1 Chris DRINKALD | Kawasaki | 5 | 10:07.700 | | | 64.57 | 1:59.347 | 3 |
| 2 | 67 | 1000 | 2 David REDGEWICK | Aprilia | 5 | 10:17.815 | 10.115 | 10.115 | 63.51 | 2:00.767 | 5 |
| 3 | 272 | 1000 | 3 Daniel JOHNSON | BMW | 5 | 10:19.000 | 11.300 | 1.185 | 63.39 | 1:59.818 | 5 |
| 4 | 110 | 1000 | 4 Peter GUNN | BMW | 5 | 10:23.108 | 15.408 | 4.108 | 62.97 | 2:02.506 | 3 |
| 5 | 82 | 1000 | 5 Matthew HAWKINS | Yamaha | 5 | 10:23.409 | 15.709 | 0.301 | 62.94 | 2:02.374 | 2 |
| 6 | 188 | 600 | 1 Dawid KRAWIECKI | Honda | 5 | 10:29.132 | 21.432 | 5.723 | 62.37 | 1:57.432 | 5 |
| 7 | 42 | 600 | 2 Michael ATTWOOD | Yamaha | 5 | 10:29.878 | 22.178 | 0.746 | 62.29 | 1:57.677 | 5 |
| 8 | 175 | 1000 | 6 Mark KENDLE | Kawasaki | 5 | 10:40.303 | 32.603 | 10.425 | 61.28 | 2:04.335 | 4 |
| 9 | 818 | 600 | 3 Alex BARKER | Yamaha | 5 | 10:40.422 | 32.722 | 0.119 | 61.27 | 2:01.383 | 5 |
| 10 | 199 | 1000 | 7 Michael FROST | Suzuki | 5 | 10:59.052 | 51.352 | 18.630 | 59.54 | 2:08.232 | 3 |
| 11 | 646 * | 1000 | 8 Sukhminder RAI | Aprilia | 5 | 10:59.431 | 51.731 | 0.379 | 59.50 | 2:06.308 | 4 |
| 12 | 100 | 600 | 4 Craig HOWTON | Suzuki | 5 | 11:11.376 | 1:03.676 | 11.945 | 58.44 | 2:07.980 | 3 |
| 13 | 122 | 600 | 5 Kier ARMSTRONG | Yamaha | 5 | 11:11.761 | 1:04.061 | 0.385 | 58.41 | 2:02.901 | 5 |
| 14 | 39 | 600 | 6 Max MORGAN | Kawasaki | 5 | 11:21.057 | 1:13.357 | 9.296 | 57.61 | 2:05.583 | 5 |
| 15 | 18 | 600 | 7 Jamie THOMAS | Suzuki | 5 | 11:23.352 | 1:15.652 | 2.295 | 57.42 | 2:07.800 | 5 |
| 16 | 21 | 600 | 8 Nick WHITCHER | Yamaha | 5 | 11:36.249 | 1:28.549 | 12.897 | 56.35 | 2:08.730 | 5 |
| 17 | 20 | 600 | 9 Matt CLARKE | Kawasaki | 5 | 11:38.217 | 1:30.517 | 1.968 | 56.20 | 2:12.228 | 3 |
| 18 | 69 | 600 | 10 Robert WINDEATT | Triumph | 5 | 11:38.957 | 1:31.257 | 0.740 | 56.14 | 2:11.740 | 3 |
| 19 | 194 | 600 | 11 Liam CRACKNELL | Kawasaki | 5 | 11:39.567 | 1:31.867 | 0.610 | 56.09 | 2:11.370 | 5 |
| 20 | 107 | 600 | 12 Michael WHELDON | Triumph | 5 | 11:41.100 | 1:33.400 | 1.533 | 55.96 | 2:11.110 | 4 |
| 21 | 22 | 600 | 13 Rob FARMER | Yamaha | 5 | 11:51.524 | 1:43.824 | 10.424 | 55.14 | 2:11.484 | 5 |
| 22 | 113 | 600 | 14 Illia ZHURAVEL | Kawasaki | 5 | 12:05.229 | 1:57.529 | 13.705 | 54.10 | 2:16.274 | 4 |
| 23 | 37 | 600 | 15 Ricky WOODS | Suzuki | 4 | 10:52.634 | 1 Lap | 1 Lap | 48.10 | 2:35.559 | 2 |
| 24 | 33 | 1000 | 9 Carlo BOTTIGLIERI | Yamaha | 4 | 11:07.660 | 1 Lap | 15.026 | 47.01 | 2:41.211 | 4 |

NOT CLASSIFIED

DNF 25 1000 Mark HART Suzuki 0

FASTEST LAP

| | | | | | | | |
|-----|------|-----------------|----------|---|----------|-----------|------------|
| 188 | 600 | Dawid KRAWIECKI | Honda | 5 | 1:57.432 | 66.83 mph | 107.55 kph |
| 81 | 1000 | Chris DRINKALD | Kawasaki | 3 | 1:59.347 | 65.75 mph | 105.82 kph |

Class 1000 - 92.5% of Race Speed = 59.72 mph

Class 600 - 92.5% of Race Speed = 57.69 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 18:32 Flag 18:42 End: 18:44

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 18:44 Saturday, 28 April 2018



L&W Contractors Rookie 600 & 1000

RACE 13 - LAP CHART

LAP 1 @ 18:34:11.872

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 81 | | 2:06.998 |
| 110 | 2.276 | 2:09.274 |
| 67 | 2.609 | 2:09.607 |
| 82 | 3.651 | 2:10.649 |
| 272 | 6.393 | 2:13.391 |
| 175 | 10.165 | 2:17.163 |
| 646 | 10.561 | 2:17.559 |
| 199 | 12.769 | 2:19.767 |
| 188 | 21.800 | 2:28.798 |
| 42 | 24.424 | 2:31.422 |
| 818 | 25.230 | 2:32.228 |
| 100 | 28.517 | 2:35.515 |
| 18 | 36.394 | 2:43.392 |
| 20 | 37.067 | 2:44.065 |
| 122 | 37.357 | 2:44.355 |
| 39 | 40.021 | 2:47.019 |
| 194 | 41.016 | 2:48.014 |
| 69 | 41.211 | 2:48.209 |
| 107 | 45.117 | 2:52.115 |
| 21 | 45.765 | 2:52.763 |
| 22 | 46.626 | 2:53.624 |
| 113 | 47.186 | 2:54.184 |
| 33 | 47.455 | 2:54.453 |
| 37 | 56.755 | 3:03.753 |

LAP 2 @ 18:36:13.096

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 81 | | 2:01.224 |
| 110 | 3.900 | 2:02.848 |
| 67 | 4.168 | 2:02.783 |
| 82 | 4.801 | 2:02.374 |
| 272 | 7.374 | 2:02.205 |
| 175 | 15.005 | 2:06.064 |
| 646 | 17.060 | 2:07.723 |
| 199 | 20.127 | 2:08.582 |
| 188 | 20.761 | 2:00.185 |
| 42 | 24.703 | 2:01.503 |
| 818 | 26.731 | 2:02.725 |
| 100 | 37.525 | 2:10.232 |
| 122 | 46.388 | 2:10.255 |
| 18 | 48.510 | 2:13.340 |
| 39 | 50.719 | 2:11.922 |
| 20 | 51.127 | 2:15.284 |
| 194 | 55.029 | 2:15.237 |
| 69 | 55.149 | 2:15.162 |
| 21 | 56.387 | 2:11.846 |
| 107 | 57.744 | 2:13.851 |
| 113 | 1:04.524 | 2:18.562 |
| 22 | 1:05.362 | 2:19.960 |
| 33 | 1:29.943 | 2:43.712 |
| 37 | 1:31.090 | 2:35.559 |

LAP 3 @ 18:38:12.443

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 81 | | 1:59.347 |
| 110 | 7.059 | 2:02.506 |
| 67 | 7.208 | 2:02.387 |
| 82 | 8.086 | 2:02.632 |
| 272 | 9.109 | 2:01.082 |
| 175 | 20.415 | 2:04.757 |
| 646 | 24.580 | 2:06.867 |

| | | |
|-----|----------|----------|
| 188 | 24.936 | 2:03.522 |
| 42 | 26.216 | 2:00.860 |
| 199 | 29.012 | 2:08.232 |
| 818 | 29.631 | 2:02.247 |
| 100 | 46.158 | 2:07.980 |
| 122 | 55.047 | 2:08.006 |
| 18 | 58.235 | 2:09.072 |
| 39 | 59.722 | 2:08.350 |
| 20 | 1:04.008 | 2:12.228 |
| 69 | 1:07.542 | 2:11.740 |
| 194 | 1:08.750 | 2:13.068 |
| 21 | 1:09.288 | 2:12.248 |
| 107 | 1:11.045 | 2:12.648 |
| 22 | 1:20.025 | 2:14.010 |
| 113 | 1:23.972 | 2:18.795 |

LAP 4 @ 18:40:12.596

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 81 | | 2:00.153 |
| 37 | 1 Lap | 2:37.054 |
| 67 | 9.326 | 2:02.271 |
| 110 | 11.230 | 2:04.324 |
| 272 | 11.460 | 2:02.504 |
| 82 | 12.785 | 2:04.852 |
| 33 | 1 Lap | 2:48.284 |
| 188 | 23.978 | 1:59.195 |
| 42 | 24.479 | 1:58.416 |
| 175 | 24.597 | 2:04.335 |
| 646 | 30.735 | 2:06.308 |
| 818 | 31.317 | 2:01.839 |
| 199 | 40.535 | 2:11.676 |
| 100 | 54.416 | 2:08.411 |
| 122 | 1:01.138 | 2:06.244 |
| 39 | 1:07.752 | 2:08.183 |
| 18 | 1:07.830 | 2:09.748 |
| 20 | 1:16.358 | 2:12.503 |
| 69 | 1:19.232 | 2:11.843 |
| 21 | 1:19.797 | 2:10.662 |
| 194 | 1:20.475 | 2:11.878 |
| 107 | 1:22.002 | 2:11.110 |
| 22 | 1:32.318 | 2:12.446 |
| 113 | 1:40.093 | 2:16.274 |

LAP 5 @ 18:42:12.574

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 81 | | 1:59.978 |
| 67 | 10.115 | 2:00.767 |
| 272 | 11.300 | 1:59.818 |
| 110 | 15.408 | 2:04.156 |
| 82 | 15.709 | 2:02.902 |
| 188 | 21.432 | 1:57.432 |
| 42 | 22.178 | 1:57.677 |
| 175 | 32.603 | 2:07.984 |
| 818 | 32.722 | 2:01.383 |
| 646 | 41.731 | 2:10.974 |
| 37 | 1 Lap | 2:36.268 |
| 199 | 51.352 | 2:10.795 |
| 33 | 1 Lap | 2:41.211 |
| 100 | 1:03.676 | 2:09.238 |
| 122 | 1:04.061 | 2:02.901 |
| 39 | 1:13.357 | 2:05.583 |
| 18 | 1:15.652 | 2:07.800 |
| 21 | 1:28.549 | 2:08.730 |
| 20 | 1:30.517 | 2:14.137 |

| | | |
|-----|----------|----------|
| 69 | 1:31.257 | 2:12.003 |
| 194 | 1:31.867 | 2:11.370 |
| 107 | 1:33.400 | 2:11.376 |
| 22 | 1:43.824 | 2:11.484 |
| 113 | 1:57.529 | 2:17.414 |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park

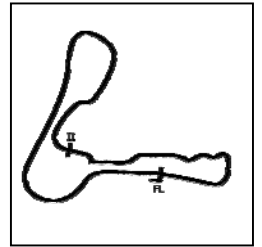
Circuit Length = 2.1800 miles

Start: 18:32 Flag 18:42 End: 18:44

Printed - 18:46 Saturday, 28 April 2018

L&W Contractors Rookie 600 & 1000

RACE 13 - 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 81 1000 Chris DRINKALD | | Kawaski | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.122 | | BEST LAP TIME : 1:59.347 | | DIFFERENCE : 0.225 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.993 | 2:06.998 | 61.79 | 7.651 | 18:34:11.872 |
| 2 - | 1:10.382 | 50.842 | 2:01.224 | 64.74 | 1.877 | 18:36:13.096 |
| 3 - | 1:09.320 | 50.027 | 1:59.347 (1) | 65.75 | | 18:38:12.443 |
| 4 - | 1:09.129 | 51.024 | 2:00.153 (3) | 65.31 | 0.806 | 18:40:12.596 |
| 5 - | 1:09.681 | 50.297 | 1:59.978 (2) | 65.41 | 0.631 | 18:42:12.574 |

| P2 67 1000 David REDGEWICK | | Aprilia | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.767 | | BEST LAP TIME : 2:00.767 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.900 | 2:09.607 | 60.55 | 8.840 | 18:34:14.481 |
| 2 - | 1:10.873 | 51.910 | 2:02.783 | 63.91 | 2.016 | 18:36:17.264 |
| 3 - | 1:10.840 | 51.547 | 2:02.387 (3) | 64.12 | 1.620 | 18:38:19.651 |
| 4 - | 1:11.428 | 50.843 | 2:02.271 (2) | 64.18 | 1.504 | 18:40:21.922 |
| 5 - | 1:10.519 | 50.248 | 2:00.767 (1) | 64.98 | | 18:42:22.689 |

| P3 272 1000 Daniel JOHNSON | | BMW | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.818 | | BEST LAP TIME : 1:59.818 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.701 | 2:13.391 | 58.83 | 13.573 | 18:34:18.265 |
| 2 - | 1:11.047 | 51.158 | 2:02.205 (3) | 64.22 | 2.387 | 18:36:20.470 |
| 3 - | 1:10.284 | 50.798 | 2:01.082 (2) | 64.81 | 1.264 | 18:38:21.552 |
| 4 - | 1:10.790 | 51.714 | 2:02.504 | 64.06 | 2.686 | 18:40:24.056 |
| 5 - | 1:10.044 | 49.774 | 1:59.818 (1) | 65.49 | | 18:42:23.874 |

| P4 110 1000 Peter GUNN | | BMW | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.781 | | BEST LAP TIME : 2:02.506 | | DIFFERENCE : 0.725 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.287 | 2:09.274 | 60.70 | 6.768 | 18:34:14.148 |
| 2 - | 1:10.666 | 52.182 | 2:02.848 (2) | 63.88 | 0.342 | 18:36:16.996 |
| 3 - | 1:10.494 | 52.012 | 2:02.506 (1) | 64.06 | | 18:38:19.502 |
| 4 - | 1:11.362 | 52.962 | 2:04.324 | 63.12 | 1.818 | 18:40:23.826 |
| 5 - | 1:11.793 | 52.363 | 2:04.156 (3) | 63.21 | 1.650 | 18:42:27.982 |

| P5 82 1000 Matthew HAWKINS | | Yamaha | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.036 | | BEST LAP TIME : 2:02.374 | | DIFFERENCE : 0.338 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.056 | 2:10.649 | 60.06 | 8.275 | 18:34:15.523 |
| 2 - | 1:11.239 | 51.135 | 2:02.374 (1) | 64.13 | | 18:36:17.897 |
| 3 - | 1:11.584 | 51.048 | 2:02.632 (2) | 63.99 | 0.258 | 18:38:20.529 |
| 4 - | 1:11.794 | 53.058 | 2:04.852 | 62.85 | 2.478 | 18:40:25.381 |
| 5 - | 1:10.988 | 51.914 | 2:02.902 (3) | 63.85 | 0.528 | 18:42:28.283 |

| P6 188 600 Dawid KRAWIECKI | | Honda | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.015 | | BEST LAP TIME : 1:57.432 | | DIFFERENCE : 0.417 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.191 | 2:28.798 | 52.74 | 31.366 | 18:34:33.672 |
| 2 - | 1:09.403 | 50.782 | 2:00.185 (3) | 65.29 | 2.753 | 18:36:33.857 |
| 3 - | 1:10.798 | 52.724 | 2:03.522 | 63.53 | 6.090 | 18:38:37.379 |
| 4 - | 1:07.885 | 51.310 | 1:59.195 (2) | 65.84 | 1.763 | 18:40:36.574 |
| 5 - | 1:08.302 | 49.130 | 1:57.432 (1) | 66.83 | | 18:42:34.006 |

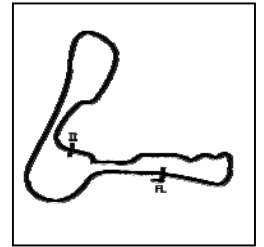
| P7 42 600 Michael ATTWOOD | | Yamaha | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:56.761 | | BEST LAP TIME : 1:57.677 | | DIFFERENCE : 0.916 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.191 | 2:28.798 | 52.74 | 31.366 | 18:34:33.672 |
| 2 - | 1:09.403 | 50.782 | 2:00.185 (3) | 65.29 | 2.753 | 18:36:33.857 |
| 3 - | 1:10.798 | 52.724 | 2:03.522 | 63.53 | 6.090 | 18:38:37.379 |
| 4 - | 1:07.885 | 51.310 | 1:59.195 (2) | 65.84 | 1.763 | 18:40:36.574 |
| 5 - | 1:08.302 | 49.130 | 1:57.432 (1) | 66.83 | | 18:42:34.006 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:32 Flag 18:42 End: 18:44

L&W Contractors Rookie 600 & 1000

RACE 13 - 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

| | | | | | | | |
|-----|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 51.995 | | 2:31.422 | 51.82 | 33.745 | 18:34:36.296 |
| 2 - | 1:09.855 | 51.648 | | 2:01.503 | 64.59 | 3.826 | 18:36:37.799 |
| 3 - | 1:09.822 | 51.038 | | 2:00.860 (3) | 64.93 | 3.183 | 18:38:38.659 |
| 4 - | 1:07.445 | 50.971 | | 1:58.416 (2) | 66.27 | 0.739 | 18:40:37.075 |
| 5 - | 1:08.361 | 49.316 | | 1:57.677 (1) | 66.69 | | 18:42:34.752 |

| P8 175 1000 Mark KENDLE | | | Kawasaki | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.132 | | BEST LAP TIME : 2:04.335 | | DIFFERENCE : 0.203 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.532 | 2:17.163 | 57.21 | 12.828 | 18:34:22.037 |
| 2 - | 1:13.564 | 52.500 | 2:06.064 (3) | 62.25 | 1.729 | 18:36:28.101 |
| 3 - | 1:12.440 | 52.317 | 2:04.757 (2) | 62.90 | 0.422 | 18:38:32.858 |
| 4 - | 1:11.815 | 52.520 | 2:04.335 (1) | 63.12 | | 18:40:37.193 |
| 5 - | 1:15.394 | 52.590 | 2:07.984 | 61.32 | 3.649 | 18:42:45.177 |

| P9 818 600 Alex BARKER | | | Yamaha | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.078 | | BEST LAP TIME : 2:01.383 | | DIFFERENCE : 0.305 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.988 | 2:32.228 | 51.55 | 30.845 | 18:34:37.102 |
| 2 - | 1:10.832 | 51.893 | 2:02.725 | 63.94 | 1.342 | 18:36:39.827 |
| 3 - | 1:10.645 | 51.602 | 2:02.247 (3) | 64.19 | 0.864 | 18:38:42.074 |
| 4 - | 1:10.924 | 50.915 | 2:01.839 (2) | 64.41 | 0.456 | 18:40:43.913 |
| 5 - | 1:10.163 | 51.220 | 2:01.383 (1) | 64.65 | | 18:42:45.296 |

| P10 199 1000 Michael FROST | | | Suzuki | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.232 | | BEST LAP TIME : 2:08.232 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.338 | 2:19.767 | 56.15 | 11.535 | 18:34:24.641 |
| 2 - | 1:15.313 | 53.269 | 2:08.582 (2) | 61.03 | 0.350 | 18:36:33.223 |
| 3 - | 1:15.236 | 52.996 | 2:08.232 (1) | 61.20 | | 18:38:41.455 |
| 4 - | 1:17.462 | 54.214 | 2:11.676 | 59.60 | 3.444 | 18:40:53.131 |
| 5 - | 1:15.843 | 54.952 | 2:10.795 (3) | 60.00 | 2.563 | 18:43:03.926 |

| P11 646 1000 Sukhminder RAI | | | Aprilia | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.931 | | BEST LAP TIME : 2:06.308 | | DIFFERENCE : 0.377 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.038 | 2:17.559 | 57.05 | 11.251 | 18:34:22.433 |
| 2 - | 1:14.842 | 52.881 | 2:07.723 (3) | 61.44 | 1.415 | 18:36:30.156 |
| 3 - | 1:14.450 | 52.417 | 2:06.867 (2) | 61.86 | 0.559 | 18:38:37.023 |
| 4 - | 1:13.514 | 52.794 | 2:06.308 (1) | 62.13 | | 18:40:43.331 |
| 5 - | 1:14.029 | 56.945 | 2:10.974 | 59.92 | 4.666 | 18:42:54.305 |

| P12 100 600 Craig HOWTON | | | Suzuki | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.796 | | BEST LAP TIME : 2:07.980 | | DIFFERENCE : 1.184 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.658 | 2:35.515 | 50.46 | 27.535 | 18:34:40.389 |
| 2 - | 1:14.719 | 55.513 | 2:10.232 | 60.26 | 2.252 | 18:36:50.621 |
| 3 - | 1:13.138 | 54.842 | 2:07.980 (1) | 61.32 | | 18:38:58.601 |
| 4 - | 1:13.741 | 54.670 | 2:08.411 (2) | 61.11 | 0.431 | 18:41:07.012 |
| 5 - | 1:14.242 | 54.996 | 2:09.238 (3) | 60.72 | 1.258 | 18:43:16.250 |

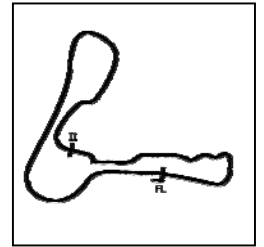
| P13 122 600 Kier ARMSTRONG | | | Yamaha | | | |
|----------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:02.901 | | BEST LAP TIME : 2:02.901 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.497 | 2:44.355 | 47.75 | 41.454 | 18:34:49.229 |
| 2 - | 1:17.054 | 53.201 | 2:10.255 | 60.25 | 7.354 | 18:36:59.484 |
| 3 - | 1:14.927 | 53.079 | 2:08.006 (3) | 61.31 | 5.105 | 18:39:07.490 |
| 4 - | 1:13.701 | 52.543 | 2:06.244 (2) | 62.16 | 3.343 | 18:41:13.734 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:32 Flag 18:42 End: 18:44

L&W Contractors Rookie 600 & 1000

RACE 13 - 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

5 - 1:11.927 50.974 2:02.901 (1) 63.85 18:43:16.635

| P14 39 600 Max MORGAN | | | Kawasaki | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:05.583 | | BEST LAP TIME : 2:05.583 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.505 | 2:47.019 | 46.98 | 41.436 | 18:34:51.893 |
| 2 - | 1:17.056 | 54.866 | 2:11.922 | 59.49 | 6.339 | 18:37:03.815 |
| 3 - | 1:14.261 | 54.089 | 2:08.350 (3) | 61.14 | 2.767 | 18:39:12.165 |
| 4 - | 1:14.462 | 53.721 | 2:08.183 (2) | 61.22 | 2.600 | 18:41:20.348 |
| 5 - | 1:12.281 | 53.302 | 2:05.583 (1) | 62.49 | | 18:43:25.931 |

| P15 18 600 Jamie THOMAS | | | Suzuki | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:07.800 | | BEST LAP TIME : 2:07.800 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.008 | 2:43.392 | 48.03 | 35.592 | 18:34:48.266 |
| 2 - | 1:17.816 | 55.524 | 2:13.340 | 58.85 | 5.540 | 18:37:01.606 |
| 3 - | 1:15.405 | 53.667 | 2:09.072 (2) | 60.80 | 1.272 | 18:39:10.678 |
| 4 - | 1:15.373 | 54.375 | 2:09.748 (3) | 60.48 | 1.948 | 18:41:20.426 |
| 5 - | 1:14.409 | 53.391 | 2:07.800 (1) | 61.40 | | 18:43:28.226 |

| P16 21 600 Nick WHITCHER | | | Yamaha | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:08.730 | | BEST LAP TIME : 2:08.730 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:01.794 | 2:52.763 | 45.42 | 44.033 | 18:34:57.637 |
| 2 - | 1:15.883 | 55.963 | 2:11.846 (3) | 59.52 | 3.116 | 18:37:09.483 |
| 3 - | 1:16.891 | 55.357 | 2:12.248 | 59.34 | 3.518 | 18:39:21.731 |
| 4 - | 1:15.054 | 55.608 | 2:10.662 (2) | 60.06 | 1.932 | 18:41:32.393 |
| 5 - | 1:14.717 | 54.013 | 2:08.730 (1) | 60.96 | | 18:43:41.123 |

| P17 20 600 Matt CLARKE | | | Kawasaki | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:12.120 | | BEST LAP TIME : 2:12.228 | | DIFFERENCE : 0.108 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.517 | 2:44.065 | 47.83 | 31.837 | 18:34:48.939 |
| 2 - | 1:19.782 | 55.502 | 2:15.284 | 58.01 | 3.056 | 18:37:04.223 |
| 3 - | 1:17.891 | 54.337 | 2:12.228 (1) | 59.35 | | 18:39:16.451 |
| 4 - | 1:18.274 | 54.229 | 2:12.503 (2) | 59.22 | 0.275 | 18:41:28.954 |
| 5 - | 1:18.772 | 55.365 | 2:14.137 (3) | 58.50 | 1.909 | 18:43:43.091 |

| P18 69 600 Robert WINDEATT | | | Triumph | | | |
|----------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:11.218 | | BEST LAP TIME : 2:11.740 | | DIFFERENCE : 0.522 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 59.292 | 2:48.209 | 46.65 | 36.469 | 18:34:53.083 |
| 2 - | 1:19.129 | 56.033 | 2:15.162 | 58.06 | 3.422 | 18:37:08.245 |
| 3 - | 1:16.783 | 54.957 | 2:11.740 (1) | 59.57 | | 18:39:19.985 |
| 4 - | 1:16.261 | 55.582 | 2:11.843 (2) | 59.52 | 0.103 | 18:41:31.828 |
| 5 - | 1:17.036 | 54.967 | 2:12.003 (3) | 59.45 | 0.263 | 18:43:43.831 |

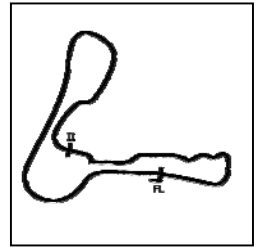
| P19 194 600 Liam CRACKNELL | | | Kawasaki | | | |
|----------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 2:11.370 | | BEST LAP TIME : 2:11.370 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 59.862 | 2:48.014 | 46.71 | 36.644 | 18:34:52.888 |
| 2 - | 1:18.754 | 56.483 | 2:15.237 | 58.03 | 3.867 | 18:37:08.125 |
| 3 - | 1:18.041 | 55.027 | 2:13.068 (3) | 58.97 | 1.698 | 18:39:21.193 |
| 4 - | 1:16.511 | 55.367 | 2:11.878 (2) | 59.51 | 0.508 | 18:41:33.071 |
| 5 - | 1:16.444 | 54.926 | 2:11.370 (1) | 59.74 | | 18:43:44.441 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:32 Flag 18:42 End: 18:44

L&W Contractors Rookie 600 & 1000

RACE 13 - 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

| P20 107 600 | | Michael WHEELDON | | Triumph | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.660 | | BEST LAP TIME : 2:11.110 | | DIFFERENCE : 0.450 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:01.858 | 2:52.115 | 45.59 | 41.005 | 18:34:56.989 |
| 2 - | 1:17.700 | 56.151 | 2:13.851 | 58.63 | 2.741 | 18:37:10.840 |
| 3 - | 1:17.456 | 55.192 | 2:12.648 (3) | 59.16 | 1.538 | 18:39:23.488 |
| 4 - | 1:15.768 | 55.342 | 2:11.110 (1) | 59.85 | | 18:41:34.598 |
| 5 - | 1:16.484 | 54.892 | 2:11.376 (2) | 59.73 | 0.266 | 18:43:45.974 |

| P21 22 600 | | Rob FARMER | | Yamaha | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.484 | | BEST LAP TIME : 2:11.484 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:01.655 | 2:53.624 | 45.20 | 42.140 | 18:34:58.498 |
| 2 - | 1:21.269 | 58.691 | 2:19.960 | 56.07 | 8.476 | 18:37:18.458 |
| 3 - | 1:18.329 | 55.681 | 2:14.010 (3) | 58.56 | 2.526 | 18:39:32.468 |
| 4 - | 1:17.543 | 54.903 | 2:12.446 (2) | 59.25 | 0.962 | 18:41:44.914 |
| 5 - | 1:16.908 | 54.576 | 2:11.484 (1) | 59.68 | | 18:43:56.398 |

| P22 113 600 | | Illia ZHURAVEL | | Kawasaki | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.187 | | BEST LAP TIME : 2:16.274 | | DIFFERENCE : 0.087 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:00.493 | 2:54.184 | 45.05 | 37.910 | 18:34:59.058 |
| 2 - | 1:20.202 | 58.360 | 2:18.562 (3) | 56.63 | 2.288 | 18:37:17.620 |
| 3 - | 1:20.420 | 58.375 | 2:18.795 | 56.54 | 2.521 | 18:39:36.415 |
| 4 - | 1:18.697 | 57.577 | 2:16.274 (1) | 57.59 | | 18:41:52.689 |
| 5 - | 1:18.610 | 58.804 | 2:17.414 (2) | 57.11 | 1.140 | 18:44:10.103 |

| P23 37 600 | | Ricky WOODS | | Suzuki | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:33.254 | | BEST LAP TIME : 2:35.559 | | DIFFERENCE : 2.305 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:02.472 | 3:03.753 | 42.70 | 28.194 | 18:35:08.627 |
| 2 - | 1:30.782 | 1:04.777 | 2:35.559 (1) | 50.45 | | 18:37:44.186 |
| 3 - | 1:33.135 | 1:03.919 | 2:37.054 (3) | 49.97 | 1.495 | 18:40:21.240 |
| 4 - | 1:31.633 | 1:04.635 | 2:36.268 (2) | 50.22 | 0.709 | 18:42:57.508 |

| P24 33 1000 | | Carlo BOTTIGLIERI | | Yamaha | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:41.211 | | BEST LAP TIME : 2:41.211 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:08.303 | 2:54.453 | 44.98 | 13.242 | 18:34:59.327 |
| 2 - | 1:38.487 | 1:05.225 | 2:43.712 (2) | 47.93 | 2.501 | 18:37:43.039 |
| 3 - | 1:40.478 | 1:07.806 | 2:48.284 (3) | 46.63 | 7.073 | 18:40:31.323 |
| 4 - | 1:36.217 | 1:04.994 | 2:41.211 (1) | 48.68 | | 18:43:12.534 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:32 Flag 18:42 End: 18:44

L&W Contractors Rookie 600 & 1000

RACE 13 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-------------|-----------------|-----|-------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:56.575 | | |
| 1 | 42 | ATTWOOD | 1:07.445 | 188 | KRAWIECKI | 49.130 | 1 | 42 | ATTWOOD | 1:56.761 | 1:57.677 | 0.916 |
| 2 | 188 | KRAWIECKI | 1:07.885 | 42 | ATTWOOD | 49.316 | 2 | 188 | KRAWIECKI | 1:57.015 | 1:57.432 | 0.417 |
| 3 | 81 | DRINKALD | 1:09.129 | 272 | JOHNSON | 49.774 | 3 | 81 | DRINKALD | 1:59.122 | 1:59.347 | 0.225 |
| 4 | 272 | JOHNSON | 1:10.044 | 81 | DRINKALD | 49.993 | 4 | 272 | JOHNSON | 1:59.818 | 1:59.818 | 0.000 |
| 5 | 818 | BARKER | 1:10.163 | 67 | REDGEWICK | 50.248 | 5 | 67 | REDGEWICK | 2:00.767 | 2:00.767 | 0.000 |
| 6 | 110 | GUNN | 1:10.494 | 818 | BARKER | 50.915 | 6 | 818 | BARKER | 2:01.078 | 2:01.383 | 0.305 |
| 7 | 67 | REDGEWICK | 1:10.519 | 122 | ARMSTRONG | 50.974 | 7 | 110 | GUNN | 2:01.781 | 2:02.506 | 0.725 |
| 8 | 82 | HAWKINS | 1:10.988 | 82 | HAWKINS | 51.048 | 8 | 82 | HAWKINS | 2:02.036 | 2:02.374 | 0.338 |
| 9 | 175 | KENDLE | 1:11.815 | 110 | GUNN | 51.287 | 9 | 122 | ARMSTRONG | 2:02.901 | 2:02.901 | 0.000 |
| 10 | 122 | ARMSTRONG | 1:11.927 | 175 | KENDLE | 52.317 | 10 | 175 | KENDLE | 2:04.132 | 2:04.335 | 0.203 |
| 11 | 39 | MORGAN | 1:12.281 | 646 | RAI | 52.417 | 11 | 39 | MORGAN | 2:05.583 | 2:05.583 | 0.000 |
| 12 | 100 | HOWTON | 1:13.138 | 199 | FROST | 52.996 | 12 | 646 | RAI | 2:05.931 | 2:06.308 | 0.377 |
| 13 | 646 | RAI | 1:13.514 | 39 | MORGAN | 53.302 | 13 | 100 | HOWTON | 2:06.796 | 2:07.980 | 1.184 |
| 14 | 18 | THOMAS | 1:14.409 | 18 | THOMAS | 53.391 | 14 | 18 | THOMAS | 2:07.800 | 2:07.800 | 0.000 |
| 15 | 21 | WHITCHER | 1:14.717 | 100 | HOWTON | 53.658 | 15 | 199 | FROST | 2:08.232 | 2:08.232 | 0.000 |
| 16 | 199 | FROST | 1:15.236 | 21 | WHITCHER | 54.013 | 16 | 21 | WHITCHER | 2:08.730 | 2:08.730 | 0.000 |
| 17 | 107 | WHEELDON | 1:15.768 | 20 | CLARKE | 54.229 | 17 | 107 | WHEELDON | 2:10.660 | 2:11.110 | 0.450 |
| 18 | 69 | WINDEATT | 1:16.261 | 22 | FARMER | 54.576 | 18 | 69 | WINDEATT | 2:11.218 | 2:11.740 | 0.522 |
| 19 | 194 | CRACKNELL | 1:16.444 | 107 | WHEELDON | 54.892 | 19 | 194 | CRACKNELL | 2:11.370 | 2:11.370 | 0.000 |
| 20 | 22 | FARMER | 1:16.908 | 194 | CRACKNELL | 54.926 | 20 | 22 | FARMER | 2:11.484 | 2:11.484 | 0.000 |
| 21 | 20 | CLARKE | 1:17.891 | 69 | WINDEATT | 54.957 | 21 | 20 | CLARKE | 2:12.120 | 2:12.228 | 0.108 |
| 22 | 113 | ZHURAVEL | 1:18.610 | 113 | ZHURAVEL | 57.577 | 22 | 113 | ZHURAVEL | 2:16.187 | 2:16.274 | 0.087 |
| 23 | 37 | WOODS | 1:30.782 | 37 | WOODS | 1:02.472 | 23 | 37 | WOODS | 2:33.254 | 2:35.559 | 2.305 |
| 24 | 33 | BOTTIGLIERI | 1:36.217 | 33 | BOTTIGLIERI | 1:04.994 | 24 | 33 | BOTTIGLIERI | 2:41.211 | 2:41.211 | 0.000 |
| 25 | | | | | | | | | | | | |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 18:32 Flag 18:42 End: 18:44

Printed - 18:46 Saturday, 28 April 2018

L&W Contractors Rookie 600 & 1000

RACE 4 - GRID (9 Laps)

| | | | | | | | | |
|--------|----|-----|-----------------|----|-----|------------------|----|----------------------|
| ROW 11 | 31 | 196 | Emma PETERSON | 32 | 102 | James TEGG | 1 | |
| ROW 10 | 28 | 113 | Illia ZHURAVEL | 29 | 37 | Ricky WOODS | 30 | 5 Ben HARRISON |
| ROW 9 | 25 | 22 | Rob FARMER | 26 | 69 | Robert WINDEATT | 27 | 20 Matt CLARKE |
| ROW 8 | 22 | 21 | Nick WHITCHER | 23 | 107 | Michael WHEELDON | 24 | 194 Liam CRACKNELL |
| ROW 7 | 19 | 39 | Max MORGAN | 20 | 18 | Jamie THOMAS | 21 | 100 Craig HOWTON |
| ROW 6 | 16 | 42 | Michael ATTWOOD | 17 | 818 | Alex BARKER | 18 | 122 Kier ARMSTRONG |
| ROW 5 | 13 | | | 14 | | | 15 | 188 Dawid KRAWIECKI |
| ROW 4 | 10 | 25 | Mark HART | 11 | 59 | David NESTER | 12 | |
| ROW 3 | 7 | 646 | Sukhminder RAI | 8 | 199 | Michael FROST | 9 | 33 Carlo BOTTIGLIERI |
| ROW 2 | 4 | 82 | Matthew HAWKINS | 5 | 110 | Peter GUNN | 6 | 175 Mark KENDLE |
| ROW 1 | 1 | 81 | Chris DRINKALD | 2 | 272 | Daniel JOHNSON | 3 | 67 David REDGEWICK |
| | | | Pole | | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 18:50 Saturday, 28 April 2018





CONTRACTORS LTD

L&W Contractors Rookie 600 & 1000**RACE 4 - CLASSIFICATION**

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|------|---------------------|---|------|-----------|----------|----------|-------|----------|----|
| 1 | 110 | 1000 | 1 Peter GUNN | BMW - | 8 | 14:06.351 | | | 74.18 | 1:42.932 | 5 |
| 2 | 646 | 1000 | 2 Sukhminder RAI | Aprilia - | 8 | 14:06.436 | 0.085 | 0.085 | 74.17 | 1:42.494 | 6 |
| 3 | 272 | 1000 | 3 Daniel JOHNSON | BMW - | 8 | 14:06.875 | 0.524 | 0.439 | 74.13 | 1:43.769 | 7 |
| 4 | 82 | 1000 | 4 Matthew HAWKINS | Yamaha - | 8 | 14:17.829 | 11.478 | 10.954 | 73.18 | 1:44.525 | 3 |
| 5 | 175 | 1000 | 5 Mark KENDLE | Kawasaki - LiMAR OILTOOLS | 8 | 14:18.580 | 12.229 | 0.751 | 73.12 | 1:44.356 | 3 |
| 6 | 67 | 1000 | 6 David REDGEWICK | Aprilia - WHEELIES MOTORCYCLES | 8 | 14:38.009 | 31.658 | 19.429 | 71.50 | 1:48.354 | 8 |
| 7 | 42 | 600 | 1 Michael ATTWOOD | Yamaha - Moremoto | 8 | 15:07.833 | 1:01.482 | 29.824 | 69.15 | 1:47.230 | 8 |
| 8 | 39 | 600 | 2 Max MORGAN | Kawasaki - MSS PERFORMANCE | 8 | 15:08.415 | 1:02.064 | 0.582 | 69.11 | 1:47.576 | 8 |
| 9 | 21 | 600 | 3 Nick WHITCHER | Yamaha - | 8 | 15:13.484 | 1:07.133 | 5.069 | 68.73 | 1:48.329 | 8 |
| 10 | 818 | 600 | 4 Alex BARKER | Yamaha - Courtneys Vehicle Logistics & Barker Wor | 8 | 15:21.812 | 1:15.461 | 8.328 | 68.10 | 1:49.159 | 8 |
| 11 | 122 | 600 | 5 Kier ARMSTRONG | Yamaha - | 8 | 15:22.100 | 1:15.749 | 0.288 | 68.08 | 1:47.562 | 7 |
| 12 | 100 | 600 | 6 Craig HOWTON | Suzuki - Me | 8 | 15:46.420 | 1:40.069 | 24.320 | 66.33 | 1:52.477 | 3 |
| 13 | 194 | 600 | 7 Liam CRACKNELL | Kawasaki - | 8 | 15:49.670 | 1:43.319 | 3.250 | 66.11 | 1:51.661 | 8 |
| 14 | 18 | 600 | 8 Jamie THOMAS | Suzuki - Team RubyRacing | 8 | 15:50.575 | 1:44.224 | 0.905 | 66.04 | 1:51.625 | 8 |
| 15 | 107 | 600 | 9 Michael WHEELDON | Triumph - | 8 | 15:50.868 | 1:44.517 | 0.293 | 66.02 | 1:53.197 | 8 |
| 16 | 22 | 600 | 10 Rob FARMER | Yamaha - Obsession Engineering | 8 | 15:51.447 | 1:45.096 | 0.579 | 65.98 | 1:51.961 | 4 |
| 17 | 69 | 600 | 11 Robert WINDEATT | Triumph - L&W Contractors | 7 | 14:10.220 | 1 Lap | 1 Lap | 64.61 | 1:54.137 | 5 |
| 18 | 196 | 600 | 12 Emma PETERSON | Yamaha - Rst Concept store-Helmet City Chichester | 7 | 15:13.496 | 1 Lap | 1:03.276 | 60.13 | 2:01.018 | 6 |
| 19 | 113 | 600 | 13 Illia ZHURAVEL | Kawasaki - | 7 | 15:26.339 | 1 Lap | 12.843 | 59.30 | 2:04.183 | 5 |
| 20 | 33 | 1000 | 7 Carlo BOTTIGLIERI | Yamaha - TMT RACING | 6 | 14:19.313 | 2 Laps | 1 Lap | 54.79 | 2:21.343 | 3 |
| 21 | 102 | 600 | 14 James TEGG | Honda - | 6 | 14:47.099 | 2 Laps | 27.786 | 53.08 | 2:17.946 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|------|-----------------|---|---|-----------|--------|--------|-------|----------|---|
| DNF | 81 | 1000 | Chris DRINKALD | Kawaski - Rymer Racing | 6 | 10:37.571 | 2 Laps | | 73.85 | 1:44.044 | 6 |
| DNF | 199 | 1000 | Michael FROST | Suzuki - | 6 | 11:31.439 | 2 Laps | 53.868 | 68.10 | 1:53.520 | 6 |
| DNF | 188 | 600 | Dawid KRAWIECKI | Honda - | 6 | 11:31.744 | 2 Laps | 0.305 | 68.07 | 1:48.089 | 5 |
| DNF | 25 | 1000 | Mark HART | Suzuki - Barista 23, Elmwood Coachworks, ripleys ca | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|-----|------|-----------------|-------------------|---|----------|-----------|------------|
| 646 | 1000 | Sukhminder RAI | Aprilia - | 6 | 1:42.494 | 76.57 mph | 123.22 kph |
| 42 | 600 | Michael ATTWOOD | Yamaha - Moremoto | 8 | 1:47.230 | 73.18 mph | 117.78 kph |

Class 1000 - 92.5% of Race Speed = 68.61 mph

Class 600 - 92.5% of Race Speed = 63.96 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 11:24 Flag 11:38 End: 11:40

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 11:43 Sunday, 29 April 2018



L&W Contractors Rookie 600 & 1000

RACE 4 - LAP CHART

LAP 1 @ 11:26:41.266

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 110 | | 1:48.927 |
| 272 | 2.412 | 1:51.339 |
| 81 | 2.921 | 1:51.848 |
| 175 | 4.909 | 1:53.836 |
| 67 | 5.660 | 1:54.587 |
| 646 | 6.108 | 1:55.035 |
| 82 | 6.834 | 1:55.761 |
| 199 | 11.033 | 1:59.960 |
| 42 | 35.016 | 2:23.943 |
| 188 | 35.072 | 2:23.999 |
| 818 | 36.141 | 2:25.068 |
| 39 | 36.678 | 2:25.605 |
| 100 | 37.687 | 2:26.614 |
| 21 | 37.954 | 2:26.881 |
| 33 | 38.154 | 2:27.081 |
| 107 | 38.652 | 2:27.579 |
| 18 | 40.716 | 2:29.643 |
| 69 | 41.844 | 2:30.771 |
| 22 | 42.276 | 2:31.203 |
| 194 | 43.131 | 2:32.058 |
| 122 | 43.410 | 2:32.337 |
| 113 | 53.347 | 2:42.274 |
| 196 | 55.090 | 2:44.017 |
| 102 | 1:03.530 | 2:52.457 |

LAP 2 @ 11:28:24.491

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 110 | | 1:43.225 |
| 272 | 4.531 | 1:45.344 |
| 81 | 4.939 | 1:45.243 |
| 175 | 7.960 | 1:46.276 |
| 646 | 8.722 | 1:45.839 |
| 82 | 9.968 | 1:46.359 |
| 67 | 11.759 | 1:49.324 |
| 199 | 21.639 | 1:53.831 |
| 188 | 42.489 | 1:50.642 |
| 42 | 42.545 | 1:50.754 |
| 39 | 44.101 | 1:50.648 |
| 818 | 45.600 | 1:52.684 |
| 21 | 45.964 | 1:51.235 |
| 100 | 47.277 | 1:52.815 |
| 107 | 49.364 | 1:53.937 |
| 18 | 54.121 | 1:56.630 |
| 122 | 54.542 | 1:54.357 |
| 69 | 58.398 | 1:59.779 |
| 194 | 58.627 | 1:58.721 |
| 22 | 59.062 | 2:00.011 |
| 33 | 1:18.804 | 2:23.875 |
| 113 | 1:19.371 | 2:09.249 |
| 196 | 1:19.667 | 2:07.802 |
| 102 | 1:38.251 | 2:17.946 |

LAP 3 @ 11:30:08.971

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 110 | | 1:44.480 |
| 272 | 5.622 | 1:45.571 |
| 81 | 6.182 | 1:45.723 |
| 175 | 7.836 | 1:44.356 |
| 646 | 8.932 | 1:44.690 |
| 82 | 10.013 | 1:44.525 |
| 67 | 16.033 | 1:48.754 |

| | | |
|-----|----------|----------|
| 199 | 32.398 | 1:55.239 |
| 188 | 47.442 | 1:49.433 |
| 42 | 47.556 | 1:49.491 |
| 39 | 48.820 | 1:49.199 |
| 21 | 51.839 | 1:50.355 |
| 818 | 52.792 | 1:51.672 |
| 100 | 55.274 | 1:52.477 |
| 107 | 59.779 | 1:54.895 |
| 122 | 1:00.194 | 1:50.132 |
| 18 | 1:05.772 | 1:56.131 |
| 194 | 1:07.764 | 1:53.617 |
| 22 | 1:09.398 | 1:54.816 |
| 69 | 1:11.493 | 1:57.575 |
| 196 | 1:45.019 | 2:09.832 |

LAP 4 @ 11:31:55.094

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 110 | | 1:46.123 |
| 113 | 1 Lap | 2:12.306 |
| 272 | 5.517 | 1:46.018 |
| 81 | 6.332 | 1:46.273 |
| 646 | 8.414 | 1:45.605 |
| 175 | 8.476 | 1:46.763 |
| 82 | 9.233 | 1:45.343 |
| 33 | 1 Lap | 2:21.343 |
| 67 | 19.070 | 1:49.160 |
| 102 | 1 Lap | 2:19.910 |
| 199 | 41.465 | 1:55.190 |
| 42 | 50.395 | 1:48.962 |
| 188 | 50.504 | 1:49.185 |
| 39 | 51.292 | 1:48.595 |
| 21 | 55.103 | 1:49.387 |
| 818 | 58.084 | 1:51.415 |
| 100 | 1:02.424 | 1:53.273 |
| 122 | 1:04.353 | 1:50.282 |
| 107 | 1:07.668 | 1:54.012 |
| 18 | 1:14.343 | 1:54.694 |
| 194 | 1:14.714 | 1:53.073 |
| 22 | 1:15.236 | 1:51.961 |
| 69 | 1:22.231 | 1:56.861 |

LAP 5 @ 11:33:38.026

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 110 | | 1:42.932 |
| 272 | 7.530 | 1:44.945 |
| 81 | 7.840 | 1:44.440 |
| 646 | 9.850 | 1:44.368 |
| 82 | 12.746 | 1:46.445 |
| 175 | 14.334 | 1:48.790 |
| 196 | 1 Lap | 2:05.486 |
| 113 | 1 Lap | 2:05.399 |
| 67 | 25.319 | 1:49.181 |
| 33 | 1 Lap | 2:22.533 |
| 199 | 52.232 | 1:53.699 |
| 188 | 55.661 | 1:48.089 |
| 42 | 55.866 | 1:48.403 |
| 39 | 56.924 | 1:48.564 |
| 21 | 1:01.859 | 1:49.688 |
| 818 | 1:05.732 | 1:50.580 |
| 102 | 1 Lap | 2:22.125 |
| 122 | 1:11.792 | 1:50.371 |
| 100 | 1:14.901 | 1:55.409 |
| 107 | 1:19.864 | 1:55.128 |
| 194 | 1:24.618 | 1:52.836 |

| | | |
|----|----------|----------|
| 18 | 1:25.511 | 1:54.100 |
| 22 | 1:25.606 | 1:53.302 |
| 69 | 1:33.436 | 1:54.137 |

LAP 6 @ 11:35:25.174

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 110 | | 1:47.148 |
| 272 | 4.304 | 1:43.922 |
| 81 | 4.736 | 1:44.044 |
| 646 | 5.196 | 1:42.494 |
| 82 | 11.593 | 1:45.995 |
| 175 | 13.645 | 1:46.459 |
| 67 | 27.891 | 1:49.720 |
| 196 | 1 Lap | 2:03.521 |
| 113 | 1 Lap | 2:04.183 |
| 199 | 58.604 | 1:53.520 |
| 188 | 58.909 | 1:50.396 |
| 39 | 59.525 | 1:49.749 |
| 42 | 59.893 | 1:51.175 |
| 21 | 1:03.550 | 1:48.839 |
| 818 | 1:09.262 | 1:50.678 |
| 122 | 1:13.811 | 1:49.167 |
| 100 | 1:22.881 | 1:55.128 |
| 33 | 1 Lap | 2:22.612 |
| 107 | 1:28.137 | 1:55.421 |
| 194 | 1:30.280 | 1:52.810 |
| 22 | 1:30.671 | 1:52.213 |
| 18 | 1:31.991 | 1:53.628 |
| 69 | 1:41.491 | 1:55.203 |

LAP 7 @ 11:37:11.359

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 110 | | 1:46.185 |
| 102 | 2 Laps | 2:26.794 |
| 272 | 1.888 | 1:43.769 |
| 646 | 2.746 | 1:43.735 |
| 82 | 11.423 | 1:46.015 |
| 175 | 12.963 | 1:45.503 |
| 67 | 30.635 | 1:48.929 |
| 196 | 1 Lap | 2:01.018 |
| 113 | 1 Lap | 2:06.775 |
| 42 | 1:01.583 | 1:47.875 |
| 39 | 1:01.819 | 1:48.479 |
| 21 | 1:06.135 | 1:48.770 |
| 818 | 1:13.633 | 1:50.556 |
| 122 | 1:15.188 | 1:47.562 |
| 100 | 1:32.602 | 1:55.906 |
| 107 | 1:38.651 | 1:56.699 |
| 194 | 1:38.989 | 1:54.894 |
| 22 | 1:39.271 | 1:54.785 |
| 18 | 1:39.930 | 1:54.124 |

LAP 8 @ 11:38:58.690

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 110 | | 1:47.331 |
| 646 | 0.085 | 1:44.670 |
| 272 | 0.524 | 1:45.967 |
| 69 | 1 Lap | 1:55.894 |
| 82 | 11.478 | 1:47.386 |
| 175 | 12.229 | 1:46.597 |
| 33 | 2 Laps | 2:21.869 |
| 67 | 31.658 | 1:48.354 |
| 102 | 2 Laps | 2:27.867 |

| | | |
|-----|----------|----------|
| 42 | 1:01.482 | 1:47.230 |
| 39 | 1:02.064 | 1:47.576 |
| 21 | 1:07.133 | 1:48.329 |
| 196 | 1 Lap | 2:01.820 |
| 818 | 1:15.461 | 1:49.159 |
| 122 | 1:15.749 | 1:47.892 |
| 113 | 1 Lap | 2:06.153 |
| 100 | 1:40.069 | 1:54.798 |
| 194 | 1:43.319 | 1:51.661 |
| 18 | 1:44.224 | 1:51.625 |
| 107 | 1:44.517 | 1:53.197 |
| 22 | 1:45.096 | 1:53.156 |

Weather / Track : Cloudy / Dry

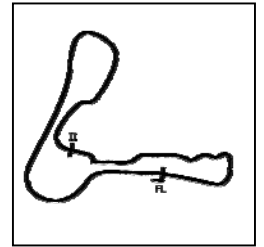
Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:24 Flag 11:38 End: 11:40

Results can be found at www.tsl-timing.com

Printed - 11:44 Sunday, 29 April 2018

L&W Contractors Rookie 600 & 1000

RACE 4 - 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 110 1000 Peter GUNN | | | BMW - | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:42.033 | | BEST LAP TIME : 1:42.932 | | DIFFERENCE : 0.899 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.337 | 1:48.927 | 72.04 | 5.995 | 11:26:41.266 |
| 2 - | 58.696 | 44.529 | 1:43.225 (2) | 76.02 | 0.293 | 11:28:24.491 |
| 3 - | 59.712 | 44.768 | 1:44.480 (3) | 75.11 | 1.548 | 11:30:08.971 |
| 4 - | 1:01.280 | 44.843 | 1:46.123 | 73.95 | 3.191 | 11:31:55.094 |
| 5 - | 59.198 | 43.734 | 1:42.932 (1) | 76.24 | | 11:33:38.026 |
| 6 - | 1:02.038 | 45.110 | 1:47.148 | 73.24 | 4.216 | 11:35:25.174 |
| 7 - | 1:00.869 | 45.316 | 1:46.185 | 73.90 | 3.253 | 11:37:11.359 |
| 8 - | 1:02.549 | 44.782 | 1:47.331 | 73.12 | 4.399 | 11:38:58.690 |

| P2 646 1000 Sukhminder RAI | | | Aprilia - | | | |
|----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.491 | | BEST LAP TIME : 1:42.494 | | DIFFERENCE : 0.003 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.235 | 1:55.035 | 68.22 | 12.541 | 11:26:47.374 |
| 2 - | 1:01.757 | 44.082 | 1:45.839 | 74.15 | 3.345 | 11:28:33.213 |
| 3 - | 1:00.707 | 43.983 | 1:44.690 | 74.96 | 2.196 | 11:30:17.903 |
| 4 - | 1:01.412 | 44.193 | 1:45.605 | 74.31 | 3.111 | 11:32:03.508 |
| 5 - | 1:01.131 | 43.237 | 1:44.368 (3) | 75.19 | 1.874 | 11:33:47.876 |
| 6 - | 59.254 | 43.240 | 1:42.494 (1) | 76.57 | | 11:35:30.370 |
| 7 - | 1:00.082 | 43.653 | 1:43.735 (2) | 75.65 | 1.241 | 11:37:14.105 |
| 8 - | 1:00.108 | 44.562 | 1:44.670 | 74.97 | 2.176 | 11:38:58.775 |

| P3 272 1000 Daniel JOHNSON | | | BMW - | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:43.538 | | BEST LAP TIME : 1:43.769 | | DIFFERENCE : 0.231 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.727 | 1:51.339 | 70.48 | 7.570 | 11:26:43.678 |
| 2 - | 1:00.374 | 44.970 | 1:45.344 | 74.49 | 1.575 | 11:28:29.022 |
| 3 - | 1:01.134 | 44.437 | 1:45.571 | 74.33 | 1.802 | 11:30:14.593 |
| 4 - | 1:01.354 | 44.664 | 1:46.018 | 74.02 | 2.249 | 11:32:00.611 |
| 5 - | 1:01.158 | 43.787 | 1:44.945 (3) | 74.78 | 1.176 | 11:33:45.556 |
| 6 - | 1:00.402 | 43.520 | 1:43.922 (2) | 75.51 | 0.153 | 11:35:29.478 |
| 7 - | 1:00.018 | 43.751 | 1:43.769 (1) | 75.63 | | 11:37:13.247 |
| 8 - | 1:01.223 | 44.744 | 1:45.967 | 74.06 | 2.198 | 11:38:59.214 |

| P4 82 1000 Matthew HAWKINS | | | Yamaha - | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:44.525 | | BEST LAP TIME : 1:44.525 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.757 | 1:55.761 | 67.79 | 11.236 | 11:26:48.100 |
| 2 - | 1:01.750 | 44.609 | 1:46.359 | 73.78 | 1.834 | 11:28:34.459 |
| 3 - | 1:00.470 | 44.055 | 1:44.525 (1) | 75.08 | | 11:30:18.984 |
| 4 - | 1:00.834 | 44.509 | 1:45.343 (2) | 74.50 | 0.818 | 11:32:04.327 |
| 5 - | 1:02.105 | 44.340 | 1:46.445 | 73.72 | 1.920 | 11:33:50.772 |
| 6 - | 1:01.532 | 44.463 | 1:45.995 (3) | 74.04 | 1.470 | 11:35:36.767 |
| 7 - | 1:01.557 | 44.458 | 1:46.015 | 74.02 | 1.490 | 11:37:22.782 |
| 8 - | 1:02.887 | 44.499 | 1:47.386 | 73.08 | 2.861 | 11:39:10.168 |

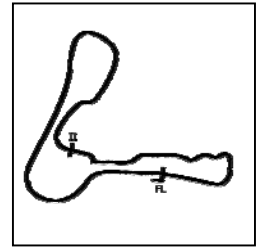
| P5 175 1000 Mark KENDLE | | | Kawasaki - LIMAR OILTOOLS | | | |
|---------------------------|-----------------|--------------------------|---------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:44.356 | | BEST LAP TIME : 1:44.356 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.945 | 1:53.836 | 68.94 | 9.480 | 11:26:46.175 |
| 2 - | 1:01.282 | 44.994 | 1:46.276 (3) | 73.84 | 1.920 | 11:28:32.451 |
| 3 - | 1:00.041 | 44.315 | 1:44.356 (1) | 75.20 | | 11:30:16.807 |
| 4 - | 1:01.073 | 45.690 | 1:46.763 | 73.50 | 2.407 | 11:32:03.570 |
| 5 - | 1:03.636 | 45.154 | 1:48.790 | 72.13 | 4.434 | 11:33:52.360 |
| 6 - | 1:01.279 | 45.180 | 1:46.459 | 73.71 | 2.103 | 11:35:38.819 |
| 7 - | 1:00.586 | 44.917 | 1:45.503 (2) | 74.38 | 1.147 | 11:37:24.322 |
| 8 - | 1:01.963 | 44.634 | 1:46.597 | 73.62 | 2.241 | 11:39:10.919 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:24 Flag 11:38 End: 11:40

L&W Contractors Rookie 600 & 1000

RACE 4 - 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

| P6 67 1000 David REDGEWICK | | | Aprilia - WHEELIES MOTORCYCLES | | | |
|----------------------------|-----------------|--------------------------|--------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:47.819 | | BEST LAP TIME : 1:48.354 | DIFFERENCE : 0.535 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.616 | 1:54.587 | 68.48 | 6.233 | 11:26:46.926 |
| 2 - | 1:03.874 | 45.450 | 1:49.324 | 71.78 | 0.970 | 11:28:36.250 |
| 3 - | 1:03.508 | 45.246 | 1:48.754 (2) | 72.16 | 0.400 | 11:30:25.004 |
| 4 - | 1:03.571 | 45.589 | 1:49.160 | 71.89 | 0.806 | 11:32:14.164 |
| 5 - | 1:03.975 | 45.206 | 1:49.181 | 71.88 | 0.827 | 11:34:03.345 |
| 6 - | 1:04.823 | 44.897 | 1:49.720 | 71.52 | 1.366 | 11:35:53.065 |
| 7 - | 1:03.365 | 45.564 | 1:48.929 (3) | 72.04 | 0.575 | 11:37:41.994 |
| 8 - | 1:02.922 | 45.432 | 1:48.354 (1) | 72.42 | | 11:39:30.348 |

| P7 42 600 Michael ATTWOOD | | | Yamaha - Moremoto | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.230 | | BEST LAP TIME : 1:47.230 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.537 | 2:23.943 | 54.52 | 36.713 | 11:27:16.282 |
| 2 - | 1:02.728 | 48.026 | 1:50.754 | 70.86 | 3.524 | 11:29:07.036 |
| 3 - | 1:02.377 | 47.114 | 1:49.491 | 71.67 | 2.261 | 11:30:56.527 |
| 4 - | 1:01.541 | 47.421 | 1:48.962 | 72.02 | 1.732 | 11:32:45.489 |
| 5 - | 1:01.589 | 46.814 | 1:48.403 (3) | 72.39 | 1.173 | 11:34:33.892 |
| 6 - | 1:03.370 | 47.805 | 1:51.175 | 70.59 | 3.945 | 11:36:25.067 |
| 7 - | 1:01.454 | 46.421 | 1:47.875 (2) | 72.75 | 0.645 | 11:38:12.942 |
| 8 - | 1:01.320 | 45.910 | 1:47.230 (1) | 73.18 | | 11:40:00.172 |

| P8 39 600 Max MORGAN | | | Kawasaki - MSS PERFORMANCE | | | |
|---------------------------|-----------------|--------------------------|----------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.426 | | BEST LAP TIME : 1:47.576 | DIFFERENCE : 0.150 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.614 | 2:25.605 | 53.89 | 38.029 | 11:27:17.944 |
| 2 - | 1:03.946 | 46.702 | 1:50.648 | 70.92 | 3.072 | 11:29:08.592 |
| 3 - | 1:03.084 | 46.115 | 1:49.199 | 71.86 | 1.623 | 11:30:57.791 |
| 4 - | 1:02.769 | 45.826 | 1:48.595 | 72.26 | 1.019 | 11:32:46.386 |
| 5 - | 1:02.389 | 46.175 | 1:48.564 (3) | 72.28 | 0.988 | 11:34:34.950 |
| 6 - | 1:02.994 | 46.755 | 1:49.749 | 71.50 | 2.173 | 11:36:24.699 |
| 7 - | 1:02.455 | 46.024 | 1:48.479 (2) | 72.34 | 0.903 | 11:38:13.178 |
| 8 - | 1:02.539 | 45.037 | 1:47.576 (1) | 72.95 | | 11:40:00.754 |

| P9 21 600 Nick WHITCHER | | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.955 | | BEST LAP TIME : 1:48.329 | DIFFERENCE : 0.374 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.521 | 2:26.881 | 53.43 | 38.552 | 11:27:19.220 |
| 2 - | 1:03.879 | 47.356 | 1:51.235 | 70.55 | 2.906 | 11:29:10.455 |
| 3 - | 1:03.963 | 46.392 | 1:50.355 | 71.11 | 2.026 | 11:31:00.810 |
| 4 - | 1:02.758 | 46.629 | 1:49.387 | 71.74 | 1.058 | 11:32:50.197 |
| 5 - | 1:02.504 | 47.184 | 1:49.688 | 71.54 | 1.359 | 11:34:39.885 |
| 6 - | 1:02.884 | 45.955 | 1:48.839 (3) | 72.10 | 0.510 | 11:36:28.724 |
| 7 - | 1:02.920 | 45.850 | 1:48.770 (2) | 72.15 | 0.441 | 11:38:17.494 |
| 8 - | 1:02.105 | 46.224 | 1:48.329 (1) | 72.44 | | 11:40:05.823 |

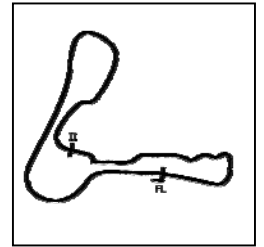
| P10 818 600 Alex BARKER | | | Yamaha - Courtneys Vehicle Logistics & Barker Woodrow Archit | | | |
|---------------------------|----------|--------------------------|--|-------|--------|--------------|
| IDEAL LAP TIME : 1:48.274 | | BEST LAP TIME : 1:49.159 | DIFFERENCE : 0.885 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.619 | 2:25.068 | 54.09 | 35.909 | 11:27:17.407 |
| 2 - | 1:05.154 | 47.530 | 1:52.684 | 69.64 | 3.525 | 11:29:10.091 |
| 3 - | 1:05.013 | 46.659 | 1:51.672 | 70.27 | 2.513 | 11:31:01.763 |
| 4 - | 1:04.368 | 47.047 | 1:51.415 | 70.43 | 2.256 | 11:32:53.178 |
| 5 - | 1:03.916 | 46.664 | 1:50.580 (3) | 70.97 | 1.421 | 11:34:43.758 |
| 6 - | 1:04.321 | 46.357 | 1:50.678 | 70.90 | 1.519 | 11:36:34.436 |
| 7 - | 1:04.892 | 45.664 | 1:50.556 (2) | 70.98 | 1.397 | 11:38:24.992 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:24 Flag 11:38 End: 11:40

L&W Contractors Rookie 600 & 1000

RACE 4 - 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

8 - 1:02.610 46.549 1:49.159 (1) 71.89 11:40:14.151

| P11 122 600 | | Kier ARMSTRONG | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:46.389 | | BEST LAP TIME : 1:47.562 | | DIFFERENCE : 1.173 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.456 | 2:32.337 | 51.51 | 44.775 | 11:27:24.676 | |
| 2 - | 1:07.541 | 46.816 | 1:54.357 | 68.62 | 6.795 | 11:29:19.033 | |
| 3 - | 1:04.124 | 46.008 | 1:50.132 | 71.26 | 2.570 | 11:31:09.165 | |
| 4 - | 1:05.417 | 44.865 | 1:50.282 | 71.16 | 2.720 | 11:32:59.447 | |
| 5 - | 1:04.051 | 46.320 | 1:50.371 | 71.10 | 2.809 | 11:34:49.818 | |
| 6 - | 1:04.230 | 44.937 | 1:49.167 (3) | 71.89 | 1.605 | 11:36:38.985 | |
| 7 - | 1:02.844 | 44.718 | 1:47.562 (1) | 72.96 | | 11:38:26.547 | |
| 8 - | 1:01.671 | 46.221 | 1:47.892 (2) | 72.74 | 0.330 | 11:40:14.439 | |

| P12 100 600 | | Craig HOWTON | | Suzuki - Me | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:52.477 | | BEST LAP TIME : 1:52.477 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.911 | 2:26.614 | 53.52 | 34.137 | 11:27:18.953 | |
| 2 - | 1:04.718 | 48.097 | 1:52.815 (2) | 69.56 | 0.338 | 11:29:11.768 | |
| 3 - | 1:04.555 | 47.922 | 1:52.477 (1) | 69.77 | | 11:31:04.245 | |
| 4 - | 1:05.288 | 47.985 | 1:53.273 (3) | 69.28 | 0.796 | 11:32:57.518 | |
| 5 - | 1:05.791 | 49.618 | 1:55.409 | 68.00 | 2.932 | 11:34:52.927 | |
| 6 - | 1:05.670 | 49.458 | 1:55.128 | 68.16 | 2.651 | 11:36:48.055 | |
| 7 - | 1:06.689 | 49.217 | 1:55.906 | 67.71 | 3.429 | 11:38:43.961 | |
| 8 - | 1:05.445 | 49.353 | 1:54.798 | 68.36 | 2.321 | 11:40:38.759 | |

| P13 194 600 | | Liam CRACKNELL | | Kawasaki - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:51.661 | | BEST LAP TIME : 1:51.661 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 50.460 | 2:32.058 | 51.61 | 40.397 | 11:27:24.397 | |
| 2 - | 1:08.962 | 49.759 | 1:58.721 | 66.10 | 7.060 | 11:29:23.118 | |
| 3 - | 1:05.819 | 47.798 | 1:53.617 | 69.07 | 1.956 | 11:31:16.735 | |
| 4 - | 1:05.150 | 47.923 | 1:53.073 | 69.40 | 1.412 | 11:33:09.808 | |
| 5 - | 1:04.861 | 47.975 | 1:52.836 (3) | 69.55 | 1.175 | 11:35:02.644 | |
| 6 - | 1:05.498 | 47.312 | 1:52.810 (2) | 69.56 | 1.149 | 11:36:55.454 | |
| 7 - | 1:07.145 | 47.749 | 1:54.894 | 68.30 | 3.233 | 11:38:50.348 | |
| 8 - | 1:04.542 | 47.119 | 1:51.661 (1) | 70.28 | | 11:40:42.009 | |

| P14 18 600 | | Jamie THOMAS | | Suzuki - Team RubyRacing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:51.625 | | BEST LAP TIME : 1:51.625 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.767 | 2:29.643 | 52.44 | 38.018 | 11:27:21.982 | |
| 2 - | 1:07.624 | 49.006 | 1:56.630 | 67.29 | 5.005 | 11:29:18.612 | |
| 3 - | 1:07.769 | 48.362 | 1:56.131 | 67.57 | 4.506 | 11:31:14.743 | |
| 4 - | 1:06.637 | 48.057 | 1:54.694 | 68.42 | 3.069 | 11:33:09.437 | |
| 5 - | 1:06.140 | 47.960 | 1:54.100 (3) | 68.78 | 2.475 | 11:35:03.537 | |
| 6 - | 1:06.398 | 47.230 | 1:53.628 (2) | 69.06 | 2.003 | 11:36:57.165 | |
| 7 - | 1:06.101 | 48.023 | 1:54.124 | 68.76 | 2.499 | 11:38:51.289 | |
| 8 - | 1:04.766 | 46.859 | 1:51.625 (1) | 70.30 | | 11:40:42.914 | |

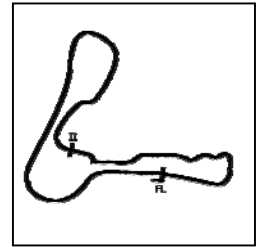
| P15 107 600 | | Michael WHEELDON | | Triumph - | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:52.840 | | BEST LAP TIME : 1:53.197 | | DIFFERENCE : 0.357 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.378 | 2:27.579 | 53.17 | 34.382 | 11:27:19.918 | |
| 2 - | 1:05.803 | 48.134 | 1:53.937 (2) | 68.88 | 0.740 | 11:29:13.855 | |
| 3 - | 1:06.663 | 48.232 | 1:54.895 | 68.30 | 1.698 | 11:31:08.750 | |
| 4 - | 1:06.525 | 47.487 | 1:54.012 (3) | 68.83 | 0.815 | 11:33:02.762 | |
| 5 - | 1:07.316 | 47.812 | 1:55.128 | 68.16 | 1.931 | 11:34:57.890 | |
| 6 - | 1:07.994 | 47.427 | 1:55.421 | 67.99 | 2.224 | 11:36:53.311 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:24 Flag 11:38 End: 11:40

L&W Contractors Rookie 600 & 1000

RACE 4 - 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

| | | | | | | |
|-----|-----------------|--------|---------------------|--------------|-------|---------------------|
| 7 - | 1:08.791 | 47.908 | 1:56.699 | 67.25 | 3.502 | 11:38:50.010 |
| 8 - | 1:05.413 | 47.784 | 1:53.197 (1) | 69.33 | | 11:40:43.207 |

| P16 22 600 | | Rob FARMER | | Yamaha - Obsession Engineering | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:51.646 | | BEST LAP TIME : 1:51.961 | | DIFFERENCE : 0.315 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.863 | 2:31.203 | 51.90 | 39.242 | 11:27:23.542 | |
| 2 - | 1:09.948 | 50.063 | 2:00.011 | 65.39 | 8.050 | 11:29:23.553 | |
| 3 - | 1:07.415 | 47.401 | 1:54.816 | 68.35 | 2.855 | 11:31:18.369 | |
| 4 - | 1:04.806 | 47.155 | 1:51.961 (1) | 70.09 | | 11:33:10.330 | |
| 5 - | 1:05.838 | 47.464 | 1:53.302 | 69.26 | 1.341 | 11:35:03.632 | |
| 6 - | 1:05.373 | 46.840 | 1:52.213 (2) | 69.93 | 0.252 | 11:36:55.845 | |
| 7 - | 1:07.161 | 47.624 | 1:54.785 | 68.37 | 2.824 | 11:38:50.630 | |
| 8 - | 1:05.837 | 47.319 | 1:53.156 (3) | 69.35 | 1.195 | 11:40:43.786 | |

| P17 69 600 | | Robert WINDEATT | | Triumph - L&W Contractors | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:53.942 | | BEST LAP TIME : 1:54.137 | | DIFFERENCE : 0.195 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.846 | 2:30.771 | 52.05 | 36.634 | 11:27:23.110 | |
| 2 - | 1:09.956 | 49.823 | 1:59.779 | 65.52 | 5.642 | 11:29:22.889 | |
| 3 - | 1:08.167 | 49.408 | 1:57.575 | 66.74 | 3.438 | 11:31:20.464 | |
| 4 - | 1:07.722 | 49.139 | 1:56.861 | 67.15 | 2.724 | 11:33:17.325 | |
| 5 - | 1:06.359 | 47.778 | 1:54.137 (1) | 68.76 | | 11:35:11.462 | |
| 6 - | 1:06.332 | 48.871 | 1:55.203 (2) | 68.12 | 1.066 | 11:37:06.665 | |
| 7 - | 1:08.284 | 47.610 | 1:55.894 (3) | 67.71 | 1.757 | 11:39:02.559 | |

| P18 196 600 | | Emma PETERSON | | Yamaha - Rst Concept store-Helmet City Chichester. Fisherbro | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|--|
| IDEAL LAP TIME : 2:01.018 | | BEST LAP TIME : 2:01.018 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 53.015 | 2:44.017 | 47.84 | 42.999 | 11:27:36.356 | |
| 2 - | 1:12.119 | 55.683 | 2:07.802 | 61.40 | 6.784 | 11:29:44.158 | |
| 3 - | 1:17.165 | 52.667 | 2:09.832 | 60.44 | 8.814 | 11:31:53.990 | |
| 4 - | 1:12.915 | 52.571 | 2:05.486 | 62.54 | 4.468 | 11:33:59.476 | |
| 5 - | 1:11.897 | 51.624 | 2:03.521 (3) | 63.53 | 2.503 | 11:36:02.997 | |
| 6 - | 1:09.946 | 51.072 | 2:01.018 (1) | 64.85 | | 11:38:04.015 | |
| 7 - | 1:10.280 | 51.540 | 2:01.820 (2) | 64.42 | 0.802 | 11:40:05.835 | |

| P19 113 600 | | Illia ZHURAVEL | | Kawasaki - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:03.957 | | BEST LAP TIME : 2:04.183 | | DIFFERENCE : 0.226 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.975 | 2:42.274 | 48.36 | 38.091 | 11:27:34.613 | |
| 2 - | 1:13.504 | 55.745 | 2:09.249 | 60.72 | 5.066 | 11:29:43.862 | |
| 3 - | 1:17.954 | 54.352 | 2:12.306 | 59.31 | 8.123 | 11:31:56.168 | |
| 4 - | 1:12.635 | 52.764 | 2:05.399 (2) | 62.58 | 1.216 | 11:34:01.567 | |
| 5 - | 1:11.193 | 52.990 | 2:04.183 (1) | 63.19 | | 11:36:05.750 | |
| 6 - | 1:12.200 | 54.575 | 2:06.775 | 61.90 | 2.592 | 11:38:12.525 | |
| 7 - | 1:12.793 | 53.360 | 2:06.153 (3) | 62.21 | 1.970 | 11:40:18.678 | |

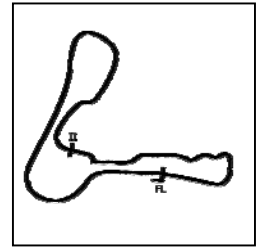
| P20 33 1000 | | Carlo BOTTIGLIERI | | Yamaha - TMT RACING | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:20.435 | | BEST LAP TIME : 2:21.343 | | DIFFERENCE : 0.908 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 58.988 | 2:27.081 | 53.35 | 5.738 | 11:27:19.420 | |
| 2 - | 1:24.953 | 58.922 | 2:23.875 | 54.54 | 2.532 | 11:29:43.295 | |
| 3 - | 1:23.653 | 57.690 | 2:21.343 (1) | 55.52 | | 11:32:04.638 | |
| 4 - | 1:24.331 | 58.202 | 2:22.533 (3) | 55.06 | 1.190 | 11:34:27.171 | |
| 5 - | 1:24.429 | 58.183 | 2:22.612 | 55.03 | 1.269 | 11:36:49.783 | |
| 6 - | 1:25.087 | 56.782 | 2:21.869 (2) | 55.31 | 0.526 | 11:39:11.652 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 11:24 Flag 11:38 End: 11:40

L&W Contractors Rookie 600 & 1000

RACE 4 - 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

| P21 102 600 James TEGG | | | Honda - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.914 | | BEST LAP TIME : 2:17.946 | | DIFFERENCE : 0.032 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.577 | 2:52.457 | 45.50 | 34.511 | 11:27:44.796 |
| 2 - | 1:21.145 | 56.801 | 2:17.946 (1) | 56.89 | | 11:30:02.742 |
| 3 - | 1:21.113 | 58.797 | 2:19.910 (2) | 56.09 | 1.964 | 11:32:22.652 |
| 4 - | 1:21.180 | 1:00.945 | 2:22.125 (3) | 55.21 | 4.179 | 11:34:44.777 |
| 5 - | 1:24.847 | 1:01.947 | 2:26.794 | 53.46 | 8.848 | 11:37:11.571 |
| 6 - | 1:27.534 | 1:00.333 | 2:27.867 | 53.07 | 9.921 | 11:39:39.438 |

| P22 81 1000 Chris DRINKALD | | | Kawaski - Rymer Racing | | | |
|----------------------------|----------|--------------------------|------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:43.708 | | BEST LAP TIME : 1:44.044 | | DIFFERENCE : 0.336 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.795 | 1:51.848 | 70.16 | 7.804 | 11:26:44.187 |
| 2 - | 1:00.457 | 44.786 | 1:45.243 (3) | 74.57 | 1.199 | 11:28:29.430 |
| 3 - | 1:01.319 | 44.404 | 1:45.723 | 74.23 | 1.679 | 11:30:15.153 |
| 4 - | 1:01.360 | 44.913 | 1:46.273 | 73.84 | 2.229 | 11:32:01.426 |
| 5 - | 1:00.814 | 43.626 | 1:44.440 (2) | 75.14 | 0.396 | 11:33:45.866 |
| 6 - | 1:00.585 | 43.459 | 1:44.044 (1) | 75.43 | | 11:35:29.910 |

| P23 199 1000 Michael FROST | | | Suzuki - | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:52.379 | | BEST LAP TIME : 1:53.520 | | DIFFERENCE : 1.141 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.787 | 1:59.960 | 65.42 | 6.440 | 11:26:52.299 |
| 2 - | 1:05.577 | 48.254 | 1:53.831 (3) | 68.94 | 0.311 | 11:28:46.130 |
| 3 - | 1:06.258 | 48.981 | 1:55.239 | 68.10 | 1.719 | 11:30:41.369 |
| 4 - | 1:07.212 | 47.978 | 1:55.190 | 68.13 | 1.670 | 11:32:36.559 |
| 5 - | 1:06.897 | 46.802 | 1:53.699 (2) | 69.02 | 0.179 | 11:34:30.258 |
| 6 - | 1:06.554 | 46.966 | 1:53.520 (1) | 69.13 | | 11:36:23.778 |

| P24 188 600 Dawid KRAWIECKI | | | Honda - | | | |
|-----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.089 | | BEST LAP TIME : 1:48.089 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.958 | 2:23.999 | 54.50 | 35.910 | 11:27:16.338 |
| 2 - | 1:03.327 | 47.315 | 1:50.642 | 70.93 | 2.553 | 11:29:06.980 |
| 3 - | 1:02.819 | 46.614 | 1:49.433 (3) | 71.71 | 1.344 | 11:30:56.413 |
| 4 - | 1:02.086 | 47.099 | 1:49.185 (2) | 71.87 | 1.096 | 11:32:45.598 |
| 5 - | 1:01.966 | 46.123 | 1:48.089 (1) | 72.60 | | 11:34:33.687 |
| 6 - | 1:03.317 | 47.079 | 1:50.396 | 71.09 | 2.307 | 11:36:24.083 |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 11:24 Flag 11:38 End: 11:40

L&W Contractors Rookie 600 & 1000

RACE 4 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-------------|-----------------|-----|-------------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:41.933 | | |
| 1 | 110 | GUNN | 58.696 | 646 | RAI | 43.237 | 1 | 110 | GUNN | 1:42.033 | 1:42.932 | 0.899 |
| 2 | 646 | RAI | 59.254 | 110 | GUNN | 43.337 | 2 | 646 | RAI | 1:42.491 | 1:42.494 | 0.003 |
| 3 | 272 | JOHNSON | 1:00.018 | 81 | DRINKALD | 43.459 | 3 | 272 | JOHNSON | 1:43.538 | 1:43.769 | 0.231 |
| 4 | 175 | KENDLE | 1:00.041 | 272 | JOHNSON | 43.520 | 4 | 81 | DRINKALD | 1:43.708 | 1:44.044 | 0.336 |
| 5 | 81 | DRINKALD | 1:00.249 | 82 | HAWKINS | 44.055 | 5 | 175 | KENDLE | 1:44.356 | 1:44.356 | 0.000 |
| 6 | 82 | HAWKINS | 1:00.470 | 175 | KENDLE | 44.315 | 6 | 82 | HAWKINS | 1:44.525 | 1:44.525 | 0.000 |
| 7 | 42 | ATTWOOD | 1:01.320 | 122 | ARMSTRONG | 44.718 | 7 | 122 | ARMSTRONG | 1:46.389 | 1:47.562 | 1.173 |
| 8 | 122 | ARMSTRONG | 1:01.671 | 67 | REDGEWICK | 44.897 | 8 | 42 | ATTWOOD | 1:47.230 | 1:47.230 | 0.000 |
| 9 | 188 | KRAWIECKI | 1:01.966 | 39 | MORGAN | 45.037 | 9 | 39 | MORGAN | 1:47.426 | 1:47.576 | 0.150 |
| 10 | 21 | WHITCHER | 1:02.105 | 818 | BARKER | 45.664 | 10 | 67 | REDGEWICK | 1:47.819 | 1:48.354 | 0.535 |
| 11 | 39 | MORGAN | 1:02.389 | 21 | WHITCHER | 45.850 | 11 | 21 | WHITCHER | 1:47.955 | 1:48.329 | 0.374 |
| 12 | 818 | BARKER | 1:02.610 | 42 | ATTWOOD | 45.910 | 12 | 188 | KRAWIECKI | 1:48.089 | 1:48.089 | 0.000 |
| 13 | 67 | REDGEWICK | 1:02.922 | 188 | KRAWIECKI | 46.123 | 13 | 818 | BARKER | 1:48.274 | 1:49.159 | 0.885 |
| 14 | 194 | CRACKNELL | 1:04.542 | 199 | FROST | 46.802 | 14 | 18 | THOMAS | 1:51.625 | 1:51.625 | 0.000 |
| 15 | 100 | HOWTON | 1:04.555 | 22 | FARMER | 46.840 | 15 | 22 | FARMER | 1:51.646 | 1:51.961 | 0.315 |
| 16 | 18 | THOMAS | 1:04.766 | 18 | THOMAS | 46.859 | 16 | 194 | CRACKNELL | 1:51.661 | 1:51.661 | 0.000 |
| 17 | 22 | FARMER | 1:04.806 | 194 | CRACKNELL | 47.119 | 17 | 199 | FROST | 1:52.379 | 1:53.520 | 1.141 |
| 18 | 107 | WHEELDON | 1:05.413 | 107 | WHEELDON | 47.427 | 18 | 100 | HOWTON | 1:52.477 | 1:52.477 | 0.000 |
| 19 | 199 | FROST | 1:05.577 | 69 | WINDEATT | 47.610 | 19 | 107 | WHEELDON | 1:52.840 | 1:53.197 | 0.357 |
| 20 | 69 | WINDEATT | 1:06.332 | 100 | HOWTON | 47.922 | 20 | 69 | WINDEATT | 1:53.942 | 1:54.137 | 0.195 |
| 21 | 196 | PETERSON | 1:09.946 | 196 | PETERSON | 51.072 | 21 | 196 | PETERSON | 2:01.018 | 2:01.018 | 0.000 |
| 22 | 113 | ZHURAVEL | 1:11.193 | 113 | ZHURAVEL | 52.764 | 22 | 113 | ZHURAVEL | 2:03.957 | 2:04.183 | 0.226 |
| 23 | 102 | TEGG | 1:21.113 | 33 | BOTTIGLIERI | 56.782 | 23 | 102 | TEGG | 2:17.914 | 2:17.946 | 0.032 |
| 24 | 33 | BOTTIGLIERI | 1:23.653 | 102 | TEGG | 56.801 | 24 | 33 | BOTTIGLIERI | 2:20.435 | 2:21.343 | 0.908 |
| 25 | | | | | | | | | | | | |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 11:24 Flag 11:38 End: 11:40

Results can be found at www.tsl-timing.com

Printed - 11:44 Sunday, 29 April 2018

L&W Contractors Rookie 600 & 1000

RACE 13 - GRID (8 Laps)

| | | | | | | | | | |
|--------|----|-----|-----------------|----|-----|------------------|----|-----|-------------------|
| ROW 11 | 31 | 20 | Matt CLARKE | 32 | 37 | Ricky WOODS | 33 | 5 | Ben HARRISON |
| ROW 10 | | | | 28 | 196 | Emma PETERSON | 29 | 113 | Illia ZHURAVEL |
| | | | | | | | 30 | 102 | James TEGG |
| ROW 9 | 25 | 100 | Craig HOWTON | 26 | 107 | Michael WHEELDON | 27 | 69 | Robert WINDEATT |
| ROW 8 | | | | 22 | 18 | Jamie THOMAS | 23 | 194 | Liam CRACKNELL |
| | | | | | | | 24 | 22 | Rob FARMER |
| ROW 7 | 19 | 188 | David KRAWIECKI | 20 | 21 | Nick WHITCHER | 21 | 818 | Alex BARKER |
| ROW 6 | | | | 16 | 42 | Michael ATTWOOD | 17 | 122 | Kier ARMSTRONG |
| | | | | | | | 18 | 39 | Max MORGAN |
| ROW 5 | 13 | | | 14 | | | 15 | | |
| ROW 4 | | | | 10 | 25 | Mark HART | 11 | 59 | David NESTER |
| ROW 3 | 7 | 67 | David REDGEWICK | 8 | 199 | Michael FROST | 9 | 33 | Carlo BOTTIGLIERI |
| ROW 2 | | | | 4 | 81 | Chris DRINKALD | 5 | 175 | Mark KENDLE |
| | | | | | | | 6 | 82 | Matthew HAWKINS |
| ROW 1 | 1 | 646 | Sukhminder RAI | 2 | 110 | Peter GUNN | 3 | 272 | Daniel JOHNSON |
| | | | Pole | | | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | |
|-------------------|--|--------------|
| Clerk Of Course : | | Timekeeper : |
|-------------------|--|--------------|

Results can be found at www.tsl-timing.com

Printed - 11:47 Sunday, 29 April 2018





CONTRACTORS LTD

L&W Contractors Rookie 600 & 1000**RACE 13 - CLASSIFICATION**

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|------|--------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 110 | 1000 | 1 Peter GUNN | BMW - | 7 | 11:59.304 | | | 76.37 | 1:40.184 | 7 |
| 2 | 272 | 1000 | 2 Daniel JOHNSON | BMW - | 7 | 11:59.994 | 0.690 | 0.690 | 76.30 | 1:40.605 | 7 |
| 3 | 175 | 1000 | 3 Mark KENDLE | Kawasaki - LIMAR OILTOOLS | 7 | 12:29.419 | 30.115 | 29.425 | 73.30 | 1:44.039 | 7 |
| 4 | 82 | 1000 | 4 Matthew HAWKINS | Yamaha - | 7 | 12:42.688 | 43.384 | 13.269 | 72.03 | 1:47.168 | 6 |
| 5 | 122 | 600 | 1 Kier ARMSTRONG | Yamaha - | 7 | 13:01.305 | 1:02.001 | 18.617 | 70.31 | 1:45.052 | 5 |
| 6 | 818 | 600 | 2 Alex BARKER | Yamaha - Courtneys Vehicle Logistics & Barker Wo | 7 | 13:02.577 | 1:03.273 | 1.272 | 70.19 | 1:44.102 | 7 |
| 7 | 42 | 600 | 3 Michael ATTWOOD | Yamaha - Moremoto | 7 | 13:04.545 | 1:05.241 | 1.968 | 70.02 | 1:46.136 | 7 |
| 8 | 67 | 1000 | 5 David REDGEWICK | Aprilia - WHEELIES MOTORCYCLES | 7 | 13:08.358 | 1:09.054 | 3.813 | 69.68 | 1:47.922 | 6 |
| 9 | 188 | 600 | 4 Dawid KRAWIECKI | Honda - | 7 | 13:09.053 | 1:09.749 | 0.695 | 69.62 | 1:46.594 | 6 |
| 10 | 21 | 600 | 5 Nick WHITCHER | Yamaha - | 7 | 13:09.844 | 1:10.540 | 0.791 | 69.55 | 1:47.504 | 6 |
| 11 | 39 | 600 | 6 Max MORGAN | Kawasaki - MSS PERFORMANCE | 7 | 13:16.819 | 1:17.515 | 6.975 | 68.94 | 1:48.082 | 5 |
| 12 | 107 | 600 | 7 Michael WHEELDON | Triumph - | 7 | 13:26.946 | 1:27.642 | 10.127 | 68.07 | 1:50.080 | 2 |
| 13 | 100 | 600 | 8 Craig HOWTON | Suzuki - Me | 7 | 13:29.211 | 1:29.907 | 2.265 | 67.88 | 1:50.150 | 7 |
| 14 | 18 | 600 | 9 Jamie THOMAS | Suzuki - Team RubyRacing | 7 | 13:29.454 | 1:30.150 | 0.243 | 67.86 | 1:50.167 | 7 |
| 15 | 22 | 600 | 10 Rob FARMER | Yamaha - Obsession Engineering | 7 | 13:31.630 | 1:32.326 | 2.176 | 67.68 | 1:50.752 | 6 |
| 16 | 194 | 600 | 11 Liam CRACKNELL | Kawasaki - | 7 | 13:41.272 | 1:41.968 | 9.642 | 66.89 | 1:50.889 | 7 |
| 17 | 25 | 1000 | 6 Mark HART | Suzuki - Barista 23, Elmwood Coachworks, ripley ca | 6 | 12:59.167 | 1 Lap | 1 Lap | 60.43 | 2:08.190 | 6 |
| 18 | 113 | 600 | 12 Illia ZHURAVEL | Kawasaki - | 6 | 13:02.632 | 1 Lap | 3.465 | 60.16 | 2:04.165 | 4 |
| 19 | 37 | 600 | 13 Ricky WOODS | Suzuki - Des Woods | 6 | 13:35.534 | 1 Lap | 32.902 | 57.73 | 2:09.203 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|------|-------------------|------------------------|---|----------|--------|--------|-------|----------|---|
| DNF | 33 | 1000 | Carlo BOTTIGLIERI | Yamaha - TMT RACING | 2 | 4:43.101 | 5 Laps | 4 Laps | 55.44 | 2:19.728 | 2 |
| DNF | 646 | 1000 | Sukhminder RAI | Aprilia - | 0 | | | | | | |
| DNF | 81 | 1000 | Chris DRINKALD | Kawaski - Rymer Racing | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|-----|------|-------------|--|---|----------|-----------|------------|
| 110 | 1000 | Peter GUNN | BMW - | 7 | 1:40.184 | 78.33 mph | 126.07 kph |
| 818 | 600 | Alex BARKER | Yamaha - Courtneys Vehicle Logistics & Barker Wo | 7 | 1:44.102 | 75.38 mph | 121.32 kph |

Class 1000 - 92.5% of Race Speed = 70.64 mph

Class 600 - 92.5% of Race Speed = 65.03 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 16:33 Flag 16:45 End: 16:47

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 16:54 Sunday, 29 April 2018



L&W Contractors Rookie 600 & 1000

RACE 13 - LAP CHART

| LAP 1 @ 16:35:15.772 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 110 | | 1:47.951 |
| 272 | 0.452 | 1:48.403 |
| 175 | 4.968 | 1:52.919 |
| 82 | 6.603 | 1:54.554 |
| 67 | 23.624 | 2:11.575 |
| 25 | 24.897 | 2:12.848 |
| 42 | 30.131 | 2:18.082 |
| 122 | 30.336 | 2:18.287 |
| 39 | 30.564 | 2:18.515 |
| 818 | 30.790 | 2:18.741 |
| 21 | 31.187 | 2:19.138 |
| 188 | 31.602 | 2:19.553 |
| 107 | 32.990 | 2:20.941 |
| 100 | 33.530 | 2:21.481 |
| 18 | 34.344 | 2:22.295 |
| 33 | 35.422 | 2:23.373 |
| 22 | 35.483 | 2:23.434 |
| 194 | 35.933 | 2:23.884 |
| 113 | 45.621 | 2:33.572 |
| 37 | 48.137 | 2:36.088 |

| LAP 2 @ 16:36:57.993 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 110 | | 1:42.221 |
| 272 | 0.498 | 1:42.267 |
| 175 | 9.414 | 1:46.667 |
| 82 | 13.098 | 1:48.716 |
| 67 | 32.182 | 1:50.779 |
| 42 | 37.521 | 1:49.611 |
| 122 | 37.892 | 1:49.777 |
| 818 | 38.281 | 1:49.712 |
| 21 | 38.697 | 1:49.731 |
| 39 | 39.438 | 1:51.095 |
| 188 | 39.467 | 1:50.086 |
| 107 | 40.849 | 1:50.080 |
| 100 | 43.508 | 1:52.199 |
| 18 | 43.783 | 1:51.660 |
| 22 | 46.428 | 1:53.166 |
| 194 | 47.212 | 1:53.500 |
| 25 | 52.950 | 2:10.274 |
| 113 | 1:12.457 | 2:09.057 |
| 33 | 1:12.929 | 2:19.728 |
| 37 | 1:15.119 | 2:09.203 |

| LAP 3 @ 16:38:39.778 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 110 | | 1:41.785 |
| 272 | 0.710 | 1:41.997 |
| 175 | 14.453 | 1:46.824 |
| 82 | 19.404 | 1:48.091 |
| 67 | 40.427 | 1:50.030 |
| 42 | 43.659 | 1:47.923 |
| 122 | 43.832 | 1:47.725 |
| 818 | 44.362 | 1:47.866 |
| 21 | 45.839 | 1:48.927 |
| 39 | 46.533 | 1:48.880 |
| 188 | 46.862 | 1:49.180 |
| 107 | 49.191 | 1:50.127 |
| 18 | 54.456 | 1:52.458 |
| 100 | 54.956 | 1:53.233 |
| 22 | 56.487 | 1:51.844 |

| | | |
|-----|----------|----------|
| 194 | 58.477 | 1:53.050 |
| 25 | 1:21.066 | 2:09.901 |
| 113 | 1:35.646 | 2:04.974 |

| LAP 4 @ 16:40:23.184 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 110 | | 1:43.406 |
| 272 | 0.377 | 1:43.073 |
| 37 | 1 Lap | 2:10.916 |
| 175 | 17.807 | 1:46.760 |
| 82 | 24.328 | 1:48.330 |
| 67 | 46.374 | 1:49.353 |
| 122 | 46.770 | 1:46.344 |
| 42 | 47.584 | 1:47.331 |
| 818 | 48.108 | 1:47.152 |
| 21 | 50.333 | 1:47.900 |
| 39 | 51.280 | 1:48.153 |
| 188 | 52.125 | 1:48.669 |
| 107 | 56.244 | 1:50.459 |
| 100 | 1:02.246 | 1:50.696 |
| 18 | 1:02.565 | 1:51.515 |
| 22 | 1:03.925 | 1:50.844 |
| 194 | 1:08.387 | 1:53.316 |

| LAP 5 @ 16:42:05.545 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 110 | | 1:42.361 |
| 272 | 0.680 | 1:42.664 |
| 25 | 1 Lap | 2:08.735 |
| 113 | 1 Lap | 2:04.165 |
| 175 | 21.894 | 1:46.448 |
| 37 | 1 Lap | 2:10.874 |
| 82 | 29.888 | 1:47.921 |
| 122 | 49.461 | 1:45.052 |
| 42 | 53.078 | 1:47.855 |
| 818 | 53.305 | 1:47.558 |
| 67 | 53.561 | 1:49.548 |
| 21 | 55.726 | 1:47.754 |
| 39 | 57.001 | 1:48.082 |
| 188 | 57.403 | 1:47.639 |
| 107 | 1:05.232 | 1:51.349 |
| 18 | 1:10.561 | 1:50.357 |
| 100 | 1:10.960 | 1:51.075 |
| 22 | 1:12.399 | 1:50.835 |
| 194 | 1:19.351 | 1:53.325 |

| LAP 6 @ 16:43:46.941 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 110 | | 1:41.396 |
| 272 | 0.269 | 1:40.985 |
| 175 | 26.260 | 1:45.762 |
| 25 | 1 Lap | 2:09.219 |
| 82 | 35.660 | 1:47.168 |
| 113 | 1 Lap | 2:05.274 |
| 122 | 55.351 | 1:47.286 |
| 42 | 59.289 | 1:47.607 |
| 818 | 59.355 | 1:47.446 |
| 67 | 1:00.087 | 1:47.922 |
| 37 | 1 Lap | 2:12.361 |
| 21 | 1:01.834 | 1:47.504 |
| 188 | 1:02.601 | 1:46.594 |
| 39 | 1:06.049 | 1:50.444 |
| 107 | 1:15.550 | 1:51.714 |

| | | |
|-----|----------|----------|
| 100 | 1:19.941 | 1:50.377 |
| 18 | 1:20.167 | 1:51.002 |
| 22 | 1:21.755 | 1:50.752 |
| 194 | 1:31.263 | 1:53.308 |

| LAP 7 @ 16:45:27.125 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 110 | | 1:40.184 |
| 272 | 0.690 | 1:40.605 |
| 175 | 30.115 | 1:44.039 |
| 82 | 43.384 | 1:47.908 |
| 25 | 1 Lap | 2:08.190 |
| 122 | 1:02.001 | 1:46.834 |
| 818 | 1:03.273 | 1:44.102 |
| 113 | 1 Lap | 2:05.590 |
| 42 | 1:05.241 | 1:46.136 |
| 67 | 1:09.054 | 1:49.151 |
| 188 | 1:09.749 | 1:47.332 |
| 21 | 1:10.540 | 1:48.890 |
| 39 | 1:17.515 | 1:51.650 |
| 107 | 1:27.642 | 1:52.276 |
| 100 | 1:29.907 | 1:50.150 |
| 18 | 1:30.150 | 1:50.167 |
| 22 | 1:32.326 | 1:50.755 |
| 37 | 1 Lap | 2:16.092 |
| 194 | 1:41.968 | 1:50.889 |

Weather / Track : Cloudy / Dry

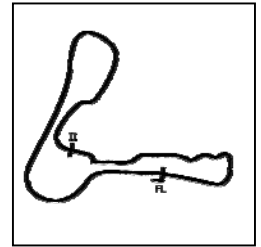
Results can be found at www.tsl-timing.com

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:33 Flag 16:45 End: 16:47

Printed - 16:56 Sunday, 29 April 2018

L&W Contractors Rookie 600 & 1000

RACE 13 - 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 110 1000 Peter GUNN | | | BMW - | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:40.184 | | BEST LAP TIME : 1:40.184 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.803 | 1:47.951 | 72.70 | 7.767 | 16:35:15.772 |
| 2 - | 58.983 | 43.238 | 1:42.221 | 76.77 | 2.037 | 16:36:57.993 |
| 3 - | 58.627 | 43.158 | 1:41.785 (3) | 77.10 | 1.601 | 16:38:39.778 |
| 4 - | 1:00.247 | 43.159 | 1:43.406 | 75.89 | 3.222 | 16:40:23.184 |
| 5 - | 58.573 | 43.788 | 1:42.361 | 76.67 | 2.177 | 16:42:05.545 |
| 6 - | 58.580 | 42.816 | 1:41.396 (2) | 77.40 | 1.212 | 16:43:46.941 |
| 7 - | 57.551 | 42.633 | 1:40.184 (1) | 78.33 | | 16:45:27.125 |

| P2 272 1000 Daniel JOHNSON | | | BMW - | | | |
|----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:40.605 | | BEST LAP TIME : 1:40.605 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.600 | 1:48.403 | 72.39 | 7.798 | 16:35:16.224 |
| 2 - | 59.169 | 43.098 | 1:42.267 | 76.74 | 1.662 | 16:36:58.491 |
| 3 - | 59.117 | 42.880 | 1:41.997 (3) | 76.94 | 1.392 | 16:38:40.488 |
| 4 - | 59.519 | 43.554 | 1:43.073 | 76.14 | 2.468 | 16:40:23.561 |
| 5 - | 59.157 | 43.507 | 1:42.664 | 76.44 | 2.059 | 16:42:06.225 |
| 6 - | 58.447 | 42.538 | 1:40.985 (2) | 77.71 | 0.380 | 16:43:47.210 |
| 7 - | 58.282 | 42.323 | 1:40.605 (1) | 78.00 | | 16:45:27.815 |

| P3 175 1000 Mark KENDLE | | | Kawasaki - LIMAR OILTOOLS | | | |
|---------------------------|-----------------|--------------------------|---------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:44.039 | | BEST LAP TIME : 1:44.039 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.988 | 1:52.919 | 69.50 | 8.880 | 16:35:20.740 |
| 2 - | 1:01.260 | 45.407 | 1:46.667 | 73.57 | 2.628 | 16:37:07.407 |
| 3 - | 1:01.533 | 45.291 | 1:46.824 | 73.46 | 2.785 | 16:38:54.231 |
| 4 - | 1:01.375 | 45.385 | 1:46.760 | 73.51 | 2.721 | 16:40:40.991 |
| 5 - | 1:00.561 | 45.887 | 1:46.448 (3) | 73.72 | 2.409 | 16:42:27.439 |
| 6 - | 1:01.337 | 44.425 | 1:45.762 (2) | 74.20 | 1.723 | 16:44:13.201 |
| 7 - | 1:00.011 | 44.028 | 1:44.039 (1) | 75.43 | | 16:45:57.240 |

| P4 82 1000 Matthew HAWKINS | | | Yamaha - | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.594 | | BEST LAP TIME : 1:47.168 | | DIFFERENCE : 0.574 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.725 | 1:54.554 | 68.50 | 7.386 | 16:35:22.375 |
| 2 - | 1:02.384 | 46.332 | 1:48.716 | 72.18 | 1.548 | 16:37:11.091 |
| 3 - | 1:02.539 | 45.552 | 1:48.091 | 72.60 | 0.923 | 16:38:59.182 |
| 4 - | 1:02.507 | 45.823 | 1:48.330 | 72.44 | 1.162 | 16:40:47.512 |
| 5 - | 1:02.517 | 45.404 | 1:47.921 (3) | 72.72 | 0.753 | 16:42:35.433 |
| 6 - | 1:01.720 | 45.448 | 1:47.168 (1) | 73.23 | | 16:44:22.601 |
| 7 - | 1:03.034 | 44.874 | 1:47.908 (2) | 72.72 | 0.740 | 16:46:10.509 |

| P5 122 600 Kier ARMSTRONG | | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:45.052 | | BEST LAP TIME : 1:45.052 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.510 | 2:18.287 | 56.75 | 33.235 | 16:35:46.108 |
| 2 - | 1:03.064 | 46.713 | 1:49.777 | 71.49 | 4.725 | 16:37:35.885 |
| 3 - | 1:01.541 | 46.184 | 1:47.725 | 72.85 | 2.673 | 16:39:23.610 |
| 4 - | 1:01.519 | 44.825 | 1:46.344 (2) | 73.79 | 1.292 | 16:41:09.954 |
| 5 - | 1:01.345 | 43.707 | 1:45.052 (1) | 74.70 | | 16:42:55.006 |
| 6 - | 1:01.709 | 45.577 | 1:47.286 | 73.15 | 2.234 | 16:44:42.292 |
| 7 - | 1:01.807 | 45.027 | 1:46.834 (3) | 73.46 | 1.782 | 16:46:29.126 |

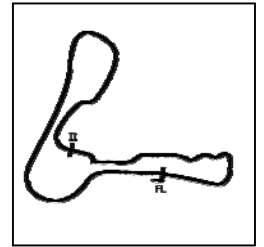
| P6 818 600 Alex BARKER | | | Yamaha - Courtneys Vehicle Logistics & Barker Woodrow Archit | | | |
|---------------------------|----------|--------------------------|--|--------------------|------|-------------|
| IDEAL LAP TIME : 1:44.102 | | BEST LAP TIME : 1:44.102 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:33 Flag 16:45 End: 16:47

L&W Contractors Rookie 600 & 1000

RACE 13 - 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

| | | | | | | | |
|-----|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 47.674 | | 2:18.741 | 56.56 | 34.639 | 16:35:46.562 |
| 2 - | 1:03.509 | 46.203 | | 1:49.712 | 71.53 | 5.610 | 16:37:36.274 |
| 3 - | 1:02.428 | 45.438 | | 1:47.866 | 72.75 | 3.764 | 16:39:24.140 |
| 4 - | 1:01.928 | 45.224 | | 1:47.152 (2) | 73.24 | 3.050 | 16:41:11.292 |
| 5 - | 1:01.810 | 45.748 | | 1:47.558 | 72.96 | 3.456 | 16:42:58.850 |
| 6 - | 1:01.239 | 46.207 | | 1:47.446 (3) | 73.04 | 3.344 | 16:44:46.296 |
| 7 - | 1:00.016 | 44.086 | | 1:44.102 (1) | 75.38 | | 16:46:30.398 |

| P7 42 600 Michael ATTWOOD | | Yamaha - Moremoto | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.136 | | BEST LAP TIME : 1:46.136 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.553 | 2:18.082 | 56.83 | 31.946 | 16:35:45.903 |
| 2 - | 1:03.045 | 46.566 | 1:49.611 | 71.59 | 3.475 | 16:37:35.514 |
| 3 - | 1:01.858 | 46.065 | 1:47.923 | 72.71 | 1.787 | 16:39:23.437 |
| 4 - | 1:01.412 | 45.919 | 1:47.331 (2) | 73.12 | 1.195 | 16:41:10.768 |
| 5 - | 1:01.778 | 46.077 | 1:47.855 | 72.76 | 1.719 | 16:42:58.623 |
| 6 - | 1:01.015 | 46.592 | 1:47.607 (3) | 72.93 | 1.471 | 16:44:46.230 |
| 7 - | 1:00.612 | 45.524 | 1:46.136 (1) | 73.94 | | 16:46:32.366 |

| P8 67 1000 David REDGEWICK | | Aprilia - WHEELIES MOTORCYCLES | | | | |
|----------------------------|-----------------|--------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.859 | | BEST LAP TIME : 1:47.922 | | DIFFERENCE : 0.063 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.786 | 2:11.575 | 59.64 | 23.653 | 16:35:39.396 |
| 2 - | 1:04.488 | 46.291 | 1:50.779 | 70.84 | 2.857 | 16:37:30.175 |
| 3 - | 1:04.492 | 45.538 | 1:50.030 | 71.32 | 2.108 | 16:39:20.205 |
| 4 - | 1:03.854 | 45.499 | 1:49.353 (3) | 71.76 | 1.431 | 16:41:09.558 |
| 5 - | 1:04.410 | 45.138 | 1:49.548 | 71.64 | 1.626 | 16:42:59.106 |
| 6 - | 1:02.721 | 45.201 | 1:47.922 (1) | 72.71 | | 16:44:47.028 |
| 7 - | 1:03.626 | 45.525 | 1:49.151 (2) | 71.90 | 1.229 | 16:46:36.179 |

| P9 188 600 Dawid KRAWIECKI | | Honda - | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.594 | | BEST LAP TIME : 1:46.594 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.293 | 2:19.553 | 56.23 | 32.959 | 16:35:47.374 |
| 2 - | 1:04.212 | 45.874 | 1:50.086 | 71.29 | 3.492 | 16:37:37.460 |
| 3 - | 1:03.649 | 45.531 | 1:49.180 | 71.88 | 2.586 | 16:39:26.640 |
| 4 - | 1:03.063 | 45.606 | 1:48.669 | 72.21 | 2.075 | 16:41:15.309 |
| 5 - | 1:02.264 | 45.375 | 1:47.639 (3) | 72.91 | 1.045 | 16:43:02.948 |
| 6 - | 1:01.981 | 44.613 | 1:46.594 (1) | 73.62 | | 16:44:49.542 |
| 7 - | 1:02.002 | 45.330 | 1:47.332 (2) | 73.11 | 0.738 | 16:46:36.874 |

| P10 21 600 Nick WHITCHER | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:47.113 | | BEST LAP TIME : 1:47.504 | | DIFFERENCE : 0.391 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.752 | 2:19.138 | 56.40 | 31.634 | 16:35:46.959 |
| 2 - | 1:03.434 | 46.297 | 1:49.731 | 71.52 | 2.227 | 16:37:36.690 |
| 3 - | 1:03.451 | 45.476 | 1:48.927 | 72.04 | 1.423 | 16:39:25.617 |
| 4 - | 1:02.161 | 45.739 | 1:47.900 (3) | 72.73 | 0.396 | 16:41:13.517 |
| 5 - | 1:01.805 | 45.949 | 1:47.754 (2) | 72.83 | 0.250 | 16:43:01.271 |
| 6 - | 1:02.196 | 45.308 | 1:47.504 (1) | 73.00 | | 16:44:48.775 |
| 7 - | 1:03.153 | 45.737 | 1:48.890 | 72.07 | 1.386 | 16:46:37.665 |

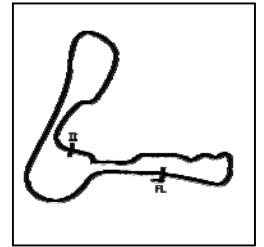
| P11 39 600 Max MORGAN | | Kawasaki - MSS PERFORMANCE | | | | |
|---------------------------|----------|----------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 1:47.806 | | BEST LAP TIME : 1:48.082 | | DIFFERENCE : 0.276 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.955 | 2:18.515 | 56.65 | 30.433 | 16:35:46.336 |
| 2 - | 1:04.875 | 46.220 | 1:51.095 | 70.64 | 3.013 | 16:37:37.431 |
| 3 - | 1:03.387 | 45.493 | 1:48.880 (3) | 72.07 | 0.798 | 16:39:26.311 |
| 4 - | 1:02.906 | 45.247 | 1:48.153 (2) | 72.56 | 0.071 | 16:41:14.464 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:33 Flag 16:45 End: 16:47

L&W Contractors Rookie 600 & 1000

RACE 13 - 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

| | | | | | | |
|-----|-----------------|--------|---------------------|--------------|-------|---------------------|
| 5 - | 1:02.559 | 45.523 | 1:48.082 (1) | 72.61 | | 16:43:02.546 |
| 6 - | 1:03.959 | 46.485 | 1:50.444 | 71.05 | 2.362 | 16:44:52.990 |
| 7 - | 1:05.005 | 46.645 | 1:51.650 | 70.29 | 3.568 | 16:46:44.640 |

| P12 107 600 Michael WHEELDON | | | Triumph - | | | |
|-------------------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.973 | | BEST LAP TIME : 1:50.080 | DIFFERENCE : 0.107 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.333 | 2:20.941 | 55.68 | 30.861 | 16:35:48.762 |
| 2 - | 1:03.747 | 46.333 | 1:50.080 (1) | 71.29 | | 16:37:38.842 |
| 3 - | 1:03.640 | 46.487 | 1:50.127 (2) | 71.26 | 0.047 | 16:39:28.969 |
| 4 - | 1:04.091 | 46.368 | 1:50.459 (3) | 71.04 | 0.379 | 16:41:19.428 |
| 5 - | 1:04.620 | 46.729 | 1:51.349 | 70.48 | 1.269 | 16:43:10.777 |
| 6 - | 1:05.107 | 46.607 | 1:51.714 | 70.25 | 1.634 | 16:45:02.491 |
| 7 - | 1:04.298 | 47.978 | 1:52.276 | 69.89 | 2.196 | 16:46:54.767 |

| P13 100 600 Craig HOWTON | | | Suzuki - Me | | | |
|---------------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.794 | | BEST LAP TIME : 1:50.150 | DIFFERENCE : 0.356 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.438 | 2:21.481 | 55.47 | 31.331 | 16:35:49.302 |
| 2 - | 1:04.113 | 48.086 | 1:52.199 | 69.94 | 2.049 | 16:37:41.501 |
| 3 - | 1:04.522 | 48.711 | 1:53.233 | 69.30 | 3.083 | 16:39:34.734 |
| 4 - | 1:03.356 | 47.340 | 1:50.696 (3) | 70.89 | 0.546 | 16:41:25.430 |
| 5 - | 1:03.757 | 47.318 | 1:51.075 | 70.65 | 0.925 | 16:43:16.505 |
| 6 - | 1:03.227 | 47.150 | 1:50.377 (2) | 71.10 | 0.227 | 16:45:06.882 |
| 7 - | 1:02.644 | 47.506 | 1:50.150 (1) | 71.24 | | 16:46:57.032 |

| P14 18 600 Jamie THOMAS | | | Suzuki - Team RubyRacing | | | |
|--------------------------------|-----------------|--------------------------|--------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.907 | | BEST LAP TIME : 1:50.167 | DIFFERENCE : 0.260 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.862 | 2:22.295 | 55.15 | 32.128 | 16:35:50.116 |
| 2 - | 1:04.388 | 47.272 | 1:51.660 | 70.28 | 1.493 | 16:37:41.776 |
| 3 - | 1:04.605 | 47.853 | 1:52.458 | 69.78 | 2.291 | 16:39:34.234 |
| 4 - | 1:04.550 | 46.965 | 1:51.515 | 70.37 | 1.348 | 16:41:25.749 |
| 5 - | 1:03.814 | 46.543 | 1:50.357 (2) | 71.11 | 0.190 | 16:43:16.106 |
| 6 - | 1:04.266 | 46.736 | 1:51.002 (3) | 70.70 | 0.835 | 16:45:07.108 |
| 7 - | 1:03.364 | 46.803 | 1:50.167 (1) | 71.23 | | 16:46:57.275 |

| P15 22 600 Rob FARMER | | | Yamaha - Obsession Engineering | | | |
|------------------------------|-----------------|--------------------------|--------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.583 | | BEST LAP TIME : 1:50.752 | DIFFERENCE : 0.169 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.023 | 2:23.434 | 54.71 | 32.682 | 16:35:51.255 |
| 2 - | 1:05.810 | 47.356 | 1:53.166 | 69.35 | 2.414 | 16:37:44.421 |
| 3 - | 1:04.966 | 46.878 | 1:51.844 | 70.16 | 1.092 | 16:39:36.265 |
| 4 - | 1:04.282 | 46.562 | 1:50.844 | 70.80 | 0.092 | 16:41:27.109 |
| 5 - | 1:04.299 | 46.536 | 1:50.835 (3) | 70.80 | 0.083 | 16:43:17.944 |
| 6 - | 1:04.284 | 46.468 | 1:50.752 (1) | 70.86 | | 16:45:08.696 |
| 7 - | 1:04.115 | 46.640 | 1:50.755 (2) | 70.85 | 0.003 | 16:46:59.451 |

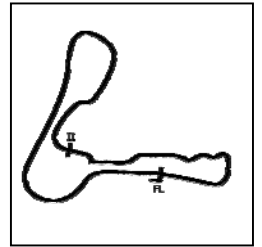
| P16 194 600 Liam CRACKNELL | | | Kawasaki - | | | |
|-----------------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.889 | | BEST LAP TIME : 1:50.889 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.692 | 2:23.884 | 54.54 | 32.995 | 16:35:51.705 |
| 2 - | 1:06.024 | 47.476 | 1:53.500 | 69.14 | 2.611 | 16:37:45.205 |
| 3 - | 1:04.613 | 48.437 | 1:53.050 (2) | 69.42 | 2.161 | 16:39:38.255 |
| 4 - | 1:05.247 | 48.069 | 1:53.316 | 69.25 | 2.427 | 16:41:31.571 |
| 5 - | 1:05.236 | 48.089 | 1:53.325 | 69.25 | 2.436 | 16:43:24.896 |
| 6 - | 1:05.681 | 47.627 | 1:53.308 (3) | 69.26 | 2.419 | 16:45:18.204 |
| 7 - | 1:04.019 | 46.870 | 1:50.889 (1) | 70.77 | | 16:47:09.093 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:33 Flag 16:45 End: 16:47

L&W Contractors Rookie 600 & 1000

RACE 13 - 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

| P17 25 1000 Mark HART | | Suzuki - Barista 23, Elmwood Coachworks, ripley carriage comp | | | | |
|------------------------------|-----------------|---|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.983 | | BEST LAP TIME : 2:08.190 | | DIFFERENCE : 0.207 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.537 | 2:12.848 | 59.07 | 4.658 | 16:35:40.669 |
| 2 - | 1:18.147 | 52.127 | 2:10.274 | 60.24 | 2.084 | 16:37:50.943 |
| 3 - | 1:18.340 | 51.561 | 2:09.901 | 60.41 | 1.711 | 16:40:00.844 |
| 4 - | 1:17.055 | 51.680 | 2:08.735 (2) | 60.96 | 0.545 | 16:42:09.579 |
| 5 - | 1:17.820 | 51.399 | 2:09.219 (3) | 60.73 | 1.029 | 16:44:18.798 |
| 6 - | 1:16.584 | 51.606 | 2:08.190 (1) | 61.22 | | 16:46:26.988 |

| P18 113 600 Illia ZHURAVEL | | Kawasaki - | | | | |
|-----------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.928 | | BEST LAP TIME : 2:04.165 | | DIFFERENCE : 0.237 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.498 | 2:33.572 | 51.10 | 29.407 | 16:36:01.393 |
| 2 - | 1:12.903 | 56.154 | 2:09.057 | 60.81 | 4.892 | 16:38:10.450 |
| 3 - | 1:12.248 | 52.726 | 2:04.974 (2) | 62.79 | 0.809 | 16:40:15.424 |
| 4 - | 1:11.430 | 52.735 | 2:04.165 (1) | 63.20 | | 16:42:19.589 |
| 5 - | 1:12.114 | 53.160 | 2:05.274 (3) | 62.64 | 1.109 | 16:44:24.863 |
| 6 - | 1:12.233 | 53.357 | 2:05.590 | 62.48 | 1.425 | 16:46:30.453 |

| P19 37 600 Ricky WOODS | | Suzuki - Des Woods | | | | |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.718 | | BEST LAP TIME : 2:09.203 | | DIFFERENCE : 0.485 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.063 | 2:36.088 | 50.27 | 26.885 | 16:36:03.909 |
| 2 - | 1:14.655 | 54.548 | 2:09.203 (1) | 60.74 | | 16:38:13.112 |
| 3 - | 1:16.294 | 54.622 | 2:10.916 (3) | 59.94 | 1.713 | 16:40:24.028 |
| 4 - | 1:15.354 | 55.520 | 2:10.874 (2) | 59.96 | 1.671 | 16:42:34.902 |
| 5 - | 1:16.800 | 55.561 | 2:12.361 | 59.29 | 3.158 | 16:44:47.263 |
| 6 - | 1:17.886 | 58.206 | 2:16.092 | 57.66 | 6.889 | 16:47:03.355 |

| P20 33 1000 Carlo BOTTIGLIERI | | Yamaha - TMT RACING | | | | |
|--------------------------------------|----------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : | | BEST LAP TIME : 2:19.728 | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 2:23.373 | 54.73 | 3.645 | 16:35:51.194 |
| 2 - | | | 2:19.728 (1) | 56.16 | | 16:38:10.922 |

L&W Contractors Rookie 600 & 1000

RACE 13 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|-----------------|-----|-----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:39.874 | | |
| 1 | 110 | GUNN | 57.551 | 272 | JOHNSON | 42.323 | 1 | 110 | GUNN | 1:40.184 | 1:40.184 | 0.000 |
| 2 | 272 | JOHNSON | 58.282 | 110 | GUNN | 42.633 | 2 | 272 | JOHNSON | 1:40.605 | 1:40.605 | 0.000 |
| 3 | 175 | KENDLE | 1:00.011 | 122 | ARMSTRONG | 43.707 | 3 | 175 | KENDLE | 1:44.039 | 1:44.039 | 0.000 |
| 4 | 818 | BARKER | 1:00.016 | 175 | KENDLE | 44.028 | 4 | 818 | BARKER | 1:44.102 | 1:44.102 | 0.000 |
| 5 | 42 | ATTWOOD | 1:00.612 | 818 | BARKER | 44.086 | 5 | 122 | ARMSTRONG | 1:45.052 | 1:45.052 | 0.000 |
| 6 | 122 | ARMSTRONG | 1:01.345 | 188 | KRAWIECKI | 44.613 | 6 | 42 | ATTWOOD | 1:46.136 | 1:46.136 | 0.000 |
| 7 | 82 | HAWKINS | 1:01.720 | 82 | HAWKINS | 44.874 | 7 | 82 | HAWKINS | 1:46.594 | 1:47.168 | 0.574 |
| 8 | 21 | WHITCHER | 1:01.805 | 67 | REDGEWICK | 45.138 | 8 | 188 | KRAWIECKI | 1:46.594 | 1:46.594 | 0.000 |
| 9 | 188 | KRAWIECKI | 1:01.981 | 39 | MORGAN | 45.247 | 9 | 21 | WHITCHER | 1:47.113 | 1:47.504 | 0.391 |
| 10 | 39 | MORGAN | 1:02.559 | 21 | WHITCHER | 45.308 | 10 | 39 | MORGAN | 1:47.806 | 1:48.082 | 0.276 |
| 11 | 100 | HOWTON | 1:02.644 | 42 | ATTWOOD | 45.524 | 11 | 67 | REDGEWICK | 1:47.859 | 1:47.922 | 0.063 |
| 12 | 67 | REDGEWICK | 1:02.721 | 107 | WHEELDON | 46.333 | 12 | 100 | HOWTON | 1:49.794 | 1:50.150 | 0.356 |
| 13 | 18 | THOMAS | 1:03.364 | 22 | FARMER | 46.468 | 13 | 18 | THOMAS | 1:49.907 | 1:50.167 | 0.260 |
| 14 | 107 | WHEELDON | 1:03.640 | 18 | THOMAS | 46.543 | 14 | 107 | WHEELDON | 1:49.973 | 1:50.080 | 0.107 |
| 15 | 194 | CRACKNELL | 1:04.019 | 194 | CRACKNELL | 46.870 | 15 | 22 | FARMER | 1:50.583 | 1:50.752 | 0.169 |
| 16 | 22 | FARMER | 1:04.115 | 100 | HOWTON | 47.150 | 16 | 194 | CRACKNELL | 1:50.889 | 1:50.889 | 0.000 |
| 17 | 113 | ZHURAVEL | 1:11.430 | 25 | HART | 51.399 | 17 | 113 | ZHURAVEL | 2:03.928 | 2:04.165 | 0.237 |
| 18 | 37 | WOODS | 1:14.655 | 113 | ZHURAVEL | 52.498 | 18 | 25 | HART | 2:07.983 | 2:08.190 | 0.207 |
| 19 | 25 | HART | 1:16.584 | 37 | WOODS | 54.063 | 19 | 37 | WOODS | 2:08.718 | 2:09.203 | 0.485 |
| 20 | | | | | | | 20 | 33 | BOTTIGLIERI | | 2:19.728 | |
| 21 | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 16:33 Flag 16:45 End: 16:47

Printed - 16:55 Sunday, 29 April 2018

BMCRC-MRO Championships 2018



RKB-F1
MOTORSPORT



RKB / BMCRC F1 & F2 Sidecars

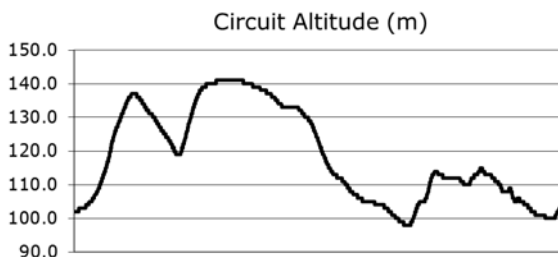
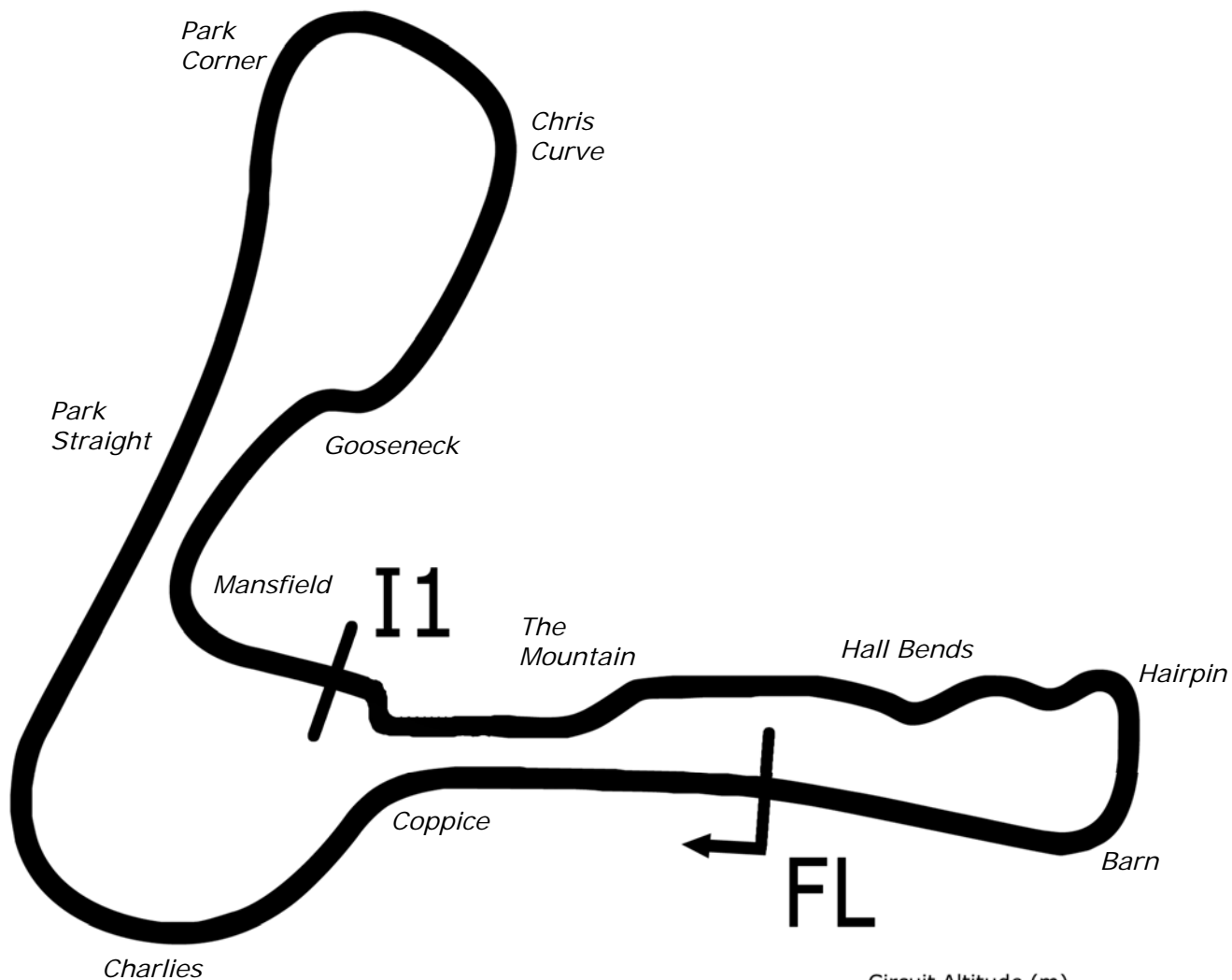
Cadwell Park Circuit

28th / 29th April 2018



Results Provided by Timing Solutions Ltd
www.tsl-timing.com

Cadwell Park



| | | | |
|--|--------------|------------|-----------|
| Length | 2.1870 miles | 3519.6 m | |
| FL | | 53.31024 N | 0.05940 W |
| I1 | 2330m | 53.30708 N | 0.06270 W |
| Pit Entry | 3472m | 53.31103 N | 0.05889 W |
| Pit Exit | 0m after FL | 53.31030 N | 0.05940 W |
| Pit Entry-Pit Exit 92m, 5.5s @60kph, 4.1s @80kph | | | |

RKB/BMCRC F1 & F2 Sidecars

QUALIFYING - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|----|--------------------------------|--|----------|----|------|--------|--------|-------|
| 1 | 35* | F2 | 1 REEVES / THOMAS | LCR Honda - Velocity V1 | 1:55.205 | 5 | 5 | | | 68.12 |
| 2 | 75 | F1 | 1 C CLARKE / CA CLARKE | Windle Suzuki - City Lifting .CYB fibreglass | 1:57.143 | 3 | 6 | 1.938 | 1.938 | 66.99 |
| 3 | 188 | F2 | 2 M VANNIEUWENHUYSE / R VANNIE | Shelbourne - Norton OCFB/ Heyrick garage | 1:57.223 | 6 | 6 | 2.018 | 0.080 | 66.94 |
| 4 | 8 | F2 | 3 ILARIA / STOKOE | DDM Suzuki - Powerhouse | 1:57.515 | 4 | 5 | 2.310 | 0.292 | 66.78 |
| 5 | 119 | F2 | 4 D DICKINSON / B DICKINSON | Shelbourne Suzuki - B&B Motorcycles | 1:57.673 | 3 | 4 | 2.468 | 0.158 | 66.69 |
| 6 | 58 | F1 | 2 KIRK / SMITHIES | LCR Yamaha - | 1:58.915 | 4 | 5 | 3.710 | 1.242 | 65.99 |
| 7 | 135 | F2 | 5 GUIGNARD / POUX | SGR Honda - Shock Factory/Beringer/DMD | 1:59.063 | 4 | 5 | 3.858 | 0.148 | 65.91 |
| 8 | 45 | F2 | 6 PAYNE / LACE | Honda - DMA | 1:59.217 | 3 | 3 | 4.012 | 0.154 | 65.83 |
| 9 | 15 | F2 | 7 SHAND / CLAEYS | Shand F2 Suzuki - J&D Pierce Contracts | 2:00.097 | 5 | 5 | 4.892 | 0.880 | 65.34 |
| 10 | 31 | F2 | 8 MUNRO / GRAY | Shelbourne Yamaha - Teston Tours / Allbikes | 2:01.747 | 2 | 6 | 6.542 | 1.650 | 64.46 |
| 11 | 5 | F2 | 9 TAYLOR / FIELD | LCR Honda - Velocity V1 | 2:02.372 | 3 | 5 | 7.167 | 0.625 | 64.13 |
| 12 | 40 | F2 | 10 SMITH / DOBIE | Baker Yamaha - R & S Terry Developments | 2:03.112 | 4 | 5 | 7.907 | 0.740 | 63.74 |
| 13 | 136 | F1 | 3 S EDWARDS / L EDWARDS | BMR Suzuki - ECONOMY HEATING SERVICES | 2:03.189 | 4 | 5 | 7.984 | 0.077 | 63.70 |
| 14 | 4 | F2 | 11 LOCKEY / COLE | Ireson Honda - Real Racing | 2:04.712 | 4 | 5 | 9.507 | 1.523 | 62.92 |
| 15 | 412 | F1 | 4 PETTIS / PHILLIPS | RSR KTM1190 - Ktp motorcycles | 2:06.679 | 2 | 5 | 11.474 | 1.967 | 61.95 |
| 16 | 18 | F2 | 12 D BLACKWOOD / J BLACKWOOD | Shelbourne Suzuki - | 2:06.846 | 3 | 5 | 11.641 | 0.167 | 61.87 |
| 17 | 46 | F2 | 13 SAUNDERS / SCHOFELD | Honda - MS Racing | 2:08.415 | 4 | 4 | 13.210 | 1.569 | 61.11 |
| 18 | 161 | F2 | 14 DOWNES / HAINSWORTH | MRE Suzuki - | 2:08.567 | 3 | 5 | 13.362 | 0.152 | 61.04 |
| 19 | 10 | F1 | 5 WEBB / BYRNE | LCR Suzuki - ANtech Racing | 2:09.272 | 4 | 5 | 14.067 | 0.705 | 60.70 |
| 20 | 67 | F1 | 6 JEFFERIES / CASWELL | Windle - MJP racing | 2:14.066 | 4 | 5 | 18.861 | 4.794 | 58.53 |
| 21 | 57 | F1 | 7 ANDERSON / MASTERS | Baker - | 2:14.084 | 5 | 5 | 18.879 | 0.018 | 58.53 |
| 22 | 167 | F2 | 15 PETTMAN / TAYLOR | Windle Yamaha - Wesco Racing | 2:14.757 | 3 | 3 | 19.552 | 0.673 | 58.23 |
| 23 | 9 | F2 | 16 SIMMONS / PUGH | - | 2:20.929 | 4 | 4 | 25.724 | 6.172 | 55.68 |
| 24 | 19 | F1 | 8 MACBRIDE / THOMPSON | LCR Suzuki - Nick Webb | 2:34.518 | 3 | 4 | 39.313 | 13.589 | 50.79 |

*No 35 - Lap times disallowed - short cutting the chicane

Weather / Track : Drizzle / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 09:59 Flag 10:11 End: 10:13

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

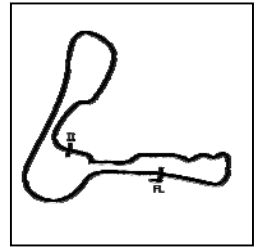
Results can be found at www.tsl-timing.com

Printed - 10:15 Saturday, 28 April 2018



RKB/BMCRC F1 & F2 Sidecars

QUALIFYING - 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 35 F2 REEVES / THOMAS | | LCR Honda - Velocity V1 | | | | | |
|---------------------------|-----------------|--------------------------|-----------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:55.205 | | BEST LAP TIME : 1:55.205 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:16.349 | 51.621 | 2:07.970 D | 61.32 | 12.765 | 10:02:49.021 | |
| 2 - | 1:08.222 | 50.611 | 1:58.833 (2) | 66.04 | 3.628 | 10:04:47.854 | |
| 3 - | 1:11.364 | IN PIT | 3:35.291 P | 36.45 | 1:40.086 | 10:08:23.145 | |
| 4 - | OUTLAP | 48.981 | 2:01.727 | 64.47 | 6.522 | 10:10:24.872 | |
| 5 - | 1:06.867 | 48.338 | 1:55.205 (1) | 68.12 | | 10:12:20.077 | |

| P2 75 F1 C CLARKE / CA CLARKE | | Windle Suzuki - City Lifting .CYB fibreglass | | | | | |
|-------------------------------|-----------------|--|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:57.143 | | BEST LAP TIME : 1:57.143 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:11.674 | 52.169 | 2:03.843 | 63.37 | 6.700 | 10:02:38.881 | |
| 2 - | 1:12.037 | 52.372 | 2:04.409 | 63.08 | 7.266 | 10:04:43.290 | |
| 3 - | 1:06.976 | 50.167 | 1:57.143 (1) | 66.99 | | 10:06:40.433 | |
| 4 - | 1:07.929 | 51.298 | 1:59.227 (2) | 65.82 | 2.084 | 10:08:39.660 | |
| 5 - | 1:10.286 | 51.628 | 2:01.914 (3) | 64.37 | 4.771 | 10:10:41.574 | |
| 6 - | 1:07.853 | IN PIT | 2:30.388 P | 52.18 | 33.245 | 10:13:11.962 | |

| P3 188 F2 M VANNIEUWENHUYSE / R VANNIEUWEI | | Shelbourne - Norton OCFB/ Heyrick garage | | | | | |
|--|-----------------|--|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:57.223 | | BEST LAP TIME : 1:57.223 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:13.545 | 55.107 | 2:08.652 | 61.00 | 11.429 | 10:02:33.346 | |
| 2 - | 1:10.917 | 51.340 | 2:02.257 | 64.19 | 5.034 | 10:04:35.603 | |
| 3 - | 1:10.363 | 51.976 | 2:02.339 | 64.15 | 5.116 | 10:06:37.942 | |
| 4 - | 1:09.142 | 51.995 | 2:01.137 (3) | 64.78 | 3.914 | 10:08:39.079 | |
| 5 - | 1:09.924 | 50.621 | 2:00.545 (2) | 65.10 | 3.322 | 10:10:39.624 | |
| 6 - | 1:08.152 | 49.071 | 1:57.223 (1) | 66.94 | | 10:12:36.847 | |

| P4 8 F2 ILARIA / STOKOE | | DDM Suzuki - Powerhouse | | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:57.505 | | BEST LAP TIME : 1:57.515 | | DIFFERENCE : 0.010 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:10.605 | 52.169 | 2:02.774 (3) | 63.92 | 5.259 | 10:02:39.198 | |
| 2 - | 1:12.665 | 52.311 | 2:04.976 | 62.79 | 7.461 | 10:04:44.174 | |
| 3 - | 1:09.443 | 49.877 | 1:59.320 (2) | 65.77 | 1.805 | 10:06:43.494 | |
| 4 - | 1:07.628 | 49.887 | 1:57.515 (1) | 66.78 | | 10:08:41.009 | |
| 5 - | 1:11.030 | 53.063 | 2:04.093 | 63.24 | 6.578 | 10:10:45.102 | |

| P5 119 F2 D DICKINSON / B DICKINSON | | Shelbourne Suzuki - B&B Motorcycles | | | | | |
|-------------------------------------|-----------------|-------------------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:57.673 | | BEST LAP TIME : 1:57.673 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:17.490 | 58.160 | 2:15.650 | 57.85 | 17.977 | 10:03:05.437 | |
| 2 - | 1:10.520 | 50.161 | 2:00.681 (3) | 65.03 | 3.008 | 10:05:06.118 | |
| 3 - | 1:07.776 | 49.897 | 1:57.673 (1) | 66.69 | | 10:07:03.791 | |
| 4 - | 1:08.144 | 51.117 | 1:59.261 (2) | 65.80 | 1.588 | 10:09:03.052 | |

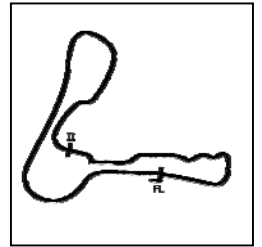
| P6 58 F1 KIRK / SMITHIES | | LCR Yamaha - | | | | | |
|--------------------------|----------|--------------------------|---------------------|--------------|----------|---------------------|--|
| IDEAL LAP TIME : | | BEST LAP TIME : 1:58.915 | | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | 2:05.440 (3) | 62.56 | 6.525 | 10:02:34.594 | |
| 2 - | | | 2:09.426 | 60.63 | 10.511 | 10:04:44.020 | |
| 3 - | | | 2:02.331 (2) | 64.15 | 3.416 | 10:06:46.351 | |
| 4 - | | | 1:58.915 (1) | 65.99 | | 10:08:45.266 | |
| 5 - | | | 3:59.035 | 32.83 | 2:00.120 | 10:12:44.301 | |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 09:59 Flag 10:11 End: 10:13

RKB/BMCRC F1 & F2 Sidecars

QUALIFYING - 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 135 F2 | | GUIGNARD / POUX | | SGR Honda - Shock Factory/Beringer/DMD | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|----------|---------------------|--|
| IDEAL LAP TIME : 1:59.063 | | BEST LAP TIME : 1:59.063 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:14.414 | 52.531 | 2:06.945 | 61.82 | 7.882 | 10:02:33.811 | |
| 2 - | 1:11.804 | 50.977 | 2:02.781 (3) | 63.91 | 3.718 | 10:04:36.592 | |
| 3 - | 1:09.015 | 51.886 | 2:00.901 (2) | 64.91 | 1.838 | 10:06:37.493 | |
| 4 - | 1:08.638 | 50.425 | 1:59.063 (1) | 65.91 | | 10:08:36.556 | |
| 5 - | 1:09.154 | 2:05.409 | 3:14.563 | 40.33 | 1:15.500 | 10:11:51.119 | |

| P8 45 F2 | | PAYNE / LACE | | Honda - DMA | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:59.217 | | BEST LAP TIME : 1:59.217 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:11.814 | 52.164 | 2:03.978 (3) | 63.30 | 4.761 | 10:02:23.116 | |
| 2 - | 1:09.368 | 51.898 | 2:01.266 (2) | 64.71 | 2.049 | 10:04:24.382 | |
| 3 - | 1:08.422 | 50.795 | 1:59.217 (1) | 65.83 | | 10:06:23.599 | |

| P9 15 F2 | | SHAND / CLAEYS | | Shand F2 Suzuki - J&D Pierce Contracts | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|--|
| IDEAL LAP TIME : 1:57.558 | | BEST LAP TIME : 2:00.097 | | DIFFERENCE : 2.539 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:21.020 | 52.914 | 2:13.934 | 58.59 | 13.837 | 10:02:51.156 | |
| 2 - | 1:09.880 | 50.836 | 2:00.716 (3) | 65.01 | 0.619 | 10:04:51.872 | |
| 3 - | 1:09.000 | 52.035 | 2:01.035 | 64.84 | 0.938 | 10:06:52.907 | |
| 4 - | 1:10.868 | 49.627 | 2:00.495 (2) | 65.13 | 0.398 | 10:08:53.402 | |
| 5 - | 1:07.931 | 52.166 | 2:00.097 (1) | 65.34 | | 10:10:53.499 | |

| P10 31 F2 | | MUNRO / GRAY | | Shelbourne Yamaha - Teston Tours / Allbikes | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|--|
| IDEAL LAP TIME : 2:01.055 | | BEST LAP TIME : 2:01.747 | | DIFFERENCE : 0.692 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:14.243 | 55.066 | 2:09.309 | 60.69 | 7.562 | 10:02:32.767 | |
| 2 - | 1:10.415 | 51.332 | 2:01.747 (1) | 64.46 | | 10:04:34.514 | |
| 3 - | 1:10.694 | 51.540 | 2:02.234 | 64.20 | 0.487 | 10:06:36.748 | |
| 4 - | 1:10.147 | 51.746 | 2:01.893 (2) | 64.38 | 0.146 | 10:08:38.641 | |
| 5 - | 1:10.041 | 52.584 | 2:02.625 | 64.00 | 0.878 | 10:10:41.266 | |
| 6 - | 1:09.723 | 52.363 | 2:02.086 (3) | 64.28 | 0.339 | 10:12:43.352 | |

| P11 5 F2 | | TAYLOR / FIELD | | LCR Honda - Velocity V1 | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:01.868 | | BEST LAP TIME : 2:02.372 | | DIFFERENCE : 0.504 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:21.065 | 52.395 | 2:13.460 | 58.80 | 11.088 | 10:02:53.054 | |
| 2 - | 1:11.435 | 51.101 | 2:02.536 (2) | 64.04 | 0.164 | 10:04:55.590 | |
| 3 - | 1:10.767 | 51.605 | 2:02.372 (1) | 64.13 | | 10:06:57.962 | |
| 4 - | 1:11.829 | 52.926 | 2:04.755 (3) | 62.90 | 2.383 | 10:09:02.717 | |
| 5 - | 1:19.725 | 53.458 | 2:13.183 | 58.92 | 10.811 | 10:11:15.900 | |

| P12 40 F2 | | SMITH / DOBIE | | Baker Yamaha - R & S Terry Developments | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|--|
| IDEAL LAP TIME : 2:02.470 | | BEST LAP TIME : 2:03.112 | | DIFFERENCE : 0.642 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:22.543 | 58.740 | 2:21.283 | 55.54 | 18.171 | 10:03:05.344 | |
| 2 - | 1:16.491 | 56.179 | 2:12.670 | 59.15 | 9.558 | 10:05:18.014 | |
| 3 - | 1:12.390 | 53.934 | 2:06.324 (2) | 62.12 | 3.212 | 10:07:24.338 | |
| 4 - | 1:10.317 | 52.795 | 2:03.112 (1) | 63.74 | | 10:09:27.450 | |
| 5 - | 1:09.675 | 1:01.851 | 2:11.526 (3) | 59.66 | 8.414 | 10:11:38.976 | |

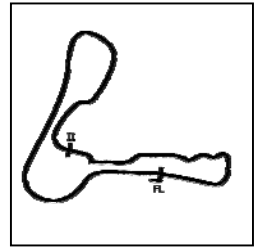
| P13 136 F1 | | S EDWARDS / L EDWARDS | | BMR Suzuki - ECONOMY HEATING SERVICES | | | |
|---------------------------|----------|--------------------------|----------|---------------------------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:03.189 | | BEST LAP TIME : 2:03.189 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:29.304 | 55.998 | 2:25.302 | 54.01 | 22.113 | 10:03:01.640 | |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 09:59 Flag 10:11 End: 10:13

RKB/BMCRC F1 & F2 Sidecars

QUALIFYING - 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

| | | | | | | |
|------------|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 2 - | 1:19.497 | 54.324 | 2:13.821 | 58.64 | 10.632 | 10:05:15.461 |
| 3 - | 1:17.206 | 53.678 | 2:10.884 (2) | 59.96 | 7.695 | 10:07:26.345 |
| 4 - | 1:10.316 | 52.873 | 2:03.189 (1) | 63.70 | | 10:09:29.534 |
| 5 - | 1:10.684 | 1:02.053 | 2:12.737 (3) | 59.12 | 9.548 | 10:11:42.271 |

| P14 4 F2 | | LOCKEY / COLE | | Ireson Honda - Real Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:03.576 | | BEST LAP TIME : 2:04.712 | | DIFFERENCE : 1.136 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:19.995 | 58.770 | 2:18.765 | 56.55 | 14.053 | 10:03:12.216 | |
| 2 - | 1:17.960 | 56.333 | 2:14.293 | 58.43 | 9.581 | 10:05:26.509 | |
| 3 - | 1:11.778 | 53.553 | 2:05.331 (2) | 62.61 | 0.619 | 10:07:31.840 | |
| 4 - | 1:12.914 | 51.798 | 2:04.712 (1) | 62.92 | | 10:09:36.552 | |
| 5 - | 1:12.204 | 54.128 | 2:06.332 (3) | 62.12 | 1.620 | 10:11:42.884 | |

| P15 412 F1 | | PETTIS / PHILLIPS | | RSR KTM1190 - Ktp motorcycles | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:06.393 | | BEST LAP TIME : 2:06.679 | | DIFFERENCE : 0.286 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:14.750 | 53.551 | 2:08.301 | 61.16 | 1.622 | 10:02:38.534 | |
| 2 - | 1:12.842 | 53.837 | 2:06.679 (1) | 61.95 | | 10:04:45.213 | |
| 3 - | 1:13.678 | 55.392 | 2:09.070 | 60.80 | 2.391 | 10:06:54.283 | |
| 4 - | 1:13.582 | 53.620 | 2:07.202 (3) | 61.69 | 0.523 | 10:09:01.485 | |
| 5 - | 1:13.257 | 53.588 | 2:06.845 (2) | 61.87 | 0.166 | 10:11:08.330 | |

| P16 18 F2 | | D BLACKWOOD / J BLACKWOOD | | Shelbourne Suzuki - | | | |
|---------------------------|-----------------|---------------------------|---------------------|---------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:05.394 | | BEST LAP TIME : 2:06.846 | | DIFFERENCE : 1.452 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:24.572 | 58.981 | 2:23.553 | 54.67 | 16.707 | 10:03:11.276 | |
| 2 - | 1:18.244 | 54.899 | 2:13.143 | 58.94 | 6.297 | 10:05:24.419 | |
| 3 - | 1:13.220 | 53.626 | 2:06.846 (1) | 61.87 | | 10:07:31.265 | |
| 4 - | 1:12.950 | 54.400 | 2:07.350 (2) | 61.62 | 0.504 | 10:09:38.615 | |
| 5 - | 1:11.768 | 57.142 | 2:08.910 (3) | 60.88 | 2.064 | 10:11:47.525 | |

| P17 46 F2 | | SAUNDERS / SCHOFELD | | Honda - MS Racing | | | |
|---------------------------|----------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:07.636 | | BEST LAP TIME : 2:08.415 | | DIFFERENCE : 0.779 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:21.386 | 59.758 | 2:21.144 | 55.60 | 12.729 | 10:03:12.718 | |
| 2 - | 1:20.233 | 55.076 | 2:15.309 (3) | 58.00 | 6.894 | 10:05:28.027 | |
| 3 - | 1:17.619 | 54.118 | 2:11.737 (2) | 59.57 | 3.322 | 10:07:39.764 | |
| 4 - | 1:14.864 | 53.551 | 2:08.415 (1) | 61.11 | | 10:09:48.179 | |

| P18 161 F2 | | DOWNES / HAINSWORTH | | MRE Suzuki - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:08.235 | | BEST LAP TIME : 2:08.567 | | DIFFERENCE : 0.332 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:14.626 | 54.032 | 2:08.658 (2) | 60.99 | 0.091 | 10:02:38.615 | |
| 2 - | 1:16.023 | 55.253 | 2:11.276 | 59.78 | 2.709 | 10:04:49.891 | |
| 3 - | 1:14.203 | 54.364 | 2:08.567 (1) | 61.04 | | 10:06:58.458 | |
| 4 - | 1:15.114 | 55.222 | 2:10.336 (3) | 60.21 | 1.769 | 10:09:08.794 | |
| 5 - | 1:15.555 | 55.481 | 2:11.036 | 59.89 | 2.469 | 10:11:19.830 | |

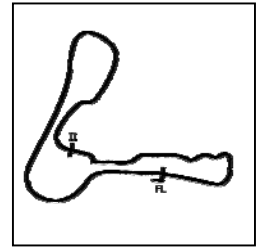
| P19 10 F1 | | WEBB / BYRNE | | LCR Suzuki - ANtech Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:06.960 | | BEST LAP TIME : 2:09.272 | | DIFFERENCE : 2.312 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:16.883 | 56.276 | 2:13.159 | 58.93 | 3.887 | 10:02:32.987 | |
| 2 - | 1:16.938 | 53.317 | 2:10.255 | 60.25 | 0.983 | 10:04:43.242 | |
| 3 - | 1:15.239 | 54.241 | 2:09.480 (2) | 60.61 | 0.208 | 10:06:52.722 | |
| 4 - | 1:16.503 | 52.769 | 2:09.272 (1) | 60.70 | | 10:09:01.994 | |
| 5 - | 1:14.191 | 55.855 | 2:10.046 (3) | 60.34 | 0.774 | 10:11:12.040 | |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 09:59 Flag 10:11 End: 10:13

RKB/BMCRC F1 & F2 Sidecars

QUALIFYING - 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

| P20 67 F1 | | JEFFERIES / CASWELL | | Windle - MJP racing | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|--------|---------------------|
| IDEAL LAP TIME : 2:12.820 | | BEST LAP TIME : 2:14.066 | | DIFFERENCE : 1.246 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.065 | 1:02.564 | 2:26.629 | 53.52 | 12.563 | 10:03:12.146 |
| 2 - | 1:22.728 | 54.848 | 2:17.576 | 57.04 | 3.510 | 10:05:29.722 |
| 3 - | 1:19.241 | 56.712 | 2:15.953 (3) | 57.72 | 1.887 | 10:07:45.675 |
| 4 - | 1:17.972 | 56.094 | 2:14.066 (1) | 58.53 | | 10:09:59.741 |
| 5 - | 1:19.049 | 55.338 | 2:14.387 (2) | 58.39 | 0.321 | 10:12:14.128 |

| P21 57 F1 | | ANDERSON / MASTERS | | Baker - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.084 | | BEST LAP TIME : 2:14.084 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:27.685 | 1:00.271 | 2:27.956 | 53.04 | 13.872 | 10:03:06.740 |
| 2 - | 1:22.339 | 57.486 | 2:19.825 | 56.12 | 5.741 | 10:05:26.565 |
| 3 - | 1:21.837 | 55.013 | 2:16.850 (3) | 57.34 | 2.766 | 10:07:43.415 |
| 4 - | 1:19.593 | 55.822 | 2:15.415 (2) | 57.95 | 1.331 | 10:09:58.830 |
| 5 - | 1:19.326 | 54.758 | 2:14.084 (1) | 58.53 | | 10:12:12.914 |

| P22 167 F2 | | PETTMAN / TAYLOR | | Windle Yamaha - Wesco Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.757 | | BEST LAP TIME : 2:14.757 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.725 | 59.531 | 2:24.256 (3) | 54.40 | 9.499 | 10:03:22.709 |
| 2 - | 1:22.678 | 58.090 | 2:20.768 (2) | 55.75 | 6.011 | 10:05:43.477 |
| 3 - | 1:18.739 | 56.018 | 2:14.757 (1) | 58.23 | | 10:07:58.234 |

| P23 9 F2 | | SIMMONS / PUGH | | - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:20.929 | | BEST LAP TIME : 2:20.929 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.480 | 58.523 | 2:23.003 (2) | 54.88 | 2.074 | 10:03:20.274 |
| 2 - | 1:27.003 | 1:00.474 | 2:27.477 | 53.21 | 6.548 | 10:05:47.751 |
| 3 - | 1:28.025 | 58.614 | 2:26.639 (3) | 53.51 | 5.710 | 10:08:14.390 |
| 4 - | 1:22.408 | 58.521 | 2:20.929 (1) | 55.68 | | 10:10:35.319 |

| P24 19 F1 | | MACBRIDE / THOMPSON | | LCR Suzuki - Nick Webb | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:32.973 | | BEST LAP TIME : 2:34.518 | | DIFFERENCE : 1.545 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:30.004 | 1:05.499 | 2:35.503 (2) | 50.46 | 0.985 | 10:03:11.460 |
| 2 - | 1:32.566 | 1:02.969 | 2:35.535 | 50.45 | 1.017 | 10:05:46.995 |
| 3 - | 1:31.500 | 1:03.018 | 2:34.518 (1) | 50.79 | | 10:08:21.513 |
| 4 - | 1:31.143 | 1:04.390 | 2:35.533 (3) | 50.45 | 1.015 | 10:10:57.046 |

RKB/BMCRC F1 & F2 Sidecars

QUALIFYING - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|---------------------------|-----------------|-----|---------------------------|-------------------------|-----|-----|---------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:55.205 | | |
| 1 | 35 | REEVES / THOMAS | 1:06.867 | 35 | REEVES / THOMAS | 48.338 | 1 | 35 | REEVES / THOMAS | 1:55.205 | 1:55.205 | 0.000 |
| 2 | 75 | C CLARKE / CA CLARKE | 1:06.976 | 188 | M VANNIEUWENHUYSE / R V | 49.071 | 2 | 75 | C CLARKE / CA CLAF | 1:57.143 | 1:57.143 | 0.000 |
| 3 | 8 | ILARIA / STOKOE | 1:07.628 | 15 | SHAND / CLAEYS | 49.627 | 3 | 188 | M VANNIEUWENHUY | 1:57.223 | 1:57.223 | 0.000 |
| 4 | 119 | D DICKINSON / B DICKINSON | 1:07.776 | 8 | ILARIA / STOKOE | 49.877 | 4 | 8 | ILARIA / STOKOE | 1:57.505 | 1:57.515 | 0.010 |
| 5 | 15 | SHAND / CLAEYS | 1:07.931 | 119 | D DICKINSON / B DICKINSON | 49.897 | 5 | 15 | SHAND / CLAEYS | 1:57.558 | 2:00.097 | 2.539 |
| 6 | 188 | M VANNIEUWENHUYSE / R V | 1:08.152 | 75 | C CLARKE / CA CLARKE | 50.167 | 6 | 119 | D DICKINSON / B DIC | 1:57.673 | 1:57.673 | 0.000 |
| 7 | 45 | PAYNE / LACE | 1:08.422 | 135 | GUIGNARD / POUX | 50.425 | 7 | 135 | GUIGNARD / POUX | 1:59.063 | 1:59.063 | 0.000 |
| 8 | 135 | GUIGNARD / POUX | 1:08.638 | 45 | PAYNE / LACE | 50.795 | 8 | 45 | PAYNE / LACE | 1:59.217 | 1:59.217 | 0.000 |
| 9 | 40 | SMITH / DOBIE | 1:09.675 | 5 | TAYLOR / FIELD | 51.101 | 9 | 31 | MUNRO / GRAY | 2:01.055 | 2:01.747 | 0.692 |
| 10 | 31 | MUNRO / GRAY | 1:09.723 | 31 | MUNRO / GRAY | 51.332 | 10 | 5 | TAYLOR / FIELD | 2:01.868 | 2:02.372 | 0.504 |
| 11 | 136 | S EDWARDS / L EDWARDS | 1:10.316 | 4 | LOCKEY / COLE | 51.798 | 11 | 40 | SMITH / DOBIE | 2:02.470 | 2:03.112 | 0.642 |
| 12 | 5 | TAYLOR / FIELD | 1:10.767 | 10 | WEBB / BYRNE | 52.769 | 12 | 136 | S EDWARDS / L EDW | 2:03.189 | 2:03.189 | 0.000 |
| 13 | 18 | D BLACKWOOD / J BLACKWO | 1:11.768 | 40 | SMITH / DOBIE | 52.795 | 13 | 4 | LOCKEY / COLE | 2:03.576 | 2:04.712 | 1.136 |
| 14 | 4 | LOCKEY / COLE | 1:11.778 | 136 | S EDWARDS / L EDWARDS | 52.873 | 14 | 18 | D BLACKWOOD / J B | 2:05.394 | 2:06.846 | 1.452 |
| 15 | 412 | PETTIS / PHILLIPS | 1:12.842 | 412 | PETTIS / PHILLIPS | 53.551 | 15 | 412 | PETTIS / PHILLIPS | 2:06.393 | 2:06.679 | 0.286 |
| 16 | 46 | SAUNDERS / SCHOFELD | 1:14.085 | 46 | SAUNDERS / SCHOFELD | 53.551 | 16 | 10 | WEBB / BYRNE | 2:06.960 | 2:09.272 | 2.312 |
| 17 | 10 | WEBB / BYRNE | 1:14.191 | 18 | D BLACKWOOD / J BLACKWO | 53.626 | 17 | 46 | SAUNDERS / SCHOF | 2:07.636 | 2:08.415 | 0.779 |
| 18 | 161 | DOWNES / HAINSWORTH | 1:14.203 | 161 | DOWNES / HAINSWORTH | 54.032 | 18 | 161 | DOWNES / HAINSWC | 2:08.235 | 2:08.567 | 0.332 |
| 19 | 67 | JEFFERIES / CASWELL | 1:17.972 | 57 | ANDERSON / MASTERS | 54.758 | 19 | 67 | JEFFERIES / CASWE | 2:12.820 | 2:14.066 | 1.246 |
| 20 | 167 | PETTMAN / TAYLOR | 1:18.739 | 67 | JEFFERIES / CASWELL | 54.848 | 20 | 57 | ANDERSON / MASTE | 2:14.084 | 2:14.084 | 0.000 |
| 21 | 57 | ANDERSON / MASTERS | 1:19.326 | 167 | PETTMAN / TAYLOR | 56.018 | 21 | 167 | PETTMAN / TAYLOR | 2:14.757 | 2:14.757 | 0.000 |
| 22 | 9 | SIMMONS / PUGH | 1:22.408 | 9 | SIMMONS / PUGH | 58.521 | 22 | 9 | SIMMONS / PUGH | 2:20.929 | 2:20.929 | 0.000 |
| 23 | 19 | MACBRIDE / THOMPSON | 1:30.004 | 19 | MACBRIDE / THOMPSON | 1:02.969 | 23 | 19 | MACBRIDE / THOMP | 2:32.973 | 2:34.518 | 1.545 |
| 24 | | | | | | | 24 | 58 | KIRK / SMITHIES | | 1:58.915 | |

Weather / Track : Drizzle / Wet

Circuit Length = 2.1800 miles
Start: 09:59 Flag 10:11 End: 10:13

Results can be found at www.tsl-timing.com


Printed - 10:17 Saturday, 28 April 2018

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - GRID (7 Laps)

| | | | | |
|--------|----|--|----|---|
| ROW 14 | 27 | 111 BRYANT / HYDE | 28 | 118 BICKNELL / ENSOR |
| ROW 13 | 25 | 37 MORPHET / HALLIBURTON | 26 | 41 RILEY / HAYNES |
| ROW 12 | 23 | 2:20.929 9 SIMMONS / PUGH | 24 | 2:34.518 19 MACBRIDE / THOMPSON |
| ROW 11 | 21 | 2:14.084 57 ANDERSON / MASTERS | 22 | 2:14.757 167 PETTMAN / TAYLOR |
| ROW 10 | 19 | 2:09.272 10 WEBB / BYRNE | 20 | 2:14.066 67 JEFFERIES / CASWELL |
| ROW 9 | 17 | 2:08.415 46 SAUNDERS / SCHOFELD | 18 | 2:08.567 161 DOWNES / HAINSWORTH |
| ROW 8 | 15 | 2:06.679 412 PETTIS / PHILLIPS | 16 | 2:06.846 18 D BLACKWOOD / J BLACKWOOD |
| ROW 7 | 13 | 2:03.189 136 S EDWARDS / L EDWARDS | 14 | 2:04.712 4 LOCKEY / COLE |
| ROW 6 | 11 | 2:02.372 5 TAYLOR / FIELD | 12 | 2:03.112 40 SMITH / DOBIE |
| ROW 5 | 9 | 2:00.097 15 SHAND / CLAEYS | 10 | 2:01.747 31 MUNRO / GRAY |
| ROW 4 | 7 | 1:59.063 135 GUIGNARD / POUX | 8 | 1:59.217 45 PAYNE / LACE |
| ROW 3 | 5 | 1:57.673 119 D DICKINSON / B DICKINSON | 6 | 1:58.915 58 KIRK / SMITHIES |
| ROW 2 | 3 | 1:57.223 188 M VANNIEUWENHUYSE / R VANNIEUWENHUYSE | 4 | 1:57.515 8 ILARIA / STOKOE |
| ROW 1 | 1 | 1:55.205 35 REEVES / THOMAS | 2 | 1:57.143 75 C CLARKE / CA CLARKE |

Pole



Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 10:19 Saturday, 28 April 2018



RKB/BMCRC F1 & F2 Sidecars

RACE 8 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|-----------------------------------|--|------|-----------|----------|----------|-------|----------|----|
| 1 | 35 | F2 | 1 REEVES / THOMAS | LCR Honda - Velocity V1 | 7 | 13:30.161 | | | 67.80 | 1:53.829 | 6 |
| 2 | 8 | F2 | 2 ILARIA / STOKOE | DDM Suzuki - Powerhouse | 7 | 13:41.945 | 11.784 | 11.784 | 66.83 | 1:55.206 | 3 |
| 3 | 188 | F2 | 3 M VANNIEUWENHUYSE / R VANNIEUWI | Shelbourne - Norton OCFB/ Heyrick garage | 7 | 13:47.679 | 17.518 | 5.734 | 66.37 | 1:55.173 | 3 |
| 4 | 119 | F2 | 4 D DICKINSON / B DICKINSON | Shelbourne Suzuki - B&B Motorcycles | 7 | 13:49.022 | 18.861 | 1.343 | 66.26 | 1:56.476 | 5 |
| 5 | 135 | F2 | 5 GUIGNARD / POUX | SGR Honda - Shock Factory/Beringer/DMD | 7 | 14:10.290 | 40.129 | 21.268 | 64.60 | 1:57.161 | 3 |
| 6 | 75 | F1 | 1 C CLARKE / CA CLARKE | Windle Suzuki - City Lifting .CYB fibreglass | 7 | 14:27.498 | 57.337 | 17.208 | 63.32 | 2:00.115 | 5 |
| 7 | 5 | F2 | 6 TAYLOR / FIELD | LCR Honda - Velocity V1 | 7 | 14:30.760 | 1:00.599 | 3.262 | 63.09 | 2:01.197 | 6 |
| 8 | 40 | F2 | 7 SMITH / DOBIE | Baker Yamaha - R & S Terry Developments | 7 | 14:51.643 | 1:21.482 | 20.883 | 61.61 | 2:02.989 | 4 |
| 9 | 412 | F1 | 2 PETTIS / PHILLIPS | RSR KTM1190 - Ktp motorcycles | 7 | 14:55.506 | 1:25.345 | 3.863 | 61.34 | 2:03.933 | 7 |
| 10 | 18 | F2 | 8 D BLACKWOOD / J BLACKWOOD | Shelbourne Suzuki - | 7 | 15:00.606 | 1:30.445 | 5.100 | 60.99 | 2:05.150 | 4 |
| 11 | 67 | F1 | 3 JEFFERIES / CASWELL | Windle - MJP racing | 7 | 15:01.421 | 1:31.260 | 0.815 | 60.94 | 2:05.511 | 4 |
| 12 | 136 | F1 | 4 S EDWARDS / L EDWARDS | BMR Suzuki - ECONOMY HEATING SERVICES | 7 | 15:02.117 | 1:31.956 | 0.696 | 60.89 | 2:05.043 | 4 |
| 13 | 31 | F2 | 9 MUNRO / GRAY | Shelbourne Yamaha - Teston Tours / Allbikes | 7 | 15:05.633 | 1:35.472 | 3.516 | 60.66 | 2:02.275 | 6 |
| 14 | 10 | F1 | 5 WEBB / BYRNE | LCR Suzuki - ANtech Racing | 7 | 15:07.516 | 1:37.355 | 1.883 | 60.53 | 2:05.046 | 7 |
| 15 | 4 | F2 | 10 LOCKEY / COLE | Ireson Honda - Real Racing | 7 | 15:14.980 | 1:44.819 | 7.464 | 60.04 | 1:59.578 | 7 |
| 16 | 57 | F1 | 6 ANDERSON / MASTERS | Baker - | 6 | 13:41.788 | 1 Lap | 1 Lap | 57.29 | 2:10.600 | 2 |
| 17 | 167 | F2 | 11 PETTMAN / TAYLOR | Windle Yamaha - Wesco Racing | 6 | 14:51.970 | 1 Lap | 1:10.182 | 52.79 | 2:22.140 | 6 |
| 18 | 19 | F1 | 7 MACBRIDE / THOMPSON | LCR Suzuki - Nick Webb | 5 | 13:53.676 | 2 Laps | 1 Lap | 47.06 | 2:42.181 | 2 |
| 19 | 9 | F2 | 12 SIMMONS / PUGH | - | 5 | 14:20.051 | 2 Laps | 26.375 | 45.62 | 2:20.687 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|----|-----------------------|--|---|-----------|--------|--------|-------|----------|---|
| DNF | 99 | F2 | RAMSDEN / RAMSDEN | LCR Honda - Ramsden Racing | 5 | 11:00.557 | 2 Laps | | 59.40 | 2:05.106 | 2 |
| DNF | 15 | F2 | SHAND / CLAEYS | Shand F2 Suzuki - J&D Pierce Contracts | 4 | 8:01.101 | 3 Laps | 1 Lap | 65.25 | 1:55.526 | 4 |
| DNF | 161 | F2 | DOWNES / HAINSWORTH | MRE Suzuki - | 2 | 4:38.404 | 5 Laps | 2 Laps | 56.37 | 2:12.140 | 2 |
| DNF | 58 | F1 | KIRK / SMITHIES | LCR Yamaha - | 0 | | | | | | |
| DNF | 45 | F2 | PAYNE / QUINLAN | Honda - DMA | 0 | | | | | | |
| DNF | 46 | F2 | SAUNDERS / SCHOFELD | Honda - MS Racing | 0 | | | | | | |
| DNF | 37 | F2 | MORPHET / HALLIBURTON | LCR Suzuki - | 0 | | | | | | |
| DNF | 41 | F2 | RILEY / HAYNES | MRE Suzuki - F C Developments | 0 | | | | | | |
| DNF | 111 | F2 | BRYANT / HYDE | Baker Honda - GBM Demolition | 0 | | | | | | |
| DNF | 118 | F1 | BICKNELL / ENSOR | LCR Kawasaki - | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|----|----|----------------------|--|---|----------|-----------|------------|
| 35 | F2 | REEVES / THOMAS | LCR Honda - Velocity V1 | 6 | 1:53.829 | 68.94 mph | 110.95 kph |
| 75 | F1 | C CLARKE / CA CLARKE | Windle Suzuki - City Lifting .CYB fibreglass | 5 | 2:00.115 | 65.33 mph | 105.15 kph |

Class F2 - 92.5% of Race Speed = 62.71 mph

Class F1 - 92.5% of Race Speed = 58.57 mph

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:48 Flag 17:02 End: 17:04

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 17:11 Saturday, 28 April 2018



RKB/BMCRC F1 & F2 Sidecars

RACE 8 - LAP CHART

LAP 1 @ 16:50:37.376

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 2:02.254 |
| 8 | 2.295 | 2:04.549 |
| 188 | 3.070 | 2:05.324 |
| 119 | 4.388 | 2:06.642 |
| 135 | 7.858 | 2:10.112 |
| 15 | 7.888 | 2:10.142 |
| 5 | 15.462 | 2:17.716 |
| 40 | 15.542 | 2:17.796 |
| 412 | 16.494 | 2:18.748 |
| 75 | 17.610 | 2:19.864 |
| 18 | 19.249 | 2:21.503 |
| 67 | 20.262 | 2:22.516 |
| 136 | 20.743 | 2:22.997 |
| 10 | 21.252 | 2:23.506 |
| 57 | 22.046 | 2:24.300 |
| 161 | 24.010 | 2:26.264 |
| 4 | 25.202 | 2:27.456 |
| 99 | 32.070 | 2:34.324 |
| 9 | 33.642 | 2:35.896 |
| 31 | 41.952 | 2:44.206 |
| 167 | 42.921 | 2:45.175 |
| 19 | 51.784 | 2:54.038 |

LAP 2 @ 16:52:33.271

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:55.895 |
| 8 | 2.225 | 1:55.825 |
| 188 | 3.808 | 1:56.633 |
| 119 | 6.248 | 1:57.755 |
| 15 | 10.898 | 1:58.905 |
| 135 | 12.823 | 2:00.860 |
| 5 | 23.236 | 2:03.669 |
| 75 | 23.773 | 2:02.058 |
| 40 | 27.737 | 2:08.090 |
| 412 | 28.368 | 2:07.769 |
| 18 | 31.065 | 2:07.711 |
| 67 | 32.146 | 2:07.779 |
| 136 | 32.922 | 2:08.074 |
| 10 | 34.273 | 2:08.916 |
| 57 | 36.751 | 2:10.600 |
| 161 | 40.255 | 2:12.140 |
| 4 | 40.303 | 2:10.996 |
| 99 | 41.281 | 2:05.106 |
| 31 | 48.720 | 2:02.663 |
| 9 | 58.434 | 2:20.687 |
| 167 | 1:18.344 | 2:31.318 |
| 19 | 1:38.070 | 2:42.181 |

LAP 3 @ 16:54:28.093

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:54.822 |
| 8 | 2.609 | 1:55.206 |
| 188 | 4.159 | 1:55.173 |
| 119 | 8.901 | 1:57.475 |
| 15 | 12.604 | 1:56.528 |
| 135 | 15.162 | 1:57.161 |
| 75 | 29.600 | 2:00.649 |
| 5 | 31.370 | 2:02.956 |
| 40 | 37.985 | 2:05.070 |
| 412 | 39.332 | 2:05.786 |
| 18 | 41.436 | 2:05.193 |

| | | |
|-----|----------|----------|
| 67 | 43.345 | 2:06.021 |
| 136 | 44.418 | 2:06.318 |
| 10 | 45.826 | 2:06.375 |
| 57 | 55.173 | 2:13.244 |
| 99 | 55.281 | 2:08.822 |
| 4 | 56.152 | 2:10.671 |
| 31 | 56.734 | 2:02.836 |
| 9 | 1:25.690 | 2:22.078 |
| 167 | 1:48.273 | 2:24.751 |

LAP 4 @ 16:56:22.168

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:54.075 |
| 8 | 3.984 | 1:55.450 |
| 188 | 6.624 | 1:56.540 |
| 119 | 12.039 | 1:57.213 |
| 15 | 14.055 | 1:55.526 |
| 135 | 20.828 | 1:59.741 |
| 19 | 1 Lap | 2:42.956 |
| 75 | 35.658 | 2:00.133 |
| 5 | 39.377 | 2:02.082 |
| 40 | 46.899 | 2:02.989 |
| 412 | 50.571 | 2:05.314 |
| 18 | 52.511 | 2:05.150 |
| 67 | 54.781 | 2:05.511 |
| 136 | 55.386 | 2:05.043 |
| 10 | 57.727 | 2:05.976 |
| 99 | 1:07.429 | 2:06.223 |
| 31 | 1:09.074 | 2:06.415 |
| 57 | 1:16.941 | 2:15.843 |
| 4 | 1:17.416 | 2:15.339 |

LAP 5 @ 16:58:16.139

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:53.971 |
| 9 | 1 Lap | 2:24.888 |
| 8 | 6.175 | 1:56.162 |
| 188 | 10.767 | 1:58.114 |
| 119 | 14.544 | 1:56.476 |
| 167 | 1 Lap | 2:24.199 |
| 135 | 25.174 | 1:58.317 |
| 75 | 41.802 | 2:00.115 |
| 5 | 47.309 | 2:01.903 |
| 40 | 57.649 | 2:04.721 |
| 412 | 1:05.065 | 2:08.465 |
| 18 | 1:05.552 | 2:07.012 |
| 67 | 1:07.298 | 2:06.488 |
| 136 | 1:07.387 | 2:05.972 |
| 10 | 1:08.810 | 2:05.054 |
| 99 | 1:19.540 | 2:06.082 |
| 31 | 1:19.839 | 2:04.736 |
| 19 | 1 Lap | 2:47.728 |
| 4 | 1:28.588 | 2:05.143 |
| 57 | 1:41.923 | 2:18.953 |

LAP 6 @ 17:00:09.968

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:53.829 |
| 8 | 9.132 | 1:56.786 |
| 188 | 13.093 | 1:56.155 |
| 119 | 17.521 | 1:56.806 |
| 135 | 34.421 | 2:03.076 |
| 75 | 49.523 | 2:01.550 |

| | | |
|-----|----------|----------|
| 5 | 54.677 | 2:01.197 |
| 167 | 1 Lap | 2:24.387 |
| 40 | 1:09.800 | 2:05.980 |
| 412 | 1:16.727 | 2:05.491 |
| 18 | 1:19.657 | 2:07.934 |
| 67 | 1:20.407 | 2:06.938 |
| 136 | 1:21.216 | 2:07.658 |
| 10 | 1:27.624 | 2:12.643 |
| 31 | 1:28.285 | 2:02.275 |
| 4 | 1:40.556 | 2:05.797 |

LAP 7 @ 17:02:05.283

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:55.315 |
| 57 | 1 Lap | 2:18.848 |
| 8 | 11.784 | 1:57.967 |
| 188 | 17.518 | 1:59.740 |
| 119 | 18.861 | 1:56.655 |
| 19 | 2 Laps | 2:46.773 |
| 135 | 40.129 | 2:01.023 |
| 9 | 2 Laps | 4:36.502 |
| 75 | 57.337 | 2:03.129 |
| 5 | 1:00.599 | 2:01.237 |
| 40 | 1:21.482 | 2:06.997 |
| 167 | 1 Lap | 2:22.140 |
| 412 | 1:25.345 | 2:03.933 |
| 18 | 1:30.445 | 2:06.103 |
| 67 | 1:31.260 | 2:06.168 |
| 136 | 1:31.956 | 2:06.055 |
| 31 | 1:35.472 | 2:02.502 |
| 10 | 1:37.355 | 2:05.046 |
| 4 | 1:44.819 | 1:59.578 |

Weather / Track : Rain / Wet

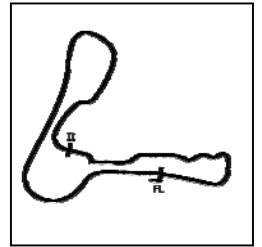
Results can be found at www.tsl-timing.com

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:48 Flag 17:02 End: 17:04

Printed - 17:12 Saturday, 28 April 2018

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - 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 35 F2 REEVES / THOMAS | | LCR Honda - Velocity V1 | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.573 | | BEST LAP TIME : 1:53.829 | | DIFFERENCE : 0.256 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.255 | 2:02.254 | 64.19 | 8.425 | 16:50:37.376 |
| 2 - | 1:06.847 | 49.048 | 1:55.895 | 67.71 | 2.066 | 16:52:33.271 |
| 3 - | 1:06.294 | 48.528 | 1:54.822 | 68.34 | 0.993 | 16:54:28.093 |
| 4 - | 1:06.125 | 47.950 | 1:54.075 (3) | 68.79 | 0.246 | 16:56:22.168 |
| 5 - | 1:05.742 | 48.229 | 1:53.971 (2) | 68.86 | 0.142 | 16:58:16.139 |
| 6 - | 1:05.623 | 48.206 | 1:53.829 (1) | 68.94 | | 17:00:09.968 |
| 7 - | 1:07.334 | 47.981 | 1:55.315 | 68.05 | 1.486 | 17:02:05.283 |

| P2 8 F2 ILARIA / STOKOE | | DDM Suzuki - Powerhouse | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.787 | | BEST LAP TIME : 1:55.206 | | DIFFERENCE : 0.419 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.798 | 2:04.549 | 63.01 | 9.343 | 16:50:39.671 |
| 2 - | 1:06.434 | 49.391 | 1:55.825 (3) | 67.75 | 0.619 | 16:52:35.496 |
| 3 - | 1:05.814 | 49.392 | 1:55.206 (1) | 68.12 | | 16:54:30.702 |
| 4 - | 1:06.477 | 48.973 | 1:55.450 (2) | 67.97 | 0.244 | 16:56:26.152 |
| 5 - | 1:06.632 | 49.530 | 1:56.162 | 67.56 | 0.956 | 16:58:22.314 |
| 6 - | 1:07.582 | 49.204 | 1:56.786 | 67.20 | 1.580 | 17:00:19.100 |
| 7 - | 1:07.112 | 50.855 | 1:57.967 | 66.52 | 2.761 | 17:02:17.067 |

| P3 188 F2 M VANNIEUWENHUYSE / R VANNIEUWEI | | Shelbourne - Norton OCFB/ Heyrick garage | | | | |
|--|-----------------|--|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.095 | | BEST LAP TIME : 1:55.173 | | DIFFERENCE : 0.078 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.680 | 2:05.324 | 62.62 | 10.151 | 16:50:40.446 |
| 2 - | 1:06.459 | 50.174 | 1:56.633 | 67.28 | 1.460 | 16:52:37.079 |
| 3 - | 1:05.415 | 49.758 | 1:55.173 (1) | 68.14 | | 16:54:32.252 |
| 4 - | 1:06.539 | 50.001 | 1:56.540 (3) | 67.34 | 1.367 | 16:56:28.792 |
| 5 - | 1:08.014 | 50.100 | 1:58.114 | 66.44 | 2.941 | 16:58:26.906 |
| 6 - | 1:06.370 | 49.785 | 1:56.155 (2) | 67.56 | 0.982 | 17:00:23.061 |
| 7 - | 1:07.383 | 52.357 | 1:59.740 | 65.54 | 4.567 | 17:02:22.801 |

| P4 119 F2 D DICKINSON / B DICKINSON | | Shelbourne Suzuki - B&B Motorcycles | | | | |
|-------------------------------------|-----------------|-------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.639 | | BEST LAP TIME : 1:56.476 | | DIFFERENCE : 0.837 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.812 | 2:06.642 | 61.97 | 10.166 | 16:50:41.764 |
| 2 - | 1:07.960 | 49.795 | 1:57.755 | 66.64 | 1.279 | 16:52:39.519 |
| 3 - | 1:07.697 | 49.778 | 1:57.475 | 66.80 | 0.999 | 16:54:36.994 |
| 4 - | 1:07.729 | 49.484 | 1:57.213 | 66.95 | 0.737 | 16:56:34.207 |
| 5 - | 1:06.155 | 50.321 | 1:56.476 (1) | 67.37 | | 16:58:30.683 |
| 6 - | 1:06.931 | 49.875 | 1:56.806 (3) | 67.18 | 0.330 | 17:00:27.489 |
| 7 - | 1:06.983 | 49.672 | 1:56.655 (2) | 67.27 | 0.179 | 17:02:24.144 |

| P5 135 F2 GUIGNARD / POUX | | SGR Honda - Shock Factory/Beringer/DMD | | | | |
|---------------------------|-----------------|--|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.161 | | BEST LAP TIME : 1:57.161 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.026 | 2:10.112 | 60.31 | 12.951 | 16:50:45.234 |
| 2 - | 1:09.692 | 51.168 | 2:00.860 | 64.93 | 3.699 | 16:52:46.094 |
| 3 - | 1:07.411 | 49.750 | 1:57.161 (1) | 66.98 | | 16:54:43.255 |
| 4 - | 1:08.645 | 51.096 | 1:59.741 (3) | 65.54 | 2.580 | 16:56:42.996 |
| 5 - | 1:07.637 | 50.680 | 1:58.317 (2) | 66.33 | 1.156 | 16:58:41.313 |
| 6 - | 1:12.298 | 50.778 | 2:03.076 | 63.76 | 5.915 | 17:00:44.389 |
| 7 - | 1:10.452 | 50.571 | 2:01.023 | 64.84 | 3.862 | 17:02:45.412 |

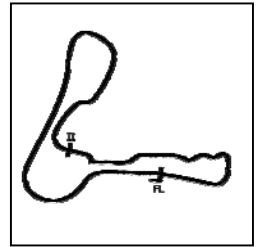
| P6 75 F1 C CLARKE / CA CLARKE | | Windle Suzuki - City Lifting .CYB fibreglass | | | | |
|-------------------------------|----------|--|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:58.830 | | BEST LAP TIME : 2:00.115 | | DIFFERENCE : 1.285 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:48 Flag 17:02 End: 17:04

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.609 | 2:19.864 | 56.11 | 19.749 | 16:50:54.986 |
| 2 - | 1:11.013 | 51.045 | 2:02.058 | 64.29 | 1.943 | 16:52:57.044 |
| 3 - | 1:09.005 | 51.644 | 2:00.649 (3) | 65.04 | 0.534 | 16:54:57.693 |
| 4 - | 1:09.832 | 50.301 | 2:00.133 (2) | 65.32 | 0.018 | 16:56:57.826 |
| 5 - | 1:10.290 | 49.825 | 2:00.115 (1) | 65.33 | | 16:58:57.941 |
| 6 - | 1:10.837 | 50.713 | 2:01.550 | 64.56 | 1.435 | 17:00:59.491 |
| 7 - | 1:12.281 | 50.848 | 2:03.129 | 63.73 | 3.014 | 17:03:02.620 |

| P7 5 F2 TAYLOR / FIELD | | LCR Honda - Velocity V1 | | | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:00.622 | | BEST LAP TIME : 2:01.197 | | DIFFERENCE : 0.575 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.609 | 2:17.716 | 56.98 | 16.519 | 16:50:52.838 |
| 2 - | 1:12.089 | 51.580 | 2:03.669 | 63.46 | 2.472 | 16:52:56.507 |
| 3 - | 1:10.930 | 52.026 | 2:02.956 | 63.82 | 1.759 | 16:54:59.463 |
| 4 - | 1:10.812 | 51.270 | 2:02.082 | 64.28 | 0.885 | 16:57:01.545 |
| 5 - | 1:11.148 | 50.755 | 2:01.903 (3) | 64.37 | 0.706 | 16:59:03.448 |
| 6 - | 1:10.110 | 51.087 | 2:01.197 (1) | 64.75 | | 17:01:04.645 |
| 7 - | 1:09.867 | 51.370 | 2:01.237 (2) | 64.73 | 0.040 | 17:03:05.882 |

| P8 40 F2 SMITH / DOBIE | | Baker Yamaha - R & S Terry Developments | | | | |
|---------------------------|----------|---|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:02.421 | | BEST LAP TIME : 2:02.989 | | DIFFERENCE : 0.568 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 54.356 | 2:17.796 | 56.95 | 14.807 | 16:50:52.918 |
| 2 - | 1:13.582 | 54.508 | 2:08.090 | 61.26 | 5.101 | 16:53:01.008 |
| 3 - | 1:11.980 | 53.090 | 2:05.070 (3) | 62.74 | 2.081 | 16:55:06.078 |
| 4 - | 1:09.608 | 53.381 | 2:02.989 (1) | 63.81 | | 16:57:09.067 |
| 5 - | 1:11.908 | 52.813 | 2:04.721 (2) | 62.92 | 1.732 | 16:59:13.788 |
| 6 - | 1:11.632 | 54.348 | 2:05.980 | 62.29 | 2.991 | 17:01:19.768 |
| 7 - | 1:11.380 | 55.617 | 2:06.997 | 61.79 | 4.008 | 17:03:26.765 |

| P9 412 F1 PETTIS / PHILLIPS | | RSR KTM1190 - Ktp motorcycles | | | | |
|-----------------------------|----------|-------------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:03.493 | | BEST LAP TIME : 2:03.933 | | DIFFERENCE : 0.440 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 52.582 | 2:18.748 | 56.56 | 14.815 | 16:50:53.870 |
| 2 - | 1:13.307 | 54.462 | 2:07.769 | 61.42 | 3.836 | 16:53:01.639 |
| 3 - | 1:12.264 | 53.522 | 2:05.786 | 62.39 | 1.853 | 16:55:07.425 |
| 4 - | 1:12.051 | 53.263 | 2:05.314 (2) | 62.62 | 1.381 | 16:57:12.739 |
| 5 - | 1:14.381 | 54.084 | 2:08.465 | 61.09 | 4.532 | 16:59:21.204 |
| 6 - | 1:12.392 | 53.099 | 2:05.491 (3) | 62.53 | 1.558 | 17:01:26.695 |
| 7 - | 1:10.911 | 53.022 | 2:03.933 (1) | 63.32 | | 17:03:30.628 |

| P10 18 F2 D BLACKWOOD / J BLACKWOOD | | Shelbourne Suzuki - | | | | |
|-------------------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:04.289 | | BEST LAP TIME : 2:05.150 | | DIFFERENCE : 0.861 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 54.802 | 2:21.503 | 55.46 | 16.353 | 16:50:56.625 |
| 2 - | 1:14.347 | 53.364 | 2:07.711 | 61.45 | 2.561 | 16:53:04.336 |
| 3 - | 1:11.524 | 53.669 | 2:05.193 (2) | 62.68 | 0.043 | 16:55:09.529 |
| 4 - | 1:11.270 | 53.880 | 2:05.150 (1) | 62.70 | | 16:57:14.679 |
| 5 - | 1:13.854 | 53.158 | 2:07.012 | 61.78 | 1.862 | 16:59:21.691 |
| 6 - | 1:14.915 | 53.019 | 2:07.934 | 61.34 | 2.784 | 17:01:29.625 |
| 7 - | 1:12.540 | 53.563 | 2:06.103 (3) | 62.23 | 0.953 | 17:03:35.728 |

| P11 67 F1 JEFFERIES / CASWELL | | Windle - MJP racing | | | | |
|-------------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:04.769 | | BEST LAP TIME : 2:05.511 | | DIFFERENCE : 0.742 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

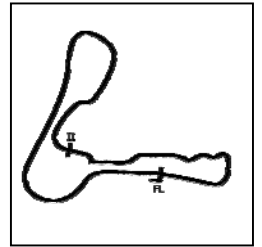
| | | | | | | |
|-----|----------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 54.393 | 2:22.516 | 55.06 | 17.005 | 16:50:57.638 |
| 2 - | 1:14.452 | 53.327 | 2:07.779 | 61.41 | 2.268 | 16:53:05.417 |
| 3 - | 1:13.125 | 52.896 | 2:06.021 (2) | 62.27 | 0.510 | 16:55:11.438 |
| 4 - | 1:13.306 | 52.205 | 2:05.511 (1) | 62.52 | | 16:57:16.949 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:48 Flag 17:02 End: 17:04

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - 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

| | | | | | | |
|-----|-----------------|--------|--------------|-------|-------|--------------|
| 5 - | 1:13.573 | 52.915 | 2:06.488 | 62.04 | 0.977 | 16:59:23.437 |
| 6 - | 1:13.933 | 53.005 | 2:06.938 | 61.82 | 1.427 | 17:01:30.375 |
| 7 - | 1:12.564 | 53.604 | 2:06.168 (3) | 62.20 | 0.657 | 17:03:36.543 |

| P12 136 F1 | | S EDWARDS / L EDWARDS | | BMR Suzuki - ECONOMY HEATING SERVICES | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:03.860 | | BEST LAP TIME : 2:05.043 | | DIFFERENCE : 1.183 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.642 | 2:22.997 | 54.88 | 17.954 | 16:50:58.119 | |
| 2 - | 1:15.133 | 52.941 | 2:08.074 | 61.27 | 3.031 | 16:53:06.193 | |
| 3 - | 1:13.003 | 53.315 | 2:06.318 | 62.12 | 1.275 | 16:55:12.511 | |
| 4 - | 1:13.209 | 51.834 | 2:05.043 (1) | 62.76 | | 16:57:17.554 | |
| 5 - | 1:13.292 | 52.680 | 2:05.972 (2) | 62.30 | 0.929 | 16:59:23.526 | |
| 6 - | 1:14.140 | 53.518 | 2:07.658 | 61.47 | 2.615 | 17:01:31.184 | |
| 7 - | 1:12.026 | 54.029 | 2:06.055 (3) | 62.25 | 1.012 | 17:03:37.239 | |

| P13 31 F2 | | MUNRO / GRAY | | Shelbourne Yamaha - Teston Tours / Allbikes | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|--|
| IDEAL LAP TIME : 2:01.646 | | BEST LAP TIME : 2:02.275 | | DIFFERENCE : 0.629 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 55.997 | 2:44.206 | 47.79 | 41.931 | 16:51:19.328 | |
| 2 - | 1:11.268 | 51.395 | 2:02.663 (3) | 63.98 | 0.388 | 16:53:21.991 | |
| 3 - | 1:10.333 | 52.503 | 2:02.836 | 63.89 | 0.561 | 16:55:24.827 | |
| 4 - | 1:13.812 | 52.603 | 2:06.415 | 62.08 | 4.140 | 16:57:31.242 | |
| 5 - | 1:10.963 | 53.773 | 2:04.736 | 62.91 | 2.461 | 16:59:35.978 | |
| 6 - | 1:10.869 | 51.406 | 2:02.275 (1) | 64.18 | | 17:01:38.253 | |
| 7 - | 1:11.189 | 51.313 | 2:02.502 (2) | 64.06 | 0.227 | 17:03:40.755 | |

| P14 10 F1 | | WEBB / BYRNE | | LCR Suzuki - ANtech Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.534 | | BEST LAP TIME : 2:05.046 | | DIFFERENCE : 0.512 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.091 | 2:23.506 | 54.68 | 18.460 | 16:50:58.628 | |
| 2 - | 1:15.540 | 53.376 | 2:08.916 | 60.87 | 3.870 | 16:53:07.544 | |
| 3 - | 1:13.637 | 52.738 | 2:06.375 | 62.10 | 1.329 | 16:55:13.919 | |
| 4 - | 1:13.171 | 52.805 | 2:05.976 (3) | 62.29 | 0.930 | 16:57:19.895 | |
| 5 - | 1:12.736 | 52.318 | 2:05.054 (2) | 62.75 | 0.008 | 16:59:24.949 | |
| 6 - | 1:13.133 | 59.510 | 2:12.643 | 59.16 | 7.597 | 17:01:37.592 | |
| 7 - | 1:12.216 | 52.830 | 2:05.046 (1) | 62.76 | | 17:03:42.638 | |

| P15 4 F2 | | LOCKEY / COLE | | Ireson Honda - Real Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:59.578 | | BEST LAP TIME : 1:59.578 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 55.272 | 2:27.456 | 53.22 | 27.878 | 16:51:02.578 | |
| 2 - | 1:16.169 | 54.827 | 2:10.996 | 59.91 | 11.418 | 16:53:13.574 | |
| 3 - | 1:15.404 | 55.267 | 2:10.671 | 60.05 | 11.093 | 16:55:24.245 | |
| 4 - | 1:20.446 | 54.893 | 2:15.339 | 57.98 | 15.761 | 16:57:39.584 | |
| 5 - | 1:13.493 | 51.650 | 2:05.143 (2) | 62.71 | 5.565 | 16:59:44.727 | |
| 6 - | 1:14.396 | 51.401 | 2:05.797 (3) | 62.38 | 6.219 | 17:01:50.524 | |
| 7 - | 1:09.170 | 50.408 | 1:59.578 (1) | 65.63 | | 17:03:50.102 | |

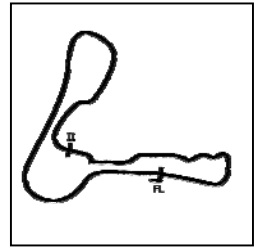
| P16 57 F1 | | ANDERSON / MASTERS | | Baker - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:10.600 | | BEST LAP TIME : 2:10.600 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.156 | 2:24.300 | 54.38 | 13.700 | 16:50:59.422 | |
| 2 - | 1:16.957 | 53.643 | 2:10.600 (1) | 60.09 | | 16:53:10.022 | |
| 3 - | 1:18.289 | 54.955 | 2:13.244 (2) | 58.89 | 2.644 | 16:55:23.266 | |
| 4 - | 1:20.849 | 54.994 | 2:15.843 (3) | 57.77 | 5.243 | 16:57:39.109 | |
| 5 - | 1:20.526 | 58.427 | 2:18.953 | 56.48 | 8.353 | 16:59:58.062 | |
| 6 - | 1:21.389 | 57.459 | 2:18.848 | 56.52 | 8.248 | 17:02:16.910 | |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:48 Flag 17:02 End: 17:04

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - 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

| P17 167 F2 | | PETTMAN / TAYLOR | | Windle Yamaha - Wesco Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.140 | | BEST LAP TIME : 2:22.140 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:03.271 | 2:45.175 | 47.51 | 23.035 | 16:51:20.297 |
| 2 - | 1:28.173 | 1:03.145 | 2:31.318 | 51.86 | 9.178 | 16:53:51.615 |
| 3 - | 1:23.430 | 1:01.321 | 2:24.751 | 54.21 | 2.611 | 16:56:16.366 |
| 4 - | 1:23.433 | 1:00.766 | 2:24.199 (2) | 54.42 | 2.059 | 16:58:40.565 |
| 5 - | 1:23.620 | 1:00.767 | 2:24.387 (3) | 54.35 | 2.247 | 17:01:04.952 |
| 6 - | 1:22.242 | 59.898 | 2:22.140 (1) | 55.21 | | 17:03:27.092 |

| P18 19 F1 | | MACBRIDE / THOMPSON | | LCR Suzuki - Nick Webb | | |
|---------------------------|-----------------|----------------------------|---------------------|------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:41.855 | | BEST LAP TIME : 2:42.181 | | DIFFERENCE : 0.326 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:06.435 | 2:54.038 | 45.09 | 11.857 | 16:51:29.160 |
| 2 - | 1:36.772 | 1:05.409 | 2:42.181 (1) | 48.39 | | 16:54:11.341 |
| 3 - | 1:36.446 | 1:06.510 | 2:42.956 (2) | 48.16 | 0.775 | 16:56:54.297 |
| 4 - | 1:36.920 | 1:10.808 | 2:47.728 | 46.79 | 5.547 | 16:59:42.025 |
| 5 - | 1:38.319 | 1:08.454 | 2:46.773 (3) | 47.05 | 4.592 | 17:02:28.798 |

| P19 9 F2 | | SIMMONS / PUGH | | - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 2:20.203 | | BEST LAP TIME : 2:20.687 | | DIFFERENCE : 0.484 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.363 | 2:35.896 | 50.34 | 15.209 | 16:51:11.018 |
| 2 - | 1:22.840 | 57.847 | 2:20.687 (1) | 55.78 | | 16:53:31.705 |
| 3 - | 1:23.740 | 58.338 | 2:22.078 (2) | 55.23 | 1.391 | 16:55:53.783 |
| 4 - | 1:25.064 | 59.824 | 2:24.888 (3) | 54.16 | 4.201 | 16:58:18.671 |
| 5 - | 3:37.033 | 59.469 | 4:36.502 | 28.38 | 2:15.815 | 17:02:55.173 |

| P20 99 F2 | | RAMSDEN / RAMSDEN | | LCR Honda - Ramsden Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.793 | | BEST LAP TIME : 2:05.106 | | DIFFERENCE : 1.313 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.432 | 2:34.324 | 50.85 | 29.218 | 16:51:09.446 |
| 2 - | 1:12.038 | 53.068 | 2:05.106 (1) | 62.73 | | 16:53:14.552 |
| 3 - | 1:14.612 | 54.210 | 2:08.822 | 60.92 | 3.716 | 16:55:23.374 |
| 4 - | 1:14.028 | 52.195 | 2:06.223 (3) | 62.17 | 1.117 | 16:57:29.597 |
| 5 - | 1:11.598 | 54.484 | 2:06.082 (2) | 62.24 | 0.976 | 16:59:35.679 |

| P21 15 F2 | | SHAND / CLAEYS | | Shand F2 Suzuki - J&D Pierce Contracts | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 1:55.526 | | BEST LAP TIME : 1:55.526 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.349 | 2:10.142 | 60.30 | 14.616 | 16:50:45.264 |
| 2 - | 1:08.784 | 50.121 | 1:58.905 (3) | 66.00 | 3.379 | 16:52:44.169 |
| 3 - | 1:06.974 | 49.554 | 1:56.528 (2) | 67.34 | 1.002 | 16:54:40.697 |
| 4 - | 1:06.595 | 48.931 | 1:55.526 (1) | 67.93 | | 16:56:36.223 |

| P22 161 F2 | | DOWNES / HAINSWORTH | | MRE Suzuki - | | |
|---------------------------|-----------------|----------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.591 | | BEST LAP TIME : 2:12.140 | | DIFFERENCE : 0.549 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.396 | 2:26.264 | 53.65 | 14.124 | 16:51:01.386 |
| 2 - | 1:16.195 | 55.945 | 2:12.140 (1) | 59.39 | | 16:53:13.526 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:48 Flag 17:02 End: 17:04

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|---------------------------|-----------------|-----|---------------------------|-------------------------|-----|-----|---------------------|----------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 188 | M VANNIEUWENHUYSE / R V/ | 1:05.415 | 35 | REEVES / THOMAS | 47.950 | 1 | 35 | REEVES / THOMAS | 1:53.573 | 1:53.829 | 0.256 |
| 2 | 35 | REEVES / THOMAS | 1:05.623 | 15 | SHAND / CLAEYS | 48.931 | 2 | 8 | ILARIA / STOKOE | 1:54.787 | 1:55.206 | 0.419 |
| 3 | 8 | ILARIA / STOKOE | 1:05.814 | 8 | ILARIA / STOKOE | 48.973 | 3 | 188 | M VANNIEUWENHUY | 1:55.095 | 1:55.173 | 0.078 |
| 4 | 119 | D DICKINSON / B DICKINSON | 1:06.155 | 119 | D DICKINSON / B DICKINSON | 49.484 | 4 | 15 | SHAND / CLAEYS | 1:55.526 | 1:55.526 | 0.000 |
| 5 | 15 | SHAND / CLAEYS | 1:06.595 | 188 | M VANNIEUWENHUYSE / R V/ | 49.680 | 5 | 119 | D DICKINSON / B DIC | 1:55.639 | 1:56.476 | 0.837 |
| 6 | 135 | GUIGNARD / POUX | 1:07.411 | 135 | GUIGNARD / POUX | 49.750 | 6 | 135 | GUIGNARD / POUX | 1:57.161 | 1:57.161 | 0.000 |
| 7 | 75 | C CLARKE / CA CLARKE | 1:09.005 | 75 | C CLARKE / CA CLARKE | 49.825 | 7 | 75 | C CLARKE / CA CLAF | 1:58.830 | 2:00.115 | 1.285 |
| 8 | 4 | LOCKEY / COLE | 1:09.170 | 4 | LOCKEY / COLE | 50.408 | 8 | 4 | LOCKEY / COLE | 1:59.578 | 1:59.578 | 0.000 |
| 9 | 40 | SMITH / DOBIE | 1:09.608 | 5 | TAYLOR / FIELD | 50.755 | 9 | 5 | TAYLOR / FIELD | 2:00.622 | 2:01.197 | 0.575 |
| 10 | 5 | TAYLOR / FIELD | 1:09.867 | 31 | MUNRO / GRAY | 51.313 | 10 | 31 | MUNRO / GRAY | 2:01.646 | 2:02.275 | 0.629 |
| 11 | 31 | MUNRO / GRAY | 1:10.333 | 136 | S EDWARDS / L EDWARDS | 51.834 | 11 | 40 | SMITH / DOBIE | 2:02.421 | 2:02.989 | 0.568 |
| 12 | 412 | PETTIS / PHILLIPS | 1:10.911 | 99 | RAMSDEN / RAMSDEN | 52.195 | 12 | 412 | PETTIS / PHILLIPS | 2:03.493 | 2:03.933 | 0.440 |
| 13 | 18 | D BLACKWOOD / J BLACKWO | 1:11.270 | 67 | JEFFERIES / CASWELL | 52.205 | 13 | 99 | RAMSDEN / RAMSDEN | 2:03.793 | 2:05.106 | 1.313 |
| 14 | 99 | RAMSDEN / RAMSDEN | 1:11.598 | 10 | WEBB / BYRNE | 52.318 | 14 | 136 | S EDWARDS / L EDW | 2:03.860 | 2:05.043 | 1.183 |
| 15 | 136 | S EDWARDS / L EDWARDS | 1:12.026 | 412 | PETTIS / PHILLIPS | 52.582 | 15 | 18 | D BLACKWOOD / J B | 2:04.289 | 2:05.150 | 0.861 |
| 16 | 10 | WEBB / BYRNE | 1:12.216 | 40 | SMITH / DOBIE | 52.813 | 16 | 10 | WEBB / BYRNE | 2:04.534 | 2:05.046 | 0.512 |
| 17 | 67 | JEFFERIES / CASWELL | 1:12.564 | 18 | D BLACKWOOD / J BLACKWO | 53.019 | 17 | 67 | JEFFERIES / CASWE | 2:04.769 | 2:05.511 | 0.742 |
| 18 | 161 | DOWNES / HAINSWORTH | 1:16.195 | 57 | ANDERSON / MASTERS | 53.643 | 18 | 57 | ANDERSON / MASTE | 2:10.600 | 2:10.600 | 0.000 |
| 19 | 57 | ANDERSON / MASTERS | 1:16.957 | 161 | DOWNES / HAINSWORTH | 55.396 | 19 | 161 | DOWNES / HAINSWC | 2:11.591 | 2:12.140 | 0.549 |
| 20 | 167 | PETTMAN / TAYLOR | 1:22.242 | 9 | SIMMONS / PUGH | 57.363 | 20 | 9 | SIMMONS / PUGH | 2:20.203 | 2:20.687 | 0.484 |
| 21 | 9 | SIMMONS / PUGH | 1:22.840 | 167 | PETTMAN / TAYLOR | 59.898 | 21 | 167 | PETTMAN / TAYLOR | 2:22.140 | 2:22.140 | 0.000 |
| 22 | 19 | MACBRIDE / THOMPSON | 1:36.446 | 19 | MACBRIDE / THOMPSON | 1:05.409 | 22 | 19 | MACBRIDE / THOMP | 2:41.855 | 2:42.181 | 0.326 |
| 23 | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | |

PERFECT LAP 1:53.365

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:48 Flag 17:02 End: 17:04

Printed - 17:12 Saturday, 28 April 2018

RKB/BMCRC F1 & F2 Sidecars

RACE 16 - GRID (7 Laps)

| | | | | |
|--------|----|--|----|---|
| ROW 15 | 29 | 118 BICKNELL / ENSOR | 1 | |
| ROW 14 | 27 | 41 RILEY / HAYNES | 28 | 111 BRYANT / HYDE |
| ROW 13 | 25 | 46 SAUNDERS / SCHOFELD | 26 | 37 MORPHET / HALLIBURTON |
| ROW 12 | 23 | 58 KIRK / SMITHIES | 24 | 45 PAYNE / QUINLAN |
| ROW 11 | 21 | 167 2:22.140 PETTMAN / TAYLOR | 22 | 19 2:42.181 MACBRIDE / THOMPSON |
| ROW 10 | 19 | 161 2:12.140 DOWNES / HAINSWORTH | 20 | 9 2:20.687 SIMMONS / PUGH |
| ROW 9 | 17 | 67 2:05.511 JEFFERIES / CASWELL | 18 | 57 2:10.600 ANDERSON / MASTERS |
| ROW 8 | 15 | 99 2:05.106 RAMSDEN / RAMSDEN | 16 | 18 2:05.150 D BLACKWOOD / J BLACKWOOD |
| ROW 7 | 13 | 136 2:05.043 S EDWARDS / L EDWARDS | 14 | 10 2:05.046 WEBB / BYRNE |
| ROW 6 | 11 | 40 2:02.989 SMITH / DOBIE | 12 | 412 2:03.933 PETTIS / PHILLIPS |
| ROW 5 | 9 | 5 2:01.197 TAYLOR / FIELD | 10 | 31 2:02.275 MUNRO / GRAY |
| ROW 4 | 7 | 4 1:59.578 LOCKEY / COLE | 8 | 75 2:00.115 C CLARKE / CA CLARKE |
| ROW 3 | 5 | 119 1:56.476 D DICKINSON / B DICKINSON | 6 | 135 1:57.161 GUIGNARD / POUX |
| ROW 2 | 3 | 8 1:55.206 ILARIA / STOKOE | 4 | 15 1:55.526 SHAND / CLAEYS |
| ROW 1 | 1 | 35 1:53.829 REEVES / THOMAS | 2 | 188 1:55.173 M VANNIEUWENHUYSE / R VANNIEUWENHUYSE |

Pole

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 17:15 Saturday, 28 April 2018



RKB/BMCRC F1 & F2 Sidecars

RACE 16 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|-----------------------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 35 | F2 | 1 REEVES / THOMAS | LCR Honda - Velocity V1 | 5 | 8:40.147 | | | 75.44 | 1:41.865 | 4 |
| 2 | 188 | F2 | 2 M VANNIEUWENHUYSE / R VANNIEUWI | Shelbourne - Norton OCFB/ Heyrick garage | 5 | 8:48.249 | 8.102 | 8.102 | 74.28 | 1:43.811 | 3 |
| 3 | 8 | F2 | 3 ILARIA / STOKOE | DDM Suzuki - Powerhouse | 5 | 8:51.375 | 11.228 | 3.126 | 73.84 | 1:44.821 | 3 |
| 4 | 135 | F2 | 4 GUIGNARD / POUX | SGR Honda - Shock Factory/Beringer/DMD | 5 | 8:51.522 | 11.375 | 0.147 | 73.82 | 1:44.483 | 5 |
| 5 | 58 | F1 | 1 KIRK / SMITHIES | LCR Yamaha - | 5 | 8:53.706 | 13.559 | 2.184 | 73.52 | 1:41.037 | 5 |
| 6 | 75 | F1 | 2 C CLARKE / CA CLARKE | Windle Suzuki - City Lifting .CYB fibreglass | 5 | 9:07.795 | 27.648 | 14.089 | 71.63 | 1:45.236 | 2 |
| 7 | 119 | F2 | 5 D DICKINSON / B DICKINSON | Shelbourne Suzuki - B&B Motorcycles | 5 | 9:10.022 | 29.875 | 2.227 | 71.34 | 1:47.829 | 4 |
| 8 | 18 | F2 | 6 D BLACKWOOD / J BLACKWOOD | Shelbourne Suzuki - | 5 | 9:20.546 | 40.399 | 10.524 | 70.00 | 1:49.225 | 4 |
| 9 | 111 | F2 | 7 BRYANT / HYDE | Baker Honda - GBM Demolition | 5 | 9:21.329 | 41.182 | 0.783 | 69.90 | 1:45.307 | 5 |
| 10 | 10 | F1 | 3 WEBB / BYRNE | LCR Suzuki - ANtech Racing | 5 | 9:28.957 | 48.810 | 7.628 | 68.96 | 1:50.425 | 4 |
| 11 | 31 | F2 | 8 MUNRO / GRAY | Shelbourne Yamaha - Teston Tours / Allbikes | 5 | 9:34.756 | 54.609 | 5.799 | 68.27 | 1:51.996 | 4 |
| 12 | 40 | F2 | 9 SMITH / DOBIE | Baker Yamaha - R & S Terry Developments | 5 | 9:35.137 | 54.990 | 0.381 | 68.22 | 1:50.801 | 5 |
| 13 | 45 | F2 | 10 PAYNE / QUINLAN | Honda - DMA | 5 | 9:37.730 | 57.583 | 2.593 | 67.92 | 1:49.361 | 5 |
| 14 | 5 | F2 | 11 TAYLOR / FIELD | LCR Honda - Velocity V1 | 5 | 9:43.187 | 1:03.040 | 5.457 | 67.28 | 1:55.119 | 4 |
| 15 | 136 | F1 | 4 S EDWARDS / L EDWARDS | BMR Suzuki - ECONOMY HEATING SERVICES | 5 | 9:48.110 | 1:07.963 | 4.923 | 66.72 | 1:53.197 | 5 |
| 16 | 67 | F1 | 5 JEFFERIES / CASWELL | Windle - MJP racing | 5 | 9:57.950 | 1:17.803 | 9.840 | 65.62 | 1:56.163 | 5 |
| 17 | 161 | F2 | 12 DOWNES / HAINSWORTH | MRE Suzuki - | 5 | 10:03.822 | 1:23.675 | 5.872 | 64.98 | 1:54.937 | 2 |
| 18 | 167 | F2 | 13 PETTMAN / TAYLOR | Windle Yamaha - Wesco Racing | 5 | 10:28.079 | 1:47.932 | 24.257 | 62.47 | 2:02.208 | 2 |
| 19 | 57 | F1 | 6 ANDERSON / MASTERS | Baker - | 5 | 10:38.540 | 1:58.393 | 10.461 | 61.45 | 1:54.907 | 3 |
| 20 | 19 | F1 | 7 MACBRIDE / THOMPSON | LCR Suzuki - Nick Webb | 4 | 8:44.071 | 1 Lap | 1 Lap | 59.90 | 2:08.296 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|----|---------------------|-------------------------------|---|----------|--------|-------|-------|----------|---|
| DNF | 412 | F1 | PETTIS / PHILLIPS | RSR KTM1190 - Ktp motorcycles | 3 | 5:57.409 | 2 Laps | 1 Lap | 65.87 | 1:55.991 | 2 |
| DNF | 46 | F2 | SAUNDERS / SCHOFELD | Honda - MS Racing | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|----|----|-----------------|-------------------------|---|----------|-----------|------------|
| 58 | F1 | KIRK / SMITHIES | LCR Yamaha - | 5 | 1:41.037 | 77.67 mph | 125.00 kph |
| 35 | F2 | REEVES / THOMAS | LCR Honda - Velocity V1 | 4 | 1:41.865 | 77.04 mph | 123.98 kph |

Class F2 - 92.5% of Race Speed = 69.78 mph
 Class F1 - 92.5% of Race Speed = 68.00 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 10:02 Flag 10:10 End: 10:13

Weather / Track : Cloudy / Drying

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 10:20 Sunday, 29 April 2018



RKB/BMCRC F1 & F2 Sidecars

RACE 16 - LAP CHART

LAP 1 @ 10:04:06.875

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:47.768 |
| 188 | 2.414 | 1:50.182 |
| 8 | 3.166 | 1:50.934 |
| 135 | 4.102 | 1:51.870 |
| 119 | 7.395 | 1:55.163 |
| 75 | 8.440 | 1:56.208 |
| 5 | 12.810 | 2:00.578 |
| 40 | 13.554 | 2:01.322 |
| 18 | 14.068 | 2:01.836 |
| 10 | 14.700 | 2:02.468 |
| 58 | 15.876 | 2:03.644 |
| 412 | 16.106 | 2:03.874 |
| 31 | 16.378 | 2:04.146 |
| 57 | 16.663 | 2:04.431 |
| 136 | 17.445 | 2:05.213 |
| 67 | 18.327 | 2:06.095 |
| 111 | 18.450 | 2:06.218 |
| 45 | 18.996 | 2:06.764 |
| 167 | 25.330 | 2:13.098 |
| 161 | 26.054 | 2:13.822 |
| 19 | 28.434 | 2:16.202 |

LAP 2 @ 10:05:50.259

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:43.384 |
| 188 | 3.487 | 1:44.457 |
| 8 | 4.684 | 1:44.902 |
| 135 | 5.871 | 1:45.153 |
| 75 | 10.292 | 1:45.236 |
| 119 | 14.096 | 1:50.085 |
| 58 | 15.106 | 1:42.614 |
| 18 | 21.204 | 1:50.520 |
| 10 | 25.039 | 1:53.723 |
| 40 | 25.164 | 1:54.994 |
| 5 | 26.151 | 1:56.725 |
| 31 | 26.480 | 1:53.486 |
| 57 | 28.426 | 1:55.147 |
| 412 | 28.713 | 1:55.991 |
| 111 | 28.787 | 1:53.721 |
| 136 | 30.006 | 1:55.945 |
| 45 | 30.466 | 1:54.854 |
| 67 | 33.297 | 1:58.354 |
| 161 | 37.607 | 1:54.937 |
| 167 | 44.154 | 2:02.208 |
| 19 | 53.346 | 2:08.296 |

LAP 3 @ 10:07:33.202

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:42.943 |
| 188 | 4.355 | 1:43.811 |
| 8 | 6.562 | 1:44.821 |
| 135 | 8.398 | 1:45.470 |
| 75 | 13.723 | 1:46.374 |
| 58 | 13.854 | 1:41.691 |
| 119 | 20.084 | 1:48.931 |
| 18 | 27.749 | 1:49.488 |
| 10 | 33.464 | 1:51.368 |
| 111 | 34.396 | 1:48.552 |
| 31 | 35.601 | 1:52.064 |
| 40 | 37.915 | 1:55.694 |
| 5 | 38.621 | 1:55.413 |

| | | |
|-----|----------|----------|
| 57 | 40.390 | 1:54.907 |
| 45 | 41.137 | 1:53.614 |
| 412 | 43.314 | 1:57.544 |
| 136 | 43.943 | 1:56.880 |
| 67 | 48.102 | 1:57.748 |
| 161 | 50.240 | 1:55.576 |
| 167 | 1:03.635 | 2:02.424 |
| 19 | 1:19.792 | 2:09.389 |

LAP 4 @ 10:09:15.067

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:41.865 |
| 188 | 7.070 | 1:44.580 |
| 8 | 9.524 | 1:44.827 |
| 135 | 11.079 | 1:44.546 |
| 58 | 16.709 | 1:44.720 |
| 75 | 20.418 | 1:48.560 |
| 119 | 26.048 | 1:47.829 |
| 18 | 35.109 | 1:49.225 |
| 111 | 40.062 | 1:47.531 |
| 10 | 42.024 | 1:50.425 |
| 31 | 45.732 | 1:51.996 |
| 40 | 48.376 | 1:52.326 |
| 5 | 51.875 | 1:55.119 |
| 45 | 52.409 | 1:53.137 |
| 136 | 58.953 | 1:56.875 |
| 67 | 1:05.827 | 1:59.590 |
| 161 | 1:08.239 | 1:59.864 |
| 57 | 1:18.860 | 2:20.335 |
| 167 | 1:26.864 | 2:05.094 |

LAP 5 @ 10:10:59.254

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:44.187 |
| 19 | 1 Lap | 2:10.184 |
| 188 | 8.102 | 1:45.219 |
| 8 | 11.228 | 1:45.891 |
| 135 | 11.375 | 1:44.483 |
| 58 | 13.559 | 1:41.037 |
| 75 | 27.648 | 1:51.417 |
| 119 | 29.875 | 1:48.014 |
| 18 | 40.399 | 1:49.477 |
| 111 | 41.182 | 1:45.307 |
| 10 | 48.810 | 1:50.973 |
| 31 | 54.609 | 1:53.064 |
| 40 | 54.990 | 1:50.801 |
| 45 | 57.583 | 1:49.361 |
| 5 | 1:03.040 | 1:55.352 |
| 136 | 1:07.963 | 1:53.197 |
| 67 | 1:17.803 | 1:56.163 |
| 161 | 1:23.675 | 1:59.623 |
| 167 | 1:47.932 | 2:05.255 |
| 57 | 1:58.393 | 2:23.720 |

Weather / Track : Cloudy / Drying

Results can be found at www.tsl-timing.com

Cadwell Park

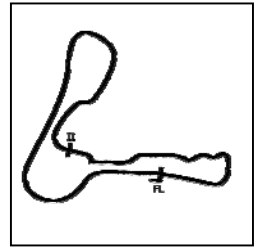
Circuit Length = 2.1800 miles

Start: 10:02 Flag 10:10 End: 10:13

Printed - 10:21 Sunday, 29 April 2018

RKB/BMCRC F1 & F2 Sidecars

RACE 16 - 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 35 F2 REEVES / THOMAS | | LCR Honda - Velocity V1 | | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:41.865 | | BEST LAP TIME : 1:41.865 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.257 | 1:47.768 | 72.82 | 5.903 | 10:04:06.875 |
| 2 - | 59.495 | 43.889 | 1:43.384 (3) | 75.91 | 1.519 | 10:05:50.259 |
| 3 - | 59.266 | 43.677 | 1:42.943 (2) | 76.23 | 1.078 | 10:07:33.202 |
| 4 - | 58.863 | 43.002 | 1:41.865 (1) | 77.04 | | 10:09:15.067 |
| 5 - | 58.887 | 45.300 | 1:44.187 | 75.32 | 2.322 | 10:10:59.254 |

| P2 188 F2 M VANNIEUWENHUYSE / R VANNIEUWEI | | Shelbourne - Norton OCFB/ Heyrick garage | | | | |
|--|---------------|--|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:43.811 | | BEST LAP TIME : 1:43.811 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.631 | 1:50.182 | 71.22 | 6.371 | 10:04:09.289 |
| 2 - | 59.614 | 44.843 | 1:44.457 (2) | 75.13 | 0.646 | 10:05:53.746 |
| 3 - | 59.517 | 44.294 | 1:43.811 (1) | 75.59 | | 10:07:37.557 |
| 4 - | 59.764 | 44.816 | 1:44.580 (3) | 75.04 | 0.769 | 10:09:22.137 |
| 5 - | 1:00.161 | 45.058 | 1:45.219 | 74.58 | 1.408 | 10:11:07.356 |

| P3 8 F2 ILARIA / STOKOE | | DDM Suzuki - Powerhouse | | | | |
|-------------------------|----------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : | | BEST LAP TIME : 1:44.821 | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | 1:50.934 | 70.74 | 6.113 | 10:04:10.041 |
| 2 - | | | 1:44.902 (3) | 74.81 | 0.081 | 10:05:54.943 |
| 3 - | | | 1:44.821 (1) | 74.87 | | 10:07:39.764 |
| 4 - | | | 1:44.827 (2) | 74.86 | 0.006 | 10:09:24.591 |
| 5 - | | | 1:45.891 | 74.11 | 1.070 | 10:11:10.482 |

| P4 135 F2 GUIGNARD / POUX | | SGR Honda - Shock Factory/Beringer/DMD | | | | |
|---------------------------|-----------------|--|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:44.188 | | BEST LAP TIME : 1:44.483 | | DIFFERENCE : 0.295 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.162 | 1:51.870 | 70.15 | 7.387 | 10:04:10.977 |
| 2 - | 1:00.384 | 44.769 | 1:45.153 (3) | 74.63 | 0.670 | 10:05:56.130 |
| 3 - | 1:00.267 | 45.203 | 1:45.470 | 74.41 | 0.987 | 10:07:41.600 |
| 4 - | 1:00.381 | 44.165 | 1:44.546 (2) | 75.06 | 0.063 | 10:09:26.146 |
| 5 - | 1:00.023 | 44.460 | 1:44.483 (1) | 75.11 | | 10:11:10.629 |

| P5 58 F1 KIRK / SMITHIES | | LCR Yamaha - | | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:40.791 | | BEST LAP TIME : 1:41.037 | | DIFFERENCE : 0.246 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.889 | 2:03.644 | 63.47 | 22.607 | 10:04:22.751 |
| 2 - | 59.690 | 42.924 | 1:42.614 (3) | 76.48 | 1.577 | 10:06:05.365 |
| 3 - | 58.797 | 42.894 | 1:41.691 (2) | 77.17 | 0.654 | 10:07:47.056 |
| 4 - | 1:01.894 | 42.826 | 1:44.720 | 74.94 | 3.683 | 10:09:31.776 |
| 5 - | 57.965 | 43.072 | 1:41.037 (1) | 77.67 | | 10:11:12.813 |

| P6 75 F1 C CLARKE / CA CLARKE | | Windle Suzuki - City Lifting .CYB fibreglass | | | | |
|-------------------------------|-----------------|--|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:45.236 | | BEST LAP TIME : 1:45.236 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.329 | 1:56.208 | 67.53 | 10.972 | 10:04:15.315 |
| 2 - | 1:00.032 | 45.204 | 1:45.236 (1) | 74.57 | | 10:06:00.551 |
| 3 - | 1:00.484 | 45.890 | 1:46.374 (2) | 73.77 | 1.138 | 10:07:46.925 |
| 4 - | 1:02.280 | 46.280 | 1:48.560 (3) | 72.29 | 3.324 | 10:09:35.485 |
| 5 - | 1:03.347 | 48.070 | 1:51.417 | 70.43 | 6.181 | 10:11:26.902 |

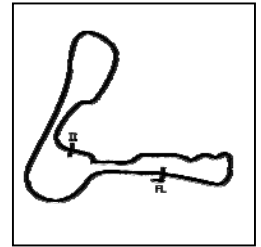
| P7 119 F2 D DICKINSON / B DICKINSON | | Shelbourne Suzuki - B&B Motorcycles | | | | |
|-------------------------------------|----------|-------------------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:47.795 | | BEST LAP TIME : 1:47.829 | | DIFFERENCE : 0.034 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | |

Weather / Track : Cloudy / Drying

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:02 Flag 10:10 End: 10:13

RKB/BMCRC F1 & F2 Sidecars

RACE 16 - 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

| | | | | | | | |
|-----|-----------------|---------------|--|---------------------|--------------|-------|---------------------|
| 1 - | | 46.676 | | 1:55.163 | 68.14 | 7.334 | 10:04:14.270 |
| 2 - | 1:02.895 | 47.190 | | 1:50.085 | 71.29 | 2.256 | 10:06:04.355 |
| 3 - | 1:02.683 | 46.248 | | 1:48.931 (3) | 72.04 | 1.102 | 10:07:53.286 |
| 4 - | 1:02.073 | 45.756 | | 1:47.829 (1) | 72.78 | | 10:09:41.115 |
| 5 - | 1:02.292 | 45.722 | | 1:48.014 (2) | 72.65 | 0.185 | 10:11:29.129 |

P8 18 F2 D BLACKWOOD / J BLACKWOOD Shelbourne Suzuki -
 IDEAL LAP TIME : 1:49.225 BEST LAP TIME : 1:49.225 DIFFERENCE : 0.000

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 49.744 | 2:01.836 | 64.41 | 12.611 | 10:04:20.943 |
| 2 - | 1:03.497 | 47.023 | 1:50.520 | 71.01 | 1.295 | 10:06:11.463 |
| 3 - | 1:02.454 | 47.034 | 1:49.488 (3) | 71.67 | 0.263 | 10:08:00.951 |
| 4 - | 1:02.451 | 46.774 | 1:49.225 (1) | 71.85 | | 10:09:50.176 |
| 5 - | 1:02.608 | 46.869 | 1:49.477 (2) | 71.68 | 0.252 | 10:11:39.653 |

P9 111 F2 BRYANT / HYDE Baker Honda - GBM Demolition
 IDEAL LAP TIME : 1:45.307 BEST LAP TIME : 1:45.307 DIFFERENCE : 0.000

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 50.017 | 2:06.218 | 62.17 | 20.911 | 10:04:25.325 |
| 2 - | 1:04.833 | 48.888 | 1:53.721 | 69.01 | 8.414 | 10:06:19.046 |
| 3 - | 1:02.983 | 45.569 | 1:48.552 (3) | 72.29 | 3.245 | 10:08:07.598 |
| 4 - | 1:02.064 | 45.467 | 1:47.531 (2) | 72.98 | 2.224 | 10:09:55.129 |
| 5 - | 1:00.574 | 44.733 | 1:45.307 (1) | 74.52 | | 10:11:40.436 |

P10 10 F1 WEBB / BYRNE LCR Suzuki - ANtech Racing
 IDEAL LAP TIME : 1:49.270 BEST LAP TIME : 1:50.425 DIFFERENCE : 1.155

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 49.304 | 2:02.468 | 64.08 | 12.043 | 10:04:21.575 |
| 2 - | 1:05.809 | 47.914 | 1:53.723 | 69.01 | 3.298 | 10:06:15.298 |
| 3 - | 1:04.568 | 46.800 | 1:51.368 (3) | 70.46 | 0.943 | 10:08:06.666 |
| 4 - | 1:04.471 | 45.954 | 1:50.425 (1) | 71.07 | | 10:09:57.091 |
| 5 - | 1:03.316 | 47.657 | 1:50.973 (2) | 70.72 | 0.548 | 10:11:48.064 |

P11 31 F2 MUNRO / GRAY Shelbourne Yamaha - Teston Tours / Allbikes
 IDEAL LAP TIME : 1:51.749 BEST LAP TIME : 1:51.996 DIFFERENCE : 0.247

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 50.289 | 2:04.146 | 63.21 | 12.150 | 10:04:23.253 |
| 2 - | 1:05.159 | 48.327 | 1:53.486 | 69.15 | 1.490 | 10:06:16.739 |
| 3 - | 1:04.343 | 47.721 | 1:52.064 (2) | 70.03 | 0.068 | 10:08:08.803 |
| 4 - | 1:04.028 | 47.968 | 1:51.996 (1) | 70.07 | | 10:10:00.799 |
| 5 - | 1:05.040 | 48.024 | 1:53.064 (3) | 69.41 | 1.068 | 10:11:53.863 |

P12 40 F2 SMITH / DOBIE Baker Yamaha - R & S Terry Developments
 IDEAL LAP TIME : 1:50.801 BEST LAP TIME : 1:50.801 DIFFERENCE : 0.000

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 49.374 | 2:01.322 | 64.68 | 10.521 | 10:04:20.429 |
| 2 - | 1:05.576 | 49.418 | 1:54.994 (3) | 68.24 | 4.193 | 10:06:15.423 |
| 3 - | 1:06.647 | 49.047 | 1:55.694 | 67.83 | 4.893 | 10:08:11.117 |
| 4 - | 1:03.949 | 48.377 | 1:52.326 (2) | 69.86 | 1.525 | 10:10:03.443 |
| 5 - | 1:03.423 | 47.378 | 1:50.801 (1) | 70.83 | | 10:11:54.244 |

P13 45 F2 PAYNE / QUINLAN Honda - DMA
 IDEAL LAP TIME : 1:49.361 BEST LAP TIME : 1:49.361 DIFFERENCE : 0.000

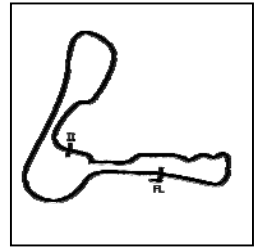
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|----------|----------|--------------|-------|--------|--------------|
| 1 - | | 49.807 | 2:06.764 | 61.91 | 17.403 | 10:04:25.871 |
| 2 - | 1:05.876 | 48.978 | 1:54.854 | 68.33 | 5.493 | 10:06:20.725 |
| 3 - | 1:04.766 | 48.848 | 1:53.614 (3) | 69.07 | 4.253 | 10:08:14.339 |
| 4 - | 1:06.506 | 46.631 | 1:53.137 (2) | 69.36 | 3.776 | 10:10:07.476 |

Weather / Track : Cloudy / Drying

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 10:02 Flag 10:10 End: 10:13

RKB/BMCRC F1 & F2 Sidecars

RACE 16 - 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

5 - 1:03.072 46.289 1:49.361 (1) 71.76 10:11:56.837

| P14 5 F2 TAYLOR / FIELD | | LCR Honda - Velocity V1 | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.638 | | BEST LAP TIME : 1:55.119 | | DIFFERENCE : 0.481 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.224 | 2:00.578 | 65.08 | 5.459 | 10:04:19.685 |
| 2 - | 1:07.783 | 48.942 | 1:56.725 | 67.23 | 1.606 | 10:06:16.410 |
| 3 - | 1:06.454 | 48.959 | 1:55.413 (3) | 67.99 | 0.294 | 10:08:11.823 |
| 4 - | 1:06.935 | 48.184 | 1:55.119 (1) | 68.17 | | 10:10:06.942 |
| 5 - | 1:06.887 | 48.465 | 1:55.352 (2) | 68.03 | 0.233 | 10:12:02.294 |

| P15 136 F1 S EDWARDS / L EDWARDS | | BMR Suzuki - ECONOMY HEATING SERVICES | | | | |
|----------------------------------|-----------------|---------------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.197 | | BEST LAP TIME : 1:53.197 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.242 | 2:05.213 | 62.67 | 12.016 | 10:04:24.320 |
| 2 - | 1:05.882 | 50.063 | 1:55.945 (2) | 67.68 | 2.748 | 10:06:20.265 |
| 3 - | 1:07.095 | 49.785 | 1:56.880 | 67.14 | 3.683 | 10:08:17.145 |
| 4 - | 1:09.108 | 47.767 | 1:56.875 (3) | 67.14 | 3.678 | 10:10:14.020 |
| 5 - | 1:05.844 | 47.353 | 1:53.197 (1) | 69.33 | | 10:12:07.217 |

| P16 67 F1 JEFFERIES / CASWELL | | Windle - MJP racing | | | | |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.017 | | BEST LAP TIME : 1:56.163 | | DIFFERENCE : 0.146 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.992 | 2:06.095 | 62.23 | 9.932 | 10:04:25.202 |
| 2 - | 1:08.902 | 49.452 | 1:58.354 (3) | 66.31 | 2.191 | 10:06:23.556 |
| 3 - | 1:08.348 | 49.400 | 1:57.748 (2) | 66.65 | 1.585 | 10:08:21.304 |
| 4 - | 1:11.688 | 47.902 | 1:59.590 | 65.62 | 3.427 | 10:10:20.894 |
| 5 - | 1:08.115 | 48.048 | 1:56.163 (1) | 67.56 | | 10:12:17.057 |

| P17 161 F2 DOWNES / HAINSWORTH | | MRE Suzuki - | | | | |
|--------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.237 | | BEST LAP TIME : 1:54.937 | | DIFFERENCE : 0.700 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.859 | 2:13.822 | 58.64 | 18.885 | 10:04:32.929 |
| 2 - | 1:06.172 | 48.765 | 1:54.937 (1) | 68.28 | | 10:06:27.866 |
| 3 - | 1:05.472 | 50.104 | 1:55.576 (2) | 67.90 | 0.639 | 10:08:23.442 |
| 4 - | 1:10.811 | 49.053 | 1:59.864 | 65.47 | 4.927 | 10:10:23.306 |
| 5 - | 1:07.660 | 51.963 | 1:59.623 (3) | 65.60 | 4.686 | 10:12:22.929 |

| P18 167 F2 PETTMAN / TAYLOR | | Windle Yamaha - Wesco Racing | | | | |
|-----------------------------|-----------------|------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.503 | | BEST LAP TIME : 2:02.208 | | DIFFERENCE : 0.705 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.334 | 2:13.098 | 58.96 | 10.890 | 10:04:32.205 |
| 2 - | 1:09.908 | 52.300 | 2:02.208 (1) | 64.21 | | 10:06:34.413 |
| 3 - | 1:10.236 | 52.188 | 2:02.424 (2) | 64.10 | 0.216 | 10:08:36.837 |
| 4 - | 1:13.499 | 51.595 | 2:05.094 (3) | 62.73 | 2.886 | 10:10:41.931 |
| 5 - | 1:12.933 | 52.322 | 2:05.255 | 62.65 | 3.047 | 10:12:47.186 |

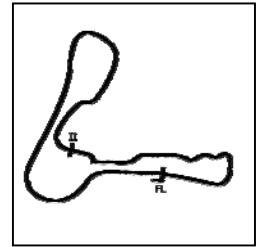
| P19 57 F1 ANDERSON / MASTERS | | Baker - | | | | |
|------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.530 | | BEST LAP TIME : 1:54.907 | | DIFFERENCE : 0.377 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.991 | 2:04.431 | 63.07 | 9.524 | 10:04:23.538 |
| 2 - | 1:06.310 | 48.837 | 1:55.147 (2) | 68.15 | 0.240 | 10:06:18.685 |
| 3 - | 1:06.687 | 48.220 | 1:54.907 (1) | 68.29 | | 10:08:13.592 |
| 4 - | 1:23.784 | 56.551 | 2:20.335 (3) | 55.92 | 25.428 | 10:10:33.927 |
| 5 - | 1:21.317 | 1:02.403 | 2:23.720 | 54.60 | 28.813 | 10:12:57.647 |

Weather / Track : Cloudy / Drying

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:02 Flag 10:10 End: 10:13

RKB/BMCRC F1 & F2 Sidecars

RACE 16 - 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

| P20 19 F1 | | MACBRIDE / THOMPSON | | LCR Suzuki - Nick Webb | | | |
|---------------------------|-----------------|----------------------------|---------------------|------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:06.881 | | BEST LAP TIME : 2:08.296 | | DIFFERENCE : 1.415 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 52.922 | 2:16.202 | 57.62 | 7.906 | 10:04:35.309 | |
| 2 - | 1:13.959 | 54.337 | 2:08.296 (1) | 61.17 | | 10:06:43.605 | |
| 3 - | 1:15.321 | 54.068 | 2:09.389 (2) | 60.65 | 1.093 | 10:08:52.994 | |
| 4 - | 1:15.999 | 54.185 | 2:10.184 (3) | 60.28 | 1.888 | 10:11:03.178 | |

| P21 412 F1 | | PETTIS / PHILLIPS | | RSR KTM1190 - Ktp motorcycles | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:55.887 | | BEST LAP TIME : 1:55.991 | | DIFFERENCE : 0.104 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.495 | 2:03.874 | 63.35 | 7.883 | 10:04:22.981 | |
| 2 - | 1:06.197 | 49.794 | 1:55.991 (1) | 67.66 | | 10:06:18.972 | |
| 3 - | 1:07.854 | 49.690 | 1:57.544 (2) | 66.76 | 1.553 | 10:08:16.516 | |

Weather / Track : Cloudy / Drying

Results can be found at www.tsl-timing.com

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Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 10:02 Flag 10:10 End: 10:13

Printed - 10:21 Sunday, 29 April 2018

RKB/BMCRC F1 & F2 Sidecars

RACE 16 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|---------------------------|-----------------|-----|---------------------------|-------------------------|-----|-----|----------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:40.791 | | |
| 1 | 58 | KIRK / SMITHIES | 57.965 | 58 | KIRK / SMITHIES | 42.826 | 1 | 58 | KIRK / SMITHIES | 1:40.791 | 1:41.037 | 0.246 |
| 2 | 35 | REEVES / THOMAS | 58.863 | 35 | REEVES / THOMAS | 43.002 | 2 | 35 | REEVES / THOMAS | 1:41.865 | 1:41.865 | 0.000 |
| 3 | 188 | M VANNIEUWENHUYSE / R V/ | 59.517 | 135 | GUIGNARD / POUX | 44.165 | 3 | 188 | M VANNIEUWENHUY | 1:43.811 | 1:43.811 | 0.000 |
| 4 | 135 | GUIGNARD / POUX | 1:00.023 | 188 | M VANNIEUWENHUYSE / R V/ | 44.294 | 4 | 135 | GUIGNARD / POUX | 1:44.188 | 1:44.483 | 0.295 |
| 5 | 75 | C CLARKE / CA CLARKE | 1:00.032 | 111 | BRYANT / HYDE | 44.733 | 5 | 75 | C CLARKE / CA CLARKE | 1:45.236 | 1:45.236 | 0.000 |
| 6 | 111 | BRYANT / HYDE | 1:00.574 | 75 | C CLARKE / CA CLARKE | 45.204 | 6 | 111 | BRYANT / HYDE | 1:45.307 | 1:45.307 | 0.000 |
| 7 | 119 | D DICKINSON / B DICKINSON | 1:02.073 | 119 | D DICKINSON / B DICKINSON | 45.722 | 7 | 119 | D DICKINSON / B DIC | 1:47.795 | 1:47.829 | 0.034 |
| 8 | 18 | D BLACKWOOD / J BLACKWO | 1:02.451 | 10 | WEBB / BYRNE | 45.954 | 8 | 18 | D BLACKWOOD / J B | 1:49.225 | 1:49.225 | 0.000 |
| 9 | 45 | PAYNE / QUINLAN | 1:03.072 | 45 | PAYNE / QUINLAN | 46.289 | 9 | 10 | WEBB / BYRNE | 1:49.270 | 1:50.425 | 1.155 |
| 10 | 10 | WEBB / BYRNE | 1:03.316 | 18 | D BLACKWOOD / J BLACKWO | 46.774 | 10 | 45 | PAYNE / QUINLAN | 1:49.361 | 1:49.361 | 0.000 |
| 11 | 40 | SMITH / DOBIE | 1:03.423 | 136 | S EDWARDS / L EDWARDS | 47.353 | 11 | 40 | SMITH / DOBIE | 1:50.801 | 1:50.801 | 0.000 |
| 12 | 31 | MUNRO / GRAY | 1:04.028 | 40 | SMITH / DOBIE | 47.378 | 12 | 31 | MUNRO / GRAY | 1:51.749 | 1:51.996 | 0.247 |
| 13 | 161 | DOWNES / HAINSWORTH | 1:05.472 | 31 | MUNRO / GRAY | 47.721 | 13 | 136 | S EDWARDS / L EDW | 1:53.197 | 1:53.197 | 0.000 |
| 14 | 136 | S EDWARDS / L EDWARDS | 1:05.844 | 67 | JEFFERIES / CASWELL | 47.902 | 14 | 161 | DOWNES / HAINSWC | 1:54.237 | 1:54.937 | 0.700 |
| 15 | 412 | PETTIS / PHILLIPS | 1:06.197 | 5 | TAYLOR / FIELD | 48.184 | 15 | 57 | ANDERSON / MASTE | 1:54.530 | 1:54.907 | 0.377 |
| 16 | 57 | ANDERSON / MASTERS | 1:06.310 | 57 | ANDERSON / MASTERS | 48.220 | 16 | 5 | TAYLOR / FIELD | 1:54.638 | 1:55.119 | 0.481 |
| 17 | 5 | TAYLOR / FIELD | 1:06.454 | 161 | DOWNES / HAINSWORTH | 48.765 | 17 | 412 | PETTIS / PHILLIPS | 1:55.887 | 1:55.991 | 0.104 |
| 18 | 67 | JEFFERIES / CASWELL | 1:08.115 | 412 | PETTIS / PHILLIPS | 49.690 | 18 | 67 | JEFFERIES / CASWE | 1:56.017 | 1:56.163 | 0.146 |
| 19 | 167 | PETTMAN / TAYLOR | 1:09.908 | 167 | PETTMAN / TAYLOR | 51.595 | 19 | 167 | PETTMAN / TAYLOR | 2:01.503 | 2:02.208 | 0.705 |
| 20 | 19 | MACBRIDE / THOMPSON | 1:13.959 | 19 | MACBRIDE / THOMPSON | 52.922 | 20 | 19 | MACBRIDE / THOMP | 2:06.881 | 2:08.296 | 1.415 |
| 21 | | | | | | | 21 | 8 | ILARIA / STOKOE | | 1:44.821 | |
| 22 | | | | | | | | | | | | |

Weather / Track : Cloudy / Drying

Results can be found at www.tsl-timing.com

Cadwell Park

Circuit Length = 2.1800 miles

Start: 10:02 Flag 10:10 End: 10:13

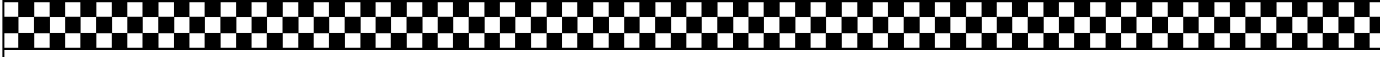
Printed - 10:21 Sunday, 29 April 2018

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - GRID (8 Laps)

| | | | | |
|--------|----|---|----|--|
| ROW 15 | 29 | 118 BICKNELL / ENSOR | 1 | |
| ROW 14 | 27 | 37 MORPHET / HALLIBURTON | 28 | 41 RILEY / HAYNES |
| ROW 13 | 25 | 99 RAMSDEN / RAMSDEN | 26 | 9 SIMMONS / PUGH |
| ROW 12 | 23 | 15 SHAND / CLAEYS | 24 | 4 LOCKEY / COLE |
| ROW 11 | 21 | 19 2:08.296 MACBRIDE / THOMPSON | 22 | 46 SAUNDERS / SCHOFELD |
| ROW 10 | 19 | 67 1:56.163 JEFFERIES / CASWELL | 20 | 167 2:02.208 PETTMAN / TAYLOR |
| ROW 9 | 17 | 5 1:55.119 TAYLOR / FIELD | 18 | 412 1:55.991 PETTIS / PHILLIPS |
| ROW 8 | 15 | 57 1:54.907 ANDERSON / MASTERS | 16 | 161 1:54.937 DOWNES / HAINSWORTH |
| ROW 7 | 13 | 31 1:51.996 MUNRO / GRAY | 14 | 136 1:53.197 S EDWARDS / L EDWARDS |
| ROW 6 | 11 | 10 1:50.425 WEBB / BYRNE | 12 | 40 1:50.801 SMITH / DOBIE |
| ROW 5 | 9 | 18 1:49.225 D BLACKWOOD / J BLACKWOOD | 10 | 45 1:49.361 PAYNE / QUINLAN |
| ROW 4 | 7 | 111 1:45.307 BRYANT / HYDE | 8 | 119 1:47.829 D DICKINSON / B DICKINSON |
| ROW 3 | 5 | 8 1:44.821 ILARIA / STOKOE | 6 | 75 1:45.236 C CLARKE / CA CLARKE |
| ROW 2 | 3 | 188 1:44.441 MANNIEUWENHUYSE / R VANNIEUWENHUYSE | 4 | 135 1:44.483 GUIGNARD / POUX |
| ROW 1 | 1 | 58 1:41.037 KIRK / SMITHIES | 2 | 35 1:41.865 REEVES / THOMAS |

Pole



Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 10:24 Sunday, 29 April 2018

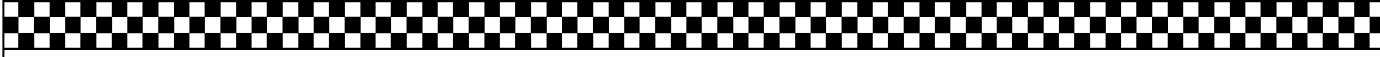


RKB/BMCRC F1 & F2 Sidecars

RACE 8 - GRID (8 Laps)

| | | | | |
|--------|----|---|----|--|
| ROW 15 | 29 | 118 BICKNELL / ENSOR | 1 | |
| ROW 14 | 27 | 37 MORPHET / HALLIBURTON | 28 | 41 RILEY / HAYNES |
| ROW 13 | 25 | 99 RAMSDEN / RAMSDEN | 26 | 9 SIMMONS / PUGH |
| ROW 12 | 23 | 15 SHAND / CLAEYS | 24 | 4 LOCKEY / COLE |
| ROW 11 | 21 | 19 2:08.296 MACBRIDE / THOMPSON | 22 | 46 SAUNDERS / SCHOFELD |
| ROW 10 | 19 | 67 1:56.163 JEFFERIES / CASWELL | 20 | 167 2:02.208 PETTMAN / TAYLOR |
| ROW 9 | 17 | 5 1:55.119 TAYLOR / FIELD | 18 | 412 1:55.991 PETTIS / PHILLIPS |
| ROW 8 | 15 | 57 1:54.907 ANDERSON / MASTERS | 16 | 161 1:54.937 DOWNES / HAINSWORTH |
| ROW 7 | 13 | 31 1:51.996 MUNRO / GRAY | 14 | 136 1:53.197 S EDWARDS / L EDWARDS |
| ROW 6 | 11 | 10 1:50.425 WEBB / BYRNE | 12 | 40 1:50.801 SMITH / DOBIE |
| ROW 5 | 9 | 18 1:49.225 D BLACKWOOD / J BLACKWOOD | 10 | 45 1:49.361 PAYNE / QUINLAN |
| ROW 4 | 7 | 111 1:45.307 BRYANT / HYDE | 8 | 119 1:47.829 D DICKINSON / B DICKINSON |
| ROW 3 | 5 | 8 1:44.821 ILARIA / STOKOE | 6 | 75 1:45.236 C CLARKE / CA CLARKE |
| ROW 2 | 3 | 188 1:44.441 MANNIEUWENHUYSE / R VANNIEUWENHUYSE | 4 | 135 1:44.483 GUIGNARD / POUX |
| ROW 1 | 1 | 58 1:41.037 KIRK / SMITHIES | 2 | 35 1:41.865 REEVES / THOMAS |

Pole



Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 10:24 Sunday, 29 April 2018



RKB/BMCRC F1 & F2 Sidecars

RACE 8 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|-----------------------------------|---|------|-----------|----------|--------|-------|----------|----|
| 1 | 35 | F2 | 1 REEVES / THOMAS | LCR Honda - Velocity V1 | 8 | 13:41.958 | | | 76.38 | 1:40.790 | 4 |
| 2 | 188 | F2 | 2 M VANNIEUWENHUYSE / R VANNIEUWI | Shelbourne - Norton OCFB/ Heyrick garage | 8 | 13:56.714 | 14.756 | 14.756 | 75.03 | 1:43.024 | 3 |
| 3 | 42 | F2 | 3 LOWTHER / LOWTHER | LCR Honda - | 8 | 14:04.604 | 22.646 | 7.890 | 74.33 | 1:42.415 | 4 |
| 4 | 135 | F2 | 4 GUIGNARD / POUX | SGR Honda - Shock Factory/Beringer/DMD | 8 | 14:12.267 | 30.309 | 7.663 | 73.66 | 1:43.181 | 3 |
| 5 | 119 | F2 | 5 D DICKINSON / B DICKINSON | Shelbourne Suzuki - B&B Motorcycles | 8 | 14:35.684 | 53.726 | 23.417 | 71.69 | 1:47.961 | 7 |
| 6 | 8 | F2 | 6 ILARIA / STOKOE | DDM Suzuki - Powerhouse | 8 | 14:35.772 | 53.814 | 0.088 | 71.69 | 1:45.648 | 7 |
| 7 | 45 | F2 | 7 PAYNE / QUINLAN | Honda - DMA | 8 | 14:38.341 | 56.383 | 2.569 | 71.48 | 1:47.789 | 4 |
| 8 | 18 | F2 | 8 D BLACKWOOD / J BLACKWOOD | Shelbourne Suzuki - | 8 | 14:44.737 | 1:02.779 | 6.396 | 70.96 | 1:48.450 | 4 |
| 9 | 58 | F1 | 1 KIRK / SMITHIES | LCR Yamaha - | 8 | 14:50.187 | 1:08.229 | 5.450 | 70.52 | 1:41.059 | 8 |
| 10 | 31 | F2 | 9 MUNRO / GRAY | Shelbourne Yamaha - Teston Tours / Allbikes | 8 | 15:03.082 | 1:21.124 | 12.895 | 69.52 | 1:50.462 | 6 |
| 11 | 40 | F2 | 10 SMITH / DOBIE | Baker Yamaha - R & S Terry Developments | 8 | 15:07.196 | 1:25.238 | 4.114 | 69.20 | 1:50.894 | 6 |
| 12 | 10 | F1 | 2 WEBB / BYRNE | LCR Suzuki - ANtech Racing | 8 | 15:17.935 | 1:35.977 | 10.739 | 68.39 | 1:51.805 | 8 |
| 13 | 5 | F2 | 11 TAYLOR / FIELD | LCR Honda - Velocity V1 | 8 | 15:21.342 | 1:39.384 | 3.407 | 68.14 | 1:51.600 | 8 |
| 14 | 57 | F1 | 3 ANDERSON / MASTERS | Baker - | 8 | 15:34.442 | 1:52.484 | 13.100 | 67.18 | 1:53.949 | 5 |
| 15 | 67 | F1 | 4 JEFFERIES / CASWELL | Windle - MJR racing | 7 | 13:45.342 | 1 Lap | 1 Lap | 66.56 | 1:54.827 | 6 |
| 16 | 167 | F2 | 12 PETTMAN / TAYLOR | Windle Yamaha - Wesco Racing | 7 | 14:23.731 | 1 Lap | 38.389 | 63.60 | 2:01.298 | 3 |
| 17 | 46 | F2 | 13 SAUNDERS / SCHOFELD | Honda - MS Racing | 7 | 14:57.601 | 1 Lap | 33.870 | 61.20 | 2:01.488 | 4 |
| 18 | 19 | F1 | 5 MACBRIDE / THOMPSON | LCR Suzuki - Nick Webb | 7 | 15:18.157 | 1 Lap | 20.556 | 59.83 | 2:08.362 | 6 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|----|-----------------------|---|---|-----------|--------|--------|-------|----------|---|
| DNF | 111 | F2 | BRYANT / HYDE | Baker Honda - GBM Demolition | 7 | 12:04.399 | 1 Lap | | 75.83 | 1:41.677 | 6 |
| DNF | 136 | F1 | S EDWARDS / L EDWARDS | BMR Suzuki - ECONOMY HEATING SERVICES | 6 | 11:34.502 | 2 Laps | 1 Lap | 67.80 | 1:52.464 | 6 |
| DNF | 41 | F2 | RILEY / HAYNES | MRE Suzuki - F C Developments | 4 | 7:58.408 | 4 Laps | 2 Laps | 65.61 | 1:54.278 | 3 |
| DNF | 15 | F2 | SHAND / CLAEYS | Shand F2 Suzuki - J&D Pierce Contracts | 3 | 5:37.311 | 5 Laps | 1 Lap | 69.79 | 1:47.899 | 3 |
| DNF | 75 | F1 | C CLARKE / CA CLARKE | Windle Suzuki - City Lifting - CYB fibreglass | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|----|----|-----------------|-------------------------|---|----------|-----------|------------|
| 35 | F2 | REEVES / THOMAS | LCR Honda - Velocity V1 | 4 | 1:40.790 | 77.86 mph | 125.31 kph |
| 58 | F1 | KIRK / SMITHIES | LCR Yamaha - | 8 | 1:41.059 | 77.65 mph | 124.97 kph |

Class F2 - 92.5% of Race Speed = 70.65 mph

Class F1 - 92.5% of Race Speed = 65.23 mph

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:15 Flag 14:28 End: 14:30

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 14:31 Sunday, 29 April 2018



RKB/BMCRC F1 & F2 Sidecars

RACE 8 - LAP CHART

LAP 1 @ 14:16:54.419

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:47.392 |
| 188 | 1.322 | 1:48.714 |
| 58 | 1.453 | 1:48.845 |
| 111 | 2.164 | 1:49.556 |
| 135 | 3.359 | 1:50.751 |
| 119 | 6.470 | 1:53.862 |
| 18 | 8.931 | 1:56.323 |
| 45 | 9.815 | 1:57.207 |
| 40 | 12.769 | 2:00.161 |
| 42 | 12.990 | 2:00.382 |
| 15 | 13.443 | 2:00.835 |
| 10 | 14.947 | 2:02.339 |
| 8 | 15.479 | 2:02.871 |
| 31 | 15.915 | 2:03.307 |
| 136 | 17.449 | 2:04.841 |
| 57 | 17.493 | 2:04.885 |
| 5 | 19.371 | 2:06.763 |
| 67 | 19.947 | 2:07.339 |
| 41 | 20.676 | 2:08.068 |
| 167 | 23.575 | 2:10.967 |
| 19 | 28.128 | 2:15.520 |
| 46 | 38.501 | 2:25.893 |

LAP 2 @ 14:18:36.772

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:42.353 |
| 188 | 2.714 | 1:43.745 |
| 111 | 3.418 | 1:43.607 |
| 135 | 10.591 | 1:49.585 |
| 119 | 13.853 | 1:49.736 |
| 42 | 16.594 | 1:45.957 |
| 18 | 17.469 | 1:50.891 |
| 45 | 19.068 | 1:51.606 |
| 15 | 19.667 | 1:48.577 |
| 40 | 24.145 | 1:53.729 |
| 10 | 25.034 | 1:52.440 |
| 8 | 25.717 | 1:52.591 |
| 31 | 26.397 | 1:52.835 |
| 57 | 29.278 | 1:54.138 |
| 136 | 30.755 | 1:55.659 |
| 67 | 34.195 | 1:56.601 |
| 5 | 34.253 | 1:57.235 |
| 41 | 38.794 | 2:00.471 |
| 167 | 43.358 | 2:02.136 |
| 19 | 56.800 | 2:11.025 |
| 46 | 58.182 | 2:02.034 |
| 58 | 1:01.794 | 2:42.694 |

LAP 3 @ 14:20:18.452

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:41.680 |
| 188 | 4.058 | 1:43.024 |
| 111 | 4.291 | 1:42.553 |
| 135 | 12.092 | 1:43.181 |
| 42 | 17.951 | 1:43.037 |
| 119 | 21.028 | 1:48.855 |
| 18 | 24.476 | 1:48.687 |
| 45 | 25.600 | 1:48.212 |
| 15 | 25.886 | 1:47.899 |
| 8 | 33.121 | 1:49.084 |
| 10 | 36.055 | 1:52.701 |

Weather / Track : Cloudy / Dry

| | | |
|-----|----------|----------|
| 40 | 36.295 | 1:53.830 |
| 31 | 36.792 | 1:52.075 |
| 57 | 42.405 | 1:54.807 |
| 136 | 43.454 | 1:54.379 |
| 5 | 46.048 | 1:53.475 |
| 67 | 49.748 | 1:57.233 |
| 41 | 51.392 | 1:54.278 |
| 167 | 1:02.976 | 2:01.298 |
| 58 | 1:03.345 | 1:43.231 |
| 46 | 1:27.156 | 2:10.654 |
| 19 | 1:27.735 | 2:12.615 |

LAP 4 @ 14:21:59.242

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:40.790 |
| 111 | 5.567 | 1:42.066 |
| 188 | 8.172 | 1:44.904 |
| 135 | 14.799 | 1:43.497 |
| 42 | 19.576 | 1:42.415 |
| 119 | 28.431 | 1:48.193 |
| 18 | 32.136 | 1:48.450 |
| 45 | 32.599 | 1:47.789 |
| 8 | 39.319 | 1:46.988 |
| 31 | 48.271 | 1:52.269 |
| 40 | 49.302 | 1:53.797 |
| 10 | 50.586 | 1:55.321 |
| 57 | 56.629 | 1:55.014 |
| 136 | 57.320 | 1:54.656 |
| 5 | 57.956 | 1:52.698 |
| 41 | 1:06.193 | 1:55.591 |
| 58 | 1:07.316 | 1:44.761 |
| 67 | 1:07.528 | 1:58.570 |
| 167 | 1:24.871 | 2:02.685 |

LAP 5 @ 14:23:42.259

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:43.017 |
| 111 | 4.744 | 1:42.194 |
| 46 | 1 Lap | 2:01.488 |
| 188 | 10.211 | 1:45.056 |
| 19 | 1 Lap | 2:09.616 |
| 135 | 16.266 | 1:44.484 |
| 42 | 19.465 | 1:42.906 |
| 119 | 33.494 | 1:48.080 |
| 45 | 37.878 | 1:48.296 |
| 18 | 39.575 | 1:50.456 |
| 8 | 42.321 | 1:46.019 |
| 31 | 56.115 | 1:50.861 |
| 40 | 57.186 | 1:50.901 |
| 10 | 1:01.774 | 1:54.205 |
| 136 | 1:06.806 | 1:52.503 |
| 57 | 1:07.561 | 1:53.949 |
| 5 | 1:08.068 | 1:53.129 |
| 58 | 1:08.238 | 1:43.939 |
| 67 | 1:20.199 | 1:55.688 |

LAP 6 @ 14:25:25.032

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:42.773 |
| 167 | 1 Lap | 2:03.282 |
| 111 | 3.648 | 1:41.677 |
| 188 | 11.631 | 1:44.193 |
| 42 | 20.882 | 1:44.190 |

| | | |
|-----|----------|----------|
| 135 | 23.165 | 1:49.672 |
| 46 | 1 Lap | 2:03.765 |
| 19 | 1 Lap | 2:09.337 |
| 119 | 40.311 | 1:49.590 |
| 45 | 43.112 | 1:48.007 |
| 8 | 45.994 | 1:46.446 |
| 18 | 46.543 | 1:49.741 |
| 31 | 1:03.804 | 1:50.462 |
| 40 | 1:05.307 | 1:50.894 |
| 58 | 1:08.640 | 1:43.175 |
| 10 | 1:13.894 | 1:54.893 |
| 136 | 1:16.497 | 1:52.464 |
| 5 | 1:19.081 | 1:53.786 |
| 57 | 1:21.499 | 1:56.711 |
| 67 | 1:32.253 | 1:54.827 |

LAP 7 @ 14:27:06.272

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:41.240 |
| 111 | 5.154 | 1:42.746 |
| 188 | 13.883 | 1:43.492 |
| 42 | 22.256 | 1:42.614 |
| 167 | 1 Lap | 2:01.585 |
| 135 | 26.410 | 1:44.485 |
| 119 | 47.032 | 1:47.961 |
| 45 | 50.171 | 1:48.299 |
| 8 | 50.402 | 1:45.648 |
| 18 | 54.782 | 1:49.479 |
| 46 | 1 Lap | 2:11.939 |
| 19 | 1 Lap | 2:08.362 |
| 58 | 1:09.883 | 1:42.483 |
| 31 | 1:13.174 | 1:50.610 |
| 40 | 1:15.428 | 1:51.361 |
| 10 | 1:26.885 | 1:54.231 |
| 5 | 1:30.497 | 1:52.656 |
| 57 | 1:38.215 | 1:57.956 |

LAP 8 @ 14:28:48.985

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:42.713 |
| 67 | 1 Lap | 1:55.084 |
| 188 | 14.756 | 1:43.586 |
| 42 | 22.646 | 1:43.103 |
| 135 | 30.309 | 1:46.612 |
| 167 | 1 Lap | 2:01.778 |
| 119 | 53.726 | 1:49.407 |
| 8 | 53.814 | 1:46.125 |
| 45 | 56.383 | 1:48.925 |
| 18 | 1:02.779 | 1:50.710 |
| 58 | 1:08.229 | 1:41.059 |
| 46 | 1 Lap | 2:01.828 |
| 31 | 1:21.124 | 1:50.663 |
| 40 | 1:25.238 | 1:52.523 |
| 10 | 1:35.977 | 1:51.805 |
| 19 | 1 Lap | 2:11.682 |
| 5 | 1:39.384 | 1:51.600 |
| 57 | 1:52.484 | 1:56.982 |

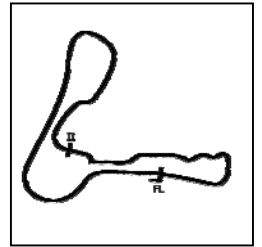
Cadwell Park

Circuit Length = 2.1800 miles

Start: 14:15 Flag 14:28 End: 14:30

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - 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 35 F2 REEVES / THOMAS | | LCR Honda - Velocity V1 | | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:40.641 | | BEST LAP TIME : 1:40.790 | | DIFFERENCE : 0.149 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.685 | 1:47.392 | 73.07 | 6.602 | 14:16:54.419 |
| 2 - | 59.014 | 43.339 | 1:42.353 | 76.67 | 1.563 | 14:18:36.772 |
| 3 - | 58.643 | 43.037 | 1:41.680 (3) | 77.18 | 0.890 | 14:20:18.452 |
| 4 - | 58.270 | 42.520 | 1:40.790 (1) | 77.86 | | 14:21:59.242 |
| 5 - | 59.788 | 43.229 | 1:43.017 | 76.18 | 2.227 | 14:23:42.259 |
| 6 - | 58.121 | 44.652 | 1:42.773 | 76.36 | 1.983 | 14:25:25.032 |
| 7 - | 58.354 | 42.886 | 1:41.240 (2) | 77.51 | 0.450 | 14:27:06.272 |
| 8 - | 59.222 | 43.491 | 1:42.713 | 76.40 | 1.923 | 14:28:48.985 |

| P2 188 F2 M VANNIEUWENHUYSE / R VANNIEUWEI | | Shelbourne - Norton OCFB/ Heyrick garage | | | | |
|--|---------------|--|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:43.024 | | BEST LAP TIME : 1:43.024 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.322 | 1:48.714 | 72.18 | 5.690 | 14:16:55.741 |
| 2 - | 59.514 | 44.231 | 1:43.745 | 75.64 | 0.721 | 14:18:39.486 |
| 3 - | 58.979 | 44.045 | 1:43.024 (1) | 76.17 | | 14:20:22.510 |
| 4 - | 1:00.121 | 44.783 | 1:44.904 | 74.81 | 1.880 | 14:22:07.414 |
| 5 - | 59.099 | 45.957 | 1:45.056 | 74.70 | 2.032 | 14:23:52.470 |
| 6 - | 1:00.000 | 44.193 | 1:44.193 | 75.32 | 1.169 | 14:25:36.663 |
| 7 - | 59.267 | 44.225 | 1:43.492 (2) | 75.83 | 0.468 | 14:27:20.155 |
| 8 - | 59.298 | 44.288 | 1:43.586 (3) | 75.76 | 0.562 | 14:29:03.741 |

| P3 42 F2 LOWTHER / LOWTHER | | LCR Honda - | | | | |
|----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:42.318 | | BEST LAP TIME : 1:42.415 | | DIFFERENCE : 0.097 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.986 | 2:00.382 | 65.19 | 17.967 | 14:17:07.409 |
| 2 - | 1:01.084 | 44.873 | 1:45.957 | 74.06 | 3.542 | 14:18:53.366 |
| 3 - | 59.344 | 43.693 | 1:43.037 | 76.16 | 0.622 | 14:20:36.403 |
| 4 - | 59.075 | 43.340 | 1:42.415 (1) | 76.63 | | 14:22:18.818 |
| 5 - | 58.978 | 43.928 | 1:42.906 (3) | 76.26 | 0.491 | 14:24:01.724 |
| 6 - | 59.566 | 44.624 | 1:44.190 | 75.32 | 1.775 | 14:25:45.914 |
| 7 - | 59.025 | 43.589 | 1:42.614 (2) | 76.48 | 0.199 | 14:27:28.528 |
| 8 - | 59.114 | 43.989 | 1:43.103 | 76.11 | 0.688 | 14:29:11.631 |

| P4 135 F2 GUIGNARD / POUX | | SGR Honda - Shock Factory/Beringer/DMD | | | | |
|---------------------------|---------------|--|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:42.633 | | BEST LAP TIME : 1:43.181 | | DIFFERENCE : 0.548 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.464 | 1:50.751 | 70.86 | 7.570 | 14:16:57.778 |
| 2 - | 1:05.222 | 44.363 | 1:49.585 | 71.61 | 6.404 | 14:18:47.363 |
| 3 - | 59.296 | 43.885 | 1:43.181 (1) | 76.06 | | 14:20:30.544 |
| 4 - | 1:00.160 | 43.337 | 1:43.497 (2) | 75.82 | 0.316 | 14:22:14.041 |
| 5 - | 1:00.173 | 44.311 | 1:44.484 (3) | 75.11 | 1.303 | 14:23:58.525 |
| 6 - | 1:01.708 | 47.964 | 1:49.672 | 71.55 | 6.491 | 14:25:48.197 |
| 7 - | 1:00.181 | 44.304 | 1:44.485 | 75.11 | 1.304 | 14:27:32.682 |
| 8 - | 1:01.709 | 44.903 | 1:46.612 | 73.61 | 3.431 | 14:29:19.294 |

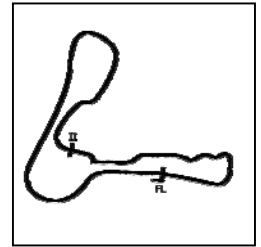
| P5 119 F2 D DICKINSON / B DICKINSON | | Shelbourne Suzuki - B&B Motorcycles | | | | |
|-------------------------------------|-----------------|-------------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:47.961 | | BEST LAP TIME : 1:47.961 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.917 | 1:53.862 | 68.92 | 5.901 | 14:17:00.889 |
| 2 - | 1:03.934 | 45.802 | 1:49.736 | 71.51 | 1.775 | 14:18:50.625 |
| 3 - | 1:02.412 | 46.443 | 1:48.855 | 72.09 | 0.894 | 14:20:39.480 |
| 4 - | 1:02.263 | 45.930 | 1:48.193 (3) | 72.53 | 0.232 | 14:22:27.673 |
| 5 - | 1:02.337 | 45.743 | 1:48.080 (2) | 72.61 | 0.119 | 14:24:15.753 |
| 6 - | 1:02.478 | 47.112 | 1:49.590 | 71.61 | 1.629 | 14:26:05.343 |
| 7 - | 1:02.263 | 45.698 | 1:47.961 (1) | 72.69 | | 14:27:53.304 |
| 8 - | 1:02.834 | 46.573 | 1:49.407 | 71.73 | 1.446 | 14:29:42.711 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:15 Flag 14:28 End: 14:30

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - 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

| | | | | | | |
|---------------------------|-------------|--------------------------|-------------------------|--|--|--|
| P6 | 8 F2 | ILARIA / STOKOE | DDM Suzuki - Powerhouse | | | |
| IDEAL LAP TIME : 1:45.408 | | BEST LAP TIME : 1:45.648 | DIFFERENCE : 0.240 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 48.073 | 2:02.871 | 63.87 | 17.223 | 14:17:09.898 |
| 2 - | 1:04.707 | 47.884 | 1:52.591 | 69.70 | 6.943 | 14:19:02.489 |
| 3 - | 1:02.989 | 46.095 | 1:49.084 | 71.94 | 3.436 | 14:20:51.573 |
| 4 - | 1:01.305 | 45.683 | 1:46.988 | 73.35 | 1.340 | 14:22:38.561 |
| 5 - | 1:01.003 | 45.016 | 1:46.019 (2) | 74.02 | 0.371 | 14:24:24.580 |
| 6 - | 1:00.590 | 45.856 | 1:46.446 | 73.72 | 0.798 | 14:26:11.026 |
| 7 - | 1:00.830 | 44.818 | 1:45.648 (1) | 74.28 | | 14:27:56.674 |
| 8 - | 1:01.285 | 44.840 | 1:46.125 (3) | 73.95 | 0.477 | 14:29:42.799 |

| | | | | | | |
|---------------------------|--------------|--------------------------|--------------------|--|--|--|
| P7 | 45 F2 | PAYNE / QUINLAN | Honda - DMA | | | |
| IDEAL LAP TIME : 1:46.646 | | BEST LAP TIME : 1:47.789 | DIFFERENCE : 1.143 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 47.363 | 1:57.207 | 66.95 | 9.418 | 14:17:04.234 |
| 2 - | 1:05.033 | 46.573 | 1:51.606 | 70.31 | 3.817 | 14:18:55.840 |
| 3 - | 1:02.763 | 45.449 | 1:48.212 (3) | 72.52 | 0.423 | 14:20:44.052 |
| 4 - | 1:01.197 | 46.592 | 1:47.789 (1) | 72.80 | | 14:22:31.841 |
| 5 - | 1:02.661 | 45.635 | 1:48.296 | 72.46 | 0.507 | 14:24:20.137 |
| 6 - | 1:02.095 | 45.912 | 1:48.007 (2) | 72.66 | 0.218 | 14:26:08.144 |
| 7 - | 1:02.083 | 46.216 | 1:48.299 | 72.46 | 0.510 | 14:27:56.443 |
| 8 - | 1:02.823 | 46.102 | 1:48.925 | 72.05 | 1.136 | 14:29:45.368 |

| | | | | | | |
|---------------------------|--------------|----------------------------------|---------------------|--|--|--|
| P8 | 18 F2 | D BLACKWOOD / J BLACKWOOD | Shelbourne Suzuki - | | | |
| IDEAL LAP TIME : 1:48.450 | | BEST LAP TIME : 1:48.450 | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 46.874 | 1:56.323 | 67.46 | 7.873 | 14:17:03.350 |
| 2 - | 1:03.535 | 47.356 | 1:50.891 | 70.77 | 2.441 | 14:18:54.241 |
| 3 - | 1:02.135 | 46.552 | 1:48.687 (2) | 72.20 | 0.237 | 14:20:42.928 |
| 4 - | 1:01.970 | 46.480 | 1:48.450 (1) | 72.36 | | 14:22:31.378 |
| 5 - | 1:02.895 | 47.561 | 1:50.456 | 71.05 | 2.006 | 14:24:21.834 |
| 6 - | 1:02.469 | 47.272 | 1:49.741 | 71.51 | 1.291 | 14:26:11.575 |
| 7 - | 1:02.010 | 47.469 | 1:49.479 (3) | 71.68 | 1.029 | 14:28:01.054 |
| 8 - | 1:03.152 | 47.558 | 1:50.710 | 70.88 | 2.260 | 14:29:51.764 |

| | | | | | | |
|---------------------------|--------------|--------------------------|--------------------|--|--|--|
| P9 | 58 F1 | KIRK / SMITHIES | LCR Yamaha - | | | |
| IDEAL LAP TIME : 1:40.498 | | BEST LAP TIME : 1:41.059 | DIFFERENCE : 0.561 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|---------------|---------------|---------------------|--------------|----------|---------------------|
| 1 - | | 44.052 | 1:48.845 | 72.10 | 7.786 | 14:16:55.872 |
| 2 - | 1:57.729 | 44.965 | 2:42.694 | 48.23 | 1:01.635 | 14:19:38.566 |
| 3 - | 1:00.859 | 42.372 | 1:43.231 | 76.02 | 2.172 | 14:21:21.797 |
| 4 - | 58.519 | 46.242 | 1:44.761 | 74.91 | 3.702 | 14:23:06.558 |
| 5 - | 58.990 | 44.949 | 1:43.939 | 75.50 | 2.880 | 14:24:50.497 |
| 6 - | 59.224 | 43.951 | 1:43.175 (3) | 76.06 | 2.116 | 14:26:33.672 |
| 7 - | 58.820 | 43.663 | 1:42.483 (2) | 76.57 | 1.424 | 14:28:16.155 |
| 8 - | 58.126 | 42.933 | 1:41.059 (1) | 77.65 | | 14:29:57.214 |

| | | | | | | |
|---------------------------|--------------|--------------------------|---|--|--|--|
| P10 | 31 F2 | MUNRO / GRAY | Shelbourne Yamaha - Teston Tours / Allbikes | | | |
| IDEAL LAP TIME : 1:49.610 | | BEST LAP TIME : 1:50.462 | DIFFERENCE : 0.852 | | | |

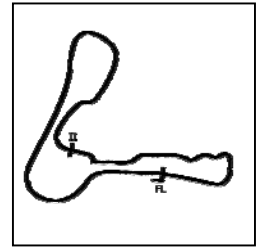
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|----------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 47.697 | 2:03.307 | 63.64 | 12.845 | 14:17:10.334 |
| 2 - | 1:04.871 | 47.964 | 1:52.835 | 69.55 | 2.373 | 14:19:03.169 |
| 3 - | 1:04.346 | 47.729 | 1:52.075 | 70.02 | 1.613 | 14:20:55.244 |
| 4 - | 1:05.016 | 47.253 | 1:52.269 | 69.90 | 1.807 | 14:22:47.513 |
| 5 - | 1:03.492 | 47.369 | 1:50.861 | 70.79 | 0.399 | 14:24:38.374 |
| 6 - | 1:03.071 | 47.391 | 1:50.462 (1) | 71.04 | | 14:26:28.836 |
| 7 - | 1:03.786 | 46.824 | 1:50.610 (2) | 70.95 | 0.148 | 14:28:19.446 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:15 Flag 14:28 End: 14:30

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - 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

8 - **1:02.786** 47.877 1:50.663 (3) 70.91 0.201 14:30:10.109

| P11 40 F2 SMITH / DOBIE | | Baker Yamaha - R & S Terry Developments | | | | |
|---------------------------|-----------------|---|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:50.544 | | BEST LAP TIME : 1:50.894 | | DIFFERENCE : 0.350 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.058 | 2:00.161 | 65.31 | 9.267 | 14:17:07.188 |
| 2 - | 1:05.719 | 48.010 | 1:53.729 | 69.00 | 2.835 | 14:19:00.917 |
| 3 - | 1:05.203 | 48.627 | 1:53.830 | 68.94 | 2.936 | 14:20:54.747 |
| 4 - | 1:06.439 | 47.358 | 1:53.797 | 68.96 | 2.903 | 14:22:48.544 |
| 5 - | 1:03.298 | 47.603 | 1:50.901 (2) | 70.76 | 0.007 | 14:24:39.445 |
| 6 - | 1:03.648 | 47.246 | 1:50.894 (1) | 70.77 | | 14:26:30.339 |
| 7 - | 1:03.529 | 47.832 | 1:51.361 (3) | 70.47 | 0.467 | 14:28:21.700 |
| 8 - | 1:04.747 | 47.776 | 1:52.523 | 69.74 | 1.629 | 14:30:14.223 |

| P12 10 F1 WEBB / BYRNE | | LCR Suzuki - ANtech Racing | | | | |
|---------------------------|-----------------|----------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.734 | | BEST LAP TIME : 1:51.805 | | DIFFERENCE : 0.071 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.838 | 2:02.339 | 64.15 | 10.534 | 14:17:09.366 |
| 2 - | 1:05.089 | 47.351 | 1:52.440 (2) | 69.79 | 0.635 | 14:19:01.806 |
| 3 - | 1:05.196 | 47.505 | 1:52.701 (3) | 69.63 | 0.896 | 14:20:54.507 |
| 4 - | 1:07.083 | 48.238 | 1:55.321 | 68.05 | 3.516 | 14:22:49.828 |
| 5 - | 1:06.835 | 47.370 | 1:54.205 | 68.71 | 2.400 | 14:24:44.033 |
| 6 - | 1:06.626 | 48.267 | 1:54.893 | 68.30 | 3.088 | 14:26:38.926 |
| 7 - | 1:06.592 | 47.639 | 1:54.231 | 68.70 | 2.426 | 14:28:33.157 |
| 8 - | 1:05.160 | 46.645 | 1:51.805 (1) | 70.19 | | 14:30:24.962 |

| P13 5 F2 TAYLOR / FIELD | | LCR Honda - Velocity V1 | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.774 | | BEST LAP TIME : 1:51.600 | | DIFFERENCE : 0.826 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.754 | 2:06.763 | 61.91 | 15.163 | 14:17:13.790 |
| 2 - | 1:09.268 | 47.967 | 1:57.235 | 66.94 | 5.635 | 14:19:11.025 |
| 3 - | 1:06.377 | 47.098 | 1:53.475 | 69.16 | 1.875 | 14:21:04.500 |
| 4 - | 1:05.318 | 47.380 | 1:52.698 (3) | 69.63 | 1.098 | 14:22:57.198 |
| 5 - | 1:05.707 | 47.422 | 1:53.129 | 69.37 | 1.529 | 14:24:50.327 |
| 6 - | 1:07.294 | 46.492 | 1:53.786 | 68.97 | 2.186 | 14:26:44.113 |
| 7 - | 1:05.834 | 46.822 | 1:52.656 (2) | 69.66 | 1.056 | 14:28:36.769 |
| 8 - | 1:04.282 | 47.318 | 1:51.600 (1) | 70.32 | | 14:30:28.369 |

| P14 57 F1 ANDERSON / MASTERS | | Baker - | | | | |
|------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.291 | | BEST LAP TIME : 1:53.949 | | DIFFERENCE : 0.658 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.681 | 2:04.885 | 62.84 | 10.936 | 14:17:11.912 |
| 2 - | 1:07.592 | 46.546 | 1:54.138 (2) | 68.75 | 0.189 | 14:19:06.050 |
| 3 - | 1:07.583 | 47.224 | 1:54.807 (3) | 68.35 | 0.858 | 14:21:00.857 |
| 4 - | 1:07.957 | 47.057 | 1:55.014 | 68.23 | 1.065 | 14:22:55.871 |
| 5 - | 1:06.745 | 47.204 | 1:53.949 (1) | 68.87 | | 14:24:49.820 |
| 6 - | 1:07.846 | 48.865 | 1:56.711 | 67.24 | 2.762 | 14:26:46.531 |
| 7 - | 1:09.621 | 48.335 | 1:57.956 | 66.53 | 4.007 | 14:28:44.487 |
| 8 - | 1:09.426 | 47.556 | 1:56.982 | 67.08 | 3.033 | 14:30:41.469 |

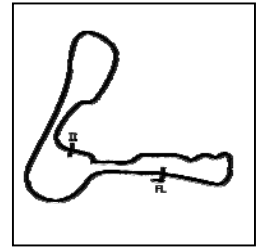
| P15 67 F1 JEFFERIES / CASWELL | | Windle - MJP racing | | | | |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.645 | | BEST LAP TIME : 1:54.827 | | DIFFERENCE : 0.182 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.162 | 2:07.339 | 61.63 | 12.512 | 14:17:14.366 |
| 2 - | 1:08.065 | 48.536 | 1:56.601 | 67.30 | 1.774 | 14:19:10.967 |
| 3 - | 1:08.832 | 48.401 | 1:57.233 | 66.94 | 2.406 | 14:21:08.200 |
| 4 - | 1:09.646 | 48.924 | 1:58.570 | 66.18 | 3.743 | 14:23:06.770 |
| 5 - | 1:08.426 | 47.262 | 1:55.688 (3) | 67.83 | 0.861 | 14:25:02.458 |
| 6 - | 1:07.502 | 47.325 | 1:54.827 (1) | 68.34 | | 14:26:57.285 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:15 Flag 14:28 End: 14:30

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - 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

7 - 1:07.941 **47.143** 1:55.084 (2) 68.19 0.257 14:28:52.369

| P16 167 F2 | | PETTMAN / TAYLOR | | Windle Yamaha - Wesco Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:01.051 | | BEST LAP TIME : 2:01.298 | | DIFFERENCE : 0.247 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.377 | 2:10.967 | 59.92 | 9.669 | 14:17:17.994 | |
| 2 - | 1:10.873 | 51.263 | 2:02.136 | 64.25 | 0.838 | 14:19:20.130 | |
| 3 - | 1:09.851 | 51.447 | 2:01.298 (1) | 64.70 | | 14:21:21.428 | |
| 4 - | 1:09.834 | 52.851 | 2:02.685 | 63.96 | 1.387 | 14:23:24.113 | |
| 5 - | 1:10.529 | 52.753 | 2:03.282 | 63.65 | 1.984 | 14:25:27.395 | |
| 6 - | 1:10.146 | 51.439 | 2:01.585 (2) | 64.54 | 0.287 | 14:27:28.980 | |
| 7 - | 1:09.788 | 51.990 | 2:01.778 (3) | 64.44 | 0.480 | 14:29:30.758 | |

| P17 46 F2 | | SAUNDERS / SCHOFELD | | Honda - MS Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:59.851 | | BEST LAP TIME : 2:01.488 | | DIFFERENCE : 1.637 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 1:05.432 | 2:25.893 | 53.79 | 24.405 | 14:17:32.920 | |
| 2 - | 1:11.266 | 50.768 | 2:02.034 (3) | 64.31 | 0.546 | 14:19:34.954 | |
| 3 - | 1:13.360 | 57.294 | 2:10.654 | 60.06 | 9.166 | 14:21:45.608 | |
| 4 - | 1:09.083 | 52.405 | 2:01.488 (1) | 64.59 | | 14:23:47.096 | |
| 5 - | 1:09.851 | 53.914 | 2:03.765 | 63.41 | 2.277 | 14:25:50.861 | |
| 6 - | 1:14.494 | 57.445 | 2:11.939 | 59.48 | 10.451 | 14:28:02.800 | |
| 7 - | 1:10.031 | 51.797 | 2:01.828 (2) | 64.41 | 0.340 | 14:30:04.628 | |

| P18 19 F1 | | MACBRIDE / THOMPSON | | LCR Suzuki - Nick Webb | | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:07.391 | | BEST LAP TIME : 2:08.362 | | DIFFERENCE : 0.971 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.955 | 2:15.520 | 57.91 | 7.158 | 14:17:22.547 | |
| 2 - | 1:17.375 | 53.650 | 2:11.025 | 59.89 | 2.663 | 14:19:33.572 | |
| 3 - | 1:16.698 | 55.917 | 2:12.615 | 59.17 | 4.253 | 14:21:46.187 | |
| 4 - | 1:15.436 | 54.180 | 2:09.616 (3) | 60.54 | 1.254 | 14:23:55.803 | |
| 5 - | 1:16.583 | 52.754 | 2:09.337 (2) | 60.67 | 0.975 | 14:26:05.140 | |
| 6 - | 1:16.279 | 52.083 | 2:08.362 (1) | 61.14 | | 14:28:13.502 | |
| 7 - | 1:17.523 | 54.159 | 2:11.682 | 59.59 | 3.320 | 14:30:25.184 | |

| P19 111 F2 | | BRYANT / HYDE | | Baker Honda - GBM Demolition | | | |
|---------------------------|---------------|--------------------------|---------------------|------------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:41.593 | | BEST LAP TIME : 1:41.677 | | DIFFERENCE : 0.084 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.283 | 1:49.556 | 71.63 | 7.879 | 14:16:56.583 | |
| 2 - | 59.114 | 44.493 | 1:43.607 | 75.74 | 1.930 | 14:18:40.190 | |
| 3 - | 58.606 | 43.947 | 1:42.553 | 76.52 | 0.876 | 14:20:22.743 | |
| 4 - | 58.688 | 43.378 | 1:42.066 (2) | 76.89 | 0.389 | 14:22:04.809 | |
| 5 - | 58.413 | 43.781 | 1:42.194 (3) | 76.79 | 0.517 | 14:23:47.003 | |
| 6 - | 58.497 | 43.180 | 1:41.677 (1) | 77.18 | | 14:25:28.680 | |
| 7 - | 59.230 | 43.516 | 1:42.746 | 76.38 | 1.069 | 14:27:11.426 | |

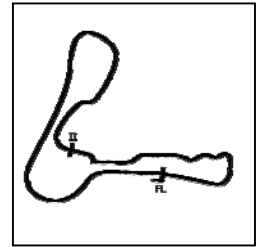
| P20 136 F1 | | S EDWARDS / L EDWARDS | | BMR Suzuki - ECONOMY HEATING SERVICES | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:51.794 | | BEST LAP TIME : 1:52.464 | | DIFFERENCE : 0.670 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 48.313 | 2:04.841 | 62.86 | 12.377 | 14:17:11.868 | |
| 2 - | 1:08.065 | 47.594 | 1:55.659 | 67.85 | 3.195 | 14:19:07.527 | |
| 3 - | 1:06.400 | 47.979 | 1:54.379 (3) | 68.61 | 1.915 | 14:21:01.906 | |
| 4 - | 1:07.241 | 47.415 | 1:54.656 | 68.44 | 2.192 | 14:22:56.562 | |
| 5 - | 1:05.865 | 46.638 | 1:52.503 (2) | 69.75 | 0.039 | 14:24:49.065 | |
| 6 - | 1:05.156 | 47.308 | 1:52.464 (1) | 69.78 | | 14:26:41.529 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:15 Flag 14:28 End: 14:30

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - 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

| P21 41 F2 | | RILEY / HAYNES | | MRE Suzuki - F C Developments | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:54.278 | | BEST LAP TIME : 1:54.278 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 50.464 | 2:08.068 | 61.28 | 13.790 | 14:17:15.095 | |
| 2 - | 1:10.674 | 49.797 | 2:00.471 (3) | 65.14 | 6.193 | 14:19:15.566 | |
| 3 - | 1:05.701 | 48.577 | 1:54.278 (1) | 68.67 | | 14:21:09.844 | |
| 4 - | 1:06.835 | 48.756 | 1:55.591 (2) | 67.89 | 1.313 | 14:23:05.435 | |

| P22 15 F2 | | SHAND / CLAEYS | | Shand F2 Suzuki - J&D Pierce Contracts | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|--|
| IDEAL LAP TIME : 1:45.980 | | BEST LAP TIME : 1:47.899 | | DIFFERENCE : 1.919 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 47.549 | 2:00.835 | 64.94 | 12.936 | 14:17:07.862 | |
| 2 - | 1:04.318 | 44.259 | 1:48.577 (2) | 72.28 | 0.678 | 14:18:56.439 | |
| 3 - | 1:02.436 | 45.463 | 1:47.899 (1) | 72.73 | | 14:20:44.338 | |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Page 5 of 5

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 14:15 Flag 14:28 End: 14:30

Printed - 14:33 Sunday, 29 April 2018

RKB/BMCRC F1 & F2 Sidecars

RACE 8 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|---------------------------|-----------------|-----|---------------------------|-------------------------|-----|-----|---------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:40.493 | | |
| 1 | 35 | REEVES / THOMAS | 58.121 | 58 | KIRK / SMITHIES | 42.372 | 1 | 58 | KIRK / SMITHIES | 1:40.498 | 1:41.059 | 0.561 |
| 2 | 58 | KIRK / SMITHIES | 58.126 | 35 | REEVES / THOMAS | 42.520 | 2 | 35 | REEVES / THOMAS | 1:40.641 | 1:40.790 | 0.149 |
| 3 | 111 | BRYANT / HYDE | 58.413 | 111 | BRYANT / HYDE | 43.180 | 3 | 111 | BRYANT / HYDE | 1:41.593 | 1:41.677 | 0.084 |
| 4 | 42 | LOWTHER / LOWTHER | 58.978 | 135 | GUIGNARD / POUX | 43.337 | 4 | 42 | LOWTHER / LOWTHER | 1:42.318 | 1:42.415 | 0.097 |
| 5 | 188 | M VANNIEUWENHUYSE / R V | 58.979 | 42 | LOWTHER / LOWTHER | 43.340 | 5 | 135 | GUIGNARD / POUX | 1:42.633 | 1:43.181 | 0.548 |
| 6 | 135 | GUIGNARD / POUX | 59.296 | 188 | M VANNIEUWENHUYSE / R V | 44.045 | 6 | 188 | M VANNIEUWENHUY | 1:43.024 | 1:43.024 | 0.000 |
| 7 | 8 | ILARIA / STOKOE | 1:00.590 | 15 | SHAND / CLAEYS | 44.259 | 7 | 8 | ILARIA / STOKOE | 1:45.408 | 1:45.648 | 0.240 |
| 8 | 45 | PAYNE / QUINLAN | 1:01.197 | 8 | ILARIA / STOKOE | 44.818 | 8 | 15 | SHAND / CLAEYS | 1:45.980 | 1:47.899 | 1.919 |
| 9 | 15 | SHAND / CLAEYS | 1:01.721 | 45 | PAYNE / QUINLAN | 45.449 | 9 | 45 | PAYNE / QUINLAN | 1:46.646 | 1:47.789 | 1.143 |
| 10 | 18 | D BLACKWOOD / J BLACKWO | 1:01.970 | 119 | D DICKINSON / B DICKINSON | 45.698 | 10 | 119 | D DICKINSON / B DIC | 1:47.961 | 1:47.961 | 0.000 |
| 11 | 119 | D DICKINSON / B DICKINSON | 1:02.263 | 18 | D BLACKWOOD / J BLACKWO | 46.480 | 11 | 18 | D BLACKWOOD / J B | 1:48.450 | 1:48.450 | 0.000 |
| 12 | 31 | MUNRO / GRAY | 1:02.786 | 5 | TAYLOR / FIELD | 46.492 | 12 | 31 | MUNRO / GRAY | 1:49.610 | 1:50.462 | 0.852 |
| 13 | 40 | SMITH / DOBIE | 1:03.298 | 57 | ANDERSON / MASTERS | 46.546 | 13 | 40 | SMITH / DOBIE | 1:50.544 | 1:50.894 | 0.350 |
| 14 | 5 | TAYLOR / FIELD | 1:04.282 | 136 | S EDWARDS / L EDWARDS | 46.638 | 14 | 5 | TAYLOR / FIELD | 1:50.774 | 1:51.600 | 0.826 |
| 15 | 10 | WEBB / BYRNE | 1:05.089 | 10 | WEBB / BYRNE | 46.645 | 15 | 10 | WEBB / BYRNE | 1:51.734 | 1:51.805 | 0.071 |
| 16 | 136 | S EDWARDS / L EDWARDS | 1:05.156 | 31 | MUNRO / GRAY | 46.824 | 16 | 136 | S EDWARDS / L EDW | 1:51.794 | 1:52.464 | 0.670 |
| 17 | 41 | RILEY / HAYNES | 1:05.701 | 67 | JEFFERIES / CASWELL | 47.143 | 17 | 57 | ANDERSON / MASTE | 1:53.291 | 1:53.949 | 0.658 |
| 18 | 57 | ANDERSON / MASTERS | 1:06.745 | 40 | SMITH / DOBIE | 47.246 | 18 | 41 | RILEY / HAYNES | 1:54.278 | 1:54.278 | 0.000 |
| 19 | 67 | JEFFERIES / CASWELL | 1:07.502 | 41 | RILEY / HAYNES | 48.577 | 19 | 67 | JEFFERIES / CASWE | 1:54.645 | 1:54.827 | 0.182 |
| 20 | 46 | SAUNDERS / SCHOFELD | 1:09.083 | 46 | SAUNDERS / SCHOFELD | 50.768 | 20 | 46 | SAUNDERS / SCHOF | 1:59.851 | 2:01.488 | 1.637 |
| 21 | 167 | PETTMAN / TAYLOR | 1:09.788 | 167 | PETTMAN / TAYLOR | 51.263 | 21 | 167 | PETTMAN / TAYLOR | 2:01.051 | 2:01.298 | 0.247 |
| 22 | 19 | MACBRIDE / THOMPSON | 1:15.436 | 19 | MACBRIDE / THOMPSON | 51.955 | 22 | 19 | MACBRIDE / THOMP | 2:07.391 | 2:08.362 | 0.971 |
| 23 | | | | | | | | | | | | |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 14:15 Flag 14:28 End: 14:30


Printed - 14:32 Sunday, 29 April 2018

RKB/BMCRC F1 & F2 Sidecars

RACE 17 - GRID (8 Laps)

| | | | | |
|--------|----|---|----|--|
| ROW 15 | 29 | 37 MORPHET / HALLIBURTON | 30 | 118 BICKNELL / ENSOR |
| ROW 14 | 27 | 99 RAMSDEN / RAMSDEN | 28 | 9 SIMMONS / PUGH |
| ROW 13 | 25 | 412 PETTIS / PHILLIPS | 26 | 4 LOCKEY / COLE |
| ROW 12 | 23 | 75 C CLARKE / CA CLARKE | 24 | 161 DOWNES / HAINSWORTH |
| ROW 11 | 21 | 46 2:01.488 SAUNDERS / SCHOFELD | 22 | 19 2:08.362 MACBRIDE / THOMPSON |
| ROW 10 | 19 | 67 1:54.827 JEFFERIES / CASWELL | 20 | 167 2:01.298 PETTMAN / TAYLOR |
| ROW 9 | 17 | 57 1:53.949 ANDERSON / MASTERS | 18 | 41 1:54.278 RILEY / HAYNES |
| ROW 8 | 15 | 10 1:51.805 WEBB / BYRNE | 16 | 136 1:52.464 S EDWARDS / L EDWARDS |
| ROW 7 | 13 | 40 1:50.894 SMITH / DOBIE | 14 | 5 1:51.600 TAYLOR / FIELD |
| ROW 6 | 11 | 18 1:48.450 D BLACKWOOD / J BLACKWOOD | 12 | 31 1:50.462 MUNRO / GRAY |
| ROW 5 | 9 | 15 1:47.899 SHAND / CLAEYS | 10 | 119 1:47.961 D DICKINSON / B DICKINSON |
| ROW 4 | 7 | 8 1:45.648 ILARIA / STOKOE | 8 | 45 1:47.789 PAYNE / QUINLAN |
| ROW 3 | 5 | 188 1:48.024 M VANNIEUWENHUYSE / R VANNIEUWENHUYSE | 6 | 135 1:43.181 GUIGNARD / POUX |
| ROW 2 | 3 | 111 1:41.677 BRYANT / HYDE | 4 | 42 1:42.415 LOWTHER / LOWTHER |
| ROW 1 | 1 | 35 1:40.790 REEVES / THOMAS | 2 | 58 1:41.059 KIRK / SMITHIES |

Pole



Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 14:36 Sunday, 29 April 2018



RKB/BMCRC F1 & F2 Sidecars

RACE 17 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|-----------------------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 35 | F2 | 1 REEVES / THOMAS | LCR Honda - Velocity V1 | 7 | 12:08.190 | | | 75.44 | 1:42.143 | 2 |
| 2 | 188 | F2 | 2 M VANNIEUWENHUYSE / R VANNIEUWI | Shelbourne - Norton OCFB/ Heyrick garage | 7 | 12:17.885 | 9.695 | 9.695 | 74.45 | 1:43.917 | 5 |
| 3 | 75 | F1 | 1 C CLARKE / CA CLARKE | Windle Suzuki - City Lifting .CYB fibreglass | 7 | 12:43.641 | 35.451 | 25.756 | 71.94 | 1:45.192 | 2 |
| 4 | 18 | F2 | 3 D BLACKWOOD / J BLACKWOOD | Shelbourne Suzuki - | 7 | 12:57.772 | 49.582 | 14.131 | 70.63 | 1:48.981 | 2 |
| 5 | 40 | F2 | 4 SMITH / DOBIE | Baker Yamaha - R & S Terry Developments | 7 | 13:09.752 | 1:01.562 | 11.980 | 69.56 | 1:50.624 | 3 |
| 6 | 31 | F2 | 5 MUNRO / GRAY | Shelbourne Yamaha - Teston Tours / Allbikes | 7 | 13:10.203 | 1:02.013 | 0.451 | 69.52 | 1:50.012 | 6 |
| 7 | 10 | F1 | 2 WEBB / BYRNE | LCR Suzuki - ANtech Racing | 7 | 13:26.831 | 1:18.641 | 16.628 | 68.08 | 1:51.560 | 2 |
| 8 | 67 | F1 | 3 JEFFERIES / CASWELL | Windle - MJP racing | 7 | 14:02.077 | 1:53.887 | 35.246 | 65.23 | 1:57.612 | 2 |
| 9 | 167 | F2 | 6 PETTMAN / TAYLOR | Windle Yamaha - Wesco Racing | 6 | 12:16.479 | 1 Lap | 1 Lap | 63.93 | 1:59.561 | 3 |
| 10 | 19 | F1 | 4 MACBRIDE / THOMPSON | LCR Suzuki - Nick Webb | 6 | 12:47.864 | 1 Lap | 31.385 | 61.32 | 2:05.687 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|----|--------------------|---------|---|--|--|--|--|--|--|
| DNF | 57 | F1 | ANDERSON / MASTERS | Baker - | 0 | | | | | | |
|-----|----|----|--------------------|---------|---|--|--|--|--|--|--|

FASTEST LAP

| | | | | | | | |
|----|----|----------------------|--|---|----------|-----------|------------|
| 35 | F2 | REEVES / THOMAS | LCR Honda - Velocity V1 | 2 | 1:42.143 | 76.83 mph | 123.65 kph |
| 75 | F1 | C CLARKE / CA CLARKE | Windle Suzuki - City Lifting .CYB fibreglass | 2 | 1:45.192 | 74.60 mph | 120.06 kph |

Class F2 - 92.5% of Race Speed = 69.78 mph

Class F1 - 92.5% of Race Speed = 66.54 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 18:09 Flag 18:21 End: 18:23

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 18:23 Sunday, 29 April 2018



RKB/BMCRC F1 & F2 Sidecars

RACE 17 - LAP CHART

LAP 1 @ 18:10:54.610

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:45.986 |
| 188 | 3.808 | 1:49.794 |
| 18 | 9.729 | 1:55.715 |
| 75 | 9.954 | 1:55.940 |
| 40 | 11.934 | 1:57.920 |
| 10 | 12.472 | 1:58.458 |
| 31 | 15.082 | 2:01.068 |
| 67 | 18.107 | 2:04.093 |
| 19 | 25.246 | 2:11.232 |
| 167 | 25.942 | 2:11.928 |

| | | |
|-----|----------|----------|
| 67 | 1:21.943 | 2:01.276 |
| 167 | 1:37.459 | 2:00.283 |

LAP 6 @ 18:19:31.412

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:43.722 |
| 188 | 8.991 | 1:45.694 |
| 19 | 1 Lap | 2:10.102 |
| 75 | 29.814 | 1:50.197 |
| 18 | 44.649 | 1:50.695 |
| 40 | 54.858 | 1:52.718 |
| 31 | 57.224 | 1:50.012 |
| 10 | 1:09.390 | 1:56.099 |
| 67 | 1:38.549 | 2:00.328 |

LAP 2 @ 18:12:36.753

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:42.143 |
| 188 | 5.801 | 1:44.136 |
| 75 | 13.003 | 1:45.192 |
| 18 | 16.567 | 1:48.981 |
| 40 | 20.835 | 1:51.044 |
| 10 | 21.889 | 1:51.560 |
| 31 | 25.255 | 1:52.316 |
| 67 | 33.576 | 1:57.612 |
| 167 | 48.593 | 2:04.794 |
| 19 | 48.790 | 2:05.687 |

LAP 7 @ 18:21:16.814

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:45.402 |
| 167 | 1 Lap | 1:59.954 |
| 188 | 9.695 | 1:46.106 |
| 75 | 35.451 | 1:51.039 |
| 19 | 1 Lap | 2:07.936 |
| 18 | 49.582 | 1:50.335 |
| 40 | 1:01.562 | 1:52.106 |
| 31 | 1:02.013 | 1:50.191 |
| 10 | 1:18.641 | 1:54.653 |
| 67 | 1:53.887 | 2:00.740 |

LAP 3 @ 18:14:20.326

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:43.573 |
| 188 | 6.483 | 1:44.255 |
| 75 | 15.761 | 1:46.331 |
| 18 | 22.764 | 1:49.770 |
| 40 | 27.886 | 1:50.624 |
| 10 | 31.741 | 1:53.425 |
| 31 | 33.325 | 1:51.643 |
| 67 | 48.327 | 1:58.324 |
| 167 | 1:04.581 | 1:59.561 |
| 19 | 1:11.463 | 2:06.246 |

LAP 4 @ 18:16:03.562

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 35 | | 1:43.236 |
| 188 | 7.230 | 1:43.983 |
| 75 | 18.859 | 1:46.334 |
| 18 | 29.697 | 1:50.169 |
| 40 | 36.276 | 1:51.626 |
| 31 | 43.846 | 1:53.757 |
| 10 | 45.955 | 1:57.450 |
| 67 | 1:04.795 | 1:59.704 |
| 167 | 1:21.304 | 1:59.959 |
| 19 | 1:34.888 | 2:06.661 |

LAP 5 @ 18:17:47.690

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 35 | | 1:44.128 |
| 188 | 7.019 | 1:43.917 |
| 75 | 23.339 | 1:48.608 |
| 18 | 37.676 | 1:52.107 |
| 40 | 45.862 | 1:53.714 |
| 31 | 50.934 | 1:51.216 |
| 10 | 57.013 | 1:55.186 |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park

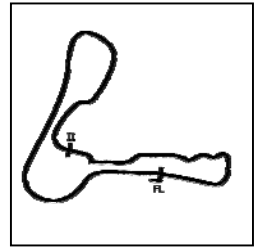
Circuit Length = 2.1800 miles

Start: 18:09 Flag 18:21 End: 18:23

Printed - 18:24 Sunday, 29 April 2018

RKB/BMCRC F1 & F2 Sidecars

RACE 17 - 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 35 F2 REEVES / THOMAS | | LCR Honda - Velocity V1 | | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:41.864 | | BEST LAP TIME : 1:42.143 | | DIFFERENCE : 0.279 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 42.947 | 1:45.986 | 74.04 | 3.843 | 18:10:54.610 |
| 2 - | 58.917 | 43.226 | 1:42.143 (1) | 76.83 | | 18:12:36.753 |
| 3 - | 59.600 | 43.973 | 1:43.573 (3) | 75.77 | 1.430 | 18:14:20.326 |
| 4 - | 59.365 | 43.871 | 1:43.236 (2) | 76.02 | 1.093 | 18:16:03.562 |
| 5 - | 59.900 | 44.228 | 1:44.128 | 75.36 | 1.985 | 18:17:47.690 |
| 6 - | 1:00.032 | 43.690 | 1:43.722 | 75.66 | 1.579 | 18:19:31.412 |
| 7 - | 1:01.375 | 44.027 | 1:45.402 | 74.45 | 3.259 | 18:21:16.814 |

| P2 188 F2 M VANNIEUWENHUYSE / R VANNIEUWEI | | Shelbourne - Norton OCFB/ Heyrick garage | | | | |
|--|---------------|--|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:43.806 | | BEST LAP TIME : 1:43.917 | | DIFFERENCE : 0.111 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.457 | 1:49.794 | 71.47 | 5.877 | 18:10:58.418 |
| 2 - | 59.734 | 44.402 | 1:44.136 (3) | 75.36 | 0.219 | 18:12:42.554 |
| 3 - | 1:00.127 | 44.128 | 1:44.255 | 75.27 | 0.338 | 18:14:26.809 |
| 4 - | 59.911 | 44.072 | 1:43.983 (2) | 75.47 | 0.066 | 18:16:10.792 |
| 5 - | 59.845 | 44.072 | 1:43.917 (1) | 75.52 | | 18:17:54.709 |
| 6 - | 1:00.210 | 45.484 | 1:45.694 | 74.25 | 1.777 | 18:19:40.403 |
| 7 - | 1:00.977 | 45.129 | 1:46.106 | 73.96 | 2.189 | 18:21:26.509 |

| P3 75 F1 C CLARKE / CA CLARKE | | Windle Suzuki - City Lifting .CYB fibreglass | | | | |
|-------------------------------|-----------------|--|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:44.922 | | BEST LAP TIME : 1:45.192 | | DIFFERENCE : 0.270 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.489 | 1:55.940 | 67.69 | 10.748 | 18:11:04.564 |
| 2 - | 1:00.702 | 44.490 | 1:45.192 (1) | 74.60 | | 18:12:49.756 |
| 3 - | 1:01.605 | 44.726 | 1:46.331 (2) | 73.80 | 1.139 | 18:14:36.087 |
| 4 - | 1:02.114 | 44.220 | 1:46.334 (3) | 73.80 | 1.142 | 18:16:22.421 |
| 5 - | 1:02.094 | 46.514 | 1:48.608 | 72.26 | 3.416 | 18:18:11.029 |
| 6 - | 1:04.493 | 45.704 | 1:50.197 | 71.21 | 5.005 | 18:20:01.226 |
| 7 - | 1:04.338 | 46.701 | 1:51.039 | 70.67 | 5.847 | 18:21:52.265 |

| P4 18 F2 D BLACKWOOD / J BLACKWOOD | | Shelbourne Suzuki - | | | | |
|------------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.981 | | BEST LAP TIME : 1:48.981 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.836 | 1:55.715 | 67.82 | 6.734 | 18:11:04.339 |
| 2 - | 1:02.387 | 46.594 | 1:48.981 (1) | 72.01 | | 18:12:53.320 |
| 3 - | 1:02.629 | 47.141 | 1:49.770 (2) | 71.49 | 0.789 | 18:14:43.090 |
| 4 - | 1:03.156 | 47.013 | 1:50.169 (3) | 71.23 | 1.188 | 18:16:33.259 |
| 5 - | 1:04.024 | 48.083 | 1:52.107 | 70.00 | 3.126 | 18:18:25.366 |
| 6 - | 1:03.167 | 47.528 | 1:50.695 | 70.89 | 1.714 | 18:20:16.061 |
| 7 - | 1:03.297 | 47.038 | 1:50.335 | 71.12 | 1.354 | 18:22:06.396 |

| P5 40 F2 SMITH / DOBIE | | Baker Yamaha - R & S Terry Developments | | | | |
|---------------------------|-----------------|---|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:50.246 | | BEST LAP TIME : 1:50.624 | | DIFFERENCE : 0.378 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.735 | 1:57.920 | 66.55 | 7.296 | 18:11:06.544 |
| 2 - | 1:03.768 | 47.276 | 1:51.044 (2) | 70.67 | 0.420 | 18:12:57.588 |
| 3 - | 1:02.970 | 47.654 | 1:50.624 (1) | 70.94 | | 18:14:48.212 |
| 4 - | 1:03.916 | 47.710 | 1:51.626 (3) | 70.30 | 1.002 | 18:16:39.838 |
| 5 - | 1:05.039 | 48.675 | 1:53.714 | 69.01 | 3.090 | 18:18:33.552 |
| 6 - | 1:04.703 | 48.015 | 1:52.718 | 69.62 | 2.094 | 18:20:26.270 |
| 7 - | 1:03.815 | 48.291 | 1:52.106 | 70.00 | 1.482 | 18:22:18.376 |

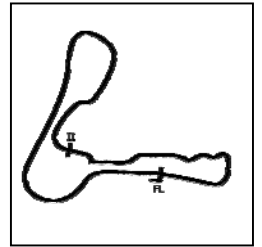
| P6 31 F2 MUNRO / GRAY | | Shelbourne Yamaha - Teston Tours / Allbikes | | | | |
|---------------------------|----------|---|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:49.973 | | BEST LAP TIME : 1:50.012 | | DIFFERENCE : 0.039 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:09 Flag 18:21 End: 18:23

RKB/BMCRC F1 & F2 Sidecars

RACE 17 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 47.813 | 2:01.068 | 64.82 | 11.056 | 18:11:09.692 |
| 2 - | 1:03.928 | 48.388 | 1:52.316 | 69.87 | 2.304 | 18:13:02.008 |
| 3 - | 1:03.957 | 47.686 | 1:51.643 | 70.29 | 1.631 | 18:14:53.651 |
| 4 - | 1:06.134 | 47.623 | 1:53.757 | 68.98 | 3.745 | 18:16:47.408 |
| 5 - | 1:03.605 | 47.611 | 1:51.216 (3) | 70.56 | 1.204 | 18:18:38.624 |
| 6 - | 1:03.280 | 46.732 | 1:50.012 (1) | 71.33 | | 18:20:28.636 |
| 7 - | 1:03.498 | 46.693 | 1:50.191 (2) | 71.22 | 0.179 | 18:22:18.827 |

| P7 10 F1 WEBB / BYRNE | | | LCR Suzuki - ANtech Racing | | | |
|---------------------------|--|--------------------------|----------------------------|--|--|--|
| IDEAL LAP TIME : 1:50.712 | | BEST LAP TIME : 1:51.560 | DIFFERENCE : 0.848 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 47.456 | 1:58.458 | 66.25 | 6.898 | 18:11:07.082 |
| 2 - | 1:04.620 | 46.940 | 1:51.560 (1) | 70.34 | | 18:12:58.642 |
| 3 - | 1:03.772 | 49.653 | 1:53.425 (2) | 69.19 | 1.865 | 18:14:52.067 |
| 4 - | 1:08.944 | 48.506 | 1:57.450 | 66.82 | 5.890 | 18:16:49.517 |
| 5 - | 1:06.966 | 48.220 | 1:55.186 | 68.13 | 3.626 | 18:18:44.703 |
| 6 - | 1:08.155 | 47.944 | 1:56.099 | 67.59 | 4.539 | 18:20:40.802 |
| 7 - | 1:06.073 | 48.580 | 1:54.653 (3) | 68.45 | 3.093 | 18:22:35.455 |

| P8 67 F1 JEFFERIES / CASWELL | | | Windle - MJP racing | | | |
|------------------------------|--|--------------------------|---------------------|--|--|--|
| IDEAL LAP TIME : 1:57.262 | | BEST LAP TIME : 1:57.612 | DIFFERENCE : 0.350 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 48.659 | 2:04.093 | 63.24 | 6.481 | 18:11:12.717 |
| 2 - | 1:08.603 | 49.009 | 1:57.612 (1) | 66.72 | | 18:13:10.329 |
| 3 - | 1:09.634 | 48.690 | 1:58.324 (2) | 66.32 | 0.712 | 18:15:08.653 |
| 4 - | 1:10.226 | 49.478 | 1:59.704 (3) | 65.56 | 2.092 | 18:17:08.357 |
| 5 - | 1:10.751 | 50.525 | 2:01.276 | 64.71 | 3.664 | 18:19:09.633 |
| 6 - | 1:10.575 | 49.753 | 2:00.328 | 65.22 | 2.716 | 18:21:09.961 |
| 7 - | 1:11.696 | 49.044 | 2:00.740 | 64.99 | 3.128 | 18:23:10.701 |

| P9 167 F2 PETTMAN / TAYLOR | | | Windle Yamaha - Wesco Racing | | | |
|----------------------------|--|--------------------------|------------------------------|--|--|--|
| IDEAL LAP TIME : 1:58.735 | | BEST LAP TIME : 1:59.561 | DIFFERENCE : 0.826 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 51.412 | 2:11.928 | 59.48 | 12.367 | 18:11:20.552 |
| 2 - | 1:13.216 | 51.578 | 2:04.794 | 62.88 | 5.233 | 18:13:25.346 |
| 3 - | 1:09.447 | 50.114 | 1:59.561 (1) | 65.64 | | 18:15:24.907 |
| 4 - | 1:08.621 | 51.338 | 1:59.959 (3) | 65.42 | 0.398 | 18:17:24.866 |
| 5 - | 1:09.221 | 51.062 | 2:00.283 | 65.24 | 0.722 | 18:19:25.149 |
| 6 - | 1:09.360 | 50.594 | 1:59.954 (2) | 65.42 | 0.393 | 18:21:25.103 |

| P10 19 F1 MACBRIDE / THOMPSON | | | LCR Suzuki - Nick Webb | | | |
|-------------------------------|--|--------------------------|------------------------|--|--|--|
| IDEAL LAP TIME : 2:05.038 | | BEST LAP TIME : 2:05.687 | DIFFERENCE : 0.649 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 51.889 | 2:11.232 | 59.80 | 5.545 | 18:11:19.856 |
| 2 - | 1:13.543 | 52.144 | 2:05.687 (1) | 62.44 | | 18:13:25.543 |
| 3 - | 1:13.149 | 53.097 | 2:06.246 (2) | 62.16 | 0.559 | 18:15:31.789 |
| 4 - | 1:13.807 | 52.854 | 2:06.661 (3) | 61.96 | 0.974 | 18:17:38.450 |
| 5 - | 1:14.330 | 55.772 | 2:10.102 | 60.32 | 4.415 | 18:19:48.552 |
| 6 - | 1:14.830 | 53.106 | 2:07.936 | 61.34 | 2.249 | 18:21:56.488 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 18:09 Flag 18:21 End: 18:23

RKB/BMCRC F1 & F2 Sidecars

RACE 17 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|--------------------------|-----------------|-----|--------------------------|-------------------------|-----|-----|--------------------|----------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 35 | REEVES / THOMAS | 58.917 | 35 | REEVES / THOMAS | 42.947 | 1 | 35 | REEVES / THOMAS | 1:41.864 | 1:42.143 | 0.279 |
| 2 | 188 | M VANNIEUWENHUYSE / R V/ | 59.734 | 188 | M VANNIEUWENHUYSE / R V/ | 44.072 | 2 | 188 | M VANNIEUWENHUY | 1:43.806 | 1:43.917 | 0.111 |
| 3 | 75 | C CLARKE / CA CLARKE | 1:00.702 | 75 | C CLARKE / CA CLARKE | 44.220 | 3 | 75 | C CLARKE / CA CLAF | 1:44.922 | 1:45.192 | 0.270 |
| 4 | 18 | D BLACKWOOD / J BLACKWO | 1:02.387 | 18 | D BLACKWOOD / J BLACKWO | 46.594 | 4 | 18 | D BLACKWOOD / J B | 1:48.981 | 1:48.981 | 0.000 |
| 5 | 40 | SMITH / DOBIE | 1:02.970 | 31 | MUNRO / GRAY | 46.693 | 5 | 31 | MUNRO / GRAY | 1:49.973 | 1:50.012 | 0.039 |
| 6 | 31 | MUNRO / GRAY | 1:03.280 | 10 | WEBB / BYRNE | 46.940 | 6 | 40 | SMITH / DOBIE | 1:50.246 | 1:50.624 | 0.378 |
| 7 | 10 | WEBB / BYRNE | 1:03.772 | 40 | SMITH / DOBIE | 47.276 | 7 | 10 | WEBB / BYRNE | 1:50.712 | 1:51.560 | 0.848 |
| 8 | 67 | JEFFERIES / CASWELL | 1:08.603 | 67 | JEFFERIES / CASWELL | 48.659 | 8 | 67 | JEFFERIES / CASWE | 1:57.262 | 1:57.612 | 0.350 |
| 9 | 167 | PETTMAN / TAYLOR | 1:08.621 | 167 | PETTMAN / TAYLOR | 50.114 | 9 | 167 | PETTMAN / TAYLOR | 1:58.735 | 1:59.561 | 0.826 |
| 10 | 19 | MACBRIDE / THOMPSON | 1:13.149 | 19 | MACBRIDE / THOMPSON | 51.889 | 10 | 19 | MACBRIDE / THOMP | 2:05.038 | 2:05.687 | 0.649 |
| 11 | | | | | | | | | | | | |

PERFECT LAP 1:41.864

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 18:09 Flag 18:21 End: 18:23

Printed - 18:24 Sunday, 29 April 2018

BMCRC-MRO Championships 2018



BMCRC Thunderbike Sport & Rookie Minitwins

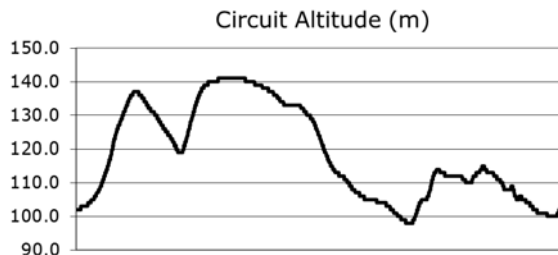
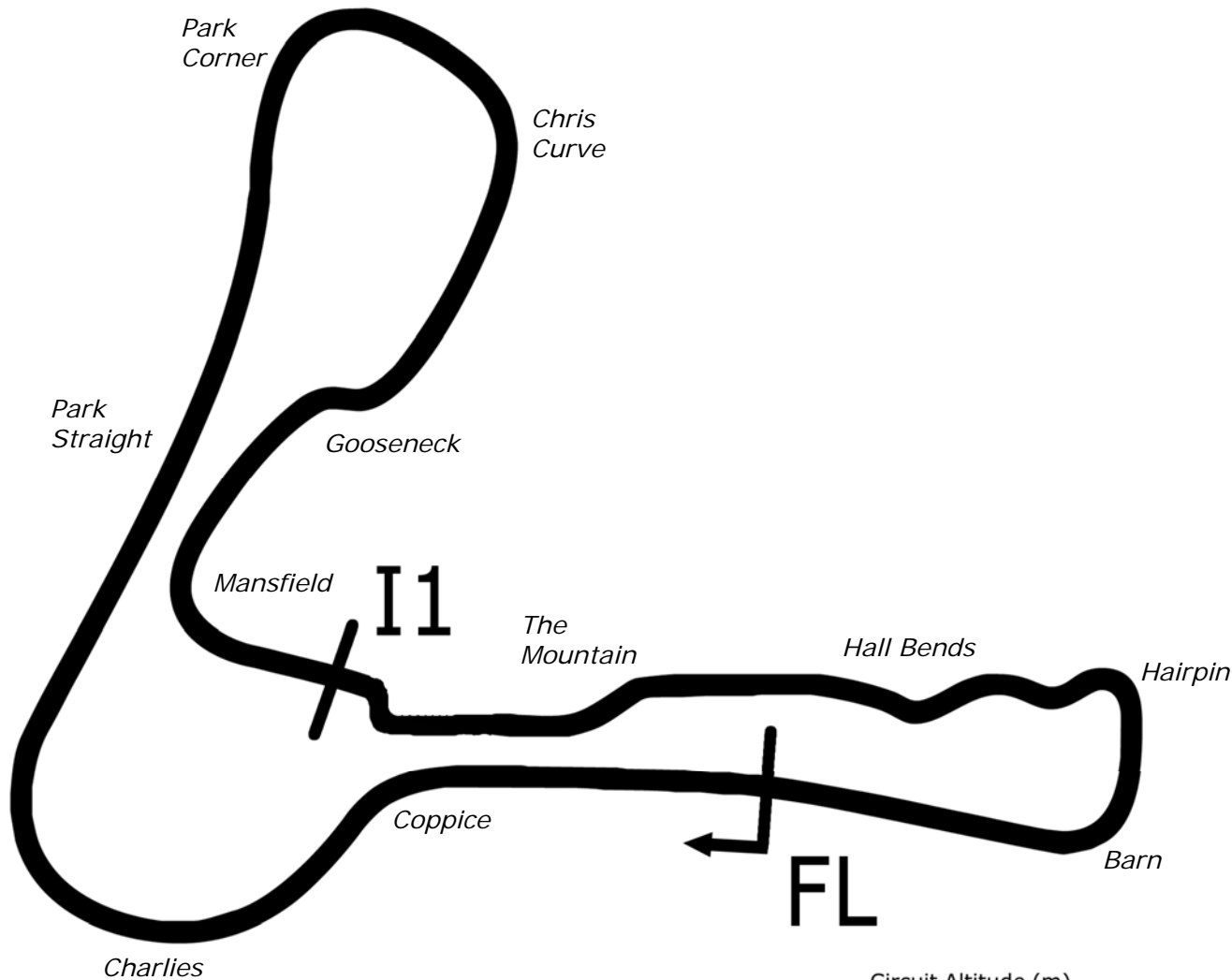
Cadwell Park Circuit

28th / 29th April 2018



Results Provided by Timing Solutions Ltd
www.tsl-timing.com

Cadwell Park



| | | | |
|--|--------------|------------|-----------|
| Length | 2.1870 miles | 3519.6 m | |
| FL | | 53.31024 N | 0.05940 W |
| I1 | 2330m | 53.30708 N | 0.06270 W |
| Pit Entry | 3472m | 53.31103 N | 0.05889 W |
| Pit Exit | 0m after FL | 53.31030 N | 0.05940 W |
| Pit Entry-Pit Exit 92m, 5.5s @60kph, 4.1s @80kph | | | |

All results available at www.tsl-timing.com

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

QUALIFYING - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|-----|---------------------|--|----------|----|------|--------|--------|-------|
| 1 | 6 | | 1 Paul HOLDEN | Yamaha - MOREMOTO RACING | 1:53.974 | 7 | 7 | | | 68.85 |
| 2 | 198 | | 2 Steven TOPPING | Yamaha - | 1:54.071 | 7 | 7 | 0.097 | 0.097 | 68.79 |
| 3 | 54 | | 3 Adam JAMISON | Suzuki - AJ Racing | 1:55.979 | 3 | 4 | 2.005 | 1.908 | 67.66 |
| 4 | 47 | | 4 Thomas WATSON | Yamaha - Motorsportdays.com TEA Time Racing | 2:00.887 | 3 | 6 | 6.913 | 4.908 | 64.92 |
| 5 | 92 | | 5 Duncan GROVE | Yamaha - | 2:01.989 | 6 | 6 | 8.015 | 1.102 | 64.33 |
| 6 | 137 | RMT | 1 Charlie CRAWT | Suzuki - Pass Bike Motorcycle Training Ltd | 2:03.374 | 4 | 4 | 9.400 | 1.385 | 63.61 |
| 7 | 131 | RMT | 2 Christopher EVANS | Suzuki - Andesign | 2:04.035 | 3 | 6 | 10.061 | 0.661 | 63.27 |
| 8 | 22 | | 6 Ben DOOLAN | Yamaha - my wallet | 2:04.628 | 3 | 5 | 10.654 | 0.593 | 62.97 |
| 9 | 182 | RMT | 3 Kyle PHILLIPS | Suzuki - Chief Safety Consultancy | 2:04.912 | 3 | 3 | 10.938 | 0.284 | 62.82 |
| 10 | 66 | | 7 Mark SMITH | Yamaha - MHP EXHAUST'S | 2:05.563 | 4 | 6 | 11.589 | 0.651 | 62.50 |
| 11 | 84 | | 8 Ricardo BRANCO | Suzuki - IMP Racing | 2:05.925 | 3 | 5 | 11.951 | 0.362 | 62.32 |
| 12 | 90 | | 9 Edward WATSON | Suzuki - Motorsportdays.com TEA Time Racing | 2:06.304 | 4 | 6 | 12.330 | 0.379 | 62.13 |
| 13 | 9 | RMT | 4 Andrew WATSON | Suzuki - TEA Time Racing | 2:09.890 | 4 | 4 | 15.916 | 3.586 | 60.42 |
| 14 | 0 | RMT | 5 Luke STANLEY | Suzuki - MOREMOTO | 2:10.105 | 6 | 6 | 16.131 | 0.215 | 60.32 |
| 15 | 10 | | 10 Justin ARBON | Kawasaki - TT plumbing and heating | 2:10.821 | 6 | 6 | 16.847 | 0.716 | 59.99 |
| 16 | 5 | R | 1 William YOUNG | Yamaha - RoyBoy's Racing | 2:10.915 | 4 | 6 | 16.941 | 0.094 | 59.94 |
| 17 | 50 | | 11 Paul ROBSON | Suzuki - RBProperty services & Environment Lighting | 2:12.381 | 3 | 6 | 18.407 | 1.466 | 59.28 |
| 18 | 211 | RMT | 6 Jordan WARING | Suzuki - Beyond Timber Ltd | 2:12.449 | 6 | 6 | 18.475 | 0.068 | 59.25 |
| 19 | 59 | RMT | 7 Benn RIDGWELL | Suzuki - | 2:15.254 | 4 | 4 | 21.280 | 2.805 | 58.02 |
| 20 | 85 | | 12 Andrew KITE | Ducati - Red Rebel Racing | 2:16.224 | 3 | 3 | 22.250 | 0.970 | 57.61 |
| 21 | 73 | | 13 Vincent LEWIN | Suzuki - vinitwinracing.co.uk | 2:16.779 | 4 | 6 | 22.805 | 0.555 | 57.37 |
| 22 | 175 | | 14 Patrick SMITH | Suzuki - | 2:17.390 | 2 | 4 | 23.416 | 0.611 | 57.12 |
| 23 | 43 | | 15 Daniel BARFORD | Suzuki - Shawell Tuning | 2:18.791 | 5 | 6 | 24.817 | 1.401 | 56.54 |
| 24 | 196 | R | 2 Emma PETERSON | Yamaha - Rst Concept store-Helmet City Chichester. Fis | 2:18.887 | 6 | 6 | 24.913 | 0.096 | 56.50 |
| 25 | 56 | | 16 Jason SOILLEUX | Ducati - | 2:20.279 | 1 | 2 | 26.305 | 1.392 | 55.94 |
| 26 | 60 | RMT | 8 Adam RIDGWELL | Suzuki - | 2:26.834 | 5 | 5 | 32.860 | 6.555 | 53.44 |
| 27 | 289 | RMT | 9 Philip HORNE | Suzuki - | 2:26.979 | 5 | 5 | 33.005 | 0.145 | 53.39 |
| 28 | 99 | RMT | 10 Sarah ULPH | Suzuki - | 2:27.053 | 4 | 4 | 33.079 | 0.074 | 53.36 |
| 29 | 37 | R | 3 Ricky WOODS | Suzuki - Des Woods | 2:27.505 | 2 | 3 | 33.531 | 0.452 | 53.20 |
| 30 | 167 | | 17 Mike DEVALL | Honda - | 2:30.227 | 2 | 3 | 36.253 | 2.722 | 52.24 |
| 31 | 102 | R | 4 James TEGG | Honda - | 2:47.689 | 2 | 3 | 53.715 | 17.462 | 46.80 |

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 09:00 Flag 09:13 End: 09:15

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

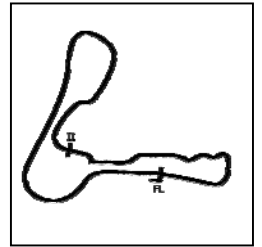
Results can be found at www.tsl-timing.com

Printed - 09:16 Saturday, 28 April 2018



BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

QUALIFYING - 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 6 Paul HOLDEN | | Yamaha - MOREMOTO RACING | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.572 | | BEST LAP TIME : 1:53.974 | | DIFFERENCE : 0.402 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:11.149 | 50.897 | 2:02.046 | 64.30 | 8.072 | 09:02:52.185 |
| 2 - | 1:06.395 | 47.799 | 1:54.194 (2) | 68.72 | 0.220 | 09:04:46.379 |
| 3 - | 1:07.136 | 49.733 | 1:56.869 (3) | 67.15 | 2.895 | 09:06:43.248 |
| 4 - | 1:09.639 | 49.057 | 1:58.696 | 66.11 | 4.722 | 09:08:41.944 |
| 5 - | 1:08.186 | 52.285 | 2:00.471 | 65.14 | 6.497 | 09:10:42.415 |
| 6 - | 1:07.502 | 50.792 | 1:58.294 | 66.34 | 4.320 | 09:12:40.709 |
| 7 - | 1:05.773 | 48.201 | 1:53.974 (1) | 68.85 | | 09:14:34.683 |

| P2 198 Steven TOPPING | | Yamaha - | | | | |
|------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.071 | | BEST LAP TIME : 1:54.071 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:11.754 | 50.606 | 2:02.360 | 64.13 | 8.289 | 09:02:49.309 |
| 2 - | 1:08.200 | 48.267 | 1:56.467 (2) | 67.38 | 2.396 | 09:04:45.776 |
| 3 - | 1:07.067 | 50.241 | 1:57.308 (3) | 66.90 | 3.237 | 09:06:43.084 |
| 4 - | 1:09.098 | 49.105 | 1:58.203 | 66.39 | 4.132 | 09:08:41.287 |
| 5 - | 1:07.644 | 51.193 | 1:58.837 | 66.04 | 4.766 | 09:10:40.124 |
| 6 - | 1:08.745 | 50.747 | 1:59.492 | 65.67 | 5.421 | 09:12:39.616 |
| 7 - | 1:05.910 | 48.161 | 1:54.071 (1) | 68.79 | | 09:14:33.687 |

| P3 54 Adam JAMISON | | Suzuki - AJ Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.197 | | BEST LAP TIME : 1:55.979 | | DIFFERENCE : 0.782 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:14.475 | 51.982 | 2:06.457 | 62.06 | 10.478 | 09:02:52.198 |
| 2 - | 1:08.996 | 48.854 | 1:57.850 (3) | 66.59 | 1.871 | 09:04:50.048 |
| 3 - | 1:07.046 | 48.933 | 1:55.979 (1) | 67.66 | | 09:06:46.027 |
| 4 - | 1:08.826 | 48.151 | 1:56.977 (2) | 67.09 | 0.998 | 09:08:43.004 |

| P4 47 Thomas WATSON | | Yamaha - Motorsportdays.com TEA Time Racing | | | | |
|----------------------------|-----------------|---|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.491 | | BEST LAP TIME : 2:00.887 | | DIFFERENCE : 1.396 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:17.621 | 53.811 | 2:11.432 | 59.71 | 10.545 | 09:03:30.498 |
| 2 - | 1:12.771 | 52.978 | 2:05.749 | 62.41 | 4.862 | 09:05:36.247 |
| 3 - | 1:10.166 | 50.721 | 2:00.887 (1) | 64.92 | | 09:07:37.134 |
| 4 - | 1:09.722 | 51.340 | 2:01.062 (2) | 64.82 | 0.175 | 09:09:38.196 |
| 5 - | 1:11.100 | 51.005 | 2:02.105 | 64.27 | 1.218 | 09:11:40.301 |
| 6 - | 1:11.615 | 49.769 | 2:01.384 (3) | 64.65 | 0.497 | 09:13:41.685 |

| P5 92 Duncan GROVE | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.989 | | BEST LAP TIME : 2:01.989 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.714 | 55.399 | 2:16.113 | 57.65 | 14.124 | 09:03:25.229 |
| 2 - | 1:15.841 | 53.644 | 2:09.485 | 60.60 | 7.496 | 09:05:34.714 |
| 3 - | 1:13.092 | 51.866 | 2:04.958 (2) | 62.80 | 2.969 | 09:07:39.672 |
| 4 - | 1:11.406 | 54.534 | 2:05.940 (3) | 62.31 | 3.951 | 09:09:45.612 |
| 5 - | 1:14.107 | 53.249 | 2:07.356 | 61.62 | 5.367 | 09:11:52.968 |
| 6 - | 1:11.230 | 50.759 | 2:01.989 (1) | 64.33 | | 09:13:54.957 |

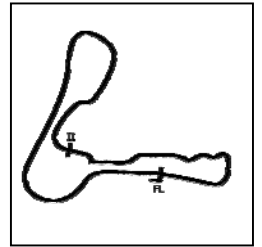
| P6 137 RMT Charlie CRAWT | | Suzuki - Pass Bike Motorcycle Training Ltd | | | | |
|---------------------------------|-----------------|--|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.316 | | BEST LAP TIME : 2:03.374 | | DIFFERENCE : 1.058 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.075 | 53.871 | 2:13.946 | 58.59 | 10.572 | 09:03:07.707 |
| 2 - | 1:12.992 | 52.562 | 2:05.554 (3) | 62.50 | 2.180 | 09:05:13.261 |
| 3 - | 1:12.301 | 51.154 | 2:03.455 (2) | 63.57 | 0.081 | 09:07:16.716 |
| 4 - | 1:11.162 | 52.212 | 2:03.374 (1) | 63.61 | | 09:09:20.090 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:00 Flag 09:13 End: 09:15

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

QUALIFYING - 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 131 RMT Christopher EVANS | | Suzuki - Andesign | | | | |
|------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.931 | | BEST LAP TIME : 2:04.035 | | DIFFERENCE : 0.104 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:16.621 | 52.713 | 2:09.334 | 60.68 | 5.299 | 09:02:54.227 |
| 2 - | 1:13.376 | 52.110 | 2:05.486 | 62.54 | 1.451 | 09:04:59.713 |
| 3 - | 1:12.133 | 51.902 | 2:04.035 (1) | 63.27 | | 09:07:03.748 |
| 4 - | 1:13.915 | 52.545 | 2:06.460 | 62.05 | 2.425 | 09:09:10.208 |
| 5 - | 1:13.581 | 51.798 | 2:05.379 (3) | 62.59 | 1.344 | 09:11:15.587 |
| 6 - | 1:13.275 | 51.991 | 2:05.266 (2) | 62.65 | 1.231 | 09:13:20.853 |

| P8 22 Ben DOOLAN | | Yamaha - my wallet | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.508 | | BEST LAP TIME : 2:04.628 | | DIFFERENCE : 0.120 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.311 | 56.494 | 2:16.805 | 57.36 | 12.177 | 09:05:47.117 |
| 2 - | 1:14.358 | 52.696 | 2:07.054 | 61.76 | 2.426 | 09:07:54.171 |
| 3 - | 1:12.304 | 52.324 | 2:04.628 (1) | 62.97 | | 09:09:58.799 |
| 4 - | 1:13.488 | 52.204 | 2:05.692 (3) | 62.43 | 1.064 | 09:12:04.491 |
| 5 - | 1:13.001 | 52.272 | 2:05.273 (2) | 62.64 | 0.645 | 09:14:09.764 |

| P9 182 RMT Kyle PHILLIPS | | Suzuki - Chief Safety Consultancy | | | | |
|---------------------------|-----------------|-----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:04.634 | | BEST LAP TIME : 2:04.912 | | DIFFERENCE : 0.278 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:15.600 | 54.736 | 2:10.336 (3) | 60.21 | 5.424 | 09:02:59.422 |
| 2 - | 1:13.835 | 52.273 | 2:06.108 (2) | 62.23 | 1.196 | 09:05:05.530 |
| 3 - | 1:12.361 | 52.551 | 2:04.912 (1) | 62.82 | | 09:07:10.442 |

| P10 66 Mark SMITH | | Yamaha - MHP EXHAUST S | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.694 | | BEST LAP TIME : 2:05.563 | | DIFFERENCE : 0.869 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:23.716 | 57.424 | 2:21.140 | 55.60 | 15.577 | 09:03:15.940 |
| 2 - | 1:13.988 | 54.159 | 2:08.147 | 61.24 | 2.584 | 09:05:24.087 |
| 3 - | 1:14.053 | 52.521 | 2:06.574 (3) | 62.00 | 1.011 | 09:07:30.661 |
| 4 - | 1:12.398 | 53.165 | 2:05.563 (1) | 62.50 | | 09:09:36.224 |
| 5 - | 1:14.266 | 52.296 | 2:06.562 (2) | 62.00 | 0.999 | 09:11:42.786 |
| 6 - | 1:14.075 | 54.487 | 2:08.562 | 61.04 | 2.999 | 09:13:51.348 |

| P11 84 Ricardo BRANCO | | Suzuki - IMP Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.925 | | BEST LAP TIME : 2:05.925 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:19.313 | 54.220 | 2:13.533 | 58.77 | 7.608 | 09:03:06.970 |
| 2 - | 1:14.738 | 53.386 | 2:08.124 (2) | 61.25 | 2.199 | 09:05:15.094 |
| 3 - | 1:13.327 | 52.598 | 2:05.925 (1) | 62.32 | | 09:07:21.019 |
| 4 - | 1:14.339 | 56.513 | 2:10.852 | 59.97 | 4.927 | 09:09:31.871 |
| 5 - | 1:15.425 | 52.813 | 2:08.238 (3) | 61.19 | 2.313 | 09:11:40.109 |

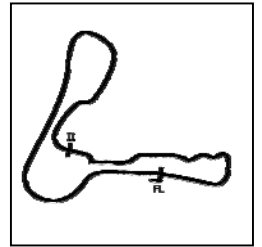
| P12 90 Edward WATSON | | Suzuki - Motorsportdays.com TEA Time Racing | | | | |
|---------------------------|-----------------|---|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:06.077 | | BEST LAP TIME : 2:06.304 | | DIFFERENCE : 0.227 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:19.790 | 55.914 | 2:15.704 | 57.83 | 9.400 | 09:03:11.789 |
| 2 - | 1:17.858 | 55.200 | 2:13.058 | 58.98 | 6.754 | 09:05:24.847 |
| 3 - | 1:14.948 | 54.846 | 2:09.794 | 60.46 | 3.490 | 09:07:34.641 |
| 4 - | 1:13.477 | 52.827 | 2:06.304 (1) | 62.13 | | 09:09:40.945 |
| 5 - | 1:14.142 | 52.600 | 2:06.742 (3) | 61.92 | 0.438 | 09:11:47.687 |
| 6 - | 1:13.762 | 52.918 | 2:06.680 (2) | 61.95 | 0.376 | 09:13:54.367 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:00 Flag 09:13 End: 09:15

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

QUALIFYING - 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

| P13 | | 9 RMT | | Andrew WATSON | | Suzuki - TEA Time Racing | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|--------------------------|--|
| IDEAL LAP TIME : 2:09.890 | | BEST LAP TIME : 2:09.890 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:29.159 | 1:06.854 | 2:36.013 | 50.30 | 26.123 | 09:03:54.657 | |
| 2 - | 1:20.691 | 55.350 | 2:16.041 (3) | 57.68 | 6.151 | 09:06:10.698 | |
| 3 - | 1:21.058 | 54.259 | 2:15.317 (2) | 57.99 | 5.427 | 09:08:26.015 | |
| 4 - | 1:16.664 | 53.226 | 2:09.890 (1) | 60.42 | | 09:10:35.905 | |

| P14 | | 0 RMT | | Luke STANLEY | | Suzuki - MOREMOTO | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:10.105 | | BEST LAP TIME : 2:10.105 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:27.403 | 1:03.659 | 2:31.062 | 51.95 | 20.957 | 09:03:51.859 | |
| 2 - | 1:21.097 | 57.382 | 2:18.479 | 56.67 | 8.374 | 09:06:10.338 | |
| 3 - | 1:22.220 | 56.259 | 2:18.479 | 56.67 | 8.374 | 09:08:28.817 | |
| 4 - | 1:18.879 | 56.826 | 2:15.705 (3) | 57.83 | 5.600 | 09:10:44.522 | |
| 5 - | 1:18.293 | 54.378 | 2:12.671 (2) | 59.15 | 2.566 | 09:12:57.193 | |
| 6 - | 1:16.037 | 54.068 | 2:10.105 (1) | 60.32 | | 09:15:07.298 | |

| P15 | | 10 | | Justin ARBON | | Kawasaki - TT plumbing and heating | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|------------------------------------|--|
| IDEAL LAP TIME : 2:10.473 | | BEST LAP TIME : 2:10.821 | | DIFFERENCE : 0.348 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:19.851 | 56.450 | 2:16.301 | 57.57 | 5.480 | 09:03:10.915 | |
| 2 - | 1:17.800 | 54.761 | 2:12.561 | 59.20 | 1.740 | 09:05:23.476 | |
| 3 - | 1:15.783 | 55.296 | 2:11.079 (2) | 59.87 | 0.258 | 09:07:34.555 | |
| 4 - | 1:15.944 | 55.197 | 2:11.141 (3) | 59.84 | 0.320 | 09:09:45.696 | |
| 5 - | 1:16.974 | 54.690 | 2:11.664 | 59.60 | 0.843 | 09:11:57.360 | |
| 6 - | 1:16.040 | 54.781 | 2:10.821 (1) | 59.99 | | 09:14:08.181 | |

| P16 | | 5 R | | William YOUNG | | Yamaha - RoyBoy's Racing | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|--------------------------|--|
| IDEAL LAP TIME : 2:10.915 | | BEST LAP TIME : 2:10.915 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:27.542 | 1:02.913 | 2:30.455 | 52.16 | 19.540 | 09:03:49.575 | |
| 2 - | 1:17.927 | 57.204 | 2:15.131 (2) | 58.07 | 4.216 | 09:06:04.706 | |
| 3 - | 1:19.118 | 57.315 | 2:16.433 | 57.52 | 5.518 | 09:08:21.139 | |
| 4 - | 1:15.178 | 55.737 | 2:10.915 (1) | 59.94 | | 09:10:32.054 | |
| 5 - | 1:18.240 | 57.133 | 2:15.373 (3) | 57.97 | 4.458 | 09:12:47.427 | |
| 6 - | 1:21.220 | 57.824 | 2:19.044 | 56.44 | 8.129 | 09:15:06.471 | |

| P17 | | 50 | | Paul ROBSON | | Suzuki - RBProperty services & Environment Lighting | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---|--|
| IDEAL LAP TIME : 2:12.381 | | BEST LAP TIME : 2:12.381 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:23.133 | 1:00.657 | 2:23.790 | 54.58 | 11.409 | 09:03:41.557 | |
| 2 - | 1:21.152 | 57.707 | 2:18.859 | 56.51 | 6.478 | 09:06:00.416 | |
| 3 - | 1:16.287 | 56.094 | 2:12.381 (1) | 59.28 | | 09:08:12.797 | |
| 4 - | 1:16.798 | 57.344 | 2:14.142 (3) | 58.50 | 1.761 | 09:10:26.939 | |
| 5 - | 1:20.790 | 58.102 | 2:18.892 | 56.50 | 6.511 | 09:12:45.831 | |
| 6 - | 1:17.458 | 56.528 | 2:13.986 (2) | 58.57 | 1.605 | 09:14:59.817 | |

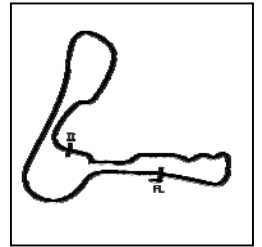
| P18 | | 211 RMT | | Jordan WARING | | Suzuki - Beyond Timber Ltd | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|----------------------------|--|
| IDEAL LAP TIME : 2:12.312 | | BEST LAP TIME : 2:12.449 | | DIFFERENCE : 0.137 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:27.492 | 1:01.819 | 2:29.311 | 52.56 | 16.862 | 09:03:47.837 | |
| 2 - | 1:22.456 | 59.565 | 2:22.021 | 55.25 | 9.572 | 09:06:09.858 | |
| 3 - | 1:21.417 | 57.227 | 2:18.644 | 56.60 | 6.195 | 09:08:28.502 | |
| 4 - | 1:18.436 | 56.784 | 2:15.220 (3) | 58.03 | 2.771 | 09:10:43.722 | |
| 5 - | 1:17.574 | 54.989 | 2:12.563 (2) | 59.20 | 0.114 | 09:12:56.285 | |
| 6 - | 1:17.323 | 55.126 | 2:12.449 (1) | 59.25 | | 09:15:08.734 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:00 Flag 09:13 End: 09:15

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

QUALIFYING - 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

| P19 59 RMT | | Benn RIDGWELL | | Suzuki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:14.427 | | BEST LAP TIME : 2:15.254 | | DIFFERENCE : 0.827 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:28.661 | 1:06.277 | 2:34.938 | 50.65 | 19.684 | 09:04:00.196 |
| 2 - | 1:20.216 | 56.042 | 2:16.258 (3) | 57.59 | 1.004 | 09:06:16.454 |
| 3 - | 1:19.109 | 56.602 | 2:15.711 (2) | 57.82 | 0.457 | 09:08:32.165 |
| 4 - | 1:18.385 | 56.869 | 2:15.254 (1) | 58.02 | | 09:10:47.419 |

| P20 85 | | Andrew KITE | | Ducati - Red Rebel Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:16.224 | | BEST LAP TIME : 2:16.224 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:26.480 | 1:00.915 | 2:27.395 (3) | 53.24 | 11.171 | 09:03:45.404 |
| 2 - | 1:21.000 | 58.440 | 2:19.440 (2) | 56.28 | 3.216 | 09:06:04.844 |
| 3 - | 1:18.611 | 57.613 | 2:16.224 (1) | 57.61 | | 09:08:21.068 |

| P21 73 | | Vincent LEWIN | | Suzuki - vinitwinracing.co.uk | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.929 | | BEST LAP TIME : 2:16.779 | | DIFFERENCE : 0.850 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:30.994 | 58.371 | 2:29.365 | 52.54 | 12.586 | 09:03:28.727 |
| 2 - | 1:22.105 | 58.646 | 2:20.751 | 55.75 | 3.972 | 09:05:49.478 |
| 3 - | 1:21.948 | 57.154 | 2:19.102 (3) | 56.41 | 2.323 | 09:08:08.580 |
| 4 - | 1:18.775 | 58.004 | 2:16.779 (1) | 57.37 | | 09:10:25.359 |
| 5 - | 1:22.713 | 58.405 | 2:21.118 | 55.61 | 4.339 | 09:12:46.477 |
| 6 - | 1:20.731 | 58.262 | 2:18.993 (2) | 56.46 | 2.214 | 09:15:05.470 |

| P22 175 | | Patrick SMITH | | Suzuki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:16.099 | | BEST LAP TIME : 2:17.390 | | DIFFERENCE : 1.291 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:20.021 | 57.427 | 2:17.448 (2) | 57.09 | 0.058 | 09:03:25.133 |
| 2 - | 1:18.672 | 58.718 | 2:17.390 (1) | 57.12 | | 09:05:42.523 |
| 3 - | 1:20.631 | 58.682 | 2:19.313 (3) | 56.33 | 1.923 | 09:08:01.836 |
| 4 - | 1:22.715 | 1:00.734 | 2:23.449 | 54.70 | 6.059 | 09:10:25.285 |

| P23 43 | | Daniel BARFORD | | Suzuki - Shawell Tuning | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:17.873 | | BEST LAP TIME : 2:18.791 | | DIFFERENCE : 0.918 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:26.091 | 59.301 | 2:25.392 | 53.97 | 6.601 | 09:03:25.551 |
| 2 - | 1:22.992 | 58.896 | 2:21.888 | 55.31 | 3.097 | 09:05:47.439 |
| 3 - | 1:22.174 | 58.480 | 2:20.654 | 55.79 | 1.863 | 09:08:08.093 |
| 4 - | 1:23.040 | 57.043 | 2:20.083 (3) | 56.02 | 1.292 | 09:10:28.176 |
| 5 - | 1:20.830 | 57.961 | 2:18.791 (1) | 56.54 | | 09:12:46.967 |
| 6 - | 1:21.217 | 57.621 | 2:18.838 (2) | 56.52 | 0.047 | 09:15:05.805 |

| P24 196 R | | Emma PETERSON | | Yamaha - Rst Concept store-Helmet City Chichester. Fisherbro | | |
|---------------------------|-----------------|--------------------------|---------------------|--|-------|---------------------|
| IDEAL LAP TIME : 2:18.380 | | BEST LAP TIME : 2:18.887 | | DIFFERENCE : 0.507 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:26.030 | 1:01.243 | 2:27.273 | 53.28 | 8.386 | 09:03:19.307 |
| 2 - | 1:21.702 | 1:00.880 | 2:22.582 | 55.04 | 3.695 | 09:05:41.889 |
| 3 - | 1:20.257 | 59.485 | 2:19.742 (2) | 56.16 | 0.855 | 09:08:01.631 |
| 4 - | 1:21.870 | 1:00.723 | 2:22.593 | 55.03 | 3.706 | 09:10:24.224 |
| 5 - | 1:22.372 | 58.477 | 2:20.849 (3) | 55.71 | 1.962 | 09:12:45.073 |
| 6 - | 1:20.764 | 58.123 | 2:18.887 (1) | 56.50 | | 09:15:03.960 |

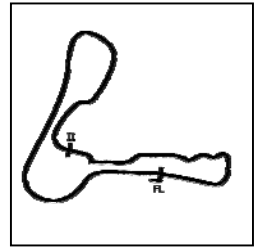
| P25 56 | | Jason SOILLEUX | | Ducati - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|------|---------------------|
| IDEAL LAP TIME : 2:20.279 | | BEST LAP TIME : 2:20.279 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:21.398 | 58.881 | 2:20.279 (1) | 55.94 | | 09:04:27.089 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 09:00 Flag 09:13 End: 09:15

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

QUALIFYING - 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

2 - 1:25.975 59.319 2:25.294 (2) 54.01 5.015 09:06:52.383

| P26 60 RMT Adam RIDGWELL | | Suzuki - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.834 | | BEST LAP TIME : 2:26.834 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:37.894 | 1:11.171 | 2:49.065 | 46.42 | 22.231 | 09:04:17.663 |
| 2 - | 1:30.443 | 1:03.680 | 2:34.123 (3) | 50.92 | 7.289 | 09:06:51.786 |
| 3 - | 1:30.959 | 1:03.989 | 2:34.948 | 50.64 | 8.114 | 09:09:26.734 |
| 4 - | 1:27.918 | 1:01.941 | 2:29.859 (2) | 52.36 | 3.025 | 09:11:56.593 |
| 5 - | 1:25.599 | 1:01.235 | 2:26.834 (1) | 53.44 | | 09:14:23.427 |

| P27 289 RMT Philip HORNE | | Suzuki - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:26.949 | | BEST LAP TIME : 2:26.979 | | DIFFERENCE : 0.030 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:31.554 | 1:09.402 | 2:40.956 | 48.75 | 13.977 | 09:03:55.436 |
| 2 - | 1:30.580 | 1:04.196 | 2:34.776 | 50.70 | 7.797 | 09:06:30.212 |
| 3 - | 1:29.255 | 1:02.013 | 2:31.268 (3) | 51.88 | 4.289 | 09:09:01.480 |
| 4 - | 1:26.794 | 1:00.240 | 2:27.034 (2) | 53.37 | 0.055 | 09:11:28.514 |
| 5 - | 1:26.709 | 1:00.270 | 2:26.979 (1) | 53.39 | | 09:13:55.493 |

| P28 99 RMT Sarah ULPH | | Suzuki - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:27.053 | | BEST LAP TIME : 2:27.053 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:36.018 | 1:02.758 | 2:38.776 | 49.42 | 11.723 | 09:04:09.931 |
| 2 - | 1:30.662 | 1:01.348 | 2:32.010 (3) | 51.62 | 4.957 | 09:06:41.941 |
| 3 - | 1:27.650 | 59.516 | 2:27.166 (2) | 53.32 | 0.113 | 09:09:09.107 |
| 4 - | 1:27.613 | 59.440 | 2:27.053 (1) | 53.36 | | 09:11:36.160 |

| P29 37 R Ricky WOODS | | Suzuki - Des Woods | | | | |
|---------------------------|----------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:26.504 | | BEST LAP TIME : 2:27.505 | | DIFFERENCE : 1.001 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:32.210 | 1:02.184 | 2:34.394 (3) | 50.83 | 6.889 | 09:03:55.564 |
| 2 - | 1:27.117 | 1:00.388 | 2:27.505 (1) | 53.20 | | 09:06:23.069 |
| 3 - | 1:29.781 | 1:01.543 | 2:31.324 (2) | 51.86 | 3.819 | 09:08:54.393 |

| P30 167 Mike DEVAL | | Honda - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:30.123 | | BEST LAP TIME : 2:30.227 | | DIFFERENCE : 0.104 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:35.403 | 1:02.813 | 2:38.216 (3) | 49.60 | 7.989 | 09:03:39.861 |
| 2 - | 1:27.310 | 1:02.917 | 2:30.227 (1) | 52.24 | | 09:06:10.088 |
| 3 - | 1:29.594 | 1:02.843 | 2:32.437 (2) | 51.48 | 2.210 | 09:08:42.525 |

| P31 102 R James TEGG | | Honda - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:47.689 | | BEST LAP TIME : 2:47.689 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:45.074 | 1:11.729 | 2:56.803 (3) | 44.38 | 9.114 | 09:03:55.717 |
| 2 - | 1:38.284 | 1:09.405 | 2:47.689 (1) | 46.80 | | 09:06:43.406 |
| 3 - | 1:41.867 | 1:11.706 | 2:53.573 (2) | 45.21 | 5.884 | 09:09:36.979 |

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

QUALIFYING - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|----------|-----------------|-----|----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:53.572 | | |
| 1 | 6 | HOLDEN | 1:05.773 | 6 | HOLDEN | 47.799 | 1 | 6 | HOLDEN | 1:53.572 | 1:53.974 | 0.402 |
| 2 | 198 | TOPPING | 1:05.910 | 54 | JAMISON | 48.151 | 2 | 198 | TOPPING | 1:54.071 | 1:54.071 | 0.000 |
| 3 | 54 | JAMISON | 1:07.046 | 198 | TOPPING | 48.161 | 3 | 54 | JAMISON | 1:55.197 | 1:55.979 | 0.782 |
| 4 | 47 | WATSON | 1:09.722 | 47 | WATSON | 49.769 | 4 | 47 | WATSON | 1:59.491 | 2:00.887 | 1.396 |
| 5 | 137 | CRAWT | 1:11.162 | 92 | GROVE | 50.759 | 5 | 92 | GROVE | 2:01.989 | 2:01.989 | 0.000 |
| 6 | 92 | GROVE | 1:11.230 | 137 | CRAWT | 51.154 | 6 | 137 | CRAWT | 2:02.316 | 2:03.374 | 1.058 |
| 7 | 131 | EVANS | 1:12.133 | 131 | EVANS | 51.798 | 7 | 131 | EVANS | 2:03.931 | 2:04.035 | 0.104 |
| 8 | 22 | DOOLAN | 1:12.304 | 22 | DOOLAN | 52.204 | 8 | 22 | DOOLAN | 2:04.508 | 2:04.628 | 0.120 |
| 9 | 182 | PHILLIPS | 1:12.361 | 182 | PHILLIPS | 52.273 | 9 | 182 | PHILLIPS | 2:04.634 | 2:04.912 | 0.278 |
| 10 | 66 | SMITH | 1:12.398 | 66 | SMITH | 52.296 | 10 | 66 | SMITH | 2:04.694 | 2:05.563 | 0.869 |
| 11 | 84 | BRANCO | 1:13.327 | 84 | BRANCO | 52.598 | 11 | 84 | BRANCO | 2:05.925 | 2:05.925 | 0.000 |
| 12 | 90 | WATSON | 1:13.477 | 90 | WATSON | 52.600 | 12 | 90 | WATSON | 2:06.077 | 2:06.304 | 0.227 |
| 13 | 5 | YOUNG | 1:15.178 | 9 | WATSON | 53.226 | 13 | 9 | WATSON | 2:09.890 | 2:09.890 | 0.000 |
| 14 | 10 | ARBON | 1:15.783 | 0 | STANLEY | 54.068 | 14 | 0 | STANLEY | 2:10.105 | 2:10.105 | 0.000 |
| 15 | 0 | STANLEY | 1:16.037 | 10 | ARBON | 54.690 | 15 | 10 | ARBON | 2:10.473 | 2:10.821 | 0.348 |
| 16 | 50 | ROBSON | 1:16.287 | 211 | WARING | 54.989 | 16 | 5 | YOUNG | 2:10.915 | 2:10.915 | 0.000 |
| 17 | 9 | WATSON | 1:16.664 | 5 | YOUNG | 55.737 | 17 | 211 | WARING | 2:12.312 | 2:12.449 | 0.137 |
| 18 | 211 | WARING | 1:17.323 | 59 | RIDGWELL | 56.042 | 18 | 50 | ROBSON | 2:12.381 | 2:12.381 | 0.000 |
| 19 | 59 | RIDGWELL | 1:18.385 | 50 | ROBSON | 56.094 | 19 | 59 | RIDGWELL | 2:14.427 | 2:15.254 | 0.827 |
| 20 | 85 | KITE | 1:18.611 | 43 | BARFORD | 57.043 | 20 | 73 | LEWIN | 2:15.929 | 2:16.779 | 0.850 |
| 21 | 175 | SMITH | 1:18.672 | 73 | LEWIN | 57.154 | 21 | 175 | SMITH | 2:16.099 | 2:17.390 | 1.291 |
| 22 | 73 | LEWIN | 1:18.775 | 175 | SMITH | 57.427 | 22 | 85 | KITE | 2:16.224 | 2:16.224 | 0.000 |
| 23 | 196 | PETERSON | 1:20.257 | 85 | KITE | 57.613 | 23 | 43 | BARFORD | 2:17.873 | 2:18.791 | 0.918 |
| 24 | 43 | BARFORD | 1:20.830 | 196 | PETERSON | 58.123 | 24 | 196 | PETERSON | 2:18.380 | 2:18.887 | 0.507 |
| 25 | 56 | SOILLEUX | 1:21.398 | 56 | SOILLEUX | 58.881 | 25 | 56 | SOILLEUX | 2:20.279 | 2:20.279 | 0.000 |
| 26 | 60 | RIDGWELL | 1:25.599 | 99 | ULPH | 59.440 | 26 | 37 | WOODS | 2:26.504 | 2:27.505 | 1.001 |
| 27 | 37 | WOODS | 1:26.116 | 289 | HORNE | 1:00.240 | 27 | 60 | RIDGWELL | 2:26.834 | 2:26.834 | 0.000 |
| 28 | 289 | HORNE | 1:26.709 | 37 | WOODS | 1:00.388 | 28 | 289 | HORNE | 2:26.949 | 2:26.979 | 0.030 |
| 29 | 167 | DEVALL | 1:27.310 | 60 | RIDGWELL | 1:01.235 | 29 | 99 | ULPH | 2:27.053 | 2:27.053 | 0.000 |
| 30 | 99 | ULPH | 1:27.613 | 167 | DEVALL | 1:02.813 | 30 | 167 | DEVALL | 2:30.123 | 2:30.227 | 0.104 |
| 31 | 102 | TEGG | 1:38.284 | 102 | TEGG | 1:09.405 | 31 | 102 | TEGG | 2:47.689 | 2:47.689 | 0.000 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles

Start: 09:00 Flag 09:13 End: 09:15

Results can be found at www.tsl-timing.com

Printed - 09:18 Saturday, 28 April 2018

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - GRID (7 Laps)

| | | | | | | |
|--------|----|--|----|---------------------------------------|----|--------------------------------------|
| ROW 12 | 34 | 81 Malvern MAY | 35 | 89 Zi JONES | 36 | 181 Robert FRANKLIN |
| ROW 11 | 31 | 2:47.689 102 James TEGG | 32 | 34 Chris MATTHEWS | 33 | 44 Tony PARKER |
| ROW 10 | 28 | 2:27.053 99 Sarah ULPH | 29 | 2:27.505 37 Ricky WOODS | 30 | 2:30.227 167 Mike DEVALL |
| ROW 9 | 25 | 2:20.279 56 Jason SOILLEUX | 26 | 2:26.834 60 Adam RIDGWELL | 27 | 2:26.979 289 Phillip HORNE |
| ROW 8 | 22 | 2:17.390 175 Patrick SMITH | 23 | 2:18.791 43 Daniel BARFORD | 24 | 2:18.887 196 Emma PETERSON |
| ROW 7 | 19 | 2:15.254 59 Benn RIDGWELL | 20 | 2:16.224 85 Andrew KITE | 21 | 2:16.779 73 Vincent LEWIN |
| ROW 6 | 16 | 2:10.915 5 William YOUNG | 17 | 2:12.381 50 Paul ROBSON | 18 | 2:12.449 211 Jordan WARING |
| ROW 5 | 13 | 2:09.890 9 Andrew WATSON | 14 | 2:10.105 0 Luke STANLEY | 15 | 2:10.821 10 Justin ARBON |
| ROW 4 | 10 | 2:05.563 66 Mark SMITH | 11 | 2:05.925 84 Ricardo BRANCO | 12 | 2:06.304 90 Edward WATSON |
| ROW 3 | 7 | 2:04.035 131 Christopher EVANS | 8 | 2:04.628 22 Ben DOOLAN | 9 | 2:04.912 182 Kyle PHILLIPS |
| ROW 2 | 4 | 2:00.887 47 Thomas WATSON | 5 | 2:01.989 92 Duncan GROVE | 6 | 2:03.374 137 Charlie CRAWT |
| ROW 1 | 1 | 1:53.974 6 Paul HOLDEN | 2 | 1:54.071 198 Steven TOPPING | 3 | 1:55.979 54 Adam JAMISON |
| | | Pole | | | | |

Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 09:21 Saturday, 28 April 2018



BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|-----|---------------------|---|------|-----------|----------|--------|-------|----------|----|
| 1 | 198 | | 1 Steven TOPPING | Yamaha - | 5 | 9:45.959 | | | 66.96 | 1:54.151 | 2 |
| 2 | 92 | | 2 Duncan GROVE | Yamaha - | 5 | 9:56.101 | 10.142 | 10.142 | 65.82 | 1:55.921 | 2 |
| 3 | 22 | | 3 Ben DOOLAN | Yamaha - my wallet | 5 | 10:05.265 | 19.306 | 9.164 | 64.83 | 1:58.546 | 2 |
| 4 | 90 | | 4 Edward WATSON | Suzuki - Motorsportdays.com TEA Time Racing | 5 | 10:15.741 | 29.782 | 10.476 | 63.72 | 2:00.624 | 5 |
| 5 | 131 | RMT | 1 Christopher EVANS | Suzuki - Andesign | 5 | 10:29.785 | 43.826 | 14.044 | 62.30 | 2:02.798 | 5 |
| 6 | 137 | RMT | 2 Charlie CRAWT | Suzuki - Pass Bike Motorcycle Training Ltd | 5 | 10:30.958 | 44.999 | 1.173 | 62.19 | 2:02.884 | 5 |
| 7 | 66* | | 5 Mark SMITH | Yamaha - MHP EXHAUST S | 5 | 10:38.098 | 52.139 | 7.140 | 61.49 | 2:01.915 | 2 |
| 8 | 84 | | 6 Ricardo BRANCO | Suzuki - IMP Racing | 5 | 10:43.825 | 57.866 | 5.727 | 60.94 | 2:06.031 | 5 |
| 9 | 211 | RMT | 3 Jordan WARING | Suzuki - Beyond Timber Ltd | 5 | 10:55.257 | 1:09.298 | 11.432 | 59.88 | 2:07.896 | 3 |
| 10 | 0 | RMT | 4 Luke STANLEY | Suzuki - MOREMOTO | 5 | 10:55.422 | 1:09.463 | 0.165 | 59.87 | 2:08.461 | 3 |
| 11 | 85 | | 7 Andrew KITE | Ducati - Red Rebel Racing | 5 | 11:12.267 | 1:26.308 | 16.845 | 58.37 | 2:08.658 | 4 |
| 12 | 5 | R | 1 William YOUNG | Yamaha - RoyBoy's Racing | 5 | 11:12.649 | 1:26.690 | 0.382 | 58.33 | 2:09.435 | 4 |
| 13 | 9 | RMT | 5 Andrew WATSON | Suzuki - TEA Time Racing | 5 | 11:12.901 | 1:26.942 | 0.252 | 58.31 | 2:11.476 | 5 |
| 14 | 73 | | 8 Vincent LEWIN | Suzuki - vinitwinracing.co.uk | 5 | 11:13.063 | 1:27.104 | 0.162 | 58.30 | 2:09.302 | 4 |
| 15 | 43* | | 9 Daniel BARFORD | Suzuki - Shawell Tuning | 4 | 9:16.563 | 1 Lap | 1 Lap | 56.40 | 2:16.354 | 4 |
| 16 | 59 | RMT | 6 Benn RIDGWELL | Suzuki - | 4 | 9:22.694 | 1 Lap | 6.131 | 55.78 | 2:16.978 | 3 |
| 17 | 196 | R | 2 Emma PETERSON | Yamaha - Rst Concept store-Helmet City Chichester | 4 | 9:44.889 | 1 Lap | 22.195 | 53.67 | 2:20.317 | 3 |
| 18 | 289 | RMT | 7 Philip HORNE | Suzuki - | 4 | 9:53.243 | 1 Lap | 8.354 | 52.91 | 2:22.324 | 3 |
| 19 | 99 | RMT | 8 Sarah ULPH | Suzuki - | 4 | 10:02.258 | 1 Lap | 9.015 | 52.12 | 2:25.128 | 4 |
| 20 | 60 | RMT | 9 Adam RIDGWELL | Suzuki - | 4 | 10:05.063 | 1 Lap | 2.805 | 51.88 | 2:24.918 | 3 |
| 21 | 56 | | 10 Jason SOILLEUX | Ducati - | 4 | 10:10.865 | 1 Lap | 5.802 | 51.38 | 2:27.946 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|-----|---------------|--|---|----------|--------|--------|-------|----------|---|
| DNF | 175 | | Patrick SMITH | Suzuki - | 4 | 8:46.047 | 1 Lap | | 59.67 | 2:07.067 | 3 |
| DNF | 182 | RMT | Kyle PHILLIPS | Suzuki - Chief Safety Consultancy | 3 | 6:52.188 | 2 Laps | 1 Lap | 57.11 | 2:11.638 | 3 |
| DNF | 37 | R | Ricky WOODS | Suzuki - Des Woods | 1 | 2:51.289 | 4 Laps | 2 Laps | 45.81 | | |
| DNF | 10 | | Justin ARBON | Kawasaki - TT plumbing and heating | 0 | | | | | | |
| DNF | 50 | | Paul ROBSON | Suzuki - RBProperty services & Environment Lightin | 0 | | | | | | |
| DNF | 81 | | Malvern MAY | DUCATI - | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | | | |
|-----|-----|--|-------------------|--------------------------|---|----------|--|--|-----------|------------|
| 198 | | | Steven TOPPING | Yamaha - | 2 | 1:54.151 | | | 68.75 mph | 110.64 kph |
| 131 | RMT | | Christopher EVANS | Suzuki - Andesign | 5 | 2:02.798 | | | 63.91 mph | 102.85 kph |
| 5 | R | | William YOUNG | Yamaha - RoyBoy's Racing | 4 | 2:09.435 | | | 60.63 mph | 97.57 kph |

* No 43 - Please fit a working transponder

* No 66 - 10 second jump start penalty

Class - 92.5% of Race Speed = 61.93 mph

Class RMT - 92.5% of Race Speed = 57.62 mph

Class R - 92.5% of Race Speed = 53.95 mph

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 13:11 Flag 13:20 End: 13:24

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 13:27 Saturday, 28 April 2018



BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - LAP CHART

LAP 1 @ 13:13:12.319

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 198 | | 2:03.486 |
| 92 | 2.134 | 2:05.620 |
| 22 | 4.311 | 2:07.797 |
| 90 | 5.688 | 2:09.174 |
| 131 | 9.608 | 2:13.094 |
| 137 | 10.485 | 2:13.971 |
| 84 | 13.849 | 2:17.335 |
| 66 | 13.974 | 2:17.460 |
| 0 | 16.017 | 2:19.503 |
| 211 | 16.075 | 2:19.561 |
| 175 | 18.198 | 2:21.684 |
| 9 | 20.324 | 2:23.810 |
| 5 | 20.613 | 2:24.099 |
| 73 | 21.439 | 2:24.925 |
| 85 | 23.092 | 2:26.578 |
| 43 | 23.678 | 2:27.164 |
| 182 | 24.882 | 2:28.368 |
| 59 | 27.226 | 2:30.712 |
| 56 | 36.090 | 2:39.576 |
| 196 | 36.518 | 2:40.004 |
| 289 | 39.477 | 2:42.963 |
| 99 | 39.635 | 2:43.121 |
| 60 | 44.013 | 2:47.499 |
| 37 | 47.803 | 2:51.289 |

LAP 2 @ 13:15:06.470

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 198 | | 1:54.151 |
| 92 | 3.904 | 1:55.921 |
| 22 | 8.706 | 1:58.546 |
| 90 | 13.710 | 2:02.173 |
| 131 | 20.597 | 2:05.140 |
| 137 | 21.594 | 2:05.260 |
| 66 | 21.738 | 2:01.915 |
| 84 | 26.407 | 2:06.709 |
| 211 | 30.881 | 2:08.957 |
| 0 | 31.571 | 2:09.705 |
| 175 | 32.179 | 2:08.132 |
| 9 | 39.678 | 2:13.505 |
| 5 | 42.281 | 2:15.819 |
| 182 | 42.913 | 2:12.182 |
| 85 | 43.024 | 2:14.083 |
| 73 | 44.162 | 2:16.874 |
| 43 | 46.139 | 2:16.612 |
| 59 | 50.670 | 2:17.595 |
| 196 | 1:05.735 | 2:23.368 |
| 56 | 1:09.885 | 2:27.946 |
| 289 | 1:10.380 | 2:25.054 |
| 99 | 1:11.811 | 2:26.327 |
| 60 | 1:15.307 | 2:25.445 |

LAP 3 @ 13:17:01.715

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 198 | | 1:55.245 |
| 92 | 6.487 | 1:57.828 |
| 22 | 12.927 | 1:59.466 |
| 90 | 20.699 | 2:02.234 |
| 131 | 29.974 | 2:04.622 |
| 66 | 30.717 | 2:04.224 |
| 137 | 30.801 | 2:04.452 |
| 84 | 38.496 | 2:07.334 |

| | | |
|-----|----------|----------|
| 211 | 43.532 | 2:07.896 |
| 175 | 44.001 | 2:07.067 |
| 0 | 44.787 | 2:08.461 |
| 9 | 56.706 | 2:12.273 |
| 5 | 58.638 | 2:11.602 |
| 182 | 59.306 | 2:11.638 |
| 85 | 1:01.040 | 2:13.261 |
| 73 | 1:01.385 | 2:12.468 |
| 43 | 1:07.327 | 2:16.433 |
| 59 | 1:12.403 | 2:16.978 |
| 196 | 1:30.807 | 2:20.317 |
| 289 | 1:37.459 | 2:22.324 |
| 56 | 1:43.767 | 2:29.127 |
| 99 | 1:44.248 | 2:27.682 |
| 60 | 1:44.980 | 2:24.918 |

LAP 4 @ 13:18:56.868

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 198 | | 1:55.153 |
| 92 | 8.249 | 1:56.915 |
| 22 | 17.464 | 1:59.690 |
| 90 | 27.082 | 2:01.536 |
| 66 | 37.779 | 2:02.215 |
| 131 | 38.952 | 2:04.131 |
| 137 | 40.039 | 2:04.391 |
| 84 | 49.759 | 2:06.416 |
| 211 | 57.787 | 2:09.408 |
| 175 | 58.012 | 2:09.164 |
| 0 | 58.300 | 2:08.666 |
| 5 | 1:12.920 | 2:09.435 |
| 9 | 1:13.390 | 2:11.837 |
| 85 | 1:14.545 | 2:08.658 |
| 73 | 1:15.534 | 2:09.302 |
| 43 | 1:28.528 | 2:16.354 |
| 59 | 1:34.659 | 2:17.409 |
| 196 | 1:56.854 | 2:21.200 |

LAP 5 @ 13:20:54.792

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 198 | | 1:57.924 |
| 289 | 1 Lap | 2:22.902 |
| 92 | 10.142 | 1:59.817 |
| 99 | 1 Lap | 2:25.128 |
| 60 | 1 Lap | 2:27.201 |
| 22 | 19.306 | 1:59.766 |
| 56 | 1 Lap | 2:34.216 |
| 90 | 29.782 | 2:00.624 |
| 66 | 42.139 | 2:02.284 |
| 131 | 43.826 | 2:02.798 |
| 137 | 44.999 | 2:02.884 |
| 84 | 57.866 | 2:06.031 |
| 211 | 1:09.298 | 2:09.435 |
| 0 | 1:09.463 | 2:09.087 |
| 85 | 1:26.308 | 2:09.687 |
| 5 | 1:26.690 | 2:11.694 |
| 9 | 1:26.942 | 2:11.476 |
| 73 | 1:27.104 | 2:09.494 |

Weather / Track : Rain / Wet

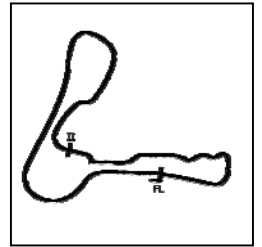
Circuit Length = 2.1800 miles
Start: 13:11 Flag 13:20 End: 13:24

Results can be found at www.tsl-timing.com

Printed - 13:29 Saturday, 28 April 2018

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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 198 | | Steven TOPPING | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.151 | | BEST LAP TIME : 1:54.151 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.105 | 2:03.486 | 63.55 | 9.335 | 13:13:12.319 |
| 2 - | 1:06.400 | 47.751 | 1:54.151 (1) | 68.75 | | 13:15:06.470 |
| 3 - | 1:07.019 | 48.226 | 1:55.245 (3) | 68.09 | 1.094 | 13:17:01.715 |
| 4 - | 1:07.214 | 47.939 | 1:55.153 (2) | 68.15 | 1.002 | 13:18:56.868 |
| 5 - | 1:09.369 | 48.555 | 1:57.924 | 66.55 | 3.773 | 13:20:54.792 |

| P2 92 | | Duncan GROVE | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:55.921 | | BEST LAP TIME : 1:55.921 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.364 | 2:05.620 | 62.47 | 9.699 | 13:13:14.453 |
| 2 - | 1:07.257 | 48.664 | 1:55.921 (1) | 67.70 | | 13:15:10.374 |
| 3 - | 1:08.311 | 49.517 | 1:57.828 (3) | 66.60 | 1.907 | 13:17:08.202 |
| 4 - | 1:08.024 | 48.891 | 1:56.915 (2) | 67.12 | 0.994 | 13:19:05.117 |
| 5 - | 1:08.527 | 51.290 | 1:59.817 | 65.50 | 3.896 | 13:21:04.934 |

| P3 22 | | Ben DOOLAN | | Yamaha - my wallet | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:58.546 | | BEST LAP TIME : 1:58.546 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.583 | 2:07.797 | 61.41 | 9.251 | 13:13:16.630 |
| 2 - | 1:09.060 | 49.486 | 1:58.546 (1) | 66.20 | | 13:15:15.176 |
| 3 - | 1:09.755 | 49.711 | 1:59.466 (2) | 65.69 | 0.920 | 13:17:14.642 |
| 4 - | 1:09.756 | 49.934 | 1:59.690 (3) | 65.56 | 1.144 | 13:19:14.332 |
| 5 - | 1:09.443 | 50.323 | 1:59.766 | 65.52 | 1.220 | 13:21:14.098 |

| P4 90 | | Edward WATSON | | Suzuki - Motorsportdays.com TEA Time Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|
| IDEAL LAP TIME : 2:00.624 | | BEST LAP TIME : 2:00.624 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.346 | 2:09.174 | 60.75 | 8.550 | 13:13:18.007 |
| 2 - | 1:10.906 | 51.267 | 2:02.173 (3) | 64.23 | 1.549 | 13:15:20.180 |
| 3 - | 1:10.991 | 51.243 | 2:02.234 | 64.20 | 1.610 | 13:17:22.414 |
| 4 - | 1:10.419 | 51.117 | 2:01.536 (2) | 64.57 | 0.912 | 13:19:23.950 |
| 5 - | 1:10.155 | 50.469 | 2:00.624 (1) | 65.06 | | 13:21:24.574 |

| P5 131 RMT | | Christopher EVANS | | Suzuki - Andesign | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.798 | | BEST LAP TIME : 2:02.798 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.343 | 2:13.094 | 58.96 | 10.296 | 13:13:21.927 |
| 2 - | 1:13.204 | 51.936 | 2:05.140 | 62.71 | 2.342 | 13:15:27.067 |
| 3 - | 1:12.888 | 51.734 | 2:04.622 (3) | 62.97 | 1.824 | 13:17:31.689 |
| 4 - | 1:12.455 | 51.676 | 2:04.131 (2) | 63.22 | 1.333 | 13:19:35.820 |
| 5 - | 1:11.648 | 51.150 | 2:02.798 (1) | 63.91 | | 13:21:38.618 |

| P6 137 RMT | | Charlie CRAWT | | Suzuki - Pass Bike Motorcycle Training Ltd | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 2:02.884 | | BEST LAP TIME : 2:02.884 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.458 | 2:13.971 | 58.58 | 11.087 | 13:13:22.804 |
| 2 - | 1:13.067 | 52.193 | 2:05.260 | 62.65 | 2.376 | 13:15:28.064 |
| 3 - | 1:12.333 | 52.119 | 2:04.452 (3) | 63.06 | 1.568 | 13:17:32.516 |
| 4 - | 1:12.287 | 52.104 | 2:04.391 (2) | 63.09 | 1.507 | 13:19:36.907 |
| 5 - | 1:11.203 | 51.681 | 2:02.884 (1) | 63.86 | | 13:21:39.791 |

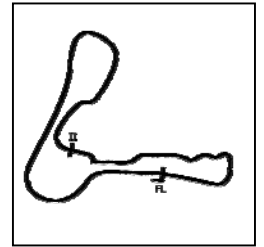
| P7 66 | | Mark SMITH | | Yamaha - MHP EXHAUST S | | |
|---------------------------|----------|--------------------------|----------|------------------------|------|-------------|
| IDEAL LAP TIME : 2:01.472 | | BEST LAP TIME : 2:01.915 | | DIFFERENCE : 0.443 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 13:11 Flag 13:20 End: 13:24

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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

| | | | | | | | |
|-----|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 52.699 | | 2:17.460 | 57.09 | 15.545 | 13:13:26.293 |
| 2 - | 1:10.472 | 51.443 | | 2:01.915 (1) | 64.37 | | 13:15:28.208 |
| 3 - | 1:12.599 | 51.625 | | 2:04.224 | 63.17 | 2.309 | 13:17:32.432 |
| 4 - | 1:11.215 | 51.000 | | 2:02.215 (2) | 64.21 | 0.300 | 13:19:34.647 |
| 5 - | 1:10.859 | 51.425 | | 2:02.284 (3) | 64.17 | 0.369 | 13:21:36.931 |

| P8 | 84 | Ricardo BRANCO | Suzuki - IMP Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:05.813 | | BEST LAP TIME : 2:06.031 | DIFFERENCE : 0.218 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 53.057 | 2:17.335 | 57.14 | 11.304 | 13:13:26.168 | |
| 2 - | 1:13.851 | 52.858 | 2:06.709 (3) | 61.93 | 0.678 | 13:15:32.877 | |
| 3 - | 1:14.343 | 52.991 | 2:07.334 | 61.63 | 1.303 | 13:17:40.211 | |
| 4 - | 1:13.752 | 52.664 | 2:06.416 (2) | 62.08 | 0.385 | 13:19:46.627 | |
| 5 - | 1:13.149 | 52.882 | 2:06.031 (1) | 62.27 | | 13:21:52.658 | |

| P9 | 211 RMT | Jordan WARING | Suzuki - Beyond Timber Ltd | | | | |
|---------------------------|-----------------|--------------------------|----------------------------|--------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:07.896 | | BEST LAP TIME : 2:07.896 | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.147 | 2:19.561 | 56.23 | 11.665 | 13:13:28.394 | |
| 2 - | 1:15.565 | 53.392 | 2:08.957 (2) | 60.85 | 1.061 | 13:15:37.351 | |
| 3 - | 1:14.862 | 53.034 | 2:07.896 (1) | 61.36 | | 13:17:45.247 | |
| 4 - | 1:15.643 | 53.765 | 2:09.408 (3) | 60.64 | 1.512 | 13:19:54.655 | |
| 5 - | 1:15.302 | 54.133 | 2:09.435 | 60.63 | 1.539 | 13:22:04.090 | |

| P10 | 0 RMT | Luke STANLEY | Suzuki - MOREMOTO | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:07.532 | | BEST LAP TIME : 2:08.461 | DIFFERENCE : 0.929 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 55.278 | 2:19.503 | 56.25 | 11.042 | 13:13:28.336 | |
| 2 - | 1:16.706 | 52.999 | 2:09.705 | 60.50 | 1.244 | 13:15:38.041 | |
| 3 - | 1:15.834 | 52.627 | 2:08.461 (1) | 61.09 | | 13:17:46.502 | |
| 4 - | 1:15.493 | 53.173 | 2:08.666 (2) | 60.99 | 0.205 | 13:19:55.168 | |
| 5 - | 1:14.905 | 54.182 | 2:09.087 (3) | 60.79 | 0.626 | 13:22:04.255 | |

| P11 | 85 | Andrew KITE | Ducati - Red Rebel Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------------|--------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:08.658 | | BEST LAP TIME : 2:08.658 | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 56.142 | 2:26.578 | 53.54 | 17.920 | 13:13:35.411 | |
| 2 - | 1:18.037 | 56.046 | 2:14.083 | 58.53 | 5.425 | 13:15:49.494 | |
| 3 - | 1:17.758 | 55.503 | 2:13.261 (3) | 58.89 | 4.603 | 13:18:02.755 | |
| 4 - | 1:14.088 | 54.570 | 2:08.658 (1) | 60.99 | | 13:20:11.413 | |
| 5 - | 1:14.853 | 54.834 | 2:09.687 (2) | 60.51 | 1.029 | 13:22:21.100 | |

| P12 | 5 R | William YOUNG | Yamaha - RoyBoy's Racing | | | | |
|---------------------------|-----------------|--------------------------|--------------------------|--------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:09.429 | | BEST LAP TIME : 2:09.435 | DIFFERENCE : 0.006 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 55.860 | 2:24.099 | 54.46 | 14.664 | 13:13:32.932 | |
| 2 - | 1:20.020 | 55.799 | 2:15.819 | 57.78 | 6.384 | 13:15:48.751 | |
| 3 - | 1:16.982 | 54.620 | 2:11.602 (2) | 59.63 | 2.167 | 13:18:00.353 | |
| 4 - | 1:14.809 | 54.626 | 2:09.435 (1) | 60.63 | | 13:20:09.788 | |
| 5 - | 1:16.255 | 55.439 | 2:11.694 (3) | 59.59 | 2.259 | 13:22:21.482 | |

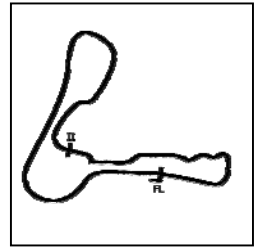
| P13 | 9 RMT | Andrew WATSON | Suzuki - TEA Time Racing | | | | |
|---------------------------|--------------|--------------------------|--------------------------|-------|--------|--------------|--|
| IDEAL LAP TIME : 2:10.441 | | BEST LAP TIME : 2:11.476 | DIFFERENCE : 1.035 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 57.471 | 2:23.810 | 54.57 | 12.334 | 13:13:32.643 | |
| 2 - | 1:18.705 | 54.800 | 2:13.505 | 58.78 | 2.029 | 13:15:46.148 | |
| 3 - | 1:18.098 | 54.175 | 2:12.273 (3) | 59.33 | 0.797 | 13:17:58.421 | |
| 4 - | 1:18.046 | 53.791 | 2:11.837 (2) | 59.52 | 0.361 | 13:20:10.258 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 13:11 Flag 13:20 End: 13:24

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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

5 - 1:16.650

54.826

2:11.476 (1) 59.69

13:22:21.734

| | | | | | | |
|---------------------------|--------------------------|--|-------------------------------|--|--|--|
| P14 73 | Vincent LEWIN | | Suzuki - vinitwinracing.co.uk | | | |
| IDEAL LAP TIME : 2:08.971 | BEST LAP TIME : 2:09.302 | | DIFFERENCE : 0.331 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 55.648 | 2:24.925 | 54.15 | 15.623 | 13:13:33.758 |
| 2 - | 1:22.000 | 54.874 | 2:16.874 | 57.33 | 7.572 | 13:15:50.632 |
| 3 - | 1:17.792 | 54.676 | 2:12.468 (3) | 59.24 | 3.166 | 13:18:03.100 |
| 4 - | 1:16.116 | 53.186 | 2:09.302 (1) | 60.69 | | 13:20:12.402 |
| 5 - | 1:15.785 | 53.709 | 2:09.494 (2) | 60.60 | 0.192 | 13:22:21.896 |

| | | | | | | |
|------------------|--------------------------|--|-------------------------|--|--|--|
| P15 43 | Daniel BARFORD | | Suzuki - Shawell Tuning | | | |
| IDEAL LAP TIME : | BEST LAP TIME : 2:16.354 | | DIFFERENCE : | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|----------|----------|---------------------|--------------|--------|---------------------|
| 1 - | | | 2:27.164 | 53.32 | 10.810 | 13:13:35.997 |
| 2 - | | | 2:16.612 (3) | 57.44 | 0.258 | 13:15:52.609 |
| 3 - | | | 2:16.433 (2) | 57.52 | 0.079 | 13:18:09.042 |
| 4 - | | | 2:16.354 (1) | 57.55 | | 13:20:25.396 |

| | | | | | | |
|---------------------------|--------------------------|--|--------------------|--|--|--|
| P16 59 RMT | Benn RIDGWELL | | Suzuki - | | | |
| IDEAL LAP TIME : 2:16.978 | BEST LAP TIME : 2:16.978 | | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 57.851 | 2:30.712 | 52.07 | 13.734 | 13:13:39.545 |
| 2 - | 1:19.825 | 57.770 | 2:17.595 (3) | 57.03 | 0.617 | 13:15:57.140 |
| 3 - | 1:19.613 | 57.365 | 2:16.978 (1) | 57.29 | | 13:18:14.118 |
| 4 - | 1:19.857 | 57.552 | 2:17.409 (2) | 57.11 | 0.431 | 13:20:31.527 |

| | | | | | | |
|---------------------------|--------------------------|--|--|--|--|--|
| P17 196 R | Emma PETERSON | | Yamaha - Rst Concept store-Helmet City Chichester. Fisherbro | | | |
| IDEAL LAP TIME : 2:20.317 | BEST LAP TIME : 2:20.317 | | DIFFERENCE : 0.000 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 1:00.749 | 2:40.004 | 49.04 | 19.687 | 13:13:48.837 |
| 2 - | 1:24.725 | 58.643 | 2:23.368 (3) | 54.74 | 3.051 | 13:16:12.205 |
| 3 - | 1:21.975 | 58.342 | 2:20.317 (1) | 55.93 | | 13:18:32.522 |
| 4 - | 1:22.812 | 58.388 | 2:21.200 (2) | 55.58 | 0.883 | 13:20:53.722 |

| | | | | | | |
|---------------------------|--------------------------|--|--------------------|--|--|--|
| P18 289 RMT | Philip HORNE | | Suzuki - | | | |
| IDEAL LAP TIME : 2:21.301 | BEST LAP TIME : 2:22.324 | | DIFFERENCE : 1.023 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 1:01.978 | 2:42.963 | 48.15 | 20.639 | 13:13:51.796 |
| 2 - | 1:26.575 | 58.479 | 2:25.054 (3) | 54.10 | 2.730 | 13:16:16.850 |
| 3 - | 1:23.793 | 58.531 | 2:22.324 (1) | 55.14 | | 13:18:39.174 |
| 4 - | 1:22.822 | 1:00.080 | 2:22.902 (2) | 54.91 | 0.578 | 13:21:02.076 |

| | | | | | | |
|---------------------------|--------------------------|--|--------------------|--|--|--|
| P19 99 RMT | Sarah ULPH | | Suzuki - | | | |
| IDEAL LAP TIME : 2:24.731 | BEST LAP TIME : 2:25.128 | | DIFFERENCE : 0.397 | | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 1:00.305 | 2:43.121 | 48.11 | 17.993 | 13:13:51.954 |
| 2 - | 1:27.452 | 58.875 | 2:26.327 (2) | 53.63 | 1.199 | 13:16:18.281 |
| 3 - | 1:26.492 | 1:01.190 | 2:27.682 (3) | 53.14 | 2.554 | 13:18:45.963 |
| 4 - | 1:25.856 | 59.272 | 2:25.128 (1) | 54.07 | | 13:21:11.091 |

| | | | | | | |
|---------------------------|--------------------------|--|--------------------|--|--|--|
| P20 60 RMT | Adam RIDGWELL | | Suzuki - | | | |
| IDEAL LAP TIME : 2:24.918 | BEST LAP TIME : 2:24.918 | | DIFFERENCE : 0.000 | | | |

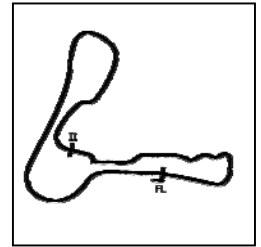
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|-----------------|---------------------|--------------|--------|---------------------|
| 1 - | | 1:02.186 | 2:47.499 | 46.85 | 22.581 | 13:13:56.332 |
| 2 - | 1:24.159 | 1:01.286 | 2:25.445 (2) | 53.95 | 0.527 | 13:16:21.777 |
| 3 - | 1:24.113 | 1:00.805 | 2:24.918 (1) | 54.15 | | 13:18:46.695 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 13:11 Flag 13:20 End: 13:24

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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

4 - 1:25.922 1:01.279 2:27.201 (3) 53.31 2.283 13:21:13.896

| P21 56 | | Jason SOILLEUX | | Ducati - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:27.946 | | BEST LAP TIME : 2:27.946 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 1:01.372 | 2:39.576 | 49.18 | 11.630 | 13:13:48.409 | |
| 2 - | 1:26.913 | 1:01.033 | 2:27.946 (1) | 53.04 | | 13:16:16.355 | |
| 3 - | 1:27.367 | 1:01.760 | 2:29.127 (2) | 52.62 | 1.181 | 13:18:45.482 | |
| 4 - | 1:31.099 | 1:03.117 | 2:34.216 (3) | 50.89 | 6.270 | 13:21:19.698 | |

| P22 175 | | Patrick SMITH | | Suzuki - | | | |
|---------------------------|----------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.399 | | BEST LAP TIME : 2:07.067 | | DIFFERENCE : 2.668 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.915 | 2:21.684 | 55.39 | 14.617 | 13:13:30.517 | |
| 2 - | 1:14.606 | 53.526 | 2:08.132 (2) | 61.24 | 1.065 | 13:15:38.649 | |
| 3 - | 1:14.334 | 52.733 | 2:07.067 (1) | 61.76 | | 13:17:45.716 | |
| 4 - | 1:15.624 | 53.540 | 2:09.164 (3) | 60.76 | 2.097 | 13:19:54.880 | |

| P23 182 RMT | | Kyle PHILLIPS | | Suzuki - Chief Safety Consultancy | | | |
|---------------------------|----------|--------------------------|---------------------|-----------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:03.434 | | BEST LAP TIME : 2:11.638 | | DIFFERENCE : 8.204 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 56.300 | 2:28.368 | 52.89 | 16.730 | 13:13:37.201 | |
| 2 - | 1:17.196 | 54.986 | 2:12.182 (2) | 59.37 | 0.544 | 13:15:49.383 | |
| 3 - | 1:16.977 | 54.661 | 2:11.638 (1) | 59.61 | | 13:18:01.021 | |

| P24 37 R | | Ricky WOODS | | Suzuki - Des Woods | | | |
|---------------------------|----------|-----------------|----------|--------------------|------|--------------|--|
| IDEAL LAP TIME : 2:37.446 | | BEST LAP TIME : | | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 1:03.660 | 2:51.289 | 45.81 | | 13:14:00.122 | |

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|----------|-----------------|-----|----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:54.151 | | |
| 1 | 198 | TOPPING | 1:06.400 | 198 | TOPPING | 47.751 | 1 | 198 | TOPPING | 1:54.151 | 1:54.151 | 0.000 |
| 2 | 92 | GROVE | 1:07.257 | 92 | GROVE | 48.664 | 2 | 92 | GROVE | 1:55.921 | 1:55.921 | 0.000 |
| 3 | 182 | PHILLIPS | 1:08.773 | 22 | DOOLAN | 49.486 | 3 | 22 | DOOLAN | 1:58.546 | 1:58.546 | 0.000 |
| 4 | 22 | DOOLAN | 1:09.060 | 90 | WATSON | 50.469 | 4 | 90 | WATSON | 2:00.624 | 2:00.624 | 0.000 |
| 5 | 90 | WATSON | 1:10.155 | 66 | SMITH | 51.000 | 5 | 66 | SMITH | 2:01.472 | 2:01.915 | 0.443 |
| 6 | 66 | SMITH | 1:10.472 | 131 | EVANS | 51.150 | 6 | 131 | EVANS | 2:02.798 | 2:02.798 | 0.000 |
| 7 | 137 | CRAWT | 1:11.203 | 137 | CRAWT | 51.681 | 7 | 137 | CRAWT | 2:02.884 | 2:02.884 | 0.000 |
| 8 | 131 | EVANS | 1:11.648 | 0 | STANLEY | 52.627 | 8 | 182 | PHILLIPS | 2:03.434 | 2:11.638 | 8.204 |
| 9 | 175 | SMITH | 1:11.666 | 84 | BRANCO | 52.664 | 9 | 175 | SMITH | 2:04.399 | 2:07.067 | 2.668 |
| 10 | 84 | BRANCO | 1:13.149 | 175 | SMITH | 52.733 | 10 | 84 | BRANCO | 2:05.813 | 2:06.031 | 0.218 |
| 11 | 85 | KITE | 1:14.088 | 211 | WARING | 53.034 | 11 | 0 | STANLEY | 2:07.532 | 2:08.461 | 0.929 |
| 12 | 5 | YOUNG | 1:14.809 | 73 | LEWIN | 53.186 | 12 | 211 | WARING | 2:07.896 | 2:07.896 | 0.000 |
| 13 | 211 | WARING | 1:14.862 | 9 | WATSON | 53.791 | 13 | 85 | KITE | 2:08.658 | 2:08.658 | 0.000 |
| 14 | 0 | STANLEY | 1:14.905 | 85 | KITE | 54.570 | 14 | 73 | LEWIN | 2:08.971 | 2:09.302 | 0.331 |
| 15 | 73 | LEWIN | 1:15.785 | 5 | YOUNG | 54.620 | 15 | 5 | YOUNG | 2:09.429 | 2:09.435 | 0.006 |
| 16 | 9 | WATSON | 1:16.650 | 182 | PHILLIPS | 54.661 | 16 | 9 | WATSON | 2:10.441 | 2:11.476 | 1.035 |
| 17 | 59 | RIDGWELL | 1:19.613 | 59 | RIDGWELL | 57.365 | 17 | 59 | RIDGWELL | 2:16.978 | 2:16.978 | 0.000 |
| 18 | 196 | PETERSON | 1:21.975 | 196 | PETERSON | 58.342 | 18 | 196 | PETERSON | 2:20.317 | 2:20.317 | 0.000 |
| 19 | 289 | HORNE | 1:22.822 | 289 | HORNE | 58.479 | 19 | 289 | HORNE | 2:21.301 | 2:22.324 | 1.023 |
| 20 | 60 | RIDGWELL | 1:24.113 | 99 | ULPH | 58.875 | 20 | 99 | ULPH | 2:24.731 | 2:25.128 | 0.397 |
| 21 | 99 | ULPH | 1:25.856 | 60 | RIDGWELL | 1:00.805 | 21 | 60 | RIDGWELL | 2:24.918 | 2:24.918 | 0.000 |
| 22 | 56 | SOILLEUX | 1:26.913 | 56 | SOILLEUX | 1:01.033 | 22 | 56 | SOILLEUX | 2:27.946 | 2:27.946 | 0.000 |
| 23 | 37 | WOODS | 1:33.786 | 37 | WOODS | 1:03.660 | 23 | 37 | WOODS | 2:37.446 | | |
| 24 | | | | | | | 24 | 43 | BARFORD | | 2:16.354 | |
| 25 | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 13:11 Flag 13:20 End: 13:24

Results can be found at www.tsl-timing.com

Printed - 13:29 Saturday, 28 April 2018

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - GRID (7 Laps)

| | | | | | | |
|--------|----|---------------------------------------|----|--------------------------------------|----|--|
| ROW 12 | 34 | 181 Robert FRANKLIN | 1 | | 1 | |
| ROW 11 | 31 | 102 James TEGG | 32 | 167 Mike DEVALL | 33 | 34 Chris MATTHEWS |
| ROW 10 | 28 | 6 Paul HOLDEN | 29 | 54 Adam JAMISON | 30 | 47 Thomas WATSON |
| ROW 9 | 25 | 81 Malvern MAY | 26 | 37 Ricky WOODS | 27 | 50 Paul ROBSON |
| ROW 8 | 22 | 99 Sarah ULPH 2:25.128 | 23 | 56 Jason SOILLEUX 2:27.946 | 24 | 10 Justin ARBON |
| ROW 7 | 19 | 196 Emma PETERSON 2:20.317 | 20 | 289 Philip HORNE 2:22.324 | 21 | 60 Adam RIDGWELL 2:24.918 |
| ROW 6 | 16 | 182 Kyle PHILLIPS 2:11.638 | 17 | 43 Daniel BARFORD 2:16.354 | 18 | 59 Benn RIDGWELL 2:16.978 |
| ROW 5 | 13 | 73 Vincent LEWIN 2:09.302 | 14 | 5 William YOUNG 2:09.435 | 15 | 9 Andrew WATSON 2:11.476 |
| ROW 4 | 10 | 211 Jordan WARING 2:07.896 | 11 | 0 Luke STANLEY 2:08.461 | 12 | 85 Andrew KITE 2:08.658 |
| ROW 3 | 7 | 137 Charlie CRAWT 2:02.884 | 8 | 84 Ricardo BRANCO 2:06.031 | 9 | 175 Patrick SMITH 2:07.067 |
| ROW 2 | 4 | 90 Edward WATSON 2:00.624 | 5 | 66 Mark SMITH 2:01.915 | 6 | 131 Christopher EVANS 2:02.798 |
| ROW 1 | 1 | 198 Steven TOPPING 1:54.151 | 2 | 92 Duncan GROVE 1:55.921 | 3 | 22 Ben DOOLAN 1:58.546 |
| | | Pole | | | | |

Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | |
|-------------------|--|--------------|
| Clerk Of Course : | | Timekeeper : |
|-------------------|--|--------------|

Results can be found at www.tsl-timing.com

Printed - 13:32 Saturday, 28 April 2018



BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|-----|---------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 198 | | 1 Steven TOPPING | Yamaha - | 5 | 9:52.317 | | | 66.24 | 1:54.383 | 2 |
| 2 | 6 | | 2 Paul HOLDEN | Yamaha - MOREMOTO RACING | 5 | 10:10.208 | 17.891 | 17.891 | 64.30 | 1:57.580 | 3 |
| 3 | 92 | | 3 Duncan GROVE | Yamaha - | 5 | 10:10.306 | 17.989 | 0.098 | 64.29 | 1:58.158 | 5 |
| 4 | 54 | | 4 Adam JAMISON | Suzuki - AJ Racing | 5 | 10:11.568 | 19.251 | 1.262 | 64.16 | 1:57.874 | 4 |
| 5 | 22 | | 5 Ben DOOLAN | Yamaha - my wallet | 5 | 10:16.684 | 24.367 | 5.116 | 63.63 | 1:59.569 | 5 |
| 6 | 90 | | 6 Edward WATSON | Suzuki - Motorsportdays.com TEA Time Racing | 5 | 10:20.841 | 28.524 | 4.157 | 63.20 | 2:01.908 | 3 |
| 7 | 66 | | 7 Mark SMITH | Yamaha - MHP EXHAUST S | 5 | 10:23.162 | 30.845 | 2.321 | 62.96 | 2:02.587 | 4 |
| 8 | 47 | | 8 Thomas WATSON | Yamaha - Motorsportdays.com TEA Time Racing | 5 | 10:24.888 | 32.571 | 1.726 | 62.79 | 2:00.364 | 4 |
| 9 | 137 | RMT | 1 Charlie CRAWT | Suzuki - Pass Bike Motorcycle Training Ltd | 5 | 10:31.702 | 39.385 | 6.814 | 62.11 | 2:04.185 | 5 |
| 10 | 131 | RMT | 2 Christopher EVANS | Suzuki - Andesign | 5 | 10:33.453 | 41.136 | 1.751 | 61.94 | 2:02.830 | 5 |
| 11 | 211 | RMT | 3 Jordan WARING | Suzuki - Beyond Timber Ltd | 5 | 10:38.807 | 46.490 | 5.354 | 61.42 | 2:04.010 | 4 |
| 12 | 81 | | 9 Malvern MAY | DUCATI - | 5 | 10:42.197 | 49.880 | 3.390 | 61.10 | 2:02.414 | 4 |
| 13 | 84 | | 10 Ricardo BRANCO | Suzuki - IMP Racing | 5 | 10:51.485 | 59.168 | 9.288 | 60.23 | 2:06.868 | 4 |
| 14 | 73 | | 11 Vincent LEWIN | Suzuki - vinitwinracing.co.uk | 5 | 10:51.637 | 59.320 | 0.152 | 60.21 | 2:06.545 | 2 |
| 15 | 50 | | 12 Paul ROBSON | Suzuki - RBProperty services & Environment Lightin | 5 | 10:59.242 | 1:06.925 | 7.605 | 59.52 | 2:06.494 | 4 |
| 16 | 0 | RMT | 4 Luke STANLEY | Suzuki - MOREMOTO | 5 | 11:00.420 | 1:08.103 | 1.178 | 59.41 | 2:08.815 | 3 |
| 17 | 43 | | 13 Daniel BARFORD | Suzuki - Shawell Tuning | 5 | 11:01.091 | 1:08.774 | 0.671 | 59.35 | 2:08.464 | 3 |
| 18 | 5 | R | 1 William YOUNG | Yamaha - RoyBoy's Racing | 5 | 11:03.234 | 1:10.917 | 2.143 | 59.16 | 2:07.665 | 5 |
| 19 | 85 | | 14 Andrew KITE | Ducati - Red Rebel Racing | 5 | 11:16.717 | 1:24.400 | 13.483 | 57.98 | 2:08.488 | 5 |
| 20 | 10 | | 15 Justin ARBON | Kawasaki - TT plumbing and heating | 5 | 11:18.412 | 1:26.095 | 1.695 | 57.84 | 2:10.780 | 4 |
| 21 | 182 | RMT | 5 Kyle PHILLIPS | Suzuki - Chief Safety Consultancy | 5 | 11:39.554 | 1:47.237 | 21.142 | 56.09 | 2:14.860 | 3 |
| 22 | 60 | RMT | 6 Adam RIDGWELL | Suzuki - | 5 | 12:03.769 | 2:11.452 | 24.215 | 54.21 | 2:17.178 | 5 |
| 23 | 56 | | 16 Jason SOILLEUX | Ducati - | 5 | 12:07.859 | 2:15.542 | 4.090 | 53.91 | 2:21.206 | 3 |
| 24 | 289 | RMT | 7 Philip HORNE | Suzuki - | 5 | 12:08.776 | 2:16.459 | 0.917 | 53.84 | 2:20.539 | 3 |
| 25 | 99 | RMT | 8 Sarah ULPH | Suzuki - | 4 | 10:17.796 | 1 Lap | 1 Lap | 50.81 | 2:31.231 | 2 |
| 26 | 37 | R | 2 Ricky WOODS | Suzuki - Des Woods | 4 | 10:57.604 | 1 Lap | 39.808 | 47.73 | 2:42.824 | 4 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|-----|---------------|----------|---|----------|--------|--------|-------|--|--|
| DNF | 59 | RMT | Benn RIDGWELL | Suzuki - | 1 | 2:27.252 | 4 Laps | 3 Laps | 53.29 | | |
|-----|----|-----|---------------|----------|---|----------|--------|--------|-------|--|--|

FASTEST LAP

| | | | | | | | | | | | |
|-----|-----|--|-------------------|--------------------------|---|----------|--|--|-----------|------------|--|
| 198 | | | Steven TOPPING | Yamaha - | 2 | 1:54.383 | | | 68.61 mph | 110.42 kph | |
| 131 | RMT | | Christopher EVANS | Suzuki - Andesign | 5 | 2:02.830 | | | 63.89 mph | 102.82 kph | |
| 5 | R | | William YOUNG | Yamaha - RoyBoy's Racing | 5 | 2:07.665 | | | 61.47 mph | 98.93 kph | |

Class - 92.5% of Race Speed = 61.27 mph
 Class RMT - 92.5% of Race Speed = 57.45 mph
 Class R - 92.5% of Race Speed = 54.72 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 17:11 Flag 17:21 End: 17:23

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 17:25 Saturday, 28 April 2018



BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - LAP CHART

LAP 1 @ 17:13:45.911

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 198 | | 2:03.189 |
| 92 | 5.150 | 2:08.339 |
| 90 | 6.129 | 2:09.318 |
| 66 | 7.669 | 2:10.858 |
| 22 | 8.039 | 2:11.228 |
| 137 | 10.482 | 2:13.671 |
| 6 | 11.396 | 2:14.585 |
| 84 | 14.081 | 2:17.270 |
| 54 | 14.258 | 2:17.447 |
| 131 | 14.749 | 2:17.938 |
| 47 | 15.237 | 2:18.426 |
| 211 | 15.752 | 2:18.941 |
| 0 | 17.690 | 2:20.879 |
| 73 | 17.710 | 2:20.899 |
| 43 | 18.404 | 2:21.593 |
| 5 | 20.159 | 2:23.348 |
| 81 | 21.720 | 2:24.909 |
| 182 | 23.014 | 2:26.203 |
| 59 | 24.063 | 2:27.252 |
| 50 | 24.899 | 2:28.088 |
| 10 | 25.932 | 2:29.121 |
| 85 | 27.240 | 2:30.429 |
| 60 | 34.918 | 2:38.107 |
| 56 | 35.296 | 2:38.485 |
| 289 | 37.181 | 2:40.370 |
| 99 | 37.571 | 2:40.760 |
| 37 | 44.156 | 2:47.345 |

LAP 2 @ 17:15:40.294

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 198 | | 1:54.383 |
| 92 | 14.036 | 2:03.269 |
| 6 | 14.931 | 1:57.918 |
| 90 | 15.140 | 2:03.394 |
| 66 | 16.746 | 2:03.460 |
| 22 | 17.082 | 2:03.426 |
| 54 | 18.101 | 1:58.226 |
| 137 | 21.506 | 2:05.407 |
| 47 | 23.200 | 2:02.346 |
| 131 | 24.667 | 2:04.301 |
| 211 | 27.323 | 2:05.954 |
| 84 | 29.535 | 2:09.837 |
| 73 | 29.872 | 2:06.545 |
| 81 | 32.870 | 2:05.533 |
| 0 | 33.956 | 2:10.649 |
| 43 | 35.466 | 2:11.445 |
| 5 | 37.404 | 2:11.628 |
| 50 | 41.292 | 2:10.776 |
| 182 | 43.578 | 2:14.947 |
| 10 | 44.520 | 2:12.971 |
| 85 | 48.529 | 2:15.672 |
| 60 | 1:04.694 | 2:24.159 |
| 56 | 1:05.013 | 2:24.100 |
| 289 | 1:08.530 | 2:25.732 |
| 99 | 1:14.419 | 2:31.231 |
| 37 | 1:33.253 | 2:43.480 |

LAP 3 @ 17:17:36.658

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 198 | | 1:56.364 |
| 6 | 16.147 | 1:57.580 |

| | | |
|-----|----------|----------|
| 92 | 18.262 | 2:00.590 |
| 90 | 20.684 | 2:01.908 |
| 54 | 20.785 | 1:59.048 |
| 22 | 21.621 | 2:00.903 |
| 66 | 23.948 | 2:03.566 |
| 137 | 29.367 | 2:04.225 |
| 47 | 29.585 | 2:02.749 |
| 131 | 32.972 | 2:04.669 |
| 211 | 36.312 | 2:05.353 |
| 84 | 42.464 | 2:09.293 |
| 81 | 42.539 | 2:06.033 |
| 73 | 42.932 | 2:09.424 |
| 0 | 46.407 | 2:08.815 |
| 43 | 47.566 | 2:08.464 |
| 5 | 51.472 | 2:10.432 |
| 50 | 51.733 | 2:06.805 |
| 182 | 1:02.074 | 2:14.860 |
| 10 | 1:02.542 | 2:14.386 |
| 85 | 1:04.171 | 2:12.006 |
| 56 | 1:29.855 | 2:21.206 |
| 60 | 1:32.255 | 2:23.925 |
| 289 | 1:32.705 | 2:20.539 |
| 99 | 1:51.400 | 2:33.345 |

LAP 4 @ 17:19:35.017

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 198 | | 1:58.359 |
| 6 | 16.438 | 1:58.650 |
| 92 | 19.853 | 1:59.950 |
| 54 | 20.300 | 1:57.874 |
| 37 | 1 Lap | 2:43.955 |
| 90 | 24.721 | 2:02.396 |
| 22 | 24.820 | 2:01.558 |
| 66 | 28.176 | 2:02.587 |
| 47 | 31.590 | 2:00.364 |
| 137 | 35.222 | 2:04.214 |
| 131 | 38.328 | 2:03.715 |
| 211 | 41.963 | 2:04.010 |
| 81 | 46.594 | 2:02.414 |
| 84 | 50.973 | 2:06.868 |
| 73 | 51.322 | 2:06.749 |
| 0 | 57.883 | 2:09.835 |
| 43 | 58.940 | 2:09.733 |
| 50 | 59.868 | 2:06.494 |
| 5 | 1:03.274 | 2:10.161 |
| 10 | 1:14.963 | 2:10.780 |
| 85 | 1:15.934 | 2:10.122 |
| 182 | 1:19.366 | 2:15.651 |
| 56 | 1:53.466 | 2:21.970 |
| 60 | 1:54.296 | 2:20.400 |
| 289 | 1:55.370 | 2:21.024 |

LAP 5 @ 17:21:35.039

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 198 | | 2:00.022 |
| 6 | 17.891 | 2:01.475 |
| 92 | 17.989 | 1:58.158 |
| 54 | 19.251 | 1:58.973 |
| 22 | 24.367 | 1:59.569 |
| 99 | 1 Lap | 2:32.460 |
| 90 | 28.524 | 2:03.825 |
| 66 | 30.845 | 2:02.691 |
| 47 | 32.571 | 2:01.003 |
| 137 | 39.385 | 2:04.185 |

| | | |
|-----|----------|----------|
| 131 | 41.136 | 2:02.830 |
| 211 | 46.490 | 2:04.549 |
| 81 | 49.880 | 2:03.308 |
| 84 | 59.168 | 2:08.217 |
| 73 | 59.320 | 2:08.020 |
| 37 | 1 Lap | 2:42.824 |
| 50 | 1:06.925 | 2:07.079 |
| 0 | 1:08.103 | 2:10.242 |
| 43 | 1:08.774 | 2:09.856 |
| 5 | 1:10.917 | 2:07.665 |
| 85 | 1:24.400 | 2:08.488 |
| 10 | 1:26.095 | 2:11.154 |
| 182 | 1:47.237 | 2:27.893 |
| 60 | 2:11.452 | 2:17.178 |
| 56 | 2:15.542 | 2:22.098 |
| 289 | 2:16.459 | 2:21.111 |

Weather / Track : Rain / Wet

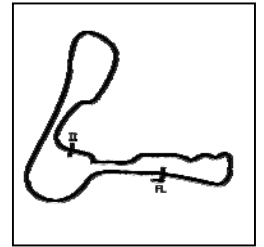
Results can be found at www.tsl-timing.com

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:11 Flag 17:21 End: 17:23

Printed - 17:29 Saturday, 28 April 2018

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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 198 | | Steven TOPPING | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.383 | | BEST LAP TIME : 1:54.383 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.676 | 2:03.189 | 63.70 | 8.806 | 17:13:45.911 |
| 2 - | 1:06.499 | 47.884 | 1:54.383 (1) | 68.61 | | 17:15:40.294 |
| 3 - | 1:07.575 | 48.789 | 1:56.364 (2) | 67.44 | 1.981 | 17:17:36.658 |
| 4 - | 1:09.350 | 49.009 | 1:58.359 (3) | 66.30 | 3.976 | 17:19:35.017 |
| 5 - | 1:09.051 | 50.971 | 2:00.022 | 65.38 | 5.639 | 17:21:35.039 |

| P2 6 | | Paul HOLDEN | | Yamaha - MOREMOTO RACING | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.450 | | BEST LAP TIME : 1:57.580 | | DIFFERENCE : 0.130 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.031 | 2:14.585 | 58.31 | 17.005 | 17:13:57.307 |
| 2 - | 1:07.996 | 49.922 | 1:57.918 (2) | 66.55 | 0.338 | 17:15:55.225 |
| 3 - | 1:08.126 | 49.454 | 1:57.580 (1) | 66.74 | | 17:17:52.805 |
| 4 - | 1:08.464 | 50.186 | 1:58.650 (3) | 66.14 | 1.070 | 17:19:51.455 |
| 5 - | 1:08.814 | 52.661 | 2:01.475 | 64.60 | 3.895 | 17:21:52.930 |

| P3 92 | | Duncan GROVE | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.158 | | BEST LAP TIME : 1:58.158 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.400 | 2:08.339 | 61.15 | 10.181 | 17:13:51.061 |
| 2 - | 1:11.945 | 51.324 | 2:03.269 | 63.66 | 5.111 | 17:15:54.330 |
| 3 - | 1:10.102 | 50.488 | 2:00.590 (3) | 65.08 | 2.432 | 17:17:54.920 |
| 4 - | 1:09.674 | 50.276 | 1:59.950 (2) | 65.42 | 1.792 | 17:19:54.870 |
| 5 - | 1:08.621 | 49.537 | 1:58.158 (1) | 66.42 | | 17:21:53.028 |

| P4 54 | | Adam JAMISON | | Suzuki - AJ Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.238 | | BEST LAP TIME : 1:57.874 | | DIFFERENCE : 0.636 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.107 | 2:17.447 | 57.09 | 19.573 | 17:14:00.169 |
| 2 - | 1:08.743 | 49.483 | 1:58.226 (2) | 66.38 | 0.352 | 17:15:58.395 |
| 3 - | 1:09.249 | 49.799 | 1:59.048 | 65.92 | 1.174 | 17:17:57.443 |
| 4 - | 1:07.755 | 50.119 | 1:57.874 (1) | 66.58 | | 17:19:55.317 |
| 5 - | 1:08.170 | 50.803 | 1:58.973 (3) | 65.96 | 1.099 | 17:21:54.290 |

| P5 22 | | Ben DOOLAN | | Yamaha - my wallet | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.569 | | BEST LAP TIME : 1:59.569 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.532 | 2:11.228 | 59.80 | 11.659 | 17:13:53.950 |
| 2 - | 1:11.333 | 52.093 | 2:03.426 | 63.58 | 3.857 | 17:15:57.376 |
| 3 - | 1:10.498 | 50.405 | 2:00.903 (2) | 64.91 | 1.334 | 17:17:58.279 |
| 4 - | 1:10.636 | 50.922 | 2:01.558 (3) | 64.56 | 1.989 | 17:19:59.837 |
| 5 - | 1:09.346 | 50.223 | 1:59.569 (1) | 65.63 | | 17:21:59.406 |

| P6 90 | | Edward WATSON | | Suzuki - Motorsportdays.com TEA Time Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|
| IDEAL LAP TIME : 2:01.738 | | BEST LAP TIME : 2:01.908 | | DIFFERENCE : 0.170 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.251 | 2:09.318 | 60.68 | 7.410 | 17:13:52.040 |
| 2 - | 1:11.761 | 51.633 | 2:03.394 (3) | 63.60 | 1.486 | 17:15:55.434 |
| 3 - | 1:10.631 | 51.277 | 2:01.908 (1) | 64.37 | | 17:17:57.342 |
| 4 - | 1:11.289 | 51.107 | 2:02.396 (2) | 64.12 | 0.488 | 17:19:59.738 |
| 5 - | 1:11.773 | 52.052 | 2:03.825 | 63.38 | 1.917 | 17:22:03.563 |

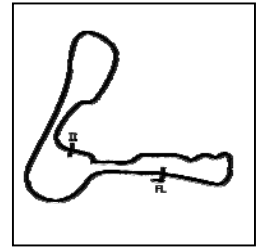
| P7 66 | | Mark SMITH | | Yamaha - MHP EXHAUST S | | |
|---------------------------|----------|--------------------------|----------|------------------------|------|-------------|
| IDEAL LAP TIME : 2:02.378 | | BEST LAP TIME : 2:02.587 | | DIFFERENCE : 0.209 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:11 Flag 17:21 End: 17:23

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 51.652 | 2:10.858 | 59.97 | 8.271 | 17:13:53.580 |
| 2 - | 1:11.289 | 52.171 | 2:03.460 (3) | 63.56 | 0.873 | 17:15:57.040 |
| 3 - | 1:11.853 | 51.713 | 2:03.566 | 63.51 | 0.979 | 17:18:00.606 |
| 4 - | 1:11.300 | 51.287 | 2:02.587 (1) | 64.02 | | 17:20:03.193 |
| 5 - | 1:11.602 | 51.089 | 2:02.691 (2) | 63.96 | 0.104 | 17:22:05.884 |

| P8 47 | | Thomas WATSON | | Yamaha - Motorsportdays.com TEA Time Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|--|
| IDEAL LAP TIME : 2:00.364 | | BEST LAP TIME : 2:00.364 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 52.612 | 2:18.426 | 56.69 | 18.062 | 17:14:01.148 | |
| 2 - | 1:11.364 | 50.982 | 2:02.346 (3) | 64.14 | 1.982 | 17:16:03.494 | |
| 3 - | 1:11.286 | 51.463 | 2:02.749 | 63.93 | 2.385 | 17:18:06.243 | |
| 4 - | 1:10.400 | 49.964 | 2:00.364 (1) | 65.20 | | 17:20:06.607 | |
| 5 - | 1:10.840 | 50.163 | 2:01.003 (2) | 64.85 | 0.639 | 17:22:07.610 | |

| P9 137 RMT | | Charlie CRAWT | | Suzuki - Pass Bike Motorcycle Training Ltd | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|-------|---------------------|--|
| IDEAL LAP TIME : 2:03.737 | | BEST LAP TIME : 2:04.185 | | DIFFERENCE : 0.448 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 52.014 | 2:13.671 | 58.71 | 9.486 | 17:13:56.393 | |
| 2 - | 1:13.878 | 51.529 | 2:05.407 | 62.58 | 1.222 | 17:16:01.800 | |
| 3 - | 1:12.879 | 51.346 | 2:04.225 (3) | 63.17 | 0.040 | 17:18:06.025 | |
| 4 - | 1:12.504 | 51.710 | 2:04.214 (2) | 63.18 | 0.029 | 17:20:10.239 | |
| 5 - | 1:12.391 | 51.794 | 2:04.185 (1) | 63.19 | | 17:22:14.424 | |

| P10 131 RMT | | Christopher EVANS | | Suzuki - Andesign | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:02.830 | | BEST LAP TIME : 2:02.830 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.423 | 2:17.938 | 56.89 | 15.108 | 17:14:00.660 | |
| 2 - | 1:12.378 | 51.923 | 2:04.301 (3) | 63.13 | 1.471 | 17:16:04.961 | |
| 3 - | 1:12.768 | 51.901 | 2:04.669 | 62.95 | 1.839 | 17:18:09.630 | |
| 4 - | 1:12.289 | 51.426 | 2:03.715 (2) | 63.43 | 0.885 | 17:20:13.345 | |
| 5 - | 1:11.829 | 51.001 | 2:02.830 (1) | 63.89 | | 17:22:16.175 | |

| P11 211 RMT | | Jordan WARING | | Suzuki - Beyond Timber Ltd | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.008 | | BEST LAP TIME : 2:04.010 | | DIFFERENCE : 0.002 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.854 | 2:18.941 | 56.48 | 14.931 | 17:14:01.663 | |
| 2 - | 1:13.667 | 52.287 | 2:05.954 | 62.30 | 1.944 | 17:16:07.617 | |
| 3 - | 1:13.183 | 52.170 | 2:05.353 (3) | 62.60 | 1.343 | 17:18:12.970 | |
| 4 - | 1:12.566 | 51.444 | 2:04.010 (1) | 63.28 | | 17:20:16.980 | |
| 5 - | 1:13.107 | 51.442 | 2:04.549 (2) | 63.01 | 0.539 | 17:22:21.529 | |

| P12 81 | | Malvern MAY | | DUCATI - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:02.398 | | BEST LAP TIME : 2:02.414 | | DIFFERENCE : 0.016 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.657 | 2:24.909 | 54.15 | 22.495 | 17:14:07.631 | |
| 2 - | 1:12.851 | 52.682 | 2:05.533 (3) | 62.51 | 3.119 | 17:16:13.164 | |
| 3 - | 1:12.145 | 53.888 | 2:06.033 | 62.26 | 3.619 | 17:18:19.197 | |
| 4 - | 1:10.734 | 51.680 | 2:02.414 (1) | 64.11 | | 17:20:21.611 | |
| 5 - | 1:11.644 | 51.664 | 2:03.308 (2) | 63.64 | 0.894 | 17:22:24.919 | |

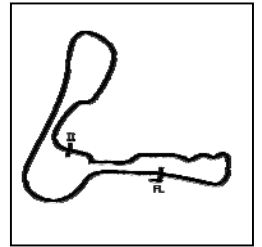
| P13 84 | | Ricardo BRANCO | | Suzuki - IMP Racing | | | |
|---------------------------|----------|--------------------------|---------------------|---------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:06.754 | | BEST LAP TIME : 2:06.868 | | DIFFERENCE : 0.114 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 53.998 | 2:17.270 | 57.17 | 10.402 | 17:13:59.992 | |
| 2 - | 1:15.673 | 54.164 | 2:09.837 | 60.44 | 2.969 | 17:16:09.829 | |
| 3 - | 1:15.191 | 54.102 | 2:09.293 (3) | 60.69 | 2.425 | 17:18:19.122 | |
| 4 - | 1:13.644 | 53.224 | 2:06.868 (1) | 61.86 | | 17:20:25.990 | |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:11 Flag 17:21 End: 17:23

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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

5 - **1:13.530** 54.687 2:08.217 (2) 61.20 1.349 17:22:34.207

| P14 73 | | Vincent LEWIN | | Suzuki - vinitwinracing.co.uk | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:05.729 | | BEST LAP TIME : 2:06.545 | | DIFFERENCE : 0.816 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 53.873 | 2:20.899 | 55.69 | 14.354 | 17:14:03.621 | |
| 2 - | 1:13.163 | 53.382 | 2:06.545 (1) | 62.01 | | 17:16:10.166 | |
| 3 - | 1:15.552 | 53.872 | 2:09.424 | 60.63 | 2.879 | 17:18:19.590 | |
| 4 - | 1:14.183 | 52.566 | 2:06.749 (2) | 61.91 | 0.204 | 17:20:26.339 | |
| 5 - | 1:13.997 | 54.023 | 2:08.020 (3) | 61.30 | 1.475 | 17:22:34.359 | |

| P15 50 | | Paul ROBSON | | Suzuki - RBProperty services & Environment Lighting | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|--|
| IDEAL LAP TIME : 2:05.749 | | BEST LAP TIME : 2:06.494 | | DIFFERENCE : 0.745 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 57.592 | 2:28.088 | 52.99 | 21.594 | 17:14:10.810 | |
| 2 - | 1:16.018 | 54.758 | 2:10.776 | 60.01 | 4.282 | 17:16:21.586 | |
| 3 - | 1:13.128 | 53.677 | 2:06.805 (2) | 61.89 | 0.311 | 17:18:28.391 | |
| 4 - | 1:13.873 | 52.621 | 2:06.494 (1) | 62.04 | | 17:20:34.885 | |
| 5 - | 1:13.438 | 53.641 | 2:07.079 (3) | 61.75 | 0.585 | 17:22:41.964 | |

| P16 0 RMT | | Luke STANLEY | | Suzuki - MOREMOTO | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:08.815 | | BEST LAP TIME : 2:08.815 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.341 | 2:20.879 | 55.70 | 12.064 | 17:14:03.601 | |
| 2 - | 1:17.269 | 53.380 | 2:10.649 | 60.06 | 1.834 | 17:16:14.250 | |
| 3 - | 1:15.875 | 52.940 | 2:08.815 (1) | 60.92 | | 17:18:23.065 | |
| 4 - | 1:16.132 | 53.703 | 2:09.835 (2) | 60.44 | 1.020 | 17:20:32.900 | |
| 5 - | 1:16.484 | 53.758 | 2:10.242 (3) | 60.25 | 1.427 | 17:22:43.142 | |

| P17 43 | | Daniel BARFORD | | Suzuki - Shawell Tuning | | | |
|------------------|----------|--------------------------|---------------------|-------------------------|--------|---------------------|--|
| IDEAL LAP TIME : | | BEST LAP TIME : 2:08.464 | | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | 2:21.593 | 55.42 | 13.129 | 17:14:04.315 | |
| 2 - | | | 2:11.445 | 59.70 | 2.981 | 17:16:15.760 | |
| 3 - | | | 2:08.464 (1) | 61.09 | | 17:18:24.224 | |
| 4 - | | | 2:09.733 (2) | 60.49 | 1.269 | 17:20:33.957 | |
| 5 - | | | 2:09.856 (3) | 60.43 | 1.392 | 17:22:43.813 | |

| P18 5 R | | William YOUNG | | Yamaha - RoyBoy's Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:07.665 | | BEST LAP TIME : 2:07.665 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 55.432 | 2:23.348 | 54.74 | 15.683 | 17:14:06.070 | |
| 2 - | 1:16.461 | 55.167 | 2:11.628 | 59.62 | 3.963 | 17:16:17.698 | |
| 3 - | 1:16.131 | 54.301 | 2:10.432 (3) | 60.16 | 2.767 | 17:18:28.130 | |
| 4 - | 1:15.618 | 54.543 | 2:10.161 (2) | 60.29 | 2.496 | 17:20:38.291 | |
| 5 - | 1:14.303 | 53.362 | 2:07.665 (1) | 61.47 | | 17:22:45.956 | |

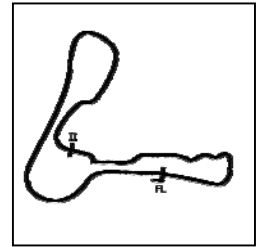
| P19 85 | | Andrew KITE | | Ducati - Red Rebel Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:08.488 | | BEST LAP TIME : 2:08.488 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 58.650 | 2:30.429 | 52.17 | 21.941 | 17:14:13.151 | |
| 2 - | 1:19.007 | 56.665 | 2:15.672 | 57.84 | 7.184 | 17:16:28.823 | |
| 3 - | 1:16.639 | 55.367 | 2:12.006 (3) | 59.45 | 3.518 | 17:18:40.829 | |
| 4 - | 1:16.036 | 54.086 | 2:10.122 (2) | 60.31 | 1.634 | 17:20:50.951 | |
| 5 - | 1:14.413 | 54.075 | 2:08.488 (1) | 61.08 | | 17:22:59.439 | |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:11 Flag 17:21 End: 17:23

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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

| P20 10 | | Justin ARBON | | Kawasaki - TT plumbing and heating | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.520 | | BEST LAP TIME : 2:10.780 | | DIFFERENCE : 0.260 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 58.971 | 2:29.121 | 52.62 | 18.341 | 17:14:11.843 |
| 2 - | 1:16.849 | 56.122 | 2:12.971 (3) | 59.02 | 2.191 | 17:16:24.814 |
| 3 - | 1:18.748 | 55.638 | 2:14.386 | 58.39 | 3.606 | 17:18:39.200 |
| 4 - | 1:16.632 | 54.148 | 2:10.780 (1) | 60.00 | | 17:20:49.980 |
| 5 - | 1:16.372 | 54.782 | 2:11.154 (2) | 59.83 | 0.374 | 17:23:01.134 |

| P21 182 RMT | | Kyle PHILLIPS | | Suzuki - Chief Safety Consultancy | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.590 | | BEST LAP TIME : 2:14.860 | | DIFFERENCE : 1.270 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.950 | 2:26.203 | 53.67 | 11.343 | 17:14:08.925 |
| 2 - | 1:18.804 | 56.143 | 2:14.947 (2) | 58.15 | 0.087 | 17:16:23.872 |
| 3 - | 1:19.421 | 55.439 | 2:14.860 (1) | 58.19 | | 17:18:38.732 |
| 4 - | 1:18.151 | 57.500 | 2:15.651 (3) | 57.85 | 0.791 | 17:20:54.383 |
| 5 - | 1:25.647 | 1:02.246 | 2:27.893 | 53.06 | 13.033 | 17:23:22.276 |

| P22 60 RMT | | Adam RIDGWELL | | Suzuki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:17.178 | | BEST LAP TIME : 2:17.178 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:01.253 | 2:38.107 | 49.63 | 20.929 | 17:14:20.829 |
| 2 - | 1:23.023 | 1:01.136 | 2:24.159 | 54.44 | 6.981 | 17:16:44.988 |
| 3 - | 1:24.035 | 59.890 | 2:23.925 (3) | 54.52 | 6.747 | 17:19:08.913 |
| 4 - | 1:21.704 | 58.696 | 2:20.400 (2) | 55.89 | 3.222 | 17:21:29.313 |
| 5 - | 1:19.403 | 57.775 | 2:17.178 (1) | 57.21 | | 17:23:46.491 |

| P23 56 | | Jason SOILLEUX | | Ducati - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:21.206 | | BEST LAP TIME : 2:21.206 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:01.378 | 2:38.485 | 49.51 | 17.279 | 17:14:21.207 |
| 2 - | 1:23.653 | 1:00.447 | 2:24.100 | 54.46 | 2.894 | 17:16:45.307 |
| 3 - | 1:22.540 | 58.666 | 2:21.206 (1) | 55.57 | | 17:19:06.513 |
| 4 - | 1:22.683 | 59.287 | 2:21.970 (2) | 55.27 | 0.764 | 17:21:28.483 |
| 5 - | 1:22.946 | 59.152 | 2:22.098 (3) | 55.22 | 0.892 | 17:23:50.581 |

| P24 289 RMT | | Philip HORNE | | Suzuki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.820 | | BEST LAP TIME : 2:20.539 | | DIFFERENCE : 0.719 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:01.466 | 2:40.370 | 48.93 | 19.831 | 17:14:23.092 |
| 2 - | 1:24.100 | 1:01.632 | 2:25.732 | 53.85 | 5.193 | 17:16:48.824 |
| 3 - | 1:22.529 | 58.010 | 2:20.539 (1) | 55.84 | | 17:19:09.363 |
| 4 - | 1:22.691 | 58.333 | 2:21.024 (2) | 55.65 | 0.485 | 17:21:30.387 |
| 5 - | 1:21.810 | 59.301 | 2:21.111 (3) | 55.61 | 0.572 | 17:23:51.498 |

| P25 99 RMT | | Sarah ULPH | | Suzuki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:29.359 | | BEST LAP TIME : 2:31.231 | | DIFFERENCE : 1.872 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:00.317 | 2:40.760 | 48.81 | 9.529 | 17:14:23.482 |
| 2 - | 1:29.042 | 1:02.189 | 2:31.231 (1) | 51.89 | | 17:16:54.713 |
| 3 - | 1:31.470 | 1:01.875 | 2:33.345 (3) | 51.17 | 2.114 | 17:19:28.058 |
| 4 - | 1:29.780 | 1:02.680 | 2:32.460 (2) | 51.47 | 1.229 | 17:22:00.518 |

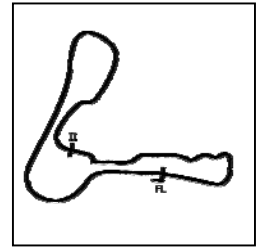
| P26 37 R | | Ricky WOODS | | Suzuki - Des Woods | | |
|---------------------------|----------|--------------------------|----------|--------------------|-------|--------------|
| IDEAL LAP TIME : 2:39.664 | | BEST LAP TIME : 2:42.824 | | DIFFERENCE : 3.160 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:04.084 | 2:47.345 | 46.89 | 4.521 | 17:14:30.067 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:11 Flag 17:21 End: 17:23

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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

| | | | | | | |
|-----|-----------------|----------|---------------------|--------------|-------|---------------------|
| 2 - | 1:35.580 | 1:07.900 | 2:43.480 (2) | 48.00 | 0.656 | 17:17:13.547 |
| 3 - | 1:36.795 | 1:07.160 | 2:43.955 (3) | 47.86 | 1.131 | 17:19:57.502 |
| 4 - | 1:35.997 | 1:06.827 | 2:42.824 (1) | 48.19 | | 17:22:40.326 |

| P27 | 59 RMT | Benn RIDGWELL | Suzuki - | | | |
|---------------------------|---------------|----------------------|--------------|-------|------|--------------|
| IDEAL LAP TIME : 2:14.028 | | BEST LAP TIME : | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.702 | 2:27.252 | 53.29 | | 17:14:09.974 |

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|----------|-----------------|-----|----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:54.383 | | |
| 1 | 198 | TOPPING | 1:06.499 | 198 | TOPPING | 47.884 | 1 | 198 | TOPPING | 1:54.383 | 1:54.383 | 0.000 |
| 2 | 54 | JAMISON | 1:07.755 | 6 | HOLDEN | 49.454 | 2 | 54 | JAMISON | 1:57.238 | 1:57.874 | 0.636 |
| 3 | 6 | HOLDEN | 1:07.996 | 54 | JAMISON | 49.483 | 3 | 6 | HOLDEN | 1:57.450 | 1:57.580 | 0.130 |
| 4 | 92 | GROVE | 1:08.621 | 92 | GROVE | 49.537 | 4 | 92 | GROVE | 1:58.158 | 1:58.158 | 0.000 |
| 5 | 22 | DOOLAN | 1:09.346 | 22 | DOOLAN | 49.964 | 5 | 22 | DOOLAN | 1:59.569 | 1:59.569 | 0.000 |
| 6 | 47 | WATSON | 1:10.400 | 47 | WATSON | 50.223 | 6 | 47 | WATSON | 2:00.364 | 2:00.364 | 0.000 |
| 7 | 90 | WATSON | 1:10.631 | 131 | EVANS | 51.001 | 7 | 90 | WATSON | 2:01.738 | 2:01.908 | 0.170 |
| 8 | 81 | MAY | 1:10.734 | 66 | SMITH | 51.089 | 8 | 66 | SMITH | 2:02.378 | 2:02.587 | 0.209 |
| 9 | 66 | SMITH | 1:11.289 | 90 | WATSON | 51.107 | 9 | 81 | MAY | 2:02.398 | 2:02.414 | 0.016 |
| 10 | 131 | EVANS | 1:11.829 | 137 | CRAWT | 51.346 | 10 | 131 | EVANS | 2:02.830 | 2:02.830 | 0.000 |
| 11 | 137 | CRAWT | 1:12.391 | 211 | WARING | 51.442 | 11 | 137 | CRAWT | 2:03.737 | 2:04.185 | 0.448 |
| 12 | 211 | WARING | 1:12.566 | 81 | MAY | 51.664 | 12 | 211 | WARING | 2:04.008 | 2:04.010 | 0.002 |
| 13 | 50 | ROBSON | 1:13.128 | 73 | LEWIN | 52.566 | 13 | 73 | LEWIN | 2:05.729 | 2:06.545 | 0.816 |
| 14 | 73 | LEWIN | 1:13.163 | 50 | ROBSON | 52.621 | 14 | 50 | ROBSON | 2:05.749 | 2:06.494 | 0.745 |
| 15 | 84 | BRANCO | 1:13.530 | 0 | STANLEY | 52.940 | 15 | 84 | BRANCO | 2:06.754 | 2:06.868 | 0.114 |
| 16 | 5 | YOUNG | 1:14.303 | 84 | BRANCO | 53.224 | 16 | 5 | YOUNG | 2:07.665 | 2:07.665 | 0.000 |
| 17 | 85 | KITE | 1:14.413 | 5 | YOUNG | 53.362 | 17 | 85 | KITE | 2:08.488 | 2:08.488 | 0.000 |
| 18 | 0 | STANLEY | 1:15.875 | 85 | KITE | 54.075 | 18 | 0 | STANLEY | 2:08.815 | 2:08.815 | 0.000 |
| 19 | 59 | RIDGWELL | 1:16.326 | 10 | ARBON | 54.148 | 19 | 10 | ARBON | 2:10.520 | 2:10.780 | 0.260 |
| 20 | 10 | ARBON | 1:16.372 | 182 | PHILLIPS | 55.439 | 20 | 182 | PHILLIPS | 2:13.590 | 2:14.860 | 1.270 |
| 21 | 182 | PHILLIPS | 1:18.151 | 59 | RIDGWELL | 57.702 | 21 | 59 | RIDGWELL | 2:14.028 | | |
| 22 | 60 | RIDGWELL | 1:19.403 | 60 | RIDGWELL | 57.775 | 22 | 60 | RIDGWELL | 2:17.178 | 2:17.178 | 0.000 |
| 23 | 289 | HORNE | 1:21.810 | 289 | HORNE | 58.010 | 23 | 289 | HORNE | 2:19.820 | 2:20.539 | 0.719 |
| 24 | 56 | SOILLEUX | 1:22.540 | 56 | SOILLEUX | 58.666 | 24 | 56 | SOILLEUX | 2:21.206 | 2:21.206 | 0.000 |
| 25 | 99 | ULPH | 1:29.042 | 99 | ULPH | 1:00.317 | 25 | 99 | ULPH | 2:29.359 | 2:31.231 | 1.872 |
| 26 | 37 | WOODS | 1:35.580 | 37 | WOODS | 1:04.084 | 26 | 37 | WOODS | 2:39.664 | 2:42.824 | 3.160 |
| 27 | | | | | | | 27 | 43 | BARFORD | | 2:08.464 | |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 17:11 Flag 17:21 End: 17:23

Printed - 17:28 Saturday, 28 April 2018

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - GRID (9 Laps)

| | | | | | | |
|-------------|----|--|----|--------------------------------------|----|--------------------------------------|
| ROW 12 | 34 | 181 Robert FRANKLIN | 1 | | 1 | |
| ROW 11 | 31 | 102 James TEGG | 32 | 167 Mike DEVALL | 33 | 34 Chris MATTHEWS |
| ROW 10 | 28 | 175 Patrick SMITH | 29 | 9 Andrew WATSON | 30 | 196 Emma PETERSON |
| ROW 9 | 25 | 2:31.231 99 Sarah ULPH | 26 | 2:42.824 37 Ricky WOODS | 27 | 59 Benn RIDGWELL |
| ROW 8 | 22 | 2:17.178 60 Adam RIDGWELL | 23 | 2:20.539 289 Philip HORNE | 24 | 2:21.206 56 Jason SOILLEUX |
| ROW 7 | 19 | 2:08.815 0 Luke STANLEY | 20 | 2:10.780 10 Justin ARBON | 21 | 2:14.860 182 Kyle PHILLIPS |
| ROW 6 | 16 | 2:07.665 5 William YOUNG | 17 | 2:08.464 43 Daniel BARFORD | 18 | 2:08.488 85 Andrew KITE |
| ROW 5 | 13 | 2:06.494 50 Paul ROBSON | 14 | 2:06.545 73 Vincent LEWIN | 15 | 2:06.868 84 Ricardo BRANCO |
| ROW 4 | 10 | 2:02.830 131 Christopher EVANS | 11 | 2:04.010 211 Jordan WARING | 12 | 2:04.185 137 Charlie CRAWT |
| ROW 3 | 7 | 2:01.908 90 Edward WATSON | 8 | 2:02.414 81 Malvern MAY | 9 | 2:02.587 66 Mark SMITH |
| ROW 2 | 4 | 1:58.158 92 Duncan GROVE | 5 | 1:59.569 22 Ben DOOLAN | 6 | 2:00.364 47 Thomas WATSON |
| ROW 1 | 1 | 1:54.383 198 Steven TOPPING | 2 | 1:57.580 6 Paul HOLDEN | 3 | 1:57.874 54 Adam JAMISON |
| Pole | | | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 17:31 Saturday, 28 April 2018



BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|-----|---------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 6 | | 1 Paul HOLDEN | Yamaha - MOREMOTO RACING | 8 | 14:05.131 | | | 74.28 | 1:43.630 | 6 |
| 2 | 198 | | 2 Steven TOPPING | Yamaha - | 8 | 14:07.592 | 2.461 | 2.461 | 74.07 | 1:43.870 | 3 |
| 3 | 47 | | 3 Thomas WATSON | Yamaha - Motorsportdays.com TEA Time Racing | 8 | 14:39.199 | 34.068 | 31.607 | 71.41 | 1:48.243 | 5 |
| 4 | 54 | | 4 Adam JAMISON | Suzuki - AJ Racing | 8 | 14:42.441 | 37.310 | 3.242 | 71.14 | 1:48.102 | 8 |
| 5 | 90 | | 5 Edward WATSON | Suzuki - Motorsportdays.com TEA Time Racing | 8 | 14:44.890 | 39.759 | 2.449 | 70.95 | 1:48.514 | 5 |
| 6 | 22 | | 6 Ben DOOLAN | Yamaha - my wallet | 8 | 14:45.193 | 40.062 | 0.303 | 70.92 | 1:48.564 | 7 |
| 7 | 81 | | 7 Malvern MAY | DUCATI - | 8 | 14:45.735 | 40.604 | 0.542 | 70.88 | 1:48.324 | 7 |
| 8 | 84 | | 8 Ricardo BRANCO | Suzuki - IMP Racing | 8 | 15:02.090 | 56.959 | 16.355 | 69.59 | 1:48.992 | 7 |
| 9 | 92 | | 9 Duncan GROVE | Yamaha - | 8 | 15:03.413 | 58.282 | 1.323 | 69.49 | 1:50.819 | 3 |
| 10 | 211 | RMT | 1 Jordan WARING | Suzuki - Beyond Timber Ltd | 8 | 15:03.635 | 58.504 | 0.222 | 69.47 | 1:49.644 | 7 |
| 11 | 137 | RMT | 2 Charlie CRAWT | Suzuki - Pass Bike Motorcycle Training Ltd | 8 | 15:03.700 | 58.569 | 0.065 | 69.47 | 1:49.019 | 7 |
| 12 | 50 | | 10 Paul ROBSON | Suzuki - RBProperty services & Environment Lightin | 8 | 15:20.887 | 1:15.756 | 17.187 | 68.17 | 1:51.721 | 8 |
| 13 | 73 | | 11 Vincent LEWIN | Suzuki - vinitwinracing.co.uk | 8 | 15:20.901 | 1:15.770 | 0.014 | 68.17 | 1:51.419 | 8 |
| 14 | 131 | RMT | 3 Christopher EVANS | Suzuki - Andesign | 8 | 15:30.928 | 1:25.797 | 10.027 | 67.44 | 1:54.457 | 4 |
| 15 | 181 | RMT | 4 Robert FRANKLIN | Suzuki - RCF GARDENS | 8 | 15:35.404 | 1:30.273 | 4.476 | 67.12 | 1:51.412 | 8 |
| 16 | 85 | | 12 Andrew KITE | Ducati - Red Rebel Racing | 8 | 15:42.071 | 1:36.940 | 6.667 | 66.64 | 1:53.069 | 7 |
| 17 | 5 | R | 1 William YOUNG | Yamaha - RoyBoy's Racing | 8 | 15:56.676 | 1:51.545 | 14.605 | 65.62 | 1:56.366 | 7 |
| 18 | 11 | | 13 Oliver JOHNSON | KTM - | 7 | 14:09.032 | 1 Lap | 1 Lap | 64.70 | 1:56.683 | 6 |
| 19 | 56 | | 14 Jason SOILLEUX | Ducati - | 7 | 14:09.616 | 1 Lap | 0.584 | 64.66 | 1:58.486 | 3 |
| 20 | 43 | | 15 Daniel BARFORD | Suzuki - Shawell Tuning | 7 | 14:12.821 | 1 Lap | 3.205 | 64.41 | 1:57.609 | 7 |
| 21 | 10 | | 16 Justin ARBON | Kawasaki - TT plumbing and heating | 7 | 14:13.185 | 1 Lap | 0.364 | 64.38 | 1:56.364 | 7 |
| 22 | 0 | RMT | 5 Luke STANLEY | Suzuki - MOREMOTO | 7 | 14:15.702 | 1 Lap | 2.517 | 64.20 | 1:58.020 | 6 |
| 23 | 175 | | 17 Patrick SMITH | Suzuki - | 7 | 14:27.467 | 1 Lap | 11.765 | 63.32 | 2:00.621 | 2 |
| 24 | 182 | RMT | 6 Kyle PHILLIPS | Suzuki - Chief Safety Consultancy | 7 | 14:40.909 | 1 Lap | 13.442 | 62.36 | 2:03.207 | 7 |
| 25 | 59 | RMT | 7 Benn RIDGWELL | Suzuki - | 7 | 14:49.030 | 1 Lap | 8.121 | 61.79 | 2:04.347 | 2 |
| 26 | 60 | RMT | 8 Adam RIDGWELL | Suzuki - | 7 | 15:12.760 | 1 Lap | 23.730 | 60.18 | 2:05.414 | 7 |
| 27 | 196 | R | 2 Emma PETERSON | Yamaha - Rst Concept store-Helmet City Chichester | 7 | 15:13.764 | 1 Lap | 1.004 | 60.12 | 2:06.200 | 7 |
| 28 | 99 | RMT | 9 Sarah ULPH | Suzuki - | 7 | 15:31.180 | 1 Lap | 17.416 | 58.99 | 2:08.082 | 7 |
| 29 | 37 | R | 3 Ricky WOODS | Suzuki - Des Woods | 7 | 15:51.644 | 1 Lap | 20.464 | 57.72 | 2:11.829 | 4 |
| 30 | 289 | RMT | 10 Philip HORNE | Suzuki - | 7 | 15:51.796 | 1 Lap | 0.152 | 57.71 | 2:11.863 | 7 |
| 31 | 102 | R | 4 James TEGG | Honda - | 6 | 15:03.575 | 2 Laps | 1 Lap | 52.11 | 2:24.772 | 6 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|------|--|-------------|------------------------|---|--|--|--|--|--|--|
| DNF | 66 | | Mark SMITH | Yamaha - MHP EXHAUST S | 0 | | | | | | |
| EX | 167* | | Mike DEVALL | Honda - | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | | |
|-----|-----|--|---------------|--|---|----------|--|-----------|------------|
| 6 | | | Paul HOLDEN | Yamaha - MOREMOTO RACING | 6 | 1:43.630 | | 75.73 mph | 121.87 kph |
| 137 | RMT | | Charlie CRAWT | Suzuki - Pass Bike Motorcycle Training Ltd | 7 | 1:49.019 | | 71.98 mph | 115.85 kph |
| 5 | R | | William YOUNG | Yamaha - RoyBoy's Racing | 7 | 1:56.366 | | 67.44 mph | 108.53 kph |

*No 167 - Excluded from race result, technical infringement

Class - 92.5% of Race Speed = 68.70 mph

Class RMT - 92.5% of Race Speed = 64.25 mph

Class R - 92.5% of Race Speed = 60.69 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 10:20 Flag 10:35 End: 10:37

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 11:12 Sunday, 29 April 2018



BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - LAP CHART

LAP 1 @ 10:22:47.144

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 6 | | 1:50.248 |
| 198 | 0.641 | 1:50.889 |
| 92 | 4.481 | 1:54.729 |
| 47 | 6.231 | 1:56.479 |
| 54 | 6.851 | 1:57.099 |
| 90 | 6.943 | 1:57.191 |
| 81 | 7.131 | 1:57.379 |
| 22 | 8.020 | 1:58.268 |
| 137 | 10.198 | 2:00.446 |
| 131 | 11.791 | 2:02.039 |
| 84 | 12.226 | 2:02.474 |
| 50 | 12.982 | 2:03.230 |
| 211 | 13.379 | 2:03.627 |
| 73 | 13.528 | 2:03.776 |
| 43 | 18.495 | 2:08.743 |
| 5 | 18.658 | 2:08.906 |
| 0 | 20.485 | 2:10.733 |
| 85 | 21.815 | 2:12.063 |
| 10 | 23.405 | 2:13.653 |
| 56 | 23.663 | 2:13.911 |
| 175 | 23.758 | 2:14.006 |
| 182 | 24.439 | 2:14.687 |
| 181 | 24.651 | 2:14.899 |
| 11 | 25.646 | 2:15.894 |
| 59 | 27.216 | 2:17.464 |
| 167 | 27.874 | 2:18.122 |
| 60 | 32.961 | 2:23.209 |
| 37 | 33.310 | 2:23.558 |
| 99 | 34.184 | 2:24.432 |
| 196 | 35.875 | 2:26.123 |
| 289 | 37.667 | 2:27.915 |
| 102 | 50.020 | 2:40.268 |

LAP 2 @ 10:24:31.713

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 6 | | 1:44.569 |
| 198 | 1.346 | 1:45.274 |
| 47 | 10.460 | 1:48.798 |
| 92 | 11.033 | 1:51.121 |
| 81 | 11.907 | 1:49.345 |
| 54 | 12.895 | 1:50.613 |
| 90 | 12.924 | 1:50.550 |
| 22 | 13.269 | 1:49.818 |
| 137 | 19.712 | 1:54.083 |
| 84 | 21.647 | 1:53.990 |
| 131 | 22.839 | 1:55.617 |
| 211 | 22.956 | 1:54.146 |
| 50 | 23.185 | 1:54.772 |
| 73 | 24.619 | 1:55.660 |
| 5 | 35.834 | 2:01.745 |
| 43 | 35.896 | 2:01.970 |
| 85 | 37.752 | 2:00.506 |
| 0 | 38.543 | 2:02.627 |
| 56 | 38.867 | 1:59.773 |
| 181 | 39.114 | 1:59.032 |
| 175 | 39.810 | 2:00.621 |
| 10 | 42.224 | 2:03.388 |
| 11 | 42.709 | 2:01.632 |
| 182 | 44.526 | 2:04.656 |
| 59 | 46.994 | 2:04.347 |
| 167 | 47.807 | 2:04.502 |
| 60 | 59.956 | 2:11.564 |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

| | | |
|-----|----------|----------|
| 196 | 1:02.592 | 2:11.286 |
| 99 | 1:03.587 | 2:13.972 |
| 37 | 1:05.763 | 2:17.022 |
| 289 | 1:06.828 | 2:13.730 |
| 102 | 1:34.343 | 2:28.892 |

LAP 3 @ 10:26:16.389

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 6 | | 1:44.676 |
| 198 | 0.540 | 1:43.870 |
| 47 | 14.559 | 1:48.775 |
| 92 | 17.176 | 1:50.819 |
| 81 | 17.357 | 1:50.126 |
| 90 | 17.607 | 1:49.359 |
| 54 | 18.205 | 1:49.986 |
| 22 | 18.303 | 1:49.710 |
| 137 | 28.463 | 1:53.427 |
| 84 | 28.536 | 1:51.565 |
| 211 | 28.909 | 1:50.629 |
| 50 | 31.737 | 1:53.228 |
| 131 | 34.502 | 1:56.339 |
| 73 | 34.858 | 1:54.915 |
| 85 | 50.167 | 1:57.091 |
| 5 | 50.806 | 1:59.648 |
| 181 | 51.227 | 1:56.789 |
| 56 | 52.677 | 1:58.486 |
| 43 | 53.436 | 2:02.216 |
| 175 | 56.194 | 2:01.060 |
| 0 | 56.913 | 2:03.046 |
| 11 | 57.344 | 1:59.311 |
| 10 | 1:00.461 | 2:02.913 |
| 182 | 1:04.145 | 2:04.295 |
| 167 | 1:06.997 | 2:03.866 |
| 59 | 1:07.070 | 2:04.752 |
| 60 | 1:24.015 | 2:08.735 |
| 196 | 1:26.261 | 2:08.345 |
| 99 | 1:30.680 | 2:11.769 |
| 37 | 1:36.211 | 2:15.124 |
| 289 | 1:36.611 | 2:14.459 |

LAP 4 @ 10:28:00.718

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 6 | | 1:44.329 |
| 198 | 0.460 | 1:44.249 |
| 47 | 20.198 | 1:49.968 |
| 81 | 23.263 | 1:50.235 |
| 90 | 23.594 | 1:50.316 |
| 54 | 23.963 | 1:50.087 |
| 22 | 24.237 | 1:50.263 |
| 92 | 26.952 | 1:54.105 |
| 102 | 1 Lap | 2:29.639 |
| 84 | 36.156 | 1:51.949 |
| 137 | 36.632 | 1:52.498 |
| 211 | 36.821 | 1:52.241 |
| 50 | 40.776 | 1:53.368 |
| 131 | 44.630 | 1:54.457 |
| 73 | 45.047 | 1:54.518 |
| 85 | 1:01.220 | 1:55.382 |
| 181 | 1:01.925 | 1:55.027 |
| 5 | 1:04.113 | 1:57.636 |
| 56 | 1:06.928 | 1:58.580 |
| 43 | 1:09.731 | 2:00.624 |
| 11 | 1:13.226 | 2:00.211 |
| 175 | 1:13.569 | 2:01.704 |

| | | |
|-----|----------|----------|
| 0 | 1:14.319 | 2:01.735 |
| 10 | 1:17.293 | 2:01.161 |
| 182 | 1:25.437 | 2:05.621 |
| 167 | 1:25.687 | 2:03.019 |
| 59 | 1:27.759 | 2:05.018 |

LAP 5 @ 10:29:47.134

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 6 | | 1:46.416 |
| 198 | 0.333 | 1:46.289 |
| 60 | 1 Lap | 2:07.760 |
| 196 | 1 Lap | 2:07.170 |
| 99 | 1 Lap | 2:10.490 |
| 37 | 1 Lap | 2:11.829 |
| 289 | 1 Lap | 2:12.094 |
| 47 | 22.025 | 1:48.243 |
| 90 | 25.692 | 1:48.514 |
| 81 | 26.196 | 1:49.349 |
| 54 | 26.752 | 1:49.205 |
| 22 | 26.965 | 1:49.144 |
| 92 | 31.786 | 1:51.250 |
| 84 | 40.870 | 1:51.130 |
| 137 | 41.444 | 1:51.228 |
| 211 | 41.686 | 1:51.281 |
| 50 | 49.562 | 1:55.202 |
| 73 | 52.003 | 1:53.372 |
| 131 | 53.334 | 1:55.120 |
| 85 | 1:09.809 | 1:55.005 |
| 181 | 1:10.303 | 1:54.794 |
| 5 | 1:16.201 | 1:58.504 |
| 56 | 1:19.293 | 1:58.781 |
| 102 | 1 Lap | 2:31.655 |
| 11 | 1:24.003 | 1:57.193 |
| 43 | 1:24.531 | 2:01.216 |
| 0 | 1:27.801 | 1:59.898 |
| 175 | 1:28.558 | 2:01.405 |
| 10 | 1:28.876 | 1:57.999 |
| 167 | 1:41.091 | 2:01.820 |
| 182 | 1:42.667 | 2:03.646 |

LAP 6 @ 10:31:30.764

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 6 | | 1:43.630 |
| 198 | 1.456 | 1:44.753 |
| 59 | 1 Lap | 2:05.572 |
| 60 | 1 Lap | 2:06.738 |
| 196 | 1 Lap | 2:06.309 |
| 47 | 27.133 | 1:48.738 |
| 90 | 30.752 | 1:48.690 |
| 54 | 32.008 | 1:48.886 |
| 22 | 32.824 | 1:49.489 |
| 81 | 33.349 | 1:50.783 |
| 99 | 1 Lap | 2:11.904 |
| 92 | 40.959 | 1:52.803 |
| 84 | 48.395 | 1:51.155 |
| 137 | 48.657 | 1:50.843 |
| 211 | 49.180 | 1:51.124 |
| 37 | 1 Lap | 2:15.654 |
| 289 | 1 Lap | 2:15.689 |
| 50 | 1:00.604 | 1:54.672 |
| 73 | 1:01.410 | 1:53.037 |
| 131 | 1:04.448 | 1:54.744 |
| 181 | 1:18.655 | 1:51.982 |
| 85 | 1:20.090 | 1:53.911 |

LAP 7 @ 10:33:15.244

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 6 | | 1:44.480 |
| 198 | 2.625 | 1:45.649 |
| 175 | 1 Lap | 2:04.226 |
| 167 | 1 Lap | 2:06.230 |
| 182 | 1 Lap | 2:04.797 |
| 102 | 2 Laps | 2:28.349 |
| 59 | 1 Lap | 2:05.325 |
| 47 | 31.394 | 1:48.741 |
| 90 | 35.513 | 1:49.241 |
| 54 | 35.991 | 1:48.463 |
| 22 | 36.908 | 1:48.564 |
| 81 | 37.193 | 1:48.324 |
| 60 | 1 Lap | 2:09.340 |
| 196 | 1 Lap | 2:08.331 |
| 92 | 49.893 | 1:53.414 |
| 84 | 52.907 | 1:48.992 |
| 137 | 53.196 | 1:49.019 |
| 211 | 54.344 | 1:49.644 |
| 99 | 1 Lap | 2:10.531 |
| 50 | 1:10.818 | 1:54.694 |
| 73 | 1:11.134 | 1:54.204 |
| 131 | 1:17.606 | 1:57.638 |
| 37 | 1 Lap | 2:16.281 |
| 289 | 1 Lap | 2:16.046 |
| 181 | 1:25.644 | 1:51.469 |
| 85 | 1:28.679 | 1:53.069 |
| 5 | 1:41.509 | 1:56.366 |

LAP 8 @ 10:35:02.027

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 6 | | 1:46.783 |
| 198 | 2.461 | 1:46.619 |
| 11 | 1 Lap | 1:58.108 |
| 56 | 1 Lap | 2:00.950 |
| 43 | 1 Lap | 1:57.609 |
| 10 | 1 Lap | 1:56.364 |
| 0 | 1 Lap | 1:59.643 |
| 175 | 1 Lap | 2:04.445 |
| 47 | 34.068 | 1:49.457 |
| 167 | 1 Lap | 2:02.750 |
| 182 | 1 Lap | 2:03.207 |
| 54 | 37.310 | 1:48.102 |
| 90 | 39.759 | 1:51.029 |
| 22 | 40.062 | 1:49.937 |
| 81 | 40.604 | 1:50.194 |
| 59 | 1 Lap | 2:06.552 |
| 84 | 56.959 | 1:50.835 |
| 92 | 58.282 | 1:55.172 |
| 102 | 2 Laps | 2:24.772 |
| 211 | 58.504 | 1:50.943 |
| 137 | 58.569 | 1:52.156 |
| 60 | 1 Lap | 2:05.414 |
| 196 | 1 Lap | 2:06.200 |
| 50 | 1:15.756 | 1:51.721 |
| 73 | 1:15.770 | 1:51.419 |

Cadwell Park

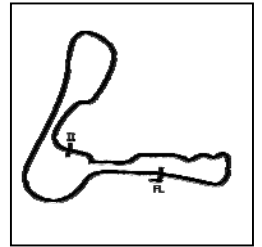
Circuit Length = 2.1800 miles

Start: 10:20 Flag 10:35 End: 10:37

Printed - 10:38 Sunday, 29 April 2018

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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 6 | | Paul HOLDEN | | Yamaha - MOREMOTO RACING | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:43.180 | | BEST LAP TIME : 1:43.630 | | DIFFERENCE : 0.450 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.031 | 1:50.248 | 71.18 | 6.618 | 10:22:47.144 | |
| 2 - | 1:00.846 | 43.723 | 1:44.569 | 75.05 | 0.939 | 10:24:31.713 | |
| 3 - | 1:00.501 | 44.175 | 1:44.676 | 74.97 | 1.046 | 10:26:16.389 | |
| 4 - | 1:00.500 | 43.829 | 1:44.329 (2) | 75.22 | 0.699 | 10:28:00.718 | |
| 5 - | 1:02.048 | 44.368 | 1:46.416 | 73.74 | 2.786 | 10:29:47.134 | |
| 6 - | 59.837 | 43.793 | 1:43.630 (1) | 75.73 | | 10:31:30.764 | |
| 7 - | 1:01.137 | 43.343 | 1:44.480 (3) | 75.11 | 0.850 | 10:33:15.244 | |
| 8 - | 1:00.685 | 46.098 | 1:46.783 | 73.49 | 3.153 | 10:35:02.027 | |

| P2 198 | | Steven TOPPING | | Yamaha - | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:43.675 | | BEST LAP TIME : 1:43.870 | | DIFFERENCE : 0.195 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 44.006 | 1:50.889 | 70.77 | 7.019 | 10:22:47.785 | |
| 2 - | 1:00.686 | 44.588 | 1:45.274 | 74.54 | 1.404 | 10:24:33.059 | |
| 3 - | 59.813 | 44.057 | 1:43.870 (1) | 75.55 | | 10:26:16.929 | |
| 4 - | 59.669 | 44.580 | 1:44.249 (2) | 75.28 | 0.379 | 10:28:01.178 | |
| 5 - | 1:01.925 | 44.364 | 1:46.289 | 73.83 | 2.419 | 10:29:47.467 | |
| 6 - | 1:00.208 | 44.545 | 1:44.753 (3) | 74.91 | 0.883 | 10:31:32.220 | |
| 7 - | 1:01.225 | 44.424 | 1:45.649 | 74.28 | 1.779 | 10:33:17.869 | |
| 8 - | 1:01.650 | 44.969 | 1:46.619 | 73.60 | 2.749 | 10:35:04.488 | |

| P3 47 | | Thomas WATSON | | Yamaha - Motorsportdays.com TEA Time Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|--|
| IDEAL LAP TIME : 1:47.937 | | BEST LAP TIME : 1:48.243 | | DIFFERENCE : 0.306 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 45.942 | 1:56.479 | 67.37 | 8.236 | 10:22:53.375 | |
| 2 - | 1:03.192 | 45.606 | 1:48.798 | 72.13 | 0.555 | 10:24:42.173 | |
| 3 - | 1:03.207 | 45.568 | 1:48.775 | 72.14 | 0.532 | 10:26:30.948 | |
| 4 - | 1:03.567 | 46.401 | 1:49.968 | 71.36 | 1.725 | 10:28:20.916 | |
| 5 - | 1:03.208 | 45.035 | 1:48.243 (1) | 72.50 | | 10:30:09.159 | |
| 6 - | 1:03.993 | 44.745 | 1:48.738 (2) | 72.17 | 0.495 | 10:31:57.897 | |
| 7 - | 1:03.603 | 45.138 | 1:48.741 (3) | 72.17 | 0.498 | 10:33:46.638 | |
| 8 - | 1:03.634 | 45.823 | 1:49.457 | 71.70 | 1.214 | 10:35:36.095 | |

| P4 54 | | Adam JAMISON | | Suzuki - AJ Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:47.890 | | BEST LAP TIME : 1:48.102 | | DIFFERENCE : 0.212 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 47.512 | 1:57.099 | 67.02 | 8.997 | 10:22:53.995 | |
| 2 - | 1:04.130 | 46.483 | 1:50.613 | 70.95 | 2.511 | 10:24:44.608 | |
| 3 - | 1:03.261 | 46.725 | 1:49.986 | 71.35 | 1.884 | 10:26:34.594 | |
| 4 - | 1:04.222 | 45.865 | 1:50.087 | 71.28 | 1.985 | 10:28:24.681 | |
| 5 - | 1:03.557 | 45.648 | 1:49.205 | 71.86 | 1.103 | 10:30:13.886 | |
| 6 - | 1:03.020 | 45.866 | 1:48.886 (3) | 72.07 | 0.784 | 10:32:02.772 | |
| 7 - | 1:03.104 | 45.359 | 1:48.463 (2) | 72.35 | 0.361 | 10:33:51.235 | |
| 8 - | 1:03.232 | 44.870 | 1:48.102 (1) | 72.59 | | 10:35:39.337 | |

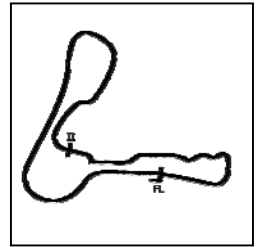
| P5 90 | | Edward WATSON | | Suzuki - Motorsportdays.com TEA Time Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|--|
| IDEAL LAP TIME : 1:48.232 | | BEST LAP TIME : 1:48.514 | | DIFFERENCE : 0.282 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 46.572 | 1:57.191 | 66.96 | 8.677 | 10:22:54.087 | |
| 2 - | 1:04.253 | 46.297 | 1:50.550 | 70.99 | 2.036 | 10:24:44.637 | |
| 3 - | 1:03.076 | 46.283 | 1:49.359 | 71.76 | 0.845 | 10:26:33.996 | |
| 4 - | 1:04.588 | 45.728 | 1:50.316 | 71.14 | 1.802 | 10:28:24.312 | |
| 5 - | 1:03.253 | 45.261 | 1:48.514 (1) | 72.32 | | 10:30:12.826 | |
| 6 - | 1:03.506 | 45.184 | 1:48.690 (2) | 72.20 | 0.176 | 10:32:01.516 | |
| 7 - | 1:04.085 | 45.156 | 1:49.241 (3) | 71.84 | 0.727 | 10:33:50.757 | |
| 8 - | 1:03.963 | 47.066 | 1:51.029 | 70.68 | 2.515 | 10:35:41.786 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:20 Flag 10:35 End: 10:37

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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

| P6 22 | | Ben DOOLAN | | Yamaha - my wallet | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:47.907 | | BEST LAP TIME : 1:48.564 | | DIFFERENCE : 0.657 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.850 | 1:58.268 | 66.35 | 9.704 | 10:22:55.164 |
| 2 - | 1:03.618 | 46.200 | 1:49.818 | 71.46 | 1.254 | 10:24:44.982 |
| 3 - | 1:03.753 | 45.957 | 1:49.710 | 71.53 | 1.146 | 10:26:34.692 |
| 4 - | 1:04.483 | 45.780 | 1:50.263 | 71.17 | 1.699 | 10:28:24.955 |
| 5 - | 1:03.617 | 45.527 | 1:49.144 (2) | 71.90 | 0.580 | 10:30:14.099 |
| 6 - | 1:04.019 | 45.470 | 1:49.489 (3) | 71.67 | 0.925 | 10:32:03.588 |
| 7 - | 1:03.429 | 45.135 | 1:48.564 (1) | 72.28 | | 10:33:52.152 |
| 8 - | 1:02.772 | 47.165 | 1:49.937 | 71.38 | 1.373 | 10:35:42.089 |

| P7 81 | | Malvern MAY | | DUCATI - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.023 | | BEST LAP TIME : 1:48.324 | | DIFFERENCE : 0.301 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.499 | 1:57.379 | 66.86 | 9.055 | 10:22:54.275 |
| 2 - | 1:03.291 | 46.054 | 1:49.345 (2) | 71.77 | 1.021 | 10:24:43.620 |
| 3 - | 1:03.653 | 46.473 | 1:50.126 | 71.26 | 1.802 | 10:26:33.746 |
| 4 - | 1:04.316 | 45.919 | 1:50.235 | 71.19 | 1.911 | 10:28:23.981 |
| 5 - | 1:03.873 | 45.476 | 1:49.349 (3) | 71.77 | 1.025 | 10:30:13.330 |
| 6 - | 1:04.308 | 46.475 | 1:50.783 | 70.84 | 2.459 | 10:32:04.113 |
| 7 - | 1:03.592 | 44.732 | 1:48.324 (1) | 72.44 | | 10:33:52.437 |
| 8 - | 1:04.401 | 45.793 | 1:50.194 | 71.22 | 1.870 | 10:35:42.631 |

| P8 84 | | Ricardo BRANCO | | Suzuki - IMP Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.992 | | BEST LAP TIME : 1:48.992 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.250 | 2:02.474 | 64.07 | 13.482 | 10:22:59.370 |
| 2 - | 1:06.573 | 47.417 | 1:53.990 | 68.84 | 4.998 | 10:24:53.360 |
| 3 - | 1:04.960 | 46.605 | 1:51.565 | 70.34 | 2.573 | 10:26:44.925 |
| 4 - | 1:04.763 | 47.186 | 1:51.949 | 70.10 | 2.957 | 10:28:36.874 |
| 5 - | 1:04.725 | 46.405 | 1:51.130 (3) | 70.62 | 2.138 | 10:30:28.004 |
| 6 - | 1:03.380 | 47.775 | 1:51.155 | 70.60 | 2.163 | 10:32:19.159 |
| 7 - | 1:03.229 | 45.763 | 1:48.992 (1) | 72.00 | | 10:34:08.151 |
| 8 - | 1:04.810 | 46.025 | 1:50.835 (2) | 70.80 | 1.843 | 10:35:58.986 |

| P9 92 | | Duncan GROVE | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.889 | | BEST LAP TIME : 1:50.819 | | DIFFERENCE : 0.930 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.645 | 1:54.729 | 68.40 | 3.910 | 10:22:51.625 |
| 2 - | 1:04.322 | 46.799 | 1:51.121 (2) | 70.62 | 0.302 | 10:24:42.746 |
| 3 - | 1:04.244 | 46.575 | 1:50.819 (1) | 70.81 | | 10:26:33.565 |
| 4 - | 1:06.663 | 47.442 | 1:54.105 | 68.77 | 3.286 | 10:28:27.670 |
| 5 - | 1:04.382 | 46.868 | 1:51.250 (3) | 70.54 | 0.431 | 10:30:18.920 |
| 6 - | 1:04.852 | 47.951 | 1:52.803 | 69.57 | 1.984 | 10:32:11.723 |
| 7 - | 1:05.970 | 47.444 | 1:53.414 | 69.19 | 2.595 | 10:34:05.137 |
| 8 - | 1:07.759 | 47.413 | 1:55.172 | 68.14 | 4.353 | 10:36:00.309 |

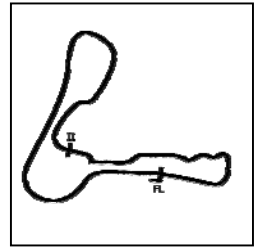
| P10 211 RMT | | Jordan WARING | | Suzuki - Beyond Timber Ltd | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.272 | | BEST LAP TIME : 1:49.644 | | DIFFERENCE : 1.372 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.613 | 2:03.627 | 63.48 | 13.983 | 10:23:00.523 |
| 2 - | 1:06.323 | 47.823 | 1:54.146 | 68.75 | 4.502 | 10:24:54.669 |
| 3 - | 1:04.365 | 46.264 | 1:50.629 (2) | 70.94 | 0.985 | 10:26:45.298 |
| 4 - | 1:05.330 | 46.911 | 1:52.241 | 69.92 | 2.597 | 10:28:37.539 |
| 5 - | 1:04.753 | 46.528 | 1:51.281 | 70.52 | 1.637 | 10:30:28.820 |
| 6 - | 1:02.942 | 48.182 | 1:51.124 | 70.62 | 1.480 | 10:32:19.944 |
| 7 - | 1:04.314 | 45.330 | 1:49.644 (1) | 71.57 | | 10:34:09.588 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:20 Flag 10:35 End: 10:37

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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

8 - 1:03.872 47.071 1:50.943 (3) 70.73 1.299 10:36:00.531

| P11 137 RMT Charlie CRAWT | | Suzuki - Pass Bike Motorcycle Training Ltd | | | | |
|---------------------------|-----------------|--|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:49.019 | | BEST LAP TIME : 1:49.019 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.516 | 2:00.446 | 65.15 | 11.427 | 10:22:57.342 |
| 2 - | 1:06.527 | 47.556 | 1:54.083 | 68.79 | 5.064 | 10:24:51.425 |
| 3 - | 1:06.582 | 46.845 | 1:53.427 | 69.19 | 4.408 | 10:26:44.852 |
| 4 - | 1:05.393 | 47.105 | 1:52.498 | 69.76 | 3.479 | 10:28:37.350 |
| 5 - | 1:04.663 | 46.565 | 1:51.228 (3) | 70.55 | 2.209 | 10:30:28.578 |
| 6 - | 1:03.464 | 47.379 | 1:50.843 (2) | 70.80 | 1.824 | 10:32:19.421 |
| 7 - | 1:03.333 | 45.686 | 1:49.019 (1) | 71.98 | | 10:34:08.440 |
| 8 - | 1:04.870 | 47.286 | 1:52.156 | 69.97 | 3.137 | 10:36:00.596 |

| P12 50 Paul ROBSON | | Suzuki - RBProperty services & Environment Lighting | | | | |
|---------------------------|-----------------|---|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.721 | | BEST LAP TIME : 1:51.721 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.533 | 2:03.230 | 63.68 | 11.509 | 10:23:00.126 |
| 2 - | 1:06.537 | 48.235 | 1:54.772 | 68.37 | 3.051 | 10:24:54.898 |
| 3 - | 1:05.802 | 47.426 | 1:53.228 (2) | 69.31 | 1.507 | 10:26:48.126 |
| 4 - | 1:05.554 | 47.814 | 1:53.368 (3) | 69.22 | 1.647 | 10:28:41.494 |
| 5 - | 1:07.499 | 47.703 | 1:55.202 | 68.12 | 3.481 | 10:30:36.696 |
| 6 - | 1:06.107 | 48.565 | 1:54.672 | 68.43 | 2.951 | 10:32:31.368 |
| 7 - | 1:06.781 | 47.913 | 1:54.694 | 68.42 | 2.973 | 10:34:26.062 |
| 8 - | 1:04.929 | 46.792 | 1:51.721 (1) | 70.24 | | 10:36:17.783 |

| P13 73 Vincent LEWIN | | Suzuki - vinitwinracing.co.uk | | | | |
|---------------------------|-----------------|-------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.419 | | BEST LAP TIME : 1:51.419 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.246 | 2:03.776 | 63.40 | 12.357 | 10:23:00.672 |
| 2 - | 1:08.252 | 47.408 | 1:55.660 | 67.85 | 4.241 | 10:24:56.332 |
| 3 - | 1:07.271 | 47.644 | 1:54.915 | 68.29 | 3.496 | 10:26:51.247 |
| 4 - | 1:07.569 | 46.949 | 1:54.518 | 68.53 | 3.099 | 10:28:45.765 |
| 5 - | 1:06.423 | 46.949 | 1:53.372 (3) | 69.22 | 1.953 | 10:30:39.137 |
| 6 - | 1:05.986 | 47.051 | 1:53.037 (2) | 69.42 | 1.618 | 10:32:32.174 |
| 7 - | 1:07.178 | 47.026 | 1:54.204 | 68.71 | 2.785 | 10:34:26.378 |
| 8 - | 1:05.466 | 45.953 | 1:51.419 (1) | 70.43 | | 10:36:17.797 |

| P14 131 RMT Christopher EVANS | | Suzuki - Andesign | | | | |
|-------------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.061 | | BEST LAP TIME : 1:54.457 | | DIFFERENCE : 0.396 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.111 | 2:02.039 | 64.30 | 7.582 | 10:22:58.935 |
| 2 - | 1:07.325 | 48.292 | 1:55.617 | 67.87 | 1.160 | 10:24:54.552 |
| 3 - | 1:08.051 | 48.288 | 1:56.339 | 67.45 | 1.882 | 10:26:50.891 |
| 4 - | 1:06.390 | 48.067 | 1:54.457 (1) | 68.56 | | 10:28:45.348 |
| 5 - | 1:07.359 | 47.761 | 1:55.120 | 68.17 | 0.663 | 10:30:40.468 |
| 6 - | 1:07.073 | 47.671 | 1:54.744 (2) | 68.39 | 0.287 | 10:32:35.212 |
| 7 - | 1:06.878 | 50.760 | 1:57.638 | 66.71 | 3.181 | 10:34:32.850 |
| 8 - | 1:07.146 | 47.828 | 1:54.974 (3) | 68.25 | 0.517 | 10:36:27.824 |

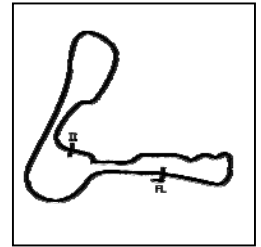
| P15 181 RMT Robert FRANKLIN | | Suzuki - RCF GARDENS | | | | |
|-----------------------------|----------|--------------------------|--------------|--------------------|--------|--------------|
| IDEAL LAP TIME : 1:50.940 | | BEST LAP TIME : 1:51.412 | | DIFFERENCE : 0.472 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.132 | 2:14.899 | 58.17 | 23.487 | 10:23:11.795 |
| 2 - | 1:08.828 | 50.204 | 1:59.032 | 65.93 | 7.620 | 10:25:10.827 |
| 3 - | 1:07.970 | 48.819 | 1:56.789 | 67.19 | 5.377 | 10:27:07.616 |
| 4 - | 1:05.628 | 49.399 | 1:55.027 | 68.22 | 3.615 | 10:29:02.643 |
| 5 - | 1:05.056 | 49.738 | 1:54.794 | 68.36 | 3.382 | 10:30:57.437 |
| 6 - | 1:04.797 | 47.185 | 1:51.982 (3) | 70.08 | 0.570 | 10:32:49.419 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:20 Flag 10:35 End: 10:37

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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

7 - **1:04.598** 46.871 1:51.469 (2) 70.40 0.057 10:34:40.888
 8 - 1:05.070 **46.342** **1:51.412 (1)** **70.44** **10:36:32.300**

| P16 85 | | Andrew KITE | | Ducati - Red Rebel Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:53.069 | | BEST LAP TIME : 1:53.069 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.874 | 2:12.063 | 59.42 | 18.994 | 10:23:08.959 | |
| 2 - | 1:10.271 | 50.235 | 2:00.506 | 65.12 | 7.437 | 10:25:09.465 | |
| 3 - | 1:07.705 | 49.386 | 1:57.091 | 67.02 | 4.022 | 10:27:06.556 | |
| 4 - | 1:06.334 | 49.048 | 1:55.382 | 68.01 | 2.313 | 10:29:01.938 | |
| 5 - | 1:05.423 | 49.582 | 1:55.005 (3) | 68.24 | 1.936 | 10:30:56.943 | |
| 6 - | 1:05.001 | 48.910 | 1:53.911 (2) | 68.89 | 0.842 | 10:32:50.854 | |
| 7 - | 1:04.996 | 48.073 | 1:53.069 (1) | 69.40 | | 10:34:43.923 | |
| 8 - | 1:06.273 | 48.771 | 1:55.044 | 68.21 | 1.975 | 10:36:38.967 | |

| P17 5 R | | William YOUNG | | Yamaha - RoyBoy's Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:56.271 | | BEST LAP TIME : 1:56.366 | | DIFFERENCE : 0.095 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.307 | 2:08.906 | 60.88 | 12.540 | 10:23:05.802 | |
| 2 - | 1:11.148 | 50.597 | 2:01.745 | 64.46 | 5.379 | 10:25:07.547 | |
| 3 - | 1:09.950 | 49.698 | 1:59.648 | 65.59 | 3.282 | 10:27:07.195 | |
| 4 - | 1:07.814 | 49.822 | 1:57.636 | 66.71 | 1.270 | 10:29:04.831 | |
| 5 - | 1:08.386 | 50.118 | 1:58.504 | 66.22 | 2.138 | 10:31:03.335 | |
| 6 - | 1:08.049 | 49.003 | 1:57.052 (3) | 67.04 | 0.686 | 10:33:00.387 | |
| 7 - | 1:07.552 | 48.814 | 1:56.366 (1) | 67.44 | | 10:34:56.753 | |
| 8 - | 1:07.457 | 49.362 | 1:56.819 (2) | 67.18 | 0.453 | 10:36:53.572 | |

| P18 11 | | Oliver JOHNSON | | KTM - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:55.895 | | BEST LAP TIME : 1:56.683 | | DIFFERENCE : 0.788 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 50.906 | 2:15.894 | 57.75 | 19.211 | 10:23:12.790 | |
| 2 - | 1:10.265 | 51.367 | 2:01.632 | 64.52 | 4.949 | 10:25:14.422 | |
| 3 - | 1:10.376 | 48.935 | 1:59.311 | 65.77 | 2.628 | 10:27:13.733 | |
| 4 - | 1:09.662 | 50.549 | 2:00.211 | 65.28 | 3.528 | 10:29:13.944 | |
| 5 - | 1:08.244 | 48.949 | 1:57.193 (2) | 66.96 | 0.510 | 10:31:11.137 | |
| 6 - | 1:08.612 | 48.071 | 1:56.683 (1) | 67.25 | | 10:33:07.820 | |
| 7 - | 1:07.824 | 50.284 | 1:58.108 (3) | 66.44 | 1.425 | 10:35:05.928 | |

| P19 56 | | Jason SOILLEUX | | Ducati - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:57.916 | | BEST LAP TIME : 1:58.486 | | DIFFERENCE : 0.570 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 53.345 | 2:13.911 | 58.60 | 15.425 | 10:23:10.807 | |
| 2 - | 1:08.821 | 50.952 | 1:59.773 | 65.52 | 1.287 | 10:25:10.580 | |
| 3 - | 1:07.726 | 50.760 | 1:58.486 (1) | 66.23 | | 10:27:09.066 | |
| 4 - | 1:08.390 | 50.190 | 1:58.580 (2) | 66.18 | 0.094 | 10:29:07.646 | |
| 5 - | 1:07.986 | 50.795 | 1:58.781 (3) | 66.07 | 0.295 | 10:31:06.427 | |
| 6 - | 1:08.808 | 50.327 | 1:59.135 | 65.87 | 0.649 | 10:33:05.562 | |
| 7 - | 1:09.526 | 51.424 | 2:00.950 | 64.88 | 2.464 | 10:35:06.512 | |

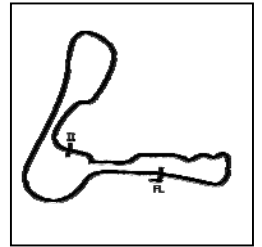
| P20 43 | | Daniel BARFORD | | Suzuki - Shawell Tuning | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:57.609 | | BEST LAP TIME : 1:57.609 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.346 | 2:08.743 | 60.95 | 11.134 | 10:23:05.639 | |
| 2 - | 1:10.983 | 50.987 | 2:01.970 | 64.34 | 4.361 | 10:25:07.609 | |
| 3 - | 1:10.936 | 51.280 | 2:02.216 | 64.21 | 4.607 | 10:27:09.825 | |
| 4 - | 1:09.736 | 50.888 | 2:00.624 (3) | 65.06 | 3.015 | 10:29:10.449 | |
| 5 - | 1:10.510 | 50.706 | 2:01.216 | 64.74 | 3.607 | 10:31:11.665 | |
| 6 - | 1:10.587 | 49.856 | 2:00.443 (2) | 65.16 | 2.834 | 10:33:12.108 | |
| 7 - | 1:08.454 | 49.155 | 1:57.609 (1) | 66.73 | | 10:35:09.717 | |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 10:20 Flag 10:35 End: 10:37

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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

| P21 10 | | Justin ARBON | | Kawasaki - TT plumbing and heating | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:56.364 | | BEST LAP TIME : 1:56.364 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.478 | 2:13.653 | 58.71 | 17.289 | 10:23:10.549 |
| 2 - | 1:11.868 | 51.520 | 2:03.388 | 63.60 | 7.024 | 10:25:13.937 |
| 3 - | 1:11.515 | 51.398 | 2:02.913 | 63.85 | 6.549 | 10:27:16.850 |
| 4 - | 1:10.884 | 50.277 | 2:01.161 | 64.77 | 4.797 | 10:29:18.011 |
| 5 - | 1:08.184 | 49.815 | 1:57.999 (3) | 66.50 | 1.635 | 10:31:16.010 |
| 6 - | 1:08.611 | 49.096 | 1:57.707 (2) | 66.67 | 1.343 | 10:33:13.717 |
| 7 - | 1:07.332 | 49.032 | 1:56.364 (1) | 67.44 | | 10:35:10.081 |

| P22 0 RMT | | Luke STANLEY | | Suzuki - MOREMOTO | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:58.020 | | BEST LAP TIME : 1:58.020 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.120 | 2:10.733 | 60.03 | 12.713 | 10:23:07.629 |
| 2 - | 1:11.521 | 51.106 | 2:02.627 | 63.99 | 4.607 | 10:25:10.256 |
| 3 - | 1:12.429 | 50.617 | 2:03.046 | 63.78 | 5.026 | 10:27:13.302 |
| 4 - | 1:10.070 | 51.665 | 2:01.735 | 64.46 | 3.715 | 10:29:15.037 |
| 5 - | 1:10.042 | 49.856 | 1:59.898 (3) | 65.45 | 1.878 | 10:31:14.935 |
| 6 - | 1:08.912 | 49.108 | 1:58.020 (1) | 66.49 | | 10:33:12.955 |
| 7 - | 1:10.219 | 49.424 | 1:59.643 (2) | 65.59 | 1.623 | 10:35:12.598 |

| P23 175 | | Patrick SMITH | | Suzuki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.621 | | BEST LAP TIME : 2:00.621 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.712 | 2:14.006 | 58.56 | 13.385 | 10:23:10.902 |
| 2 - | 1:09.513 | 51.108 | 2:00.621 (1) | 65.06 | | 10:25:11.523 |
| 3 - | 1:09.694 | 51.366 | 2:01.060 (2) | 64.82 | 0.439 | 10:27:12.583 |
| 4 - | 1:10.305 | 51.399 | 2:01.704 | 64.48 | 1.083 | 10:29:14.287 |
| 5 - | 1:09.976 | 51.429 | 2:01.405 (3) | 64.64 | 0.784 | 10:31:15.692 |
| 6 - | 1:11.697 | 52.529 | 2:04.226 | 63.17 | 3.605 | 10:33:19.918 |
| 7 - | 1:11.562 | 52.883 | 2:04.445 | 63.06 | 3.824 | 10:35:24.363 |

| P24 167 | | Mike DEVALL | | Honda - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.664 | | BEST LAP TIME : 2:01.820 | | DIFFERENCE : 0.156 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.143 | 2:18.122 | 56.81 | 16.302 | 10:23:15.018 |
| 2 - | 1:12.121 | 52.381 | 2:04.502 | 63.03 | 2.682 | 10:25:19.520 |
| 3 - | 1:11.773 | 52.093 | 2:03.866 | 63.35 | 2.046 | 10:27:23.386 |
| 4 - | 1:10.506 | 52.513 | 2:03.019 (3) | 63.79 | 1.199 | 10:29:26.405 |
| 5 - | 1:10.350 | 51.470 | 2:01.820 (1) | 64.42 | | 10:31:28.225 |
| 6 - | 1:10.194 | 56.036 | 2:06.230 | 62.17 | 4.410 | 10:33:34.455 |
| 7 - | 1:10.209 | 52.541 | 2:02.750 (2) | 63.93 | 0.930 | 10:35:37.205 |

| P25 182 RMT | | Kyle PHILLIPS | | Suzuki - Chief Safety Consultancy | | |
|---------------------------|-----------------|--------------------------|---------------------|-----------------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.869 | | BEST LAP TIME : 2:03.207 | | DIFFERENCE : 0.338 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.469 | 2:14.687 | 58.26 | 11.480 | 10:23:11.583 |
| 2 - | 1:12.319 | 52.337 | 2:04.656 | 62.95 | 1.449 | 10:25:16.239 |
| 3 - | 1:12.147 | 52.148 | 2:04.295 (3) | 63.14 | 1.088 | 10:27:20.534 |
| 4 - | 1:12.665 | 52.956 | 2:05.621 | 62.47 | 2.414 | 10:29:26.155 |
| 5 - | 1:11.740 | 51.906 | 2:03.646 (2) | 63.47 | 0.439 | 10:31:29.801 |
| 6 - | 1:11.334 | 53.463 | 2:04.797 | 62.88 | 1.590 | 10:33:34.598 |
| 7 - | 1:11.672 | 51.535 | 2:03.207 (1) | 63.69 | | 10:35:37.805 |

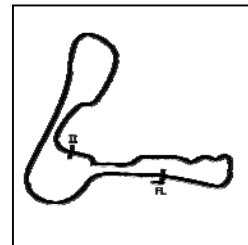
| P26 59 RMT | | Benn RIDGWELL | | Suzuki - | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:04.093 | | BEST LAP TIME : 2:04.347 | | DIFFERENCE : 0.254 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:20 Flag 10:35 End: 10:37

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 54.554 | 2:17.464 | 57.09 | 13.117 | 10:23:14.360 |
| 2 - | 1:11.971 | 52.376 | 2:04.347 (1) | 63.11 | | 10:25:18.707 |
| 3 - | 1:11.717 | 53.035 | 2:04.752 (2) | 62.90 | 0.405 | 10:27:23.459 |
| 4 - | 1:12.010 | 53.008 | 2:05.018 (3) | 62.77 | 0.671 | 10:29:28.477 |
| 5 - | 1:12.080 | 53.492 | 2:05.572 | 62.49 | 1.225 | 10:31:34.049 |
| 6 - | 1:12.539 | 52.786 | 2:05.325 | 62.62 | 0.978 | 10:33:39.374 |
| 7 - | 1:12.013 | 54.539 | 2:06.552 | 62.01 | 2.205 | 10:35:45.926 |

| | | | | | |
|------------------|---------------|----------------------|----------|--------------|-------|
| P27 | 60 RMT | Adam RIDGWELL | Suzuki - | | |
| IDEAL LAP TIME : | 2:05.414 | BEST LAP TIME : | 2:05.414 | DIFFERENCE : | 0.000 |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 57.017 | 2:23.209 | 54.80 | 17.795 | 10:23:20.105 |
| 2 - | 1:16.690 | 54.874 | 2:11.564 | 59.65 | 6.150 | 10:25:31.669 |
| 3 - | 1:15.021 | 53.714 | 2:08.735 | 60.96 | 3.321 | 10:27:40.404 |
| 4 - | 1:13.712 | 54.048 | 2:07.760 (3) | 61.42 | 2.346 | 10:29:48.164 |
| 5 - | 1:13.584 | 53.154 | 2:06.738 (2) | 61.92 | 1.324 | 10:31:54.902 |
| 6 - | 1:14.222 | 55.118 | 2:09.340 | 60.67 | 3.926 | 10:34:04.242 |
| 7 - | 1:13.192 | 52.222 | 2:05.414 (1) | 62.57 | | 10:36:09.656 |

| | | | | | |
|------------------|--------------|----------------------|--|--------------|-------|
| P28 | 196 R | Emma PETERSON | Yamaha - Rst Concept store-Helmet City Chichester. Fisherbro | | |
| IDEAL LAP TIME : | 2:05.362 | BEST LAP TIME : | 2:06.200 | DIFFERENCE : | 0.838 |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 56.050 | 2:26.123 | 53.70 | 19.923 | 10:23:23.019 |
| 2 - | 1:15.873 | 55.413 | 2:11.286 | 59.77 | 5.086 | 10:25:34.305 |
| 3 - | 1:14.211 | 54.134 | 2:08.345 | 61.14 | 2.145 | 10:27:42.650 |
| 4 - | 1:13.133 | 54.037 | 2:07.170 (3) | 61.71 | 0.970 | 10:29:49.820 |
| 5 - | 1:13.062 | 53.247 | 2:06.309 (2) | 62.13 | 0.109 | 10:31:56.129 |
| 6 - | 1:14.342 | 53.989 | 2:08.331 | 61.15 | 2.131 | 10:34:04.460 |
| 7 - | 1:13.900 | 52.300 | 2:06.200 (1) | 62.18 | | 10:36:10.660 |

| | | | | | |
|------------------|---------------|-------------------|----------|--------------|-------|
| P29 | 99 RMT | Sarah ULPH | Suzuki - | | |
| IDEAL LAP TIME : | 2:08.082 | BEST LAP TIME : | 2:08.082 | DIFFERENCE : | 0.000 |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 56.532 | 2:24.432 | 54.33 | 16.350 | 10:23:21.328 |
| 2 - | 1:18.014 | 55.958 | 2:13.972 | 58.57 | 5.890 | 10:25:35.300 |
| 3 - | 1:17.580 | 54.189 | 2:11.769 | 59.55 | 3.687 | 10:27:47.069 |
| 4 - | 1:16.421 | 54.069 | 2:10.490 (2) | 60.14 | 2.408 | 10:29:57.559 |
| 5 - | 1:17.225 | 54.679 | 2:11.904 | 59.49 | 3.822 | 10:32:09.463 |
| 6 - | 1:16.807 | 53.724 | 2:10.531 (3) | 60.12 | 2.449 | 10:34:19.994 |
| 7 - | 1:15.397 | 52.685 | 2:08.082 (1) | 61.27 | | 10:36:28.076 |

| | | | | | |
|------------------|-------------|--------------------|--------------------|--------------|-------|
| P30 | 37 R | Ricky WOODS | Suzuki - Des Woods | | |
| IDEAL LAP TIME : | 2:11.777 | BEST LAP TIME : | 2:11.829 | DIFFERENCE : | 0.052 |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 56.556 | 2:23.558 | 54.66 | 11.729 | 10:23:20.454 |
| 2 - | 1:17.616 | 59.406 | 2:17.022 | 57.27 | 5.193 | 10:25:37.476 |
| 3 - | 1:19.376 | 55.748 | 2:15.124 (3) | 58.08 | 3.295 | 10:27:52.600 |
| 4 - | 1:16.415 | 55.414 | 2:11.829 (1) | 59.53 | | 10:30:04.429 |
| 5 - | 1:18.422 | 57.232 | 2:15.654 | 57.85 | 3.825 | 10:32:20.083 |
| 6 - | 1:19.735 | 56.546 | 2:16.281 | 57.58 | 4.452 | 10:34:36.364 |
| 7 - | 1:16.814 | 55.362 | 2:12.176 (2) | 59.37 | 0.347 | 10:36:48.540 |

| | | | | | |
|------------------|----------------|---------------------|----------|--------------|-------|
| P31 | 289 RMT | Philip HORNE | Suzuki - | | |
| IDEAL LAP TIME : | 2:11.833 | BEST LAP TIME : | 2:11.863 | DIFFERENCE : | 0.030 |

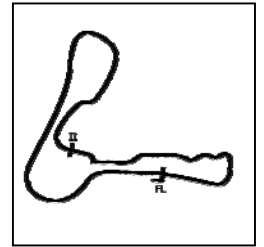
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|----------|--------------|-------|--------|--------------|
| 1 - | | 57.365 | 2:27.915 | 53.05 | 16.052 | 10:23:24.811 |
| 2 - | 1:18.301 | 55.429 | 2:13.730 (3) | 58.68 | 1.867 | 10:25:38.541 |
| 3 - | 1:19.609 | 54.850 | 2:14.459 | 58.36 | 2.596 | 10:27:53.000 |
| 4 - | 1:17.072 | 55.022 | 2:12.094 (2) | 59.41 | 0.231 | 10:30:05.094 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 10:20 Flag 10:35 End: 10:37

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - 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

| | | | | | | |
|-----|----------|---------------|---------------------|--------------|-------|---------------------|
| 5 - | 1:18.730 | 56.959 | 2:15.689 | 57.83 | 3.826 | 10:32:20.783 |
| 6 - | 1:19.913 | 56.133 | 2:16.046 | 57.68 | 4.183 | 10:34:36.829 |
| 7 - | 1:17.102 | 54.761 | 2:11.863 (1) | 59.51 | | 10:36:48.692 |

| P32 102 R | | James TEGG | | Honda - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:24.772 | | BEST LAP TIME : 2:24.772 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:02.578 | 2:40.268 | 48.96 | 15.496 | 10:23:37.164 |
| 2 - | 1:27.656 | 1:01.236 | 2:28.892 (3) | 52.70 | 4.120 | 10:26:06.056 |
| 3 - | 1:27.023 | 1:02.616 | 2:29.639 | 52.44 | 4.867 | 10:28:35.695 |
| 4 - | 1:28.484 | 1:03.171 | 2:31.655 | 51.74 | 6.883 | 10:31:07.350 |
| 5 - | 1:26.553 | 1:01.796 | 2:28.349 (2) | 52.90 | 3.577 | 10:33:35.699 |
| 6 - | 1:24.512 | 1:00.260 | 2:24.772 (1) | 54.20 | | 10:36:00.471 |

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 1 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|----------|----------|-----|----------|-------------------------|-----|-----|----------|----------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 198 | TOPPING | 59.669 | 6 | HOLDEN | 43.343 | 1 | 6 | HOLDEN | 1:43.180 | 1:43.630 | 0.450 |
| 2 | 6 | HOLDEN | 59.837 | 198 | TOPPING | 44.006 | 2 | 198 | TOPPING | 1:43.675 | 1:43.870 | 0.195 |
| 3 | 22 | DOOLAN | 1:02.772 | 81 | MAY | 44.732 | 3 | 54 | JAMISON | 1:47.890 | 1:48.102 | 0.212 |
| 4 | 211 | WARING | 1:02.942 | 47 | WATSON | 44.745 | 4 | 22 | DOOLAN | 1:47.907 | 1:48.564 | 0.657 |
| 5 | 54 | JAMISON | 1:03.020 | 54 | JAMISON | 44.870 | 5 | 47 | WATSON | 1:47.937 | 1:48.243 | 0.306 |
| 6 | 90 | WATSON | 1:03.076 | 22 | DOOLAN | 45.135 | 6 | 81 | MAY | 1:48.023 | 1:48.324 | 0.301 |
| 7 | 47 | WATSON | 1:03.192 | 90 | WATSON | 45.156 | 7 | 90 | WATSON | 1:48.232 | 1:48.514 | 0.282 |
| 8 | 84 | BRANCO | 1:03.229 | 211 | WARING | 45.330 | 8 | 211 | WARING | 1:48.272 | 1:49.644 | 1.372 |
| 9 | 81 | MAY | 1:03.291 | 92 | GROVE | 45.645 | 9 | 84 | BRANCO | 1:48.992 | 1:48.992 | 0.000 |
| 10 | 137 | CRAWT | 1:03.333 | 137 | CRAWT | 45.686 | 10 | 137 | CRAWT | 1:49.019 | 1:49.019 | 0.000 |
| 11 | 92 | GROVE | 1:04.244 | 84 | BRANCO | 45.763 | 11 | 92 | GROVE | 1:49.889 | 1:50.819 | 0.930 |
| 12 | 181 | FRANKLIN | 1:04.598 | 73 | LEWIN | 45.953 | 12 | 181 | FRANKLIN | 1:50.940 | 1:51.412 | 0.472 |
| 13 | 50 | ROBSON | 1:04.929 | 181 | FRANKLIN | 46.342 | 13 | 73 | LEWIN | 1:51.419 | 1:51.419 | 0.000 |
| 14 | 85 | KITE | 1:04.996 | 50 | ROBSON | 46.792 | 14 | 50 | ROBSON | 1:51.721 | 1:51.721 | 0.000 |
| 15 | 73 | LEWIN | 1:05.466 | 131 | EVANS | 47.671 | 15 | 85 | KITE | 1:53.069 | 1:53.069 | 0.000 |
| 16 | 131 | EVANS | 1:06.390 | 11 | JOHNSON | 48.071 | 16 | 131 | EVANS | 1:54.061 | 1:54.457 | 0.396 |
| 17 | 10 | ARBON | 1:07.332 | 85 | KITE | 48.073 | 17 | 11 | JOHNSON | 1:55.895 | 1:56.683 | 0.788 |
| 18 | 5 | YOUNG | 1:07.457 | 5 | YOUNG | 48.814 | 18 | 5 | YOUNG | 1:56.271 | 1:56.366 | 0.095 |
| 19 | 56 | SOILLEUX | 1:07.726 | 10 | ARBON | 49.032 | 19 | 10 | ARBON | 1:56.364 | 1:56.364 | 0.000 |
| 20 | 11 | JOHNSON | 1:07.824 | 0 | STANLEY | 49.108 | 20 | 43 | BARFORD | 1:57.609 | 1:57.609 | 0.000 |
| 21 | 43 | BARFORD | 1:08.454 | 43 | BARFORD | 49.155 | 21 | 56 | SOILLEUX | 1:57.916 | 1:58.486 | 0.570 |
| 22 | 0 | STANLEY | 1:08.912 | 56 | SOILLEUX | 50.190 | 22 | 0 | STANLEY | 1:58.020 | 1:58.020 | 0.000 |
| 23 | 175 | SMITH | 1:09.513 | 175 | SMITH | 51.108 | 23 | 175 | SMITH | 2:00.621 | 2:00.621 | 0.000 |
| 24 | 167 | DEVALL | 1:10.194 | 167 | DEVALL | 51.470 | 24 | 167 | DEVALL | 2:01.664 | 2:01.820 | 0.156 |
| 25 | 182 | PHILLIPS | 1:11.334 | 182 | PHILLIPS | 51.535 | 25 | 182 | PHILLIPS | 2:02.869 | 2:03.207 | 0.338 |
| 26 | 59 | RIDGWELL | 1:11.717 | 60 | RIDGWELL | 52.222 | 26 | 59 | RIDGWELL | 2:04.093 | 2:04.347 | 0.254 |
| 27 | 196 | PETERSON | 1:13.062 | 196 | PETERSON | 52.300 | 27 | 196 | PETERSON | 2:05.362 | 2:06.200 | 0.838 |
| 28 | 60 | RIDGWELL | 1:13.192 | 59 | RIDGWELL | 52.376 | 28 | 60 | RIDGWELL | 2:05.414 | 2:05.414 | 0.000 |
| 29 | 99 | ULPH | 1:15.397 | 99 | ULPH | 52.685 | 29 | 99 | ULPH | 2:08.082 | 2:08.082 | 0.000 |
| 30 | 37 | WOODS | 1:16.415 | 289 | HORNE | 54.761 | 30 | 37 | WOODS | 2:11.777 | 2:11.829 | 0.052 |
| 31 | 289 | HORNE | 1:17.072 | 37 | WOODS | 55.362 | 31 | 289 | HORNE | 2:11.833 | 2:11.863 | 0.030 |
| 32 | 102 | TEGG | 1:24.512 | 102 | TEGG | 1:00.260 | 32 | 102 | TEGG | 2:24.772 | 2:24.772 | 0.000 |

PERFECT LAP 1:43.012

Weather / Track : Cloudy / Dry

Cadwell Park

Circuit Length = 2.1800 miles

Start: 10:20 Flag 10:35 End: 10:37

Results can be found at www.tsl-timing.com

Printed - 10:38 Sunday, 29 April 2018

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - GRID (8 Laps)

| | | | | | | | |
|--------|--|----|--|----|---------------------------------------|----|--|
| ROW 12 | | 34 | 34 Chris MATTHEWS | 35 | 167 Mike DEVALL | 1 | |
| ROW 11 | | 31 | 2:24.772 102 James TEGG | 32 | 66 Mark SMITH | 33 | 9 Andrew WATSON |
| ROW 10 | | 28 | 2:08.082 99 Sarah ULPH | 29 | 2:11.829 37 Ricky WOODS | 30 | 2:11.863 289 Philip HORNE |
| ROW 9 | | 25 | 2:04.347 59 Benn RIDGWELL | 26 | 2:05.414 60 Adam RIDGWELL | 27 | 2:06.200 196 Emma PETERSON |
| ROW 8 | | 22 | 1:58.486 56 Jason SOILLEUX | 23 | 2:00.621 175 Patrick SMITH | 24 | 2:03.207 182 Kyle PHILLIPS |
| ROW 7 | | 19 | 1:56.683 11 Oliver JOHNSON | 20 | 1:57.609 43 Daniel BARFORD | 21 | 1:58.020 0 Luke STANLEY |
| ROW 6 | | 16 | 1:54.457 131 Christopher EVANS | 17 | 1:56.364 10 Justin ARBON | 18 | 1:56.366 5 William YOUNG |
| ROW 5 | | 13 | 1:51.419 73 Vincent LEWIN | 14 | 1:51.721 50 Paul ROBSON | 15 | 1:53.069 85 Andrew KITE |
| ROW 4 | | 10 | 1:49.644 211 Jordan WARING | 11 | 1:50.819 92 Duncan GROVE | 12 | 1:51.412 181 Robert FRANKLIN |
| ROW 3 | | 7 | 1:48.564 22 Ben DOOLAN | 8 | 1:48.992 84 Ricardo BRANCO | 9 | 1:49.019 137 Charlie CRAWT |
| ROW 2 | | 4 | 1:48.243 47 Thomas WATSON | 5 | 1:48.324 81 Malvern MAY | 6 | 1:48.514 90 Edward WATSON |
| ROW 1 | | 1 | 1:43.630 6 Paul HOLDEN | 2 | 1:43.870 198 Steven TOPPING | 3 | 1:48.102 54 Adam JAMISON |
| | | | Pole | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 11:16 Sunday, 29 April 2018



BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|-----|---------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 6 | | 1 Paul HOLDEN | Yamaha - MOREMOTO RACING | 8 | 13:43.365 | | | 76.25 | 1:41.308 | 8 |
| 2 | 198 | | 2 Steven TOPPING | Yamaha - | 8 | 13:44.375 | 1.010 | 1.010 | 76.16 | 1:41.418 | 4 |
| 3 | 81 | | 3 Malvern MAY | DUCATI - | 8 | 14:17.012 | 33.647 | 32.637 | 73.25 | 1:44.880 | 8 |
| 4 | 84 | | 4 Ricardo BRANCO | Suzuki - IMP Racing | 8 | 14:18.061 | 34.696 | 1.049 | 73.17 | 1:45.219 | 7 |
| 5 | 54 | | 5 Adam JAMISON | Suzuki - AJ Racing | 8 | 14:26.943 | 43.578 | 8.882 | 72.42 | 1:47.310 | 5 |
| 6 | 22 | | 6 Ben DOOLAN | Yamaha - my wallet | 8 | 14:28.325 | 44.960 | 1.382 | 72.30 | 1:46.123 | 6 |
| 7 | 47 | | 7 Thomas WATSON | Yamaha - Motorsportdays.com TEA Time Racing | 8 | 14:31.888 | 48.523 | 3.563 | 72.00 | 1:47.089 | 6 |
| 8 | 90 | | 8 Edward WATSON | Suzuki - Motorsportdays.com TEA Time Racing | 8 | 14:32.047 | 48.682 | 0.159 | 71.99 | 1:46.777 | 6 |
| 9 | 211 | RMT | 1 Jordan WARING | Suzuki - Beyond Timber Ltd | 8 | 14:33.839 | 50.474 | 1.792 | 71.84 | 1:46.943 | 8 |
| 10 | 73 | | 9 Vincent LEWIN | Suzuki - vinitwinracing.co.uk | 8 | 14:50.562 | 1:07.197 | 16.723 | 70.49 | 1:48.490 | 6 |
| 11 | 92 | | 10 Duncan GROVE | Yamaha - | 8 | 14:53.748 | 1:10.383 | 3.186 | 70.24 | 1:49.119 | 7 |
| 12 | 181 | RMT | 2 Robert FRANKLIN | Suzuki - RCF GARDENS | 8 | 14:58.196 | 1:14.831 | 4.448 | 69.90 | 1:49.474 | 7 |
| 13 | 137 | RMT | 3 Charlie CRAWT | Suzuki - Pass Bike Motorcycle Training Ltd | 8 | 15:00.466 | 1:17.101 | 2.270 | 69.72 | 1:49.576 | 6 |
| 14 | 50 | | 11 Paul ROBSON | Suzuki - RBProperty services & Environment Lightin | 8 | 15:11.001 | 1:27.636 | 10.535 | 68.91 | 1:49.688 | 6 |
| 15 | 85 | | 12 Andrew KITE | Ducati - Red Rebel Racing | 8 | 15:20.381 | 1:37.016 | 9.380 | 68.21 | 1:52.620 | 6 |
| 16 | 5 | R | 1 William YOUNG | Yamaha - RoyBoy's Racing | 8 | 15:20.484 | 1:37.119 | 0.103 | 68.20 | 1:52.527 | 8 |
| 17 | 131 | RMT | 4 Christopher EVANS | Suzuki - Andesign | 8 | 15:25.556 | 1:42.191 | 5.072 | 67.83 | 1:53.523 | 8 |
| 18 | 66 | | 13 Mark SMITH | Yamaha - MHP EXHAUST S | 7 | 13:43.552 | 1 Lap | 1 Lap | 66.70 | 1:54.340 | 2 |
| 19 | 43 | | 14 Daniel BARFORD | Yamaha - Shawell Tuning | 7 | 13:45.266 | 1 Lap | 1.714 | 66.56 | 1:55.024 | 7 |
| 20 | 11 | | 15 Oliver JOHNSON | KTM - | 7 | 13:53.915 | 1 Lap | 8.649 | 65.87 | 1:54.679 | 4 |
| 21 | 0 | RMT | 5 Luke STANLEY | Suzuki - MOREMOTO | 7 | 13:55.547 | 1 Lap | 1.632 | 65.74 | 1:57.357 | 7 |
| 22 | 59 | RMT | 6 Benn RIDGWELL | Suzuki - | 7 | 14:14.224 | 1 Lap | 18.677 | 64.31 | 1:57.893 | 7 |
| 23 | 56 | | 16 Jason SOILLEUX | Ducati - | 7 | 14:19.213 | 1 Lap | 4.989 | 63.93 | 1:59.988 | 3 |
| 24 | 10 | | 17 Justin ARBON | Kawasaki - TT plumbing and heating | 7 | 14:23.787 | 1 Lap | 4.574 | 63.59 | 2:00.332 | 7 |
| 25 | 167 | | 18 Mike DEVALL | Honda - | 7 | 14:28.484 | 1 Lap | 4.697 | 63.25 | 2:00.994 | 5 |
| 26 | 196 | R | 2 Emma PETERSON | Yamaha - Rst Concept store-Helmet City Chichester | 7 | 14:53.670 | 1 Lap | 25.186 | 61.47 | 2:01.225 | 7 |
| 27 | 60 | RMT | 7 Adam RIDGWELL | Suzuki - | 7 | 14:57.191 | 1 Lap | 3.521 | 61.23 | 2:04.916 | 6 |
| 28 | 37 | R | 3 Ricky WOODS | Suzuki - Des Woods | 7 | 15:02.168 | 1 Lap | 4.977 | 60.89 | 2:06.078 | 6 |
| 29 | 289 | RMT | 8 Philip HORNE | Suzuki - | 7 | 15:02.706 | 1 Lap | 0.538 | 60.85 | 2:05.347 | 5 |
| 30 | 99 | RMT | 9 Sarah ULPH | Suzuki - | 7 | 15:03.788 | 1 Lap | 1.082 | 60.78 | 2:05.565 | 4 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|-----|---------------|-----------------------------------|---|----------|--------|--------|-------|--|--|
| DNF | 175 | | Patrick SMITH | Suzuki - | 1 | 2:09.129 | 7 Laps | 6 Laps | 60.77 | | |
| DNF | 182 | RMT | Kyle PHILLIPS | Suzuki - Chief Safety Consultancy | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | |
|-----|-----|--|---------------|----------------------------|---|----------|-----------|------------|
| 6 | | | Paul HOLDEN | Yamaha - MOREMOTO RACING | 8 | 1:41.308 | 77.46 mph | 124.67 kph |
| 211 | RMT | | Jordan WARING | Suzuki - Beyond Timber Ltd | 8 | 1:46.943 | 73.38 mph | 118.10 kph |
| 5 | R | | William YOUNG | Yamaha - RoyBoy's Racing | 8 | 1:52.527 | 69.74 mph | 112.24 kph |

Class - 92.5% of Race Speed = 70.53 mph

Class RMT - 92.5% of Race Speed = 66.45 mph

Class R - 92.5% of Race Speed = 63.08 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 14:36 Flag 14:49 End: 14:51

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 14:52 Sunday, 29 April 2018



BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - LAP CHART

LAP 1 @ 14:37:50.013

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 198 | | 1:48.267 |
| 6 | 0.169 | 1:48.436 |
| 54 | 4.262 | 1:52.529 |
| 81 | 4.564 | 1:52.831 |
| 84 | 4.853 | 1:53.120 |
| 47 | 5.921 | 1:54.188 |
| 90 | 7.259 | 1:55.526 |
| 137 | 9.238 | 1:57.505 |
| 22 | 9.409 | 1:57.676 |
| 211 | 9.740 | 1:58.007 |
| 92 | 10.552 | 1:58.819 |
| 73 | 10.801 | 1:59.068 |
| 50 | 11.514 | 1:59.781 |
| 181 | 12.227 | 2:00.494 |
| 131 | 13.591 | 2:01.858 |
| 5 | 14.606 | 2:02.873 |
| 85 | 16.280 | 2:04.547 |
| 43 | 17.492 | 2:05.759 |
| 66 | 17.518 | 2:05.785 |
| 0 | 19.213 | 2:07.480 |
| 175 | 20.862 | 2:09.129 |
| 59 | 25.316 | 2:13.583 |
| 11 | 25.491 | 2:13.758 |
| 56 | 26.255 | 2:14.522 |
| 10 | 26.325 | 2:14.592 |
| 37 | 28.213 | 2:16.480 |
| 167 | 28.301 | 2:16.568 |
| 60 | 30.461 | 2:18.728 |
| 99 | 31.393 | 2:19.660 |
| 289 | 31.703 | 2:19.970 |
| 196 | 32.540 | 2:20.807 |

LAP 2 @ 14:39:32.134

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 6 | | 1:41.952 |
| 198 | 0.832 | 1:42.953 |
| 81 | 9.016 | 1:46.573 |
| 54 | 9.826 | 1:47.685 |
| 84 | 10.062 | 1:47.330 |
| 47 | 12.614 | 1:48.814 |
| 90 | 14.642 | 1:49.504 |
| 22 | 14.900 | 1:47.612 |
| 211 | 15.218 | 1:47.599 |
| 137 | 19.408 | 1:52.291 |
| 92 | 19.782 | 1:51.351 |
| 73 | 20.969 | 1:52.289 |
| 50 | 21.395 | 1:52.002 |
| 181 | 21.921 | 1:51.815 |
| 131 | 26.333 | 1:54.863 |
| 5 | 27.572 | 1:55.087 |
| 85 | 29.545 | 1:55.386 |
| 66 | 29.737 | 1:54.340 |
| 43 | 32.800 | 1:57.429 |
| 0 | 35.815 | 1:58.723 |
| 11 | 43.692 | 2:00.322 |
| 56 | 44.807 | 2:00.673 |
| 59 | 44.885 | 2:01.690 |
| 10 | 46.482 | 2:02.278 |
| 167 | 48.758 | 2:02.578 |
| 37 | 54.519 | 2:08.427 |
| 60 | 56.320 | 2:07.980 |
| 289 | 56.577 | 2:06.995 |

| | | |
|-----|--------|----------|
| 196 | 57.163 | 2:06.744 |
| 99 | 58.420 | 2:09.148 |

LAP 3 @ 14:41:13.713

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 6 | | 1:41.579 |
| 198 | 0.844 | 1:41.591 |
| 81 | 13.949 | 1:46.512 |
| 84 | 14.660 | 1:46.177 |
| 54 | 15.930 | 1:47.683 |
| 47 | 19.879 | 1:48.844 |
| 22 | 21.084 | 1:47.763 |
| 90 | 21.663 | 1:48.600 |
| 211 | 21.863 | 1:48.224 |
| 92 | 29.064 | 1:50.861 |
| 137 | 30.919 | 1:53.090 |
| 73 | 31.527 | 1:52.137 |
| 50 | 32.041 | 1:52.225 |
| 181 | 32.728 | 1:52.386 |
| 131 | 39.579 | 1:54.825 |
| 5 | 40.414 | 1:54.421 |
| 85 | 41.970 | 1:54.004 |
| 66 | 45.826 | 1:57.668 |
| 43 | 48.391 | 1:57.170 |
| 0 | 52.764 | 1:58.528 |
| 11 | 58.019 | 1:55.906 |
| 56 | 1:03.216 | 1:59.988 |
| 59 | 1:04.094 | 2:00.788 |
| 10 | 1:06.956 | 2:02.053 |
| 167 | 1:09.348 | 2:02.169 |
| 37 | 1:22.613 | 2:09.673 |
| 60 | 1:23.435 | 2:08.694 |
| 196 | 1:23.784 | 2:08.200 |
| 289 | 1:25.096 | 2:10.098 |
| 99 | 1:26.007 | 2:09.166 |

LAP 4 @ 14:42:55.478

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 6 | | 1:41.765 |
| 198 | 0.497 | 1:41.418 |
| 81 | 17.758 | 1:45.574 |
| 84 | 18.348 | 1:45.453 |
| 54 | 21.786 | 1:47.621 |
| 47 | 26.906 | 1:48.792 |
| 22 | 27.345 | 1:48.026 |
| 90 | 27.759 | 1:47.861 |
| 211 | 28.584 | 1:48.486 |
| 92 | 37.468 | 1:50.169 |
| 73 | 39.829 | 1:50.067 |
| 137 | 41.405 | 1:52.251 |
| 181 | 42.248 | 1:51.285 |
| 50 | 42.276 | 1:52.000 |
| 5 | 53.090 | 1:54.441 |
| 131 | 53.826 | 1:56.012 |
| 85 | 54.882 | 1:54.677 |
| 66 | 59.861 | 1:55.800 |
| 43 | 1:04.316 | 1:57.690 |
| 0 | 1:08.970 | 1:57.971 |
| 11 | 1:10.933 | 1:54.679 |
| 56 | 1:22.287 | 2:00.836 |
| 59 | 1:22.795 | 2:00.466 |
| 10 | 1:27.498 | 2:02.307 |
| 167 | 1:29.547 | 2:01.964 |

LAP 5 @ 14:44:38.980

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 6 | | 1:43.502 |
| 198 | 0.380 | 1:43.385 |
| 60 | 1 Lap | 2:06.183 |
| 37 | 1 Lap | 2:07.807 |
| 196 | 1 Lap | 2:07.571 |
| 99 | 1 Lap | 2:05.565 |
| 289 | 1 Lap | 2:08.289 |
| 84 | 21.213 | 1:46.367 |
| 81 | 21.882 | 1:47.626 |
| 54 | 25.594 | 1:47.310 |
| 22 | 30.063 | 1:46.220 |
| 47 | 30.816 | 1:47.412 |
| 90 | 31.785 | 1:47.528 |
| 211 | 32.983 | 1:47.901 |
| 92 | 43.738 | 1:49.772 |
| 73 | 45.406 | 1:49.079 |
| 50 | 49.199 | 1:50.425 |
| 137 | 49.439 | 1:51.536 |
| 181 | 50.300 | 1:51.554 |
| 5 | 1:03.932 | 1:54.344 |
| 85 | 1:04.816 | 1:53.436 |
| 131 | 1:05.889 | 1:55.565 |
| 66 | 1:13.526 | 1:57.167 |
| 43 | 1:17.747 | 1:56.933 |
| 0 | 1:23.125 | 1:57.657 |
| 11 | 1:23.786 | 1:56.355 |
| 56 | 1:40.214 | 2:01.429 |
| 59 | 1:40.751 | 2:01.458 |

LAP 6 @ 14:46:21.192

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 198 | | 1:41.832 |
| 6 | 0.672 | 1:42.884 |
| 10 | 1 Lap | 2:01.714 |
| 167 | 1 Lap | 2:00.994 |
| 84 | 27.093 | 1:48.092 |
| 81 | 27.108 | 1:47.438 |
| 60 | 1 Lap | 2:05.709 |
| 196 | 1 Lap | 2:05.560 |
| 37 | 1 Lap | 2:06.556 |
| 54 | 30.767 | 1:47.385 |
| 99 | 1 Lap | 2:06.970 |
| 289 | 1 Lap | 2:05.347 |
| 22 | 33.974 | 1:46.123 |
| 47 | 35.693 | 1:47.089 |
| 90 | 36.350 | 1:46.777 |
| 211 | 37.994 | 1:47.223 |
| 92 | 51.167 | 1:49.641 |
| 73 | 51.684 | 1:48.490 |
| 50 | 56.675 | 1:49.688 |
| 137 | 56.803 | 1:49.576 |
| 181 | 59.155 | 1:51.067 |
| 85 | 1:15.224 | 1:52.620 |
| 5 | 1:15.449 | 1:53.729 |
| 131 | 1:17.832 | 1:54.155 |
| 66 | 1:28.768 | 1:57.454 |
| 43 | 1:30.796 | 1:55.261 |
| 0 | 1:38.744 | 1:57.831 |
| 11 | 1:39.513 | 1:57.939 |

LAP 7 @ 14:48:03.185

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 198 | | 1:41.993 |
| 6 | 0.618 | 1:41.939 |
| 59 | 1 Lap | 1:58.346 |
| 56 | 1 Lap | 2:01.096 |
| 10 | 1 Lap | 2:00.511 |
| 167 | 1 Lap | 2:02.958 |
| 84 | 30.319 | 1:45.219 |
| 81 | 30.693 | 1:45.578 |
| 54 | 37.101 | 1:48.327 |
| 22 | 39.130 | 1:47.149 |
| 47 | 42.825 | 1:49.125 |
| 90 | 43.684 | 1:49.327 |
| 211 | 45.457 | 1:49.456 |
| 60 | 1 Lap | 2:04.916 |
| 196 | 1 Lap | 2:03.563 |
| 37 | 1 Lap | 2:06.078 |
| 289 | 1 Lap | 2:05.651 |
| 99 | 1 Lap | 2:07.575 |
| 92 | 58.293 | 1:49.119 |
| 73 | 58.537 | 1:48.846 |
| 137 | 1:05.630 | 1:50.820 |
| 50 | 1:05.933 | 1:51.251 |
| 181 | 1:06.636 | 1:49.474 |
| 85 | 1:26.320 | 1:53.089 |
| 5 | 1:26.518 | 1:53.062 |
| 131 | 1:30.594 | 1:54.755 |

LAP 8 @ 14:49:45.111

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 6 | | 1:41.308 |
| 66 | 1 Lap | 1:55.338 |
| 198 | 1.010 | 1:42.936 |
| 43 | 1 Lap | 1:55.024 |
| 11 | 1 Lap | 1:54.956 |
| 0 | 1 Lap | 1:57.357 |
| 59 | 1 Lap | 1:57.893 |
| 81 | 33.647 | 1:44.880 |
| 84 | 34.696 | 1:46.303 |
| 56 | 1 Lap | 2:00.669 |
| 10 | 1 Lap | 2:00.332 |
| 54 | 43.578 | 1:48.403 |
| 22 | 44.960 | 1:47.756 |
| 167 | 1 Lap | 2:01.253 |
| 47 | 48.523 | 1:47.624 |
| 90 | 48.682 | 1:46.924 |
| 211 | 50.474 | 1:46.943 |
| 73 | 1:07.197 | 1:50.586 |
| 196 | 1 Lap | 2:01.225 |
| 92 | 1:10.383 | 1:54.016 |
| 60 | 1 Lap | 2:04.981 |
| 181 | 1:14.831 | 1:50.121 |
| 137 | 1:17.101 | 1:53.397 |
| 37 | 1 Lap | 2:07.147 |
| 289 | 1 Lap | 2:06.356 |
| 99 | 1 Lap | 2:05.704 |
| 50 | 1:27.636 | 2:03.629 |
| 85 | 1:37.016 | 1:52.622 |
| 5 | 1:37.119 | 1:52.527 |
| 131 | 1:42.191 | 1:53.523 |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park

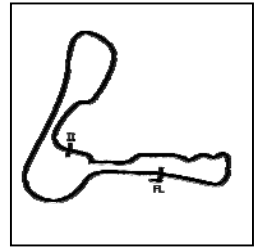
Circuit Length = 2.1800 miles

Start: 14:36 Flag 14:49 End: 14:51

Printed - 14:54 Sunday, 29 April 2018

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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 6 | | Paul HOLDEN | | Yamaha - MOREMOTO RACING | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:40.809 | | BEST LAP TIME : 1:41.308 | | DIFFERENCE : 0.499 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.230 | 1:48.436 | 72.37 | 7.128 | 14:37:50.182 |
| 2 - | 59.247 | 42.705 | 1:41.952 | 76.97 | 0.644 | 14:39:32.134 |
| 3 - | 58.854 | 42.725 | 1:41.579 (2) | 77.26 | 0.271 | 14:41:13.713 |
| 4 - | 58.967 | 42.798 | 1:41.765 (3) | 77.11 | 0.457 | 14:42:55.478 |
| 5 - | 58.721 | 44.781 | 1:43.502 | 75.82 | 2.194 | 14:44:38.980 |
| 6 - | 58.893 | 43.991 | 1:42.884 | 76.28 | 1.576 | 14:46:21.864 |
| 7 - | 59.748 | 42.191 | 1:41.939 | 76.98 | 0.631 | 14:48:03.803 |
| 8 - | 58.618 | 42.690 | 1:41.308 (1) | 77.46 | | 14:49:45.111 |

| P2 198 | | Steven TOPPING | | Yamaha - | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:41.077 | | BEST LAP TIME : 1:41.418 | | DIFFERENCE : 0.341 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 43.718 | 1:48.267 | 72.48 | 6.849 | 14:37:50.013 |
| 2 - | 59.759 | 43.194 | 1:42.953 | 76.22 | 1.535 | 14:39:32.966 |
| 3 - | 58.586 | 43.005 | 1:41.591 (2) | 77.25 | 0.173 | 14:41:14.557 |
| 4 - | 58.600 | 42.818 | 1:41.418 (1) | 77.38 | | 14:42:55.975 |
| 5 - | 58.698 | 44.687 | 1:43.385 | 75.91 | 1.967 | 14:44:39.360 |
| 6 - | 58.259 | 43.573 | 1:41.832 (3) | 77.06 | 0.414 | 14:46:21.192 |
| 7 - | 59.014 | 42.979 | 1:41.993 | 76.94 | 0.575 | 14:48:03.185 |
| 8 - | 58.761 | 44.175 | 1:42.936 | 76.24 | 1.518 | 14:49:46.121 |

| P3 81 | | Malvern MAY | | DUCATI - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:44.719 | | BEST LAP TIME : 1:44.880 | | DIFFERENCE : 0.161 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.771 | 1:52.831 | 69.55 | 7.951 | 14:37:54.577 |
| 2 - | 1:02.004 | 44.569 | 1:46.573 | 73.64 | 1.693 | 14:39:41.150 |
| 3 - | 1:01.892 | 44.620 | 1:46.512 | 73.68 | 1.632 | 14:41:27.662 |
| 4 - | 1:01.458 | 44.116 | 1:45.574 (2) | 74.33 | 0.694 | 14:43:13.236 |
| 5 - | 1:02.647 | 44.979 | 1:47.626 | 72.91 | 2.746 | 14:45:00.862 |
| 6 - | 1:01.065 | 46.373 | 1:47.438 | 73.04 | 2.558 | 14:46:48.300 |
| 7 - | 1:01.827 | 43.751 | 1:45.578 (3) | 74.33 | 0.698 | 14:48:33.878 |
| 8 - | 1:00.968 | 43.912 | 1:44.880 (1) | 74.82 | | 14:50:18.758 |

| P4 84 | | Ricardo BRANCO | | Suzuki - IMP Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------|-------|---------------------|
| IDEAL LAP TIME : 1:45.059 | | BEST LAP TIME : 1:45.219 | | DIFFERENCE : 0.160 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.871 | 1:53.120 | 69.37 | 7.901 | 14:37:54.866 |
| 2 - | 1:02.788 | 44.542 | 1:47.330 | 73.12 | 2.111 | 14:39:42.196 |
| 3 - | 1:01.890 | 44.287 | 1:46.177 (3) | 73.91 | 0.958 | 14:41:28.373 |
| 4 - | 1:01.257 | 44.196 | 1:45.453 (2) | 74.42 | 0.234 | 14:43:13.826 |
| 5 - | 1:01.679 | 44.688 | 1:46.367 | 73.78 | 1.148 | 14:45:00.193 |
| 6 - | 1:01.948 | 46.144 | 1:48.092 | 72.60 | 2.873 | 14:46:48.285 |
| 7 - | 1:01.417 | 43.802 | 1:45.219 (1) | 74.58 | | 14:48:33.504 |
| 8 - | 1:01.701 | 44.602 | 1:46.303 | 73.82 | 1.084 | 14:50:19.807 |

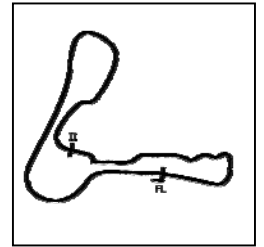
| P5 54 | | Adam JAMISON | | Suzuki - AJ Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.867 | | BEST LAP TIME : 1:47.310 | | DIFFERENCE : 0.443 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.260 | 1:52.529 | 69.74 | 5.219 | 14:37:54.275 |
| 2 - | 1:02.853 | 44.832 | 1:47.685 | 72.87 | 0.375 | 14:39:41.960 |
| 3 - | 1:02.643 | 45.040 | 1:47.683 | 72.88 | 0.373 | 14:41:29.643 |
| 4 - | 1:02.379 | 45.242 | 1:47.621 (3) | 72.92 | 0.311 | 14:43:17.264 |
| 5 - | 1:02.289 | 45.021 | 1:47.310 (1) | 73.13 | | 14:45:04.574 |
| 6 - | 1:02.035 | 45.350 | 1:47.385 (2) | 73.08 | 0.075 | 14:46:51.959 |
| 7 - | 1:03.425 | 44.902 | 1:48.327 | 72.44 | 1.017 | 14:48:40.286 |
| 8 - | 1:02.149 | 46.254 | 1:48.403 | 72.39 | 1.093 | 14:50:28.689 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:36 Flag 14:49 End: 14:51

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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

| P6 22 | | Ben DOOLAN | | Yamaha - my wallet | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.025 | | BEST LAP TIME : 1:46.123 | | DIFFERENCE : 0.098 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.152 | 1:57.676 | 66.69 | 11.553 | 14:37:59.422 |
| 2 - | 1:02.269 | 45.343 | 1:47.612 | 72.92 | 1.489 | 14:39:47.034 |
| 3 - | 1:02.220 | 45.543 | 1:47.763 | 72.82 | 1.640 | 14:41:34.797 |
| 4 - | 1:02.684 | 45.342 | 1:48.026 | 72.64 | 1.903 | 14:43:22.823 |
| 5 - | 1:01.483 | 44.737 | 1:46.220 (2) | 73.88 | 0.097 | 14:45:09.043 |
| 6 - | 1:01.313 | 44.810 | 1:46.123 (1) | 73.95 | | 14:46:55.166 |
| 7 - | 1:02.268 | 44.881 | 1:47.149 (3) | 73.24 | 1.026 | 14:48:42.315 |
| 8 - | 1:01.288 | 46.468 | 1:47.756 | 72.83 | 1.633 | 14:50:30.071 |

| P7 47 | | Thomas WATSON | | Yamaha - Motorsportdays.com TEA Time Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|
| IDEAL LAP TIME : 1:46.770 | | BEST LAP TIME : 1:47.089 | | DIFFERENCE : 0.319 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.142 | 1:54.188 | 68.72 | 7.099 | 14:37:55.934 |
| 2 - | 1:03.009 | 45.805 | 1:48.814 | 72.12 | 1.725 | 14:39:44.748 |
| 3 - | 1:03.253 | 45.591 | 1:48.844 | 72.10 | 1.755 | 14:41:33.592 |
| 4 - | 1:03.699 | 45.093 | 1:48.792 | 72.13 | 1.703 | 14:43:22.384 |
| 5 - | 1:02.500 | 44.912 | 1:47.412 (2) | 73.06 | 0.323 | 14:45:09.796 |
| 6 - | 1:01.920 | 45.169 | 1:47.089 (1) | 73.28 | | 14:46:56.885 |
| 7 - | 1:04.143 | 44.982 | 1:49.125 | 71.91 | 2.036 | 14:48:46.010 |
| 8 - | 1:02.774 | 44.850 | 1:47.624 (3) | 72.92 | 0.535 | 14:50:33.634 |

| P8 90 | | Edward WATSON | | Suzuki - Motorsportdays.com TEA Time Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|
| IDEAL LAP TIME : 1:46.231 | | BEST LAP TIME : 1:46.777 | | DIFFERENCE : 0.546 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.870 | 1:55.526 | 67.93 | 8.749 | 14:37:57.272 |
| 2 - | 1:03.727 | 45.777 | 1:49.504 | 71.66 | 2.727 | 14:39:46.776 |
| 3 - | 1:03.176 | 45.424 | 1:48.600 | 72.26 | 1.823 | 14:41:35.376 |
| 4 - | 1:02.700 | 45.161 | 1:47.861 | 72.76 | 1.084 | 14:43:23.237 |
| 5 - | 1:02.361 | 45.167 | 1:47.528 (3) | 72.98 | 0.751 | 14:45:10.765 |
| 6 - | 1:01.681 | 45.096 | 1:46.777 (1) | 73.49 | | 14:46:57.542 |
| 7 - | 1:03.821 | 45.506 | 1:49.327 | 71.78 | 2.550 | 14:48:46.869 |
| 8 - | 1:02.374 | 44.550 | 1:46.924 (2) | 73.39 | 0.147 | 14:50:33.793 |

| P9 211 RMT | | Jordan WARING | | Suzuki - Beyond Timber Ltd | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:46.943 | | BEST LAP TIME : 1:46.943 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.346 | 1:58.007 | 66.50 | 11.064 | 14:37:59.753 |
| 2 - | 1:02.454 | 45.145 | 1:47.599 (3) | 72.93 | 0.656 | 14:39:47.352 |
| 3 - | 1:02.811 | 45.413 | 1:48.224 | 72.51 | 1.281 | 14:41:35.576 |
| 4 - | 1:02.632 | 45.854 | 1:48.486 | 72.34 | 1.543 | 14:43:24.062 |
| 5 - | 1:02.526 | 45.375 | 1:47.901 | 72.73 | 0.958 | 14:45:11.963 |
| 6 - | 1:02.469 | 44.754 | 1:47.223 (2) | 73.19 | 0.280 | 14:46:59.186 |
| 7 - | 1:03.687 | 45.769 | 1:49.456 | 71.70 | 2.513 | 14:48:48.642 |
| 8 - | 1:02.289 | 44.654 | 1:46.943 (1) | 73.38 | | 14:50:35.585 |

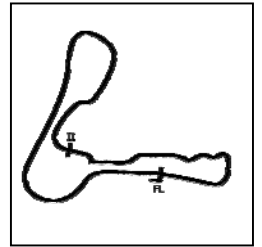
| P10 73 | | Vincent LEWIN | | Suzuki - vinitwinracing.co.uk | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.490 | | BEST LAP TIME : 1:48.490 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.706 | 1:59.068 | 65.91 | 10.578 | 14:38:00.814 |
| 2 - | 1:05.349 | 46.940 | 1:52.289 | 69.89 | 3.799 | 14:39:53.103 |
| 3 - | 1:05.126 | 47.011 | 1:52.137 | 69.98 | 3.647 | 14:41:45.240 |
| 4 - | 1:04.339 | 45.728 | 1:50.067 | 71.30 | 1.577 | 14:43:35.307 |
| 5 - | 1:03.437 | 45.642 | 1:49.079 (3) | 71.94 | 0.589 | 14:45:24.386 |
| 6 - | 1:03.204 | 45.286 | 1:48.490 (1) | 72.33 | | 14:47:12.876 |
| 7 - | 1:03.527 | 45.319 | 1:48.846 (2) | 72.10 | 0.356 | 14:49:01.722 |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 14:36 Flag 14:49 End: 14:51

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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

8 - 1:04.123 46.463 1:50.586 70.96 2.096 14:50:52.308

| P11 92 | | Duncan GROVE | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:49.099 | | BEST LAP TIME : 1:49.119 | | DIFFERENCE : 0.020 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 47.340 | 1:58.819 | 66.05 | 9.700 | 14:38:00.565 | |
| 2 - | 1:04.441 | 46.910 | 1:51.351 | 70.48 | 2.232 | 14:39:51.916 | |
| 3 - | 1:04.229 | 46.632 | 1:50.861 | 70.79 | 1.742 | 14:41:42.777 | |
| 4 - | 1:03.745 | 46.424 | 1:50.169 | 71.23 | 1.050 | 14:43:32.946 | |
| 5 - | 1:03.708 | 46.064 | 1:49.772 (3) | 71.49 | 0.653 | 14:45:22.718 | |
| 6 - | 1:03.303 | 46.338 | 1:49.641 (2) | 71.57 | 0.522 | 14:47:12.359 | |
| 7 - | 1:03.323 | 45.796 | 1:49.119 (1) | 71.92 | | 14:49:01.478 | |
| 8 - | 1:06.786 | 47.230 | 1:54.016 | 68.83 | 4.897 | 14:50:55.494 | |

| P12 181 RMT | | Robert FRANKLIN | | Suzuki - RCF GARDENS | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:48.591 | | BEST LAP TIME : 1:49.474 | | DIFFERENCE : 0.883 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 47.147 | 2:00.494 | 65.13 | 11.020 | 14:38:02.240 | |
| 2 - | 1:04.803 | 47.012 | 1:51.815 | 70.18 | 2.341 | 14:39:54.055 | |
| 3 - | 1:04.701 | 47.685 | 1:52.386 | 69.83 | 2.912 | 14:41:46.441 | |
| 4 - | 1:04.201 | 47.084 | 1:51.285 | 70.52 | 1.811 | 14:43:37.726 | |
| 5 - | 1:05.222 | 46.332 | 1:51.554 | 70.35 | 2.080 | 14:45:29.280 | |
| 6 - | 1:05.479 | 45.588 | 1:51.067 (3) | 70.66 | 1.593 | 14:47:20.347 | |
| 7 - | 1:03.003 | 46.471 | 1:49.474 (1) | 71.68 | | 14:49:09.821 | |
| 8 - | 1:03.244 | 46.877 | 1:50.121 (2) | 71.26 | 0.647 | 14:50:59.942 | |

| P13 137 RMT | | Charlie CRAWT | | Suzuki - Pass Bike Motorcycle Training Ltd | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|-------|---------------------|--|
| IDEAL LAP TIME : 1:49.576 | | BEST LAP TIME : 1:49.576 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 47.221 | 1:57.505 | 66.78 | 7.929 | 14:37:59.251 | |
| 2 - | 1:04.857 | 47.434 | 1:52.291 | 69.89 | 2.715 | 14:39:51.542 | |
| 3 - | 1:05.529 | 47.561 | 1:53.090 | 69.39 | 3.514 | 14:41:44.632 | |
| 4 - | 1:05.621 | 46.630 | 1:52.251 | 69.91 | 2.675 | 14:43:36.883 | |
| 5 - | 1:05.531 | 46.005 | 1:51.536 (3) | 70.36 | 1.960 | 14:45:28.419 | |
| 6 - | 1:03.819 | 45.757 | 1:49.576 (1) | 71.62 | | 14:47:17.995 | |
| 7 - | 1:04.661 | 46.159 | 1:50.820 (2) | 70.81 | 1.244 | 14:49:08.815 | |
| 8 - | 1:05.814 | 47.583 | 1:53.397 | 69.20 | 3.821 | 14:51:02.212 | |

| P14 50 | | Paul ROBSON | | Suzuki - RBProperty services & Environment Lighting | | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|--|
| IDEAL LAP TIME : 1:49.652 | | BEST LAP TIME : 1:49.688 | | DIFFERENCE : 0.036 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 47.116 | 1:59.781 | 65.51 | 10.093 | 14:38:01.527 | |
| 2 - | 1:05.105 | 46.897 | 1:52.002 | 70.07 | 2.314 | 14:39:53.529 | |
| 3 - | 1:04.823 | 47.402 | 1:52.225 | 69.93 | 2.537 | 14:41:45.754 | |
| 4 - | 1:04.745 | 47.255 | 1:52.000 | 70.07 | 2.312 | 14:43:37.754 | |
| 5 - | 1:03.617 | 46.808 | 1:50.425 (2) | 71.07 | 0.737 | 14:45:28.179 | |
| 6 - | 1:03.489 | 46.199 | 1:49.688 (1) | 71.54 | | 14:47:17.867 | |
| 7 - | 1:05.088 | 46.163 | 1:51.251 (3) | 70.54 | 1.563 | 14:49:09.118 | |
| 8 - | 1:13.715 | 49.914 | 2:03.629 | 63.48 | 13.941 | 14:51:12.747 | |

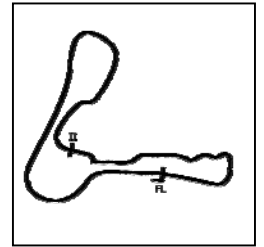
| P15 85 | | Andrew KITE | | Ducati - Red Rebel Racing | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:52.333 | | BEST LAP TIME : 1:52.620 | | DIFFERENCE : 0.287 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 49.028 | 2:04.547 | 63.01 | 11.927 | 14:38:06.293 | |
| 2 - | 1:06.138 | 49.248 | 1:55.386 | 68.01 | 2.766 | 14:40:01.679 | |
| 3 - | 1:05.648 | 48.356 | 1:54.004 | 68.84 | 1.384 | 14:41:55.683 | |
| 4 - | 1:05.706 | 48.971 | 1:54.677 | 68.43 | 2.057 | 14:43:50.360 | |
| 5 - | 1:05.260 | 48.176 | 1:53.436 | 69.18 | 0.816 | 14:45:43.796 | |
| 6 - | 1:04.372 | 48.248 | 1:52.620 (1) | 69.68 | | 14:47:36.416 | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:36 Flag 14:49 End: 14:51

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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

| | | | | | | |
|-----|----------|---------------|--------------|-------|-------|--------------|
| 7 - | 1:04.907 | 48.182 | 1:53.089 (3) | 69.39 | 0.469 | 14:49:29.505 |
| 8 - | 1:04.661 | 47.961 | 1:52.622 (2) | 69.68 | 0.002 | 14:51:22.127 |

| P16 | 5 R | William YOUNG | Yamaha - RoyBoy's Racing | | | |
|---------------------------|-----------------|--------------------------|--------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.524 | | BEST LAP TIME : 1:52.527 | | DIFFERENCE : 0.003 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.158 | 2:02.873 | 63.87 | 10.346 | 14:38:04.619 |
| 2 - | 1:06.904 | 48.183 | 1:55.087 | 68.19 | 2.560 | 14:39:59.706 |
| 3 - | 1:06.276 | 48.145 | 1:54.421 | 68.58 | 1.894 | 14:41:54.127 |
| 4 - | 1:06.449 | 47.992 | 1:54.441 | 68.57 | 1.914 | 14:43:48.568 |
| 5 - | 1:06.531 | 47.813 | 1:54.344 | 68.63 | 1.817 | 14:45:42.912 |
| 6 - | 1:05.894 | 47.835 | 1:53.729 (3) | 69.00 | 1.202 | 14:47:36.641 |
| 7 - | 1:05.139 | 47.923 | 1:53.062 (2) | 69.41 | 0.535 | 14:49:29.703 |
| 8 - | 1:04.711 | 47.816 | 1:52.527 (1) | 69.74 | | 14:51:22.230 |

| P17 | 131 RMT | Christopher EVANS | Suzuki - Andesign | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.485 | | BEST LAP TIME : 1:53.523 | | DIFFERENCE : 0.038 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.220 | 2:01.858 | 64.40 | 8.335 | 14:38:03.604 |
| 2 - | 1:06.678 | 48.185 | 1:54.863 | 68.32 | 1.340 | 14:39:58.467 |
| 3 - | 1:07.001 | 47.824 | 1:54.825 | 68.34 | 1.302 | 14:41:53.292 |
| 4 - | 1:07.664 | 48.348 | 1:56.012 | 67.64 | 2.489 | 14:43:49.304 |
| 5 - | 1:07.906 | 47.659 | 1:55.565 | 67.91 | 2.042 | 14:45:44.869 |
| 6 - | 1:07.063 | 47.092 | 1:54.155 (2) | 68.74 | 0.632 | 14:47:39.024 |
| 7 - | 1:07.293 | 47.462 | 1:54.755 (3) | 68.38 | 1.232 | 14:49:33.779 |
| 8 - | 1:06.716 | 46.807 | 1:53.523 (1) | 69.13 | | 14:51:27.302 |

| P18 | 66 | Mark SMITH | Yamaha - MHP EXHAUST S | | | |
|---------------------------|-----------------|--------------------------|------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.919 | | BEST LAP TIME : 1:54.340 | | DIFFERENCE : 1.421 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.001 | 2:05.785 | 62.39 | 11.445 | 14:38:07.531 |
| 2 - | 1:05.195 | 49.145 | 1:54.340 (1) | 68.63 | | 14:40:01.871 |
| 3 - | 1:09.441 | 48.227 | 1:57.668 | 66.69 | 3.328 | 14:41:59.539 |
| 4 - | 1:07.537 | 48.263 | 1:55.800 (3) | 67.77 | 1.460 | 14:43:55.339 |
| 5 - | 1:09.080 | 48.087 | 1:57.167 | 66.98 | 2.827 | 14:45:52.506 |
| 6 - | 1:08.519 | 48.935 | 1:57.454 | 66.81 | 3.114 | 14:47:49.960 |
| 7 - | 1:07.614 | 47.724 | 1:55.338 (2) | 68.04 | 0.998 | 14:49:45.298 |

| P19 | 43 | Daniel BARFORD | Suzuki - Shawell Tuning | | | |
|---------------------------|-----------------|--------------------------|-------------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.568 | | BEST LAP TIME : 1:55.024 | | DIFFERENCE : 0.456 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.612 | 2:05.759 | 62.40 | 10.735 | 14:38:07.505 |
| 2 - | 1:08.007 | 49.422 | 1:57.429 | 66.83 | 2.405 | 14:40:04.934 |
| 3 - | 1:08.011 | 49.159 | 1:57.170 | 66.98 | 2.146 | 14:42:02.104 |
| 4 - | 1:08.579 | 49.111 | 1:57.690 | 66.68 | 2.666 | 14:43:59.794 |
| 5 - | 1:08.312 | 48.621 | 1:56.933 (3) | 67.11 | 1.909 | 14:45:56.727 |
| 6 - | 1:07.289 | 47.972 | 1:55.261 (2) | 68.08 | 0.237 | 14:47:51.988 |
| 7 - | 1:06.596 | 48.428 | 1:55.024 (1) | 68.22 | | 14:49:47.012 |

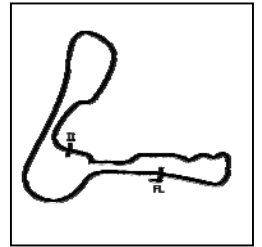
| P20 | 11 | Oliver JOHNSON | KTM - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.285 | | BEST LAP TIME : 1:54.679 | | DIFFERENCE : 0.394 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.849 | 2:13.758 | 58.67 | 19.079 | 14:38:15.504 |
| 2 - | 1:10.882 | 49.440 | 2:00.322 | 65.22 | 5.643 | 14:40:15.826 |
| 3 - | 1:08.601 | 47.305 | 1:55.906 (3) | 67.71 | 1.227 | 14:42:11.732 |
| 4 - | 1:07.353 | 47.326 | 1:54.679 (1) | 68.43 | | 14:44:06.411 |
| 5 - | 1:07.486 | 48.869 | 1:56.355 | 67.44 | 1.676 | 14:46:02.766 |
| 6 - | 1:08.289 | 49.650 | 1:57.939 | 66.54 | 3.260 | 14:48:00.705 |
| 7 - | 1:08.024 | 46.932 | 1:54.956 (2) | 68.27 | 0.277 | 14:49:55.661 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:36 Flag 14:49 End: 14:51

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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

| P21 0 RMT | | Luke STANLEY | | Suzuki - MOREMOTO | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.146 | | BEST LAP TIME : 1:57.357 | | DIFFERENCE : 0.211 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.768 | 2:07.480 | 61.56 | 10.123 | 14:38:09.226 |
| 2 - | 1:09.002 | 49.721 | 1:58.723 | 66.10 | 1.366 | 14:40:07.949 |
| 3 - | 1:09.074 | 49.454 | 1:58.528 | 66.21 | 1.171 | 14:42:06.477 |
| 4 - | 1:08.850 | 49.121 | 1:57.971 | 66.52 | 0.614 | 14:44:04.448 |
| 5 - | 1:08.481 | 49.176 | 1:57.657 (2) | 66.70 | 0.300 | 14:46:02.105 |
| 6 - | 1:08.799 | 49.032 | 1:57.831 (3) | 66.60 | 0.474 | 14:47:59.936 |
| 7 - | 1:08.692 | 48.665 | 1:57.357 (1) | 66.87 | | 14:49:57.293 |

| P22 59 RMT | | Benn RIDGWELL | | Suzuki - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.552 | | BEST LAP TIME : 1:57.893 | | DIFFERENCE : 0.341 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.139 | 2:13.583 | 58.75 | 15.690 | 14:38:15.329 |
| 2 - | 1:10.607 | 51.083 | 2:01.690 | 64.49 | 3.797 | 14:40:17.019 |
| 3 - | 1:09.888 | 50.900 | 2:00.788 | 64.97 | 2.895 | 14:42:17.807 |
| 4 - | 1:09.255 | 51.211 | 2:00.466 (3) | 65.14 | 2.573 | 14:44:18.273 |
| 5 - | 1:10.149 | 51.309 | 2:01.458 | 64.61 | 3.565 | 14:46:19.731 |
| 6 - | 1:08.756 | 49.590 | 1:58.346 (2) | 66.31 | 0.453 | 14:48:18.077 |
| 7 - | 1:07.962 | 49.931 | 1:57.893 (1) | 66.56 | | 14:50:15.970 |

| P23 56 | | Jason SOILLEUX | | Ducati - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.356 | | BEST LAP TIME : 1:59.988 | | DIFFERENCE : 0.632 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.804 | 2:14.522 | 58.34 | 14.534 | 14:38:16.268 |
| 2 - | 1:10.527 | 50.146 | 2:00.673 (3) | 65.03 | 0.685 | 14:40:16.941 |
| 3 - | 1:09.210 | 50.778 | 1:59.988 (1) | 65.40 | | 14:42:16.929 |
| 4 - | 1:09.906 | 50.930 | 2:00.836 | 64.94 | 0.848 | 14:44:17.765 |
| 5 - | 1:10.452 | 50.977 | 2:01.429 | 64.63 | 1.441 | 14:46:19.194 |
| 6 - | 1:10.464 | 50.632 | 2:01.096 | 64.80 | 1.108 | 14:48:20.290 |
| 7 - | 1:09.579 | 51.090 | 2:00.669 (2) | 65.03 | 0.681 | 14:50:20.959 |

| P24 10 | | Justin ARBON | | Kawasaki - TT plumbing and heating | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:59.696 | | BEST LAP TIME : 2:00.332 | | DIFFERENCE : 0.636 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.206 | 2:14.592 | 58.30 | 14.260 | 14:38:16.338 |
| 2 - | 1:11.255 | 51.023 | 2:02.278 | 64.18 | 1.946 | 14:40:18.616 |
| 3 - | 1:11.035 | 51.018 | 2:02.053 | 64.30 | 1.721 | 14:42:20.669 |
| 4 - | 1:11.532 | 50.775 | 2:02.307 | 64.16 | 1.975 | 14:44:22.976 |
| 5 - | 1:10.831 | 50.883 | 2:01.714 (3) | 64.47 | 1.382 | 14:46:24.690 |
| 6 - | 1:10.580 | 49.931 | 2:00.511 (2) | 65.12 | 0.179 | 14:48:25.201 |
| 7 - | 1:09.765 | 50.567 | 2:00.332 (1) | 65.22 | | 14:50:25.533 |

| P25 167 | | Mike DEVALL | | Honda - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:00.722 | | BEST LAP TIME : 2:00.994 | | DIFFERENCE : 0.272 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.378 | 2:16.568 | 57.46 | 15.574 | 14:38:18.314 |
| 2 - | 1:10.572 | 52.006 | 2:02.578 | 64.02 | 1.584 | 14:40:20.892 |
| 3 - | 1:10.225 | 51.944 | 2:02.169 | 64.23 | 1.175 | 14:42:23.061 |
| 4 - | 1:10.408 | 51.556 | 2:01.964 (3) | 64.34 | 0.970 | 14:44:25.025 |
| 5 - | 1:09.764 | 51.230 | 2:00.994 (1) | 64.86 | | 14:46:26.019 |
| 6 - | 1:10.678 | 52.280 | 2:02.958 | 63.82 | 1.964 | 14:48:28.977 |
| 7 - | 1:09.492 | 51.761 | 2:01.253 (2) | 64.72 | 0.259 | 14:50:30.230 |

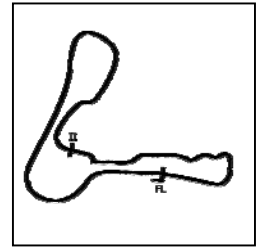
| P26 196 R | | Emma PETERSON | | Yamaha - Rst Concept store-Helmet City Chichester. Fisherbro | | |
|---------------------------|----------|--------------------------|----------|--|------|-------------|
| IDEAL LAP TIME : 2:01.225 | | BEST LAP TIME : 2:01.225 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:36 Flag 14:49 End: 14:51

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - 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

| | | | | | | | |
|-----|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 54.195 | | 2:20.807 | 55.73 | 19.582 | 14:38:22.553 |
| 2 - | 1:13.758 | 52.986 | | 2:06.744 | 61.92 | 5.519 | 14:40:29.297 |
| 3 - | 1:14.666 | 53.534 | | 2:08.200 | 61.21 | 6.975 | 14:42:37.497 |
| 4 - | 1:14.693 | 52.878 | | 2:07.571 | 61.51 | 6.346 | 14:44:45.068 |
| 5 - | 1:12.340 | 53.220 | | 2:05.560 (3) | 62.50 | 4.335 | 14:46:50.628 |
| 6 - | 1:11.020 | 52.543 | | 2:03.563 (2) | 63.51 | 2.338 | 14:48:54.191 |
| 7 - | 1:09.960 | 51.265 | | 2:01.225 (1) | 64.73 | | 14:50:55.416 |

| P27 60 RMT Adam RIDGWELL | | Suzuki - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:04.391 | | BEST LAP TIME : 2:04.916 | | DIFFERENCE : 0.525 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.524 | 2:18.728 | 56.57 | 13.812 | 14:38:20.474 |
| 2 - | 1:13.957 | 54.023 | 2:07.980 | 61.32 | 3.064 | 14:40:28.454 |
| 3 - | 1:15.107 | 53.587 | 2:08.694 | 60.98 | 3.778 | 14:42:37.148 |
| 4 - | 1:13.710 | 52.473 | 2:06.183 | 62.19 | 1.267 | 14:44:43.331 |
| 5 - | 1:12.760 | 52.949 | 2:05.709 (3) | 62.43 | 0.793 | 14:46:49.040 |
| 6 - | 1:11.918 | 52.998 | 2:04.916 (1) | 62.82 | | 14:48:53.956 |
| 7 - | 1:12.011 | 52.970 | 2:04.981 (2) | 62.79 | 0.065 | 14:50:58.937 |

| P28 37 R Ricky WOODS | | Suzuki - Des Woods | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.289 | | BEST LAP TIME : 2:06.078 | | DIFFERENCE : 0.789 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.889 | 2:16.480 | 57.50 | 10.402 | 14:38:18.226 |
| 2 - | 1:14.465 | 53.962 | 2:08.427 | 61.10 | 2.349 | 14:40:26.653 |
| 3 - | 1:15.623 | 54.050 | 2:09.673 | 60.52 | 3.595 | 14:42:36.326 |
| 4 - | 1:15.005 | 52.802 | 2:07.807 | 61.40 | 1.729 | 14:44:44.133 |
| 5 - | 1:12.602 | 53.954 | 2:06.556 (2) | 62.01 | 0.478 | 14:46:50.689 |
| 6 - | 1:13.391 | 52.687 | 2:06.078 (1) | 62.24 | | 14:48:56.767 |
| 7 - | 1:12.873 | 54.274 | 2:07.147 (3) | 61.72 | 1.069 | 14:51:03.914 |

| P29 289 RMT Philip HORNE | | Suzuki - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.480 | | BEST LAP TIME : 2:05.347 | | DIFFERENCE : 1.867 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.936 | 2:19.970 | 56.06 | 14.623 | 14:38:21.716 |
| 2 - | 1:13.547 | 53.448 | 2:06.995 | 61.79 | 1.648 | 14:40:28.711 |
| 3 - | 1:16.069 | 54.029 | 2:10.098 | 60.32 | 4.751 | 14:42:38.809 |
| 4 - | 1:15.295 | 52.994 | 2:08.289 | 61.17 | 2.942 | 14:44:47.098 |
| 5 - | 1:12.947 | 52.400 | 2:05.347 (1) | 62.61 | | 14:46:52.445 |
| 6 - | 1:14.464 | 51.187 | 2:05.651 (2) | 62.45 | 0.304 | 14:48:58.096 |
| 7 - | 1:12.293 | 54.063 | 2:06.356 (3) | 62.11 | 1.009 | 14:51:04.452 |

| P30 99 RMT Sarah ULPH | | Suzuki - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:05.565 | | BEST LAP TIME : 2:05.565 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.143 | 2:19.660 | 56.19 | 14.095 | 14:38:21.406 |
| 2 - | 1:15.347 | 53.801 | 2:09.148 | 60.76 | 3.583 | 14:40:30.554 |
| 3 - | 1:14.548 | 54.618 | 2:09.166 | 60.75 | 3.601 | 14:42:39.720 |
| 4 - | 1:13.378 | 52.187 | 2:05.565 (1) | 62.50 | | 14:44:45.285 |
| 5 - | 1:13.487 | 53.483 | 2:06.970 (3) | 61.81 | 1.405 | 14:46:52.255 |
| 6 - | 1:15.271 | 52.304 | 2:07.575 | 61.51 | 2.010 | 14:48:59.830 |
| 7 - | 1:13.485 | 52.219 | 2:05.704 (2) | 62.43 | 0.139 | 14:51:05.534 |

| P31 175 Patrick SMITH | | Suzuki - | | | | |
|---------------------------|----------|-----------------|----------|--------------|------|--------------|
| IDEAL LAP TIME : 2:02.850 | | BEST LAP TIME : | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.785 | 2:09.129 | 60.77 | | 14:38:10.875 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 14:36 Flag 14:49 End: 14:51

BMCRC Thunderbike Sport & BMCRC Rookie Minitwins

RACE 9 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|----------|-----------------|-----|----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:40.450 | | |
| 1 | 198 | TOPPING | 58.259 | 6 | HOLDEN | 42.191 | 1 | 6 | HOLDEN | 1:40.809 | 1:41.308 | 0.499 |
| 2 | 6 | HOLDEN | 58.618 | 198 | TOPPING | 42.818 | 2 | 198 | TOPPING | 1:41.077 | 1:41.418 | 0.341 |
| 3 | 81 | MAY | 1:00.968 | 81 | MAY | 43.751 | 3 | 81 | MAY | 1:44.719 | 1:44.880 | 0.161 |
| 4 | 84 | BRANCO | 1:01.257 | 84 | BRANCO | 43.802 | 4 | 84 | BRANCO | 1:45.059 | 1:45.219 | 0.160 |
| 5 | 22 | DOOLAN | 1:01.288 | 90 | WATSON | 44.550 | 5 | 22 | DOOLAN | 1:46.025 | 1:46.123 | 0.098 |
| 6 | 90 | WATSON | 1:01.681 | 211 | WARING | 44.654 | 6 | 90 | WATSON | 1:46.231 | 1:46.777 | 0.546 |
| 7 | 47 | WATSON | 1:01.920 | 22 | DOOLAN | 44.737 | 7 | 47 | WATSON | 1:46.770 | 1:47.089 | 0.319 |
| 8 | 54 | JAMISON | 1:02.035 | 54 | JAMISON | 44.832 | 8 | 54 | JAMISON | 1:46.867 | 1:47.310 | 0.443 |
| 9 | 211 | WARING | 1:02.289 | 47 | WATSON | 44.850 | 9 | 211 | WARING | 1:46.943 | 1:46.943 | 0.000 |
| 10 | 181 | FRANKLIN | 1:03.003 | 73 | LEWIN | 45.286 | 10 | 73 | LEWIN | 1:48.490 | 1:48.490 | 0.000 |
| 11 | 73 | LEWIN | 1:03.204 | 181 | FRANKLIN | 45.588 | 11 | 181 | FRANKLIN | 1:48.591 | 1:49.474 | 0.883 |
| 12 | 92 | GROVE | 1:03.303 | 137 | CRAWT | 45.757 | 12 | 92 | GROVE | 1:49.099 | 1:49.119 | 0.020 |
| 13 | 50 | ROBSON | 1:03.489 | 92 | GROVE | 45.796 | 13 | 137 | CRAWT | 1:49.576 | 1:49.576 | 0.000 |
| 14 | 137 | CRAWT | 1:03.819 | 50 | ROBSON | 46.163 | 14 | 50 | ROBSON | 1:49.652 | 1:49.688 | 0.036 |
| 15 | 85 | KITE | 1:04.372 | 131 | EVANS | 46.807 | 15 | 85 | KITE | 1:52.333 | 1:52.620 | 0.287 |
| 16 | 5 | YOUNG | 1:04.711 | 11 | JOHNSON | 46.932 | 16 | 5 | YOUNG | 1:52.524 | 1:52.527 | 0.003 |
| 17 | 66 | SMITH | 1:05.195 | 66 | SMITH | 47.724 | 17 | 66 | SMITH | 1:52.919 | 1:54.340 | 1.421 |
| 18 | 43 | BARFORD | 1:06.596 | 5 | YOUNG | 47.813 | 18 | 131 | EVANS | 1:53.485 | 1:53.523 | 0.038 |
| 19 | 131 | EVANS | 1:06.678 | 85 | KITE | 47.961 | 19 | 11 | JOHNSON | 1:54.285 | 1:54.679 | 0.394 |
| 20 | 11 | JOHNSON | 1:07.353 | 43 | BARFORD | 47.972 | 20 | 43 | BARFORD | 1:54.568 | 1:55.024 | 0.456 |
| 21 | 59 | RIDGWELL | 1:07.962 | 0 | STANLEY | 48.665 | 21 | 0 | STANLEY | 1:57.146 | 1:57.357 | 0.211 |
| 22 | 0 | STANLEY | 1:08.481 | 59 | RIDGWELL | 49.590 | 22 | 59 | RIDGWELL | 1:57.552 | 1:57.893 | 0.341 |
| 23 | 56 | SOILLEUX | 1:09.210 | 10 | ARBON | 49.931 | 23 | 56 | SOILLEUX | 1:59.356 | 1:59.988 | 0.632 |
| 24 | 167 | DEVALL | 1:09.492 | 56 | SOILLEUX | 50.146 | 24 | 10 | ARBON | 1:59.696 | 2:00.332 | 0.636 |
| 25 | 10 | ARBON | 1:09.765 | 175 | SMITH | 50.785 | 25 | 167 | DEVALL | 2:00.722 | 2:00.994 | 0.272 |
| 26 | 196 | PETERSON | 1:09.960 | 289 | HORNE | 51.187 | 26 | 196 | PETERSON | 2:01.225 | 2:01.225 | 0.000 |
| 27 | 60 | RIDGWELL | 1:11.918 | 167 | DEVALL | 51.230 | 27 | 175 | SMITH | 2:02.850 | | |
| 28 | 175 | SMITH | 1:12.065 | 196 | PETERSON | 51.265 | 28 | 289 | HORNE | 2:03.480 | 2:05.347 | 1.867 |
| 29 | 289 | HORNE | 1:12.293 | 99 | ULPH | 52.187 | 29 | 60 | RIDGWELL | 2:04.391 | 2:04.916 | 0.525 |
| 30 | 37 | WOODS | 1:12.602 | 60 | RIDGWELL | 52.473 | 30 | 37 | WOODS | 2:05.289 | 2:06.078 | 0.789 |
| 31 | 99 | ULPH | 1:13.378 | 37 | WOODS | 52.687 | 31 | 99 | ULPH | 2:05.565 | 2:05.565 | 0.000 |
| 32 | | | | | | | | | | | | |

Weather / Track : Cloudy / Dry

Cadwell Park

Circuit Length = 2.1800 miles

Start: 14:36 Flag 14:49 End: 14:51

Results can be found at www.tsl-timing.com

Printed - 14:53 Sunday, 29 April 2018

BMCRC-MRO Championships 2018



DFDS Yamaha Past Masters

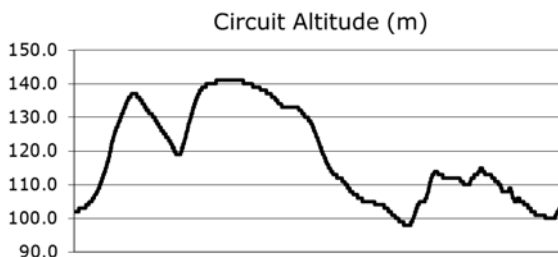
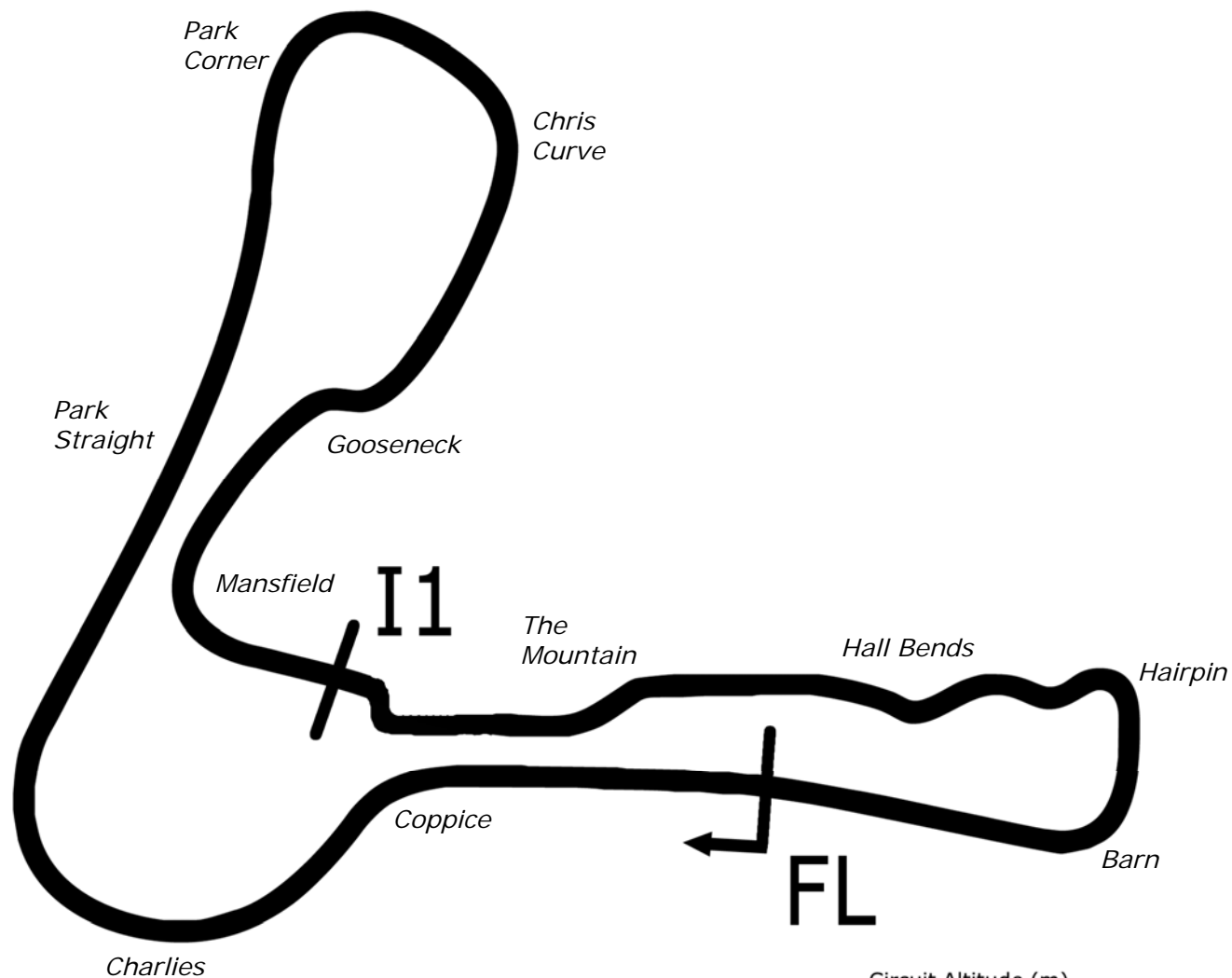
Cadwell Park Circuit

28th / 29th April 2018



Results Provided by Timing Solutions Ltd
www.tsl-timing.com

Cadwell Park



| | | | |
|--|--------------|------------|-----------|
| Length | 2.1870 miles | 3519.6 m | |
| FL | | 53.31024 N | 0.05940 W |
| I1 | 2330m | 53.30708 N | 0.06270 W |
| Pit Entry | 3472m | 53.31103 N | 0.05889 W |
| Pit Exit | 0m after FL | 53.31030 N | 0.05940 W |
| Pit Entry–Pit Exit 92m, 5.5s @60kph, 4.1s @80kph | | | |

All results available at www.tsl-timing.com

DFDS Seaways Yamaha Past Masters QUALIFYING - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|----|--------------------|--|----------|----|------|----------|--------|-------|
| 1 | 13 | | 1 Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 1:58.433 | 4 | 6 | | | 66.26 |
| 2 | 19 | | 2 Peter BRANTON | Yamaha - | 1:59.369 | 5 | 5 | 0.936 | 0.936 | 65.74 |
| 3 | 99 | | 3 Chris ROGERS | Yamaha - CB Racing | 2:01.543 | 5 | 5 | 3.110 | 2.174 | 64.57 |
| 4 | 9 | | 4 Dan WRIGHT | Yamaha - | 2:03.014 | 6 | 6 | 4.581 | 1.471 | 63.79 |
| 5 | 4 | | 5 Denis HALIL | Yamaha - D & A AUTOS | 2:05.122 | 3 | 6 | 6.689 | 2.108 | 62.72 |
| 6 | 2 | C | 1 Lee HUFF | Yamaha - | 2:05.765 | 6 | 6 | 7.332 | 0.643 | 62.40 |
| 7 | 21 | | 6 Ben HUNTER | Yamaha - | 2:07.413 | 2 | 3 | 8.980 | 1.648 | 61.59 |
| 8 | 11 | C | 2 Paul MIDDLETON | Yamaha - Whizzard Racing | 2:07.524 | 4 | 6 | 9.091 | 0.111 | 61.54 |
| 9 | 46 | C | 3 Kevin MARSHALL | Yamaha - | 2:09.577 | 3 | 5 | 11.144 | 2.053 | 60.56 |
| 10 | 101 | | 7 Andrew DAVIES | Yamaha - Gibson Exhaust | 2:09.587 | 5 | 5 | 11.154 | 0.010 | 60.56 |
| 11 | 125 | | 8 Ben MILES | Yamaha - Gibson Exhaust | 2:09.908 | 4 | 5 | 11.475 | 0.321 | 60.41 |
| 12 | 97 | | 9 Reece GUYETT | Yamaha - rose mot | 2:10.505 | 5 | 5 | 12.072 | 0.597 | 60.13 |
| 13 | 41 | | 10 David ABRAHAM | Yamaha - Cambridge Motorcycles | 2:10.906 | 4 | 4 | 12.473 | 0.401 | 59.95 |
| 14 | 81 | | 11 Scott GRANT | Yamaha - SEAGER engineering/ Motaa Cycle Parts | 2:11.084 | 4 | 5 | 12.651 | 0.178 | 59.87 |
| 15 | 74 | | 12 Paul WHITBY | Yamaha - | 2:12.160 | 4 | 5 | 13.727 | 1.076 | 59.38 |
| 16 | 57 | R | 1 Geoff MOOK | Yamaha - | 2:14.093 | 5 | 5 | 15.660 | 1.933 | 58.52 |
| 17 | 70 | C | 4 Andrew BURSCOUGH | Yamaha - Apollo Tuning | 2:14.347 | 5 | 5 | 15.914 | 0.254 | 58.41 |
| 18 | 89 | | 13 Andrew TEMPEST | Yamaha - TEMPEST REVIVALS/mar-li titanium | 2:15.078 | 2 | 2 | 16.645 | 0.731 | 58.10 |
| 19 | 40 | C | 5 Douglas BEACOCK | Yamaha - | 2:15.539 | 5 | 5 | 17.106 | 0.461 | 57.90 |
| 20 | 83 | C | 6 Paul GODBOLD | Yamaha - Hill farm tree services | 2:16.375 | 4 | 5 | 17.942 | 0.836 | 57.54 |
| 21 | 60 | R | 2 Daniel GOUGH | Yamaha - G Force Motorcycles | 2:16.739 | 5 | 5 | 18.306 | 0.364 | 57.39 |
| 22 | 8 | | 14 Peter MANNERING | Yamaha - MBC despatch racing | 2:17.002 | 2 | 2 | 18.569 | 0.263 | 57.28 |
| 23 | 17 | C | 7 David PATERSON | Yamaha - Lots of overtime | 2:18.458 | 2 | 3 | 20.025 | 1.456 | 56.68 |
| 24 | 14 | R | 3 John HARRISON | Yamaha - | 2:27.700 | 5 | 5 | 29.267 | 9.242 | 53.13 |
| 25 | 98 | C | 8 Sarah ENGLISH | Yamaha - Tempest Revivals | 2:36.935 | 4 | 4 | 38.502 | 9.235 | 50.00 |
| 26 | 42 | C | 9 Martin PEARSON | Yamaha - | 2:37.594 | 4 | 4 | 39.161 | 0.659 | 49.79 |
| 27 | 23 | C | 10 Zak PERRIN | Yamaha - | 3:10.363 | 1 | 1 | 1:11.930 | 32.769 | 41.22 |
| 28 | 88 | | 15 Michael STANLEY | Yamaha - | | | 0 | | | |
| 29 | 67 | R | 4 Mark BAILEY | Yamaha - | | | 0 | | | |

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

Circuit Length = 2.1800 miles

Start: 12:35 Flag 12:46 End: 12:49

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

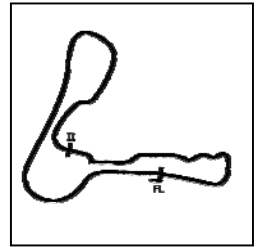
Results can be found at www.tsl-timing.com

Printed - 12:50 Saturday, 28 April 2018



DFDS Seaways Yamaha Past Masters

QUALIFYING - 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 13 | | Doug EDMONDSON | | Yamaha - Mungo what could possibly go wrong | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|
| IDEAL LAP TIME : 1:56.995 | | BEST LAP TIME : 1:58.433 | | DIFFERENCE : 1.438 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:13.964 | 53.092 | 2:07.056 | 61.76 | 8.623 | 12:37:51.341 |
| 2 - | 1:10.172 | 50.761 | 2:00.933 (3) | 64.89 | 2.500 | 12:39:52.274 |
| 3 - | 1:09.501 | 54.297 | 2:03.798 | 63.39 | 5.365 | 12:41:56.072 |
| 4 - | 1:09.810 | 48.623 | 1:58.433 (1) | 66.26 | | 12:43:54.505 |
| 5 - | 1:08.372 | 55.439 | 2:03.811 | 63.38 | 5.378 | 12:45:58.316 |
| 6 - | 1:08.773 | 49.700 | 1:58.473 (2) | 66.24 | 0.040 | 12:47:56.789 |

| P2 19 | | Peter BRANTON | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.369 | | BEST LAP TIME : 1:59.369 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:14.107 | 53.297 | 2:07.404 | 61.59 | 8.035 | 12:37:48.870 |
| 2 - | 1:10.787 | 52.145 | 2:02.932 | 63.84 | 3.563 | 12:39:51.802 |
| 3 - | 1:09.128 | 50.640 | 1:59.768 (2) | 65.52 | 0.399 | 12:41:51.570 |
| 4 - | 1:10.247 | 51.534 | 2:01.781 (3) | 64.44 | 2.412 | 12:43:53.351 |
| 5 - | 1:08.763 | 50.606 | 1:59.369 (1) | 65.74 | | 12:45:52.720 |

| P3 99 | | Chris ROGERS | | Yamaha - CB Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.543 | | BEST LAP TIME : 2:01.543 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:16.521 | 59.323 | 2:15.844 | 57.77 | 14.301 | 12:38:10.059 |
| 2 - | 1:12.117 | 51.763 | 2:03.880 (3) | 63.35 | 2.337 | 12:40:13.939 |
| 3 - | 1:12.416 | 52.653 | 2:05.069 | 62.74 | 3.526 | 12:42:19.008 |
| 4 - | 1:11.310 | 52.306 | 2:03.616 (2) | 63.48 | 2.073 | 12:44:22.624 |
| 5 - | 1:09.981 | 51.562 | 2:01.543 (1) | 64.57 | | 12:46:24.167 |

| P4 9 | | Dan WRIGHT | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.014 | | BEST LAP TIME : 2:03.014 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:14.988 | 52.616 | 2:07.604 | 61.50 | 4.590 | 12:37:54.273 |
| 2 - | 1:12.169 | 52.385 | 2:04.554 (3) | 63.00 | 1.540 | 12:39:58.827 |
| 3 - | 1:12.262 | 52.243 | 2:04.505 (2) | 63.03 | 1.491 | 12:42:03.332 |
| 4 - | 1:14.025 | 53.293 | 2:07.318 | 61.64 | 4.304 | 12:44:10.650 |
| 5 - | 1:13.247 | 52.500 | 2:05.747 | 62.41 | 2.733 | 12:46:16.397 |
| 6 - | 1:11.210 | 51.804 | 2:03.014 (1) | 63.79 | | 12:48:19.411 |

| P5 4 | | Denis HALIL | | Yamaha - D & A AUTOS | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.122 | | BEST LAP TIME : 2:05.122 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:17.183 | 54.413 | 2:11.596 | 59.63 | 6.474 | 12:37:57.251 |
| 2 - | 1:14.772 | 52.758 | 2:07.530 (2) | 61.53 | 2.408 | 12:40:04.781 |
| 3 - | 1:12.809 | 52.313 | 2:05.122 (1) | 62.72 | | 12:42:09.903 |
| 4 - | 1:15.010 | 54.758 | 2:09.768 | 60.47 | 4.646 | 12:44:19.671 |
| 5 - | 1:15.831 | 53.584 | 2:09.415 | 60.64 | 4.293 | 12:46:29.086 |
| 6 - | 1:14.479 | 54.312 | 2:08.791 (3) | 60.93 | 3.669 | 12:48:37.877 |

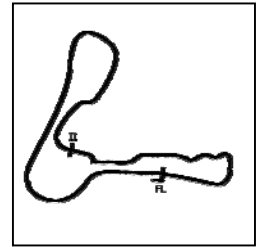
| P6 2 C | | Lee HUFF | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.531 | | BEST LAP TIME : 2:05.765 | | DIFFERENCE : 0.234 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:17.531 | 54.624 | 2:12.155 | 59.38 | 6.390 | 12:38:01.262 |
| 2 - | 1:14.514 | 54.130 | 2:08.644 | 61.00 | 2.879 | 12:40:09.906 |
| 3 - | 1:15.516 | 53.649 | 2:09.165 | 60.76 | 3.400 | 12:42:19.071 |
| 4 - | 1:13.130 | 53.655 | 2:06.785 (2) | 61.90 | 1.020 | 12:44:25.856 |
| 5 - | 1:14.168 | 52.860 | 2:07.028 (3) | 61.78 | 1.263 | 12:46:32.884 |
| 6 - | 1:12.671 | 53.094 | 2:05.765 (1) | 62.40 | | 12:48:38.649 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 12:35 Flag 12:46 End: 12:49

DFDS Seaways Yamaha Past Masters

QUALIFYING - 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 21 | | Ben HUNTER | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.255 | | BEST LAP TIME : 2:07.413 | | DIFFERENCE : 0.158 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:14.965 | 53.078 | 2:08.043 (2) | 61.29 | 0.630 | 12:37:52.570 |
| 2 - | 1:14.177 | 53.236 | 2:07.413 (1) | 61.59 | | 12:39:59.983 |
| 3 - | 1:15.128 | 53.993 | 2:09.121 (3) | 60.78 | 1.708 | 12:42:09.104 |

| P8 11 C | | Paul MIDDLETON | | Yamaha - Whizzard Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.524 | | BEST LAP TIME : 2:07.524 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:18.120 | 55.020 | 2:13.140 | 58.94 | 5.616 | 12:38:00.766 |
| 2 - | 1:14.636 | 53.974 | 2:08.610 (2) | 61.02 | 1.086 | 12:40:09.376 |
| 3 - | 1:17.083 | 55.898 | 2:12.981 | 59.01 | 5.457 | 12:42:22.357 |
| 4 - | 1:14.406 | 53.118 | 2:07.524 (1) | 61.54 | | 12:44:29.881 |
| 5 - | 1:16.469 | 53.371 | 2:09.840 (3) | 60.44 | 2.316 | 12:46:39.721 |
| 6 - | 1:21.465 | 1:01.590 | 2:23.055 | 54.86 | 15.531 | 12:49:02.776 |

| P9 46 C | | Kevin MARSHALL | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:09.304 | | BEST LAP TIME : 2:09.577 | | DIFFERENCE : 0.273 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:18.638 | 54.313 | 2:12.951 | 59.02 | 3.374 | 12:37:56.743 |
| 2 - | 1:17.794 | 53.932 | 2:11.726 | 59.57 | 2.149 | 12:40:08.469 |
| 3 - | 1:16.473 | 53.104 | 2:09.577 (1) | 60.56 | | 12:42:18.046 |
| 4 - | 1:16.200 | 53.571 | 2:09.771 (2) | 60.47 | 0.194 | 12:44:27.817 |
| 5 - | 1:17.855 | 53.335 | 2:11.190 (3) | 59.82 | 1.613 | 12:46:39.007 |

| P10 101 | | Andrew DAVIES | | Yamaha - Gibson Exhaust | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.587 | | BEST LAP TIME : 2:09.587 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:27.667 | 59.848 | 2:27.515 | 53.20 | 17.928 | 12:38:25.156 |
| 2 - | 1:20.638 | 56.820 | 2:17.458 | 57.09 | 7.871 | 12:40:42.614 |
| 3 - | 1:17.606 | 55.166 | 2:12.772 (3) | 59.10 | 3.185 | 12:42:55.386 |
| 4 - | 1:17.360 | 54.880 | 2:12.240 (2) | 59.34 | 2.653 | 12:45:07.626 |
| 5 - | 1:15.410 | 54.177 | 2:09.587 (1) | 60.56 | | 12:47:17.213 |

| P11 125 | | Ben MILES | | Yamaha - Gibson Exhaust | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.540 | | BEST LAP TIME : 2:09.908 | | DIFFERENCE : 1.368 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:25.096 | 57.384 | 2:22.480 | 55.08 | 12.572 | 12:38:15.712 |
| 2 - | 1:19.919 | 55.703 | 2:15.622 | 57.86 | 5.714 | 12:40:31.334 |
| 3 - | 1:18.801 | 54.741 | 2:13.542 (3) | 58.76 | 3.634 | 12:42:44.876 |
| 4 - | 1:16.904 | 53.004 | 2:09.908 (1) | 60.41 | | 12:44:54.784 |
| 5 - | 1:15.536 | 54.985 | 2:10.521 (2) | 60.12 | 0.613 | 12:47:05.305 |

| P12 97 | | Reece GUYETT | | Yamaha - rose mot | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.505 | | BEST LAP TIME : 2:10.505 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:22.386 | 59.150 | 2:21.536 | 55.44 | 11.031 | 12:38:22.568 |
| 2 - | 1:17.748 | 56.001 | 2:13.749 (3) | 58.67 | 3.244 | 12:40:36.317 |
| 3 - | 1:19.538 | 54.713 | 2:14.251 | 58.45 | 3.746 | 12:42:50.568 |
| 4 - | 1:17.639 | 54.561 | 2:12.200 (2) | 59.36 | 1.695 | 12:45:02.768 |
| 5 - | 1:16.789 | 53.716 | 2:10.505 (1) | 60.13 | | 12:47:13.273 |

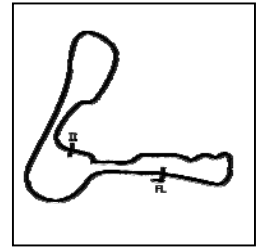
| P13 41 | | David ABRAHAM | | Yamaha - Cambridge Motorcycles | | |
|---------------------------|----------|--------------------------|--------------|--------------------------------|-------|--------------|
| IDEAL LAP TIME : 2:10.691 | | BEST LAP TIME : 2:10.906 | | DIFFERENCE : 0.215 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:21.133 | 57.487 | 2:18.620 (3) | 56.61 | 7.714 | 12:38:20.983 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 12:35 Flag 12:46 End: 12:49

DFDS Seaways Yamaha Past Masters

QUALIFYING - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|----------|---------------------|
| 2 - | 1:17.699 | 3:59.689 | 5:17.388 | 24.72 | 3:06.482 | 12:43:38.371 |
| 3 - | 1:17.087 | 55.260 | 2:12.347 (2) | 59.29 | 1.441 | 12:45:50.718 |
| 4 - | 1:17.302 | 53.604 | 2:10.906 (1) | 59.95 | | 12:48:01.624 |

| P14 | 81 | Scott GRANT | Yamaha - SEAGER engineering/ Motaa Cycle Parts | | | |
|---------------------------|-----------------|--------------------------|--|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:11.084 | | BEST LAP TIME : 2:11.084 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:22.733 | 59.425 | 2:22.158 | 55.20 | 11.074 | 12:38:22.503 |
| 2 - | 1:19.089 | 55.673 | 2:14.762 | 58.23 | 3.678 | 12:40:37.265 |
| 3 - | 1:18.993 | 55.050 | 2:14.043 (3) | 58.54 | 2.959 | 12:42:51.308 |
| 4 - | 1:16.479 | 54.605 | 2:11.084 (1) | 59.87 | | 12:45:02.392 |
| 5 - | 1:17.110 | 56.706 | 2:13.816 (2) | 58.64 | 2.732 | 12:47:16.208 |

| P15 | 74 | Paul WHITBY | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.615 | | BEST LAP TIME : 2:12.160 | DIFFERENCE : 1.545 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:25.473 | 57.696 | 2:23.169 | 54.81 | 11.009 | 12:38:16.977 |
| 2 - | 1:19.612 | 55.850 | 2:15.462 | 57.93 | 3.302 | 12:40:32.439 |
| 3 - | 1:18.410 | 54.681 | 2:13.091 (2) | 58.96 | 0.931 | 12:42:45.530 |
| 4 - | 1:17.258 | 54.902 | 2:12.160 (1) | 59.38 | | 12:44:57.690 |
| 5 - | 1:15.934 | 57.587 | 2:13.521 (3) | 58.77 | 1.361 | 12:47:11.211 |

| P16 | 57 R | Geoff MOOK | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.093 | | BEST LAP TIME : 2:14.093 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:24.260 | 58.446 | 2:22.706 | 54.99 | 8.613 | 12:38:23.803 |
| 2 - | 1:19.917 | 57.034 | 2:16.951 (3) | 57.30 | 2.858 | 12:40:40.754 |
| 3 - | 1:20.516 | 56.919 | 2:17.435 | 57.10 | 3.342 | 12:42:58.189 |
| 4 - | 1:18.833 | 56.173 | 2:15.006 (2) | 58.13 | 0.913 | 12:45:13.195 |
| 5 - | 1:18.301 | 55.792 | 2:14.093 (1) | 58.52 | | 12:47:27.288 |

| P17 | 70 C | Andrew BURSCOUGH | Yamaha - Apollo Tuning | | | |
|---------------------------|-----------------|--------------------------|------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.023 | | BEST LAP TIME : 2:14.347 | DIFFERENCE : 0.324 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:19.034 | 59.660 | 2:18.694 | 56.58 | 4.347 | 12:38:08.069 |
| 2 - | 1:19.787 | 55.154 | 2:14.941 (3) | 58.15 | 0.594 | 12:40:23.010 |
| 3 - | 1:19.855 | 56.069 | 2:15.924 | 57.73 | 1.577 | 12:42:38.934 |
| 4 - | 1:19.532 | 55.346 | 2:14.878 (2) | 58.18 | 0.531 | 12:44:53.812 |
| 5 - | 1:18.869 | 55.478 | 2:14.347 (1) | 58.41 | | 12:47:08.159 |

| P18 | 89 | Andrew TEMPEST | Yamaha - TEMPEST REVIVALS/mar-ti titanium | | | |
|---------------------------|-----------------|--------------------------|---|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:15.078 | | BEST LAP TIME : 2:15.078 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:26.343 | 58.980 | 2:25.323 (2) | 54.00 | 10.245 | 12:38:29.476 |
| 2 - | 1:18.499 | 56.579 | 2:15.078 (1) | 58.10 | | 12:40:44.554 |

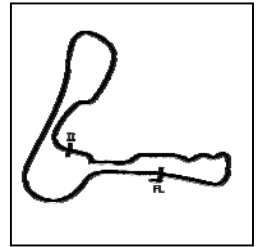
| P19 | 40 C | Douglas BEACOCK | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 2:14.934 | | BEST LAP TIME : 2:15.539 | DIFFERENCE : 0.605 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:23.627 | 59.049 | 2:22.676 | 55.00 | 7.137 | 12:38:32.669 |
| 2 - | 1:19.339 | 56.440 | 2:15.779 (2) | 57.80 | 0.240 | 12:40:48.448 |
| 3 - | 1:19.467 | 57.881 | 2:17.348 | 57.14 | 1.809 | 12:43:05.796 |
| 4 - | 1:19.610 | 57.714 | 2:17.324 (3) | 57.15 | 1.785 | 12:45:23.120 |
| 5 - | 1:18.494 | 57.045 | 2:15.539 (1) | 57.90 | | 12:47:38.659 |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 12:35 Flag 12:46 End: 12:49

DFDS Seaways Yamaha Past Masters

QUALIFYING - 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

| P20 83 C | | Paul GOBOLD | | Yamaha - Hill farm tree services | | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:15.913 | | BEST LAP TIME : 2:16.375 | | DIFFERENCE : 0.462 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:23.988 | 58.792 | 2:22.780 | 54.96 | 6.405 | 12:38:25.369 | |
| 2 - | 1:22.226 | 56.210 | 2:18.436 | 56.69 | 2.061 | 12:40:43.805 | |
| 3 - | 1:20.638 | 56.282 | 2:16.920 (3) | 57.31 | 0.545 | 12:43:00.725 | |
| 4 - | 1:20.383 | 55.992 | 2:16.375 (1) | 57.54 | | 12:45:17.100 | |
| 5 - | 1:21.050 | 55.530 | 2:16.580 (2) | 57.46 | 0.205 | 12:47:33.680 | |

| P21 60 R | | Daniel GOUGH | | Yamaha - G Force Motorcycles | | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:16.739 | | BEST LAP TIME : 2:16.739 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:27.355 | 1:00.925 | 2:28.280 | 52.92 | 11.541 | 12:38:37.655 | |
| 2 - | 1:22.387 | 58.457 | 2:20.844 | 55.72 | 4.105 | 12:40:58.499 | |
| 3 - | 1:20.991 | 59.069 | 2:20.060 (3) | 56.03 | 3.321 | 12:43:18.559 | |
| 4 - | 1:19.725 | 59.720 | 2:19.445 (2) | 56.28 | 2.706 | 12:45:38.004 | |
| 5 - | 1:18.899 | 57.840 | 2:16.739 (1) | 57.39 | | 12:47:54.743 | |

| P22 8 | | Peter MANNERING | | Yamaha - MBC despatch racing | | | |
|---------------------------|----------|--------------------------|---------------------|------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:15.000 | | BEST LAP TIME : 2:17.002 | | DIFFERENCE : 2.002 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:26.444 | 1:01.085 | 2:27.529 (2) | 53.19 | 10.527 | 12:38:31.083 | |
| 2 - | 1:19.957 | 57.045 | 2:17.002 (1) | 57.28 | | 12:40:48.085 | |

| P23 17 C | | David PATERSON | | Yamaha - Lots of overtime | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|-------|---------------------|--|
| IDEAL LAP TIME : 2:18.458 | | BEST LAP TIME : 2:18.458 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:27.455 | 59.347 | 2:26.802 (3) | 53.46 | 8.344 | 12:38:31.904 | |
| 2 - | 1:21.726 | 56.732 | 2:18.458 (1) | 56.68 | | 12:40:50.362 | |
| 3 - | 1:22.780 | 1:02.782 | 2:25.562 (2) | 53.91 | 7.104 | 12:43:15.924 | |

| P24 14 R | | John HARRISON | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:25.313 | | BEST LAP TIME : 2:27.700 | | DIFFERENCE : 2.387 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:35.639 | 1:08.227 | 2:43.866 | 47.89 | 16.166 | 12:39:01.563 | |
| 2 - | 1:30.506 | 1:04.232 | 2:34.738 | 50.71 | 7.038 | 12:41:36.301 | |
| 3 - | 1:29.908 | 1:03.012 | 2:32.920 (3) | 51.32 | 5.220 | 12:44:09.221 | |
| 4 - | 1:26.410 | 1:01.477 | 2:27.887 (2) | 53.06 | 0.187 | 12:46:37.108 | |
| 5 - | 1:23.836 | 1:03.864 | 2:27.700 (1) | 53.13 | | 12:49:04.808 | |

| P25 98 C | | Sarah ENGLISH | | Yamaha - Tempest Revivals | | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:36.935 | | BEST LAP TIME : 2:36.935 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:40.331 | 1:08.285 | 2:48.616 | 46.54 | 11.681 | 12:38:58.947 | |
| 2 - | 1:38.408 | 1:05.825 | 2:44.233 (3) | 47.78 | 7.298 | 12:41:43.180 | |
| 3 - | 1:37.216 | 1:05.209 | 2:42.425 (2) | 48.31 | 5.490 | 12:44:25.605 | |
| 4 - | 1:33.013 | 1:03.922 | 2:36.935 (1) | 50.00 | | 12:47:02.540 | |

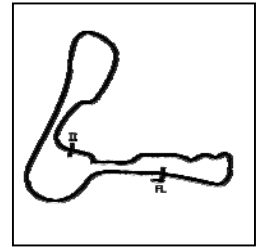
| P26 42 C | | Martin PEARSON | | Yamaha - | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:37.594 | | BEST LAP TIME : 2:37.594 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 1:44.179 | 1:10.805 | 2:54.984 | 44.85 | 17.390 | 12:38:58.086 | |
| 2 - | 1:38.248 | 1:05.944 | 2:44.192 (3) | 47.79 | 6.598 | 12:41:42.278 | |
| 3 - | 1:36.922 | 1:04.467 | 2:41.389 (2) | 48.62 | 3.795 | 12:44:23.667 | |
| 4 - | 1:33.584 | 1:04.010 | 2:37.594 (1) | 49.79 | | 12:47:01.261 | |

Weather / Track : Rain / Wet

Circuit Length = 2.1800 miles
Start: 12:35 Flag 12:46 End: 12:49

DFDS Seaways Yamaha Past Masters

QUALIFYING - 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

| P27 | 23 C | Zak PERRIN | Yamaha - | | | |
|---------------------------|-------------|--------------------------|--------------|--------------------|------|--------------|
| IDEAL LAP TIME : 3:10.363 | | BEST LAP TIME : 3:10.363 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 1:56.561 | 1:13.802 | 3:10.363 (1) | 41.22 | | 12:48:51.485 |

DFDS Seaways Yamaha Past Masters

QUALIFYING - BEST SECTORS

| SECTOR 1 | | | | SECTOR 2 | | | | IDEAL / BEST COMPARISON | | | | |
|----------|-----|-----------|-----------------|----------|-----------|-----------------|-----|-------------------------|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:56.995 | | |
| 1 | 13 | EDMONDSON | 1:08.372 | 13 | EDMONDSON | 48.623 | 1 | 13 | EDMONDSON | 1:56.995 | 1:58.433 | 1.438 |
| 2 | 19 | BRANTON | 1:08.763 | 19 | BRANTON | 50.606 | 2 | 19 | BRANTON | 1:59.369 | 1:59.369 | 0.000 |
| 3 | 99 | ROGERS | 1:09.981 | 99 | ROGERS | 51.562 | 3 | 99 | ROGERS | 2:01.543 | 2:01.543 | 0.000 |
| 4 | 9 | WRIGHT | 1:11.210 | 9 | WRIGHT | 51.804 | 4 | 9 | WRIGHT | 2:03.014 | 2:03.014 | 0.000 |
| 5 | 2 | HUFF | 1:12.671 | 4 | HALIL | 52.313 | 5 | 4 | HALIL | 2:05.122 | 2:05.122 | 0.000 |
| 6 | 4 | HALIL | 1:12.809 | 2 | HUFF | 52.860 | 6 | 2 | HUFF | 2:05.531 | 2:05.765 | 0.234 |
| 7 | 21 | HUNTER | 1:14.177 | 125 | MILES | 53.004 | 7 | 21 | HUNTER | 2:07.255 | 2:07.413 | 0.158 |
| 8 | 11 | MIDDLETON | 1:14.406 | 21 | HUNTER | 53.078 | 8 | 11 | MIDDLETON | 2:07.524 | 2:07.524 | 0.000 |
| 9 | 101 | DAVIES | 1:15.410 | 46 | MARSHALL | 53.104 | 9 | 125 | MILES | 2:08.540 | 2:09.908 | 1.368 |
| 10 | 125 | MILES | 1:15.536 | 11 | MIDDLETON | 53.118 | 10 | 46 | MARSHALL | 2:09.304 | 2:09.577 | 0.273 |
| 11 | 74 | WHITBY | 1:15.934 | 41 | ABRAHAM | 53.604 | 11 | 101 | DAVIES | 2:09.587 | 2:09.587 | 0.000 |
| 12 | 46 | MARSHALL | 1:16.200 | 97 | GUYETT | 53.716 | 12 | 97 | GUYETT | 2:10.505 | 2:10.505 | 0.000 |
| 13 | 81 | GRANT | 1:16.479 | 101 | DAVIES | 54.177 | 13 | 74 | WHITBY | 2:10.615 | 2:12.160 | 1.545 |
| 14 | 97 | GUYETT | 1:16.789 | 81 | GRANT | 54.605 | 14 | 41 | ABRAHAM | 2:10.691 | 2:10.906 | 0.215 |
| 15 | 41 | ABRAHAM | 1:17.087 | 74 | WHITBY | 54.681 | 15 | 81 | GRANT | 2:11.084 | 2:11.084 | 0.000 |
| 16 | 8 | MANNERING | 1:17.955 | 70 | BURSCOUGH | 55.154 | 16 | 70 | BURSCOUGH | 2:14.023 | 2:14.347 | 0.324 |
| 17 | 57 | MOOK | 1:18.301 | 83 | GODBOLD | 55.530 | 17 | 57 | MOOK | 2:14.093 | 2:14.093 | 0.000 |
| 18 | 88 | STANLEY | 1:18.377 | 57 | MOOK | 55.792 | 18 | 40 | BEACOCK | 2:14.934 | 2:15.539 | 0.605 |
| 19 | 40 | BEACOCK | 1:18.494 | 40 | BEACOCK | 56.440 | 19 | 8 | MANNERING | 2:15.000 | 2:17.002 | 2.002 |
| 20 | 89 | TEMPEST | 1:18.499 | 89 | TEMPEST | 56.579 | 20 | 89 | TEMPEST | 2:15.078 | 2:15.078 | 0.000 |
| 21 | 70 | BURSCOUGH | 1:18.869 | 17 | PATERSON | 56.732 | 21 | 83 | GODBOLD | 2:15.913 | 2:16.375 | 0.462 |
| 22 | 60 | GOUGH | 1:18.899 | 8 | MANNERING | 57.045 | 22 | 60 | GOUGH | 2:16.739 | 2:16.739 | 0.000 |
| 23 | 83 | GODBOLD | 1:20.383 | 60 | GOUGH | 57.840 | 23 | 17 | PATERSON | 2:18.458 | 2:18.458 | 0.000 |
| 24 | 17 | PATERSON | 1:21.726 | 14 | HARRISON | 1:01.477 | 24 | 14 | HARRISON | 2:25.313 | 2:27.700 | 2.387 |
| 25 | 14 | HARRISON | 1:23.836 | 98 | ENGLISH | 1:03.922 | 25 | 98 | ENGLISH | 2:36.935 | 2:36.935 | 0.000 |
| 26 | 98 | ENGLISH | 1:33.013 | 42 | PEARSON | 1:04.010 | 26 | 42 | PEARSON | 2:37.594 | 2:37.594 | 0.000 |
| 27 | 42 | PEARSON | 1:33.584 | 23 | PERRIN | 1:13.802 | 27 | 23 | PERRIN | 3:10.363 | 3:10.363 | 0.000 |
| 28 | 23 | PERRIN | 1:56.561 | | | | | | | | | |
| 29 | | | | | | | | | | | | |

**DFDS Seaways Yamaha Past Masters
RACE 7 - GRID (7 Laps)**

| | | | | | | |
|--------|----|---------------------------------------|----|--|----|--------------------------------------|
| ROW 10 | 28 | 88 Michael STANLEY | 29 | 67 Mark BAILEY | 1 | |
| ROW 9 | 25 | 98 Sarah ENGLISH 2:36.935 | 26 | 42 Martin PEARSON 2:37.594 | 27 | 23 Zak PERRIN 3:10.363 |
| ROW 8 | 22 | 8 Peter MANNERING 2:17.002 | 23 | 17 David PATERSON 2:18.458 | 24 | 14 John HARRISON 2:27.700 |
| ROW 7 | 19 | 40 Douglas BEACOCK 2:15.539 | 20 | 83 Paul GODBOLD 2:16.375 | 21 | 60 Daniel GOUGH 2:16.739 |
| ROW 6 | 16 | 57 Geoff MOOK 2:14.093 | 17 | 70 Andrew BURSCOUGH 2:14.347 | 18 | 89 Andrew TEMPEST 2:15.078 |
| ROW 5 | 13 | 41 David ABRAHAM 2:10.906 | 14 | 81 Scott GRANT 2:11.084 | 15 | 74 Paul WHITBY 2:12.160 |
| ROW 4 | 10 | 101 Andrew DAVIES 2:09.587 | 11 | 125 Ben MILES 2:09.908 | 12 | 97 Reece GUYETT 2:10.505 |
| ROW 3 | 7 | 21 Ben HUNTER 2:07.413 | 8 | 11 Paul MIDDLETON 2:07.524 | 9 | 46 Kevin MARSHALL 2:09.577 |
| ROW 2 | 4 | 9 Dan WRIGHT 2:03.014 | 5 | 4 Denis HALIL 2:05.122 | 6 | 2 Lee HUFF 2:05.765 |
| ROW 1 | 1 | 13 Doug EDMONDSON 1:58.433 | 2 | 19 Peter BRANTON 1:59.369 | 3 | 99 Chris ROGERS 2:01.543 |
| | | Pole | | | | |

Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

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| Clerk Of Course : | | Timekeeper : |
|-------------------|--|--------------|

 Results can be found at www.tsl-timing.com

Printed - 12:53 Saturday, 28 April 2018



DFDS Seaways Yamaha Past Masters

RACE 7 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|-------------------|---|------|-----------|----------|----------|-------|----------|----|
| 1 | 13 | | 1 Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 7 | 13:33.163 | | | 67.55 | 1:54.959 | 6 |
| 2 | 19 | | 2 Peter BRANTON | Yamaha - | 7 | 14:13.483 | 40.320 | 40.320 | 64.36 | 2:00.755 | 2 |
| 3 | 4 | | 3 Denis HALIL | Yamaha - D & A AUTOS | 7 | 14:27.438 | 54.275 | 13.955 | 63.33 | 2:01.924 | 4 |
| 4 | 2 | C | 1 Lee HUFF | Yamaha - | 7 | 14:43.996 | 1:10.833 | 16.558 | 62.14 | 2:03.691 | 6 |
| 5 | 21 | | 4 Ben HUNTER | Yamaha - | 7 | 15:03.369 | 1:30.206 | 19.373 | 60.81 | 2:06.588 | 2 |
| 6 | 88 | | 5 Michael STANLEY | Yamaha - | 7 | 15:03.843 | 1:30.680 | 0.474 | 60.78 | 2:03.646 | 6 |
| 7 | 81 | | 6 Scott GRANT | Yamaha - SEAGER engineering/ Motaac Cycle Parts | 7 | 15:06.870 | 1:33.707 | 3.027 | 60.57 | 2:07.747 | 3 |
| 8 | 97 | | 7 Reece GUYETT | Yamaha - rose mot | 7 | 15:08.027 | 1:34.864 | 1.157 | 60.50 | 2:04.578 | 6 |
| 9 | 41 | | 8 David ABRAHAM | Yamaha - Cambridge Motorcycles | 7 | 15:11.051 | 1:37.888 | 3.024 | 60.30 | 2:04.423 | 7 |
| 10 | 101 | | 9 Andrew DAVIES | Yamaha - Gibson Exhaust | 7 | 15:12.332 | 1:39.169 | 1.281 | 60.21 | 2:04.326 | 7 |
| 11 | 57 | R | 1 Geoff MOOK | Yamaha - | 7 | 15:13.149 | 1:39.986 | 0.817 | 60.16 | 2:05.518 | 7 |
| 12 | 89 | | 10 Andrew TEMPEST | Yamaha - TEMPEST REVIVALS/mar-ti titanium | 7 | 15:17.540 | 1:44.377 | 4.391 | 59.87 | 2:07.333 | 6 |
| 13 | 40 | C | 2 Douglas BEACOCK | Yamaha - | 7 | 15:30.106 | 1:56.943 | 12.566 | 59.06 | 2:09.485 | 4 |
| 14 | 60 | R | 2 Daniel GOUGH | Yamaha - G Force Motorcycles | 7 | 15:37.265 | 2:04.102 | 7.159 | 58.61 | 2:09.695 | 6 |
| 15 | 83 | C | 3 Paul GODBOLD | Yamaha - Hill farm tree services | 7 | 15:37.585 | 2:04.422 | 0.320 | 58.59 | 2:09.531 | 7 |
| 16 | 46 | C | 4 Kevin MARSHALL | Yamaha - | 7 | 15:39.125 | 2:05.962 | 1.540 | 58.49 | 2:10.521 | 7 |
| 17 | 74 | | 11 Paul WHITBY | Yamaha - | 6 | 13:43.755 | 1 Lap | 1 Lap | 57.16 | 2:14.076 | 6 |
| 18 | 14 | R | 3 John HARRISON | Yamaha - | 6 | 14:48.250 | 1 Lap | 1:04.495 | 53.01 | 2:22.249 | 5 |
| 19 | 98 | C | 5 Sarah ENGLISH | Yamaha - Tempest Revivals | 6 | 15:10.797 | 1 Lap | 22.547 | 51.70 | 2:24.602 | 5 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|---|------------------|---------------------------|---|-----------|--------|--------|-------|----------|---|
| DNF | 70 | C | Andrew BURSCOUGH | Yamaha - Apollo Tuning | 6 | 13:06.257 | 1 Lap | | 59.88 | 2:07.765 | 6 |
| DNF | 11 | C | Paul MIDDLETON | Yamaha - Whizzard Racing | 6 | 13:08.670 | 1 Lap | 2.413 | 59.70 | 2:07.559 | 6 |
| DNF | 99 | | Chris ROGERS | Yamaha - CB Racing | 3 | 6:11.789 | 4 Laps | 3 Laps | 63.32 | 2:02.296 | 3 |
| DNF | 9 | | Dan WRIGHT | Yamaha - | 1 | 2:08.088 | 6 Laps | 2 Laps | 61.27 | | |
| DNF | 42 | C | Martin PEARSON | Yamaha - | 1 | 2:44.722 | 6 Laps | 36.634 | 47.64 | | |
| DNF | 125 | | Ben MILES | Yamaha - Gibson Exhaust | 0 | | | | | | |
| DNF | 17 | C | David PATERSON | Yamaha - Lots of overtime | 0 | | | | | | |
| DNF | 23 | C | Zak PERRIN | Yamaha - | 0 | | | | | | |
| DNF | 67 | R | Mark BAILEY | Yamaha - | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | |
|----|---|--|----------------|---|---|----------|-----------|------------|
| 13 | | | Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 6 | 1:54.959 | 68.26 mph | 109.86 kph |
| 2 | C | | Lee HUFF | Yamaha - | 6 | 2:03.691 | 63.44 mph | 102.11 kph |
| 57 | R | | Geoff MOOK | Yamaha - | 7 | 2:05.518 | 62.52 mph | 100.62 kph |

Class - 92.5% of Race Speed = 62.48 mph
 Class C - 92.5% of Race Speed = 57.47 mph
 Class R - 92.5% of Race Speed = 55.64 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 16:25 Flag 16:38 End: 16:41

Weather / Track : Rain / Wet

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 16:51 Saturday, 28 April 2018



DFDS Seaways Yamaha Past Masters

RACE 7 - LAP CHART

LAP 1 @ 16:27:07.613

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 13 | | 1:58.360 |
| 19 | 5.595 | 2:03.955 |
| 4 | 7.045 | 2:05.405 |
| 99 | 8.558 | 2:06.918 |
| 9 | 9.728 | 2:08.088 |
| 2 | 14.003 | 2:12.363 |
| 81 | 15.967 | 2:14.327 |
| 21 | 16.549 | 2:14.909 |
| 97 | 17.976 | 2:16.336 |
| 70 | 18.437 | 2:16.797 |
| 57 | 20.415 | 2:18.775 |
| 11 | 20.833 | 2:19.193 |
| 101 | 21.370 | 2:19.730 |
| 83 | 22.324 | 2:20.684 |
| 41 | 22.513 | 2:20.873 |
| 60 | 24.071 | 2:22.431 |
| 88 | 24.474 | 2:22.834 |
| 89 | 24.829 | 2:23.189 |
| 40 | 26.323 | 2:24.683 |
| 46 | 27.483 | 2:25.843 |
| 74 | 29.361 | 2:27.721 |
| 14 | 43.319 | 2:41.679 |
| 42 | 46.362 | 2:44.722 |
| 98 | 47.531 | 2:45.891 |

LAP 2 @ 16:29:03.147

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 13 | | 1:55.534 |
| 19 | 10.816 | 2:00.755 |
| 4 | 13.952 | 2:02.441 |
| 99 | 15.599 | 2:02.575 |
| 2 | 26.170 | 2:07.701 |
| 21 | 27.603 | 2:06.588 |
| 81 | 28.616 | 2:08.183 |
| 70 | 35.797 | 2:12.894 |
| 97 | 35.880 | 2:13.438 |
| 57 | 36.400 | 2:11.519 |
| 11 | 36.877 | 2:11.578 |
| 41 | 37.112 | 2:10.133 |
| 101 | 37.488 | 2:11.652 |
| 88 | 38.515 | 2:09.575 |
| 89 | 39.817 | 2:10.522 |
| 83 | 41.302 | 2:14.512 |
| 60 | 43.543 | 2:15.006 |
| 40 | 44.013 | 2:13.224 |
| 46 | 45.730 | 2:13.781 |
| 74 | 50.731 | 2:16.904 |
| 14 | 1:18.069 | 2:30.284 |
| 98 | 1:33.342 | 2:41.345 |

LAP 3 @ 16:30:58.771

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 13 | | 1:55.624 |
| 19 | 17.246 | 2:02.054 |
| 4 | 20.676 | 2:02.348 |
| 99 | 22.271 | 2:02.296 |
| 2 | 36.545 | 2:05.999 |
| 21 | 39.568 | 2:07.589 |
| 81 | 40.739 | 2:07.747 |
| 70 | 50.264 | 2:10.091 |
| 97 | 50.845 | 2:10.589 |

| | | |
|-----|----------|----------|
| 57 | 51.735 | 2:10.959 |
| 11 | 51.996 | 2:10.743 |
| 88 | 52.510 | 2:09.619 |
| 41 | 53.412 | 2:11.924 |
| 101 | 53.927 | 2:12.063 |
| 89 | 54.572 | 2:10.379 |
| 40 | 59.805 | 2:11.416 |
| 83 | 1:00.882 | 2:15.204 |
| 60 | 1:02.006 | 2:14.087 |
| 46 | 1:03.276 | 2:13.170 |
| 74 | 1:11.117 | 2:16.010 |
| 14 | 1:50.580 | 2:28.135 |

LAP 4 @ 16:32:56.049

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 13 | | 1:57.278 |
| 98 | 1 Lap | 2:27.811 |
| 19 | 21.437 | 2:01.469 |
| 4 | 25.322 | 2:01.924 |
| 2 | 45.221 | 2:05.954 |
| 21 | 49.988 | 2:07.698 |
| 81 | 52.138 | 2:08.677 |
| 70 | 1:03.145 | 2:10.159 |
| 97 | 1:03.426 | 2:09.859 |
| 88 | 1:04.043 | 2:08.811 |
| 11 | 1:04.360 | 2:09.642 |
| 57 | 1:05.183 | 2:10.726 |
| 41 | 1:05.245 | 2:09.111 |
| 101 | 1:05.871 | 2:09.222 |
| 89 | 1:06.357 | 2:09.063 |
| 40 | 1:12.012 | 2:09.485 |
| 83 | 1:16.205 | 2:12.601 |
| 60 | 1:16.854 | 2:12.126 |
| 46 | 1:17.866 | 2:11.868 |
| 74 | 1:28.225 | 2:14.386 |

LAP 5 @ 16:34:51.131

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 13 | | 1:55.082 |
| 14 | 1 Lap | 2:23.620 |
| 19 | 27.288 | 2:00.933 |
| 4 | 33.815 | 2:03.575 |
| 98 | 1 Lap | 2:26.018 |
| 2 | 54.665 | 2:04.526 |
| 21 | 1:03.110 | 2:08.204 |
| 81 | 1:06.181 | 2:09.125 |
| 88 | 1:14.256 | 2:05.295 |
| 97 | 1:16.143 | 2:07.799 |
| 70 | 1:16.614 | 2:08.551 |
| 41 | 1:17.500 | 2:07.337 |
| 57 | 1:18.941 | 2:08.840 |
| 11 | 1:19.233 | 2:09.955 |
| 101 | 1:19.586 | 2:08.797 |
| 89 | 1:20.207 | 2:08.932 |
| 40 | 1:26.834 | 2:09.904 |
| 83 | 1:34.272 | 2:13.149 |
| 60 | 1:34.928 | 2:13.156 |
| 46 | 1:35.469 | 2:12.685 |
| 74 | 1:47.801 | 2:14.658 |

LAP 6 @ 16:36:46.090

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 13 | | 1:54.959 |

| | | |
|-----|----------|----------|
| 19 | 34.319 | 2:01.990 |
| 4 | 45.102 | 2:06.246 |
| 14 | 1 Lap | 2:22.249 |
| 2 | 1:03.397 | 2:03.691 |
| 98 | 1 Lap | 2:24.602 |
| 21 | 1:17.133 | 2:08.982 |
| 81 | 1:20.807 | 2:09.585 |
| 88 | 1:22.943 | 2:03.646 |
| 97 | 1:25.762 | 2:04.578 |
| 70 | 1:29.420 | 2:07.765 |
| 41 | 1:29.791 | 2:07.250 |
| 57 | 1:30.794 | 2:06.812 |
| 101 | 1:31.169 | 2:06.542 |
| 11 | 1:31.833 | 2:07.559 |
| 89 | 1:32.581 | 2:07.333 |
| 40 | 1:42.054 | 2:10.179 |
| 60 | 1:49.664 | 2:09.695 |
| 83 | 1:51.217 | 2:11.904 |
| 46 | 1:51.767 | 2:11.257 |

LAP 7 @ 16:38:42.416

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 13 | | 1:56.326 |
| 74 | 1 Lap | 2:14.076 |
| 19 | 40.320 | 2:02.327 |
| 4 | 54.275 | 2:05.499 |
| 2 | 1:10.833 | 2:03.762 |
| 14 | 1 Lap | 2:22.283 |
| 21 | 1:30.206 | 2:09.399 |
| 88 | 1:30.680 | 2:04.063 |
| 81 | 1:33.707 | 2:09.226 |
| 97 | 1:34.864 | 2:05.428 |
| 98 | 1 Lap | 2:25.130 |
| 41 | 1:37.888 | 2:04.423 |
| 101 | 1:39.169 | 2:04.326 |
| 57 | 1:39.986 | 2:05.518 |
| 89 | 1:44.377 | 2:08.122 |
| 40 | 1:56.943 | 2:11.215 |
| 60 | 2:04.102 | 2:10.764 |
| 83 | 2:04.422 | 2:09.531 |
| 46 | 2:05.962 | 2:10.521 |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park

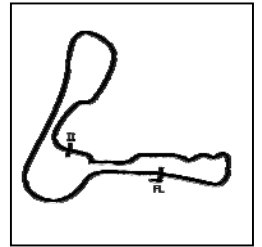
Circuit Length = 2.1800 miles

Start: 16:25 Flag 16:38 End: 16:41

Printed - 16:52 Saturday, 28 April 2018

DFDS Seaways Yamaha Past Masters

RACE 7 - 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 13 | | Doug EDMONDSON | | Yamaha - Mungo what could possibly go wrong | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|
| IDEAL LAP TIME : 1:54.543 | | BEST LAP TIME : 1:54.959 | | DIFFERENCE : 0.416 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.504 | 1:58.360 | 66.30 | 3.401 | 16:27:07.613 |
| 2 - | 1:07.714 | 47.820 | 1:55.534 (3) | 67.92 | 0.575 | 16:29:03.147 |
| 3 - | 1:07.640 | 47.984 | 1:55.624 | 67.87 | 0.665 | 16:30:58.771 |
| 4 - | 1:08.177 | 49.101 | 1:57.278 | 66.91 | 2.319 | 16:32:56.049 |
| 5 - | 1:07.264 | 47.818 | 1:55.082 (2) | 68.19 | 0.123 | 16:34:51.131 |
| 6 - | 1:07.039 | 47.920 | 1:54.959 (1) | 68.26 | | 16:36:46.090 |
| 7 - | 1:08.432 | 47.894 | 1:56.326 | 67.46 | 1.367 | 16:38:42.416 |

| P2 19 | | Peter BRANTON | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.531 | | BEST LAP TIME : 2:00.755 | | DIFFERENCE : 0.224 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.923 | 2:03.955 | 63.31 | 3.200 | 16:27:13.208 |
| 2 - | 1:09.608 | 51.147 | 2:00.755 (1) | 64.99 | | 16:29:13.963 |
| 3 - | 1:10.221 | 51.833 | 2:02.054 | 64.29 | 1.299 | 16:31:16.017 |
| 4 - | 1:10.211 | 51.258 | 2:01.469 (3) | 64.60 | 0.714 | 16:33:17.486 |
| 5 - | 1:09.667 | 51.266 | 2:00.933 (2) | 64.89 | 0.178 | 16:35:18.419 |
| 6 - | 1:10.003 | 51.987 | 2:01.990 | 64.33 | 1.235 | 16:37:20.409 |
| 7 - | 1:10.433 | 51.894 | 2:02.327 | 64.15 | 1.572 | 16:39:22.736 |

| P3 4 | | Denis HALIL | | Yamaha - D & A AUTOS | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.768 | | BEST LAP TIME : 2:01.924 | | DIFFERENCE : 0.156 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.005 | 2:05.405 | 62.58 | 3.481 | 16:27:14.658 |
| 2 - | 1:11.347 | 51.094 | 2:02.441 (3) | 64.09 | 0.517 | 16:29:17.099 |
| 3 - | 1:11.615 | 50.733 | 2:02.348 (2) | 64.14 | 0.424 | 16:31:19.447 |
| 4 - | 1:11.035 | 50.889 | 2:01.924 (1) | 64.36 | | 16:33:21.371 |
| 5 - | 1:11.055 | 52.520 | 2:03.575 | 63.50 | 1.651 | 16:35:24.946 |
| 6 - | 1:13.480 | 52.766 | 2:06.246 | 62.16 | 4.322 | 16:37:31.192 |
| 7 - | 1:12.974 | 52.525 | 2:05.499 | 62.53 | 3.575 | 16:39:36.691 |

| P4 2 C | | Lee HUFF | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:03.237 | | BEST LAP TIME : 2:03.691 | | DIFFERENCE : 0.454 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 53.570 | 2:12.363 | 59.29 | 8.672 | 16:27:21.616 |
| 2 - | 1:13.076 | 54.625 | 2:07.701 | 61.45 | 4.010 | 16:29:29.317 |
| 3 - | 1:12.946 | 53.053 | 2:05.999 | 62.28 | 2.308 | 16:31:35.316 |
| 4 - | 1:13.023 | 52.931 | 2:05.954 | 62.30 | 2.263 | 16:33:41.270 |
| 5 - | 1:12.246 | 52.280 | 2:04.526 (3) | 63.02 | 0.835 | 16:35:45.796 |
| 6 - | 1:10.957 | 52.734 | 2:03.691 (1) | 63.44 | | 16:37:49.487 |
| 7 - | 1:11.409 | 52.353 | 2:03.762 (2) | 63.41 | 0.071 | 16:39:53.249 |

| P5 21 | | Ben HUNTER | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:05.397 | | BEST LAP TIME : 2:06.588 | | DIFFERENCE : 1.191 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 52.774 | 2:14.909 | 58.17 | 8.321 | 16:27:24.162 |
| 2 - | 1:12.623 | 53.965 | 2:06.588 (1) | 61.99 | | 16:29:30.750 |
| 3 - | 1:14.286 | 53.303 | 2:07.589 (2) | 61.51 | 1.001 | 16:31:38.339 |
| 4 - | 1:14.459 | 53.239 | 2:07.698 (3) | 61.45 | 1.110 | 16:33:46.037 |
| 5 - | 1:14.599 | 53.605 | 2:08.204 | 61.21 | 1.616 | 16:35:54.241 |
| 6 - | 1:15.134 | 53.848 | 2:08.982 | 60.84 | 2.394 | 16:38:03.223 |
| 7 - | 1:15.607 | 53.792 | 2:09.399 | 60.65 | 2.811 | 16:40:12.622 |

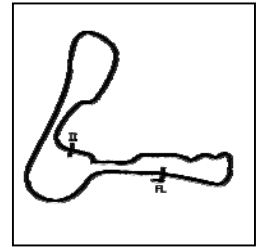
| P6 88 | | Michael STANLEY | | Yamaha - | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 2:02.335 | | BEST LAP TIME : 2:03.646 | | DIFFERENCE : 1.311 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:25 Flag 16:38 End: 16:41

DFDS Seaways Yamaha Past Masters

RACE 7 - 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

| | | | | | | | |
|-----|-----------------|---------------|--|---------------------|--------------|--------|---------------------|
| 1 - | | 54.820 | | 2:22.834 | 54.94 | 19.188 | 16:27:32.087 |
| 2 - | 1:16.772 | 52.803 | | 2:09.575 | 60.56 | 5.929 | 16:29:41.662 |
| 3 - | 1:15.877 | 53.742 | | 2:09.619 | 60.54 | 5.973 | 16:31:51.281 |
| 4 - | 1:15.092 | 53.719 | | 2:08.811 | 60.92 | 5.165 | 16:34:00.092 |
| 5 - | 1:14.436 | 50.859 | | 2:05.295 (3) | 62.63 | 1.649 | 16:36:05.387 |
| 6 - | 1:13.066 | 50.580 | | 2:03.646 (1) | 63.47 | | 16:38:09.033 |
| 7 - | 1:11.755 | 52.308 | | 2:04.063 (2) | 63.25 | 0.417 | 16:40:13.096 |

| P7 81 | | Scott GRANT | | Yamaha - SEAGER engineering/ Motaa Cycle Parts | | | |
|---------------------------|-----------------|--------------------------|---------------------|--|-------|---------------------|--|
| IDEAL LAP TIME : 2:07.332 | | BEST LAP TIME : 2:07.747 | | DIFFERENCE : 0.415 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 53.597 | 2:14.327 | 58.42 | 6.580 | 16:27:23.580 | |
| 2 - | 1:14.294 | 53.889 | 2:08.183 (2) | 61.22 | 0.436 | 16:29:31.763 | |
| 3 - | 1:14.709 | 53.038 | 2:07.747 (1) | 61.43 | | 16:31:39.510 | |
| 4 - | 1:15.078 | 53.599 | 2:08.677 (3) | 60.99 | 0.930 | 16:33:48.187 | |
| 5 - | 1:15.413 | 53.712 | 2:09.125 | 60.77 | 1.378 | 16:35:57.312 | |
| 6 - | 1:15.687 | 53.898 | 2:09.585 | 60.56 | 1.838 | 16:38:06.897 | |
| 7 - | 1:14.591 | 54.635 | 2:09.226 | 60.73 | 1.479 | 16:40:16.123 | |

| P8 97 | | Reece GUYETT | | Yamaha - rose mot | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.578 | | BEST LAP TIME : 2:04.578 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.568 | 2:16.336 | 57.56 | 11.758 | 16:27:25.589 | |
| 2 - | 1:17.087 | 56.351 | 2:13.438 | 58.81 | 8.860 | 16:29:39.027 | |
| 3 - | 1:16.458 | 54.131 | 2:10.589 | 60.09 | 6.011 | 16:31:49.616 | |
| 4 - | 1:16.042 | 53.817 | 2:09.859 | 60.43 | 5.281 | 16:33:59.475 | |
| 5 - | 1:15.074 | 52.725 | 2:07.799 (3) | 61.40 | 3.221 | 16:36:07.274 | |
| 6 - | 1:12.923 | 51.655 | 2:04.578 (1) | 62.99 | | 16:38:11.852 | |
| 7 - | 1:12.928 | 52.500 | 2:05.428 (2) | 62.57 | 0.850 | 16:40:17.280 | |

| P9 41 | | David ABRAHAM | | Yamaha - Cambridge Motorcycles | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.423 | | BEST LAP TIME : 2:04.423 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.683 | 2:20.873 | 55.71 | 16.450 | 16:27:30.126 | |
| 2 - | 1:15.404 | 54.729 | 2:10.133 | 60.30 | 5.710 | 16:29:40.259 | |
| 3 - | 1:17.204 | 54.720 | 2:11.924 | 59.48 | 7.501 | 16:31:52.183 | |
| 4 - | 1:15.438 | 53.673 | 2:09.111 | 60.78 | 4.688 | 16:34:01.294 | |
| 5 - | 1:14.114 | 53.223 | 2:07.337 (3) | 61.63 | 2.914 | 16:36:08.631 | |
| 6 - | 1:14.581 | 52.669 | 2:07.250 (2) | 61.67 | 2.827 | 16:38:15.881 | |
| 7 - | 1:13.128 | 51.295 | 2:04.423 (1) | 63.07 | | 16:40:20.304 | |

| P10 101 | | Andrew DAVIES | | Yamaha - Gibson Exhaust | | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|--------|---------------------|--|
| IDEAL LAP TIME : 2:04.326 | | BEST LAP TIME : 2:04.326 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 55.762 | 2:19.730 | 56.16 | 15.404 | 16:27:28.983 | |
| 2 - | 1:17.086 | 54.566 | 2:11.652 | 59.61 | 7.326 | 16:29:40.635 | |
| 3 - | 1:17.587 | 54.476 | 2:12.063 | 59.42 | 7.737 | 16:31:52.698 | |
| 4 - | 1:15.700 | 53.522 | 2:09.222 | 60.73 | 4.896 | 16:34:01.920 | |
| 5 - | 1:15.185 | 53.612 | 2:08.797 (3) | 60.93 | 4.471 | 16:36:10.717 | |
| 6 - | 1:13.738 | 52.804 | 2:06.542 (2) | 62.01 | 2.216 | 16:38:17.259 | |
| 7 - | 1:13.023 | 51.303 | 2:04.326 (1) | 63.12 | | 16:40:21.585 | |

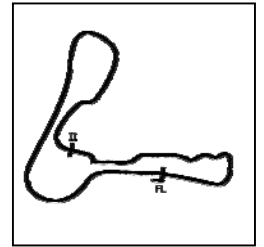
| P11 57 R | | Geoff MOOK | | Yamaha - | | | |
|---------------------------|----------|--------------------------|----------|--------------------|--------|--------------|--|
| IDEAL LAP TIME : 2:05.477 | | BEST LAP TIME : 2:05.518 | | DIFFERENCE : 0.041 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 54.797 | 2:18.775 | 56.55 | 13.257 | 16:27:28.028 | |
| 2 - | 1:16.007 | 55.512 | 2:11.519 | 59.67 | 6.001 | 16:29:39.547 | |
| 3 - | 1:16.796 | 54.163 | 2:10.959 | 59.92 | 5.441 | 16:31:50.506 | |
| 4 - | 1:16.552 | 54.174 | 2:10.726 | 60.03 | 5.208 | 16:34:01.232 | |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:25 Flag 16:38 End: 16:41

DFDS Seaways Yamaha Past Masters

RACE 7 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 5 - | 1:14.599 | 54.241 | 2:08.840 (3) | 60.91 | 3.322 | 16:36:10.072 |
| 6 - | 1:13.717 | 53.095 | 2:06.812 (2) | 61.88 | 1.294 | 16:38:16.884 |
| 7 - | 1:13.758 | 51.760 | 2:05.518 (1) | 62.52 | | 16:40:22.402 |

| P12 89 | Andrew TEMPEST | | Yamaha - TEMPEST REVIVALS/mar-ti titanium | | | |
|---------------------------|-----------------------|--------------------------|---|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.333 | | BEST LAP TIME : 2:07.333 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.271 | 2:23.189 | 54.80 | 15.856 | 16:27:32.442 |
| 2 - | 1:17.316 | 53.206 | 2:10.522 | 60.12 | 3.189 | 16:29:42.964 |
| 3 - | 1:15.524 | 54.855 | 2:10.379 | 60.19 | 3.046 | 16:31:53.343 |
| 4 - | 1:15.501 | 53.562 | 2:09.063 | 60.80 | 1.730 | 16:34:02.406 |
| 5 - | 1:15.734 | 53.198 | 2:08.932 (3) | 60.86 | 1.599 | 16:36:11.338 |
| 6 - | 1:14.404 | 52.929 | 2:07.333 (1) | 61.63 | | 16:38:18.671 |
| 7 - | 1:14.658 | 53.464 | 2:08.122 (2) | 61.25 | 0.789 | 16:40:26.793 |

| P13 40 C | Douglas BEACOCK | | Yamaha - | | | |
|---------------------------|------------------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.979 | | BEST LAP TIME : 2:09.485 | DIFFERENCE : 0.506 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.407 | 2:24.683 | 54.24 | 15.198 | 16:27:33.936 |
| 2 - | 1:16.318 | 56.906 | 2:13.224 | 58.90 | 3.739 | 16:29:47.160 |
| 3 - | 1:17.183 | 54.233 | 2:11.416 | 59.71 | 1.931 | 16:31:58.576 |
| 4 - | 1:14.746 | 54.739 | 2:09.485 (1) | 60.60 | | 16:34:08.061 |
| 5 - | 1:15.141 | 54.763 | 2:09.904 (2) | 60.41 | 0.419 | 16:36:17.965 |
| 6 - | 1:14.929 | 55.250 | 2:10.179 (3) | 60.28 | 0.694 | 16:38:28.144 |
| 7 - | 1:15.554 | 55.661 | 2:11.215 | 59.81 | 1.730 | 16:40:39.359 |

| P14 60 R | Daniel GOUGH | | Yamaha - G Force Motorcycles | | | |
|---------------------------|---------------------|--------------------------|------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.695 | | BEST LAP TIME : 2:09.695 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 56.664 | 2:22.431 | 55.10 | 12.736 | 16:27:31.684 |
| 2 - | 1:18.011 | 56.995 | 2:15.006 | 58.13 | 5.311 | 16:29:46.690 |
| 3 - | 1:18.664 | 55.423 | 2:14.087 | 58.52 | 4.392 | 16:32:00.777 |
| 4 - | 1:17.493 | 54.633 | 2:12.126 (3) | 59.39 | 2.431 | 16:34:12.903 |
| 5 - | 1:18.378 | 54.778 | 2:13.156 | 58.93 | 3.461 | 16:36:26.059 |
| 6 - | 1:16.015 | 53.680 | 2:09.695 (1) | 60.51 | | 16:38:35.754 |
| 7 - | 1:16.209 | 54.555 | 2:10.764 (2) | 60.01 | 1.069 | 16:40:46.518 |

| P15 83 C | Paul GOBOLD | | Yamaha - Hill farm tree services | | | |
|---------------------------|--------------------|--------------------------|----------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:09.531 | | BEST LAP TIME : 2:09.531 | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.574 | 2:20.684 | 55.78 | 11.153 | 16:27:29.937 |
| 2 - | 1:18.971 | 55.541 | 2:14.512 | 58.34 | 4.981 | 16:29:44.449 |
| 3 - | 1:20.179 | 55.025 | 2:15.204 | 58.04 | 5.673 | 16:31:59.653 |
| 4 - | 1:18.148 | 54.453 | 2:12.601 (3) | 59.18 | 3.070 | 16:34:12.254 |
| 5 - | 1:18.649 | 54.500 | 2:13.149 | 58.94 | 3.618 | 16:36:26.403 |
| 6 - | 1:17.865 | 54.039 | 2:11.904 (2) | 59.49 | 2.373 | 16:38:37.307 |
| 7 - | 1:15.775 | 53.756 | 2:09.531 (1) | 60.58 | | 16:40:46.838 |

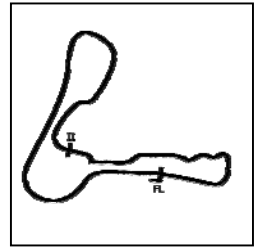
| P16 46 C | Kevin MARSHALL | | Yamaha - | | | |
|---------------------------|-----------------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:10.124 | | BEST LAP TIME : 2:10.521 | DIFFERENCE : 0.397 | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 57.877 | 2:25.843 | 53.81 | 15.322 | 16:27:35.096 |
| 2 - | 1:17.357 | 56.424 | 2:13.781 | 58.66 | 3.260 | 16:29:48.877 |
| 3 - | 1:18.022 | 55.148 | 2:13.170 | 58.93 | 2.649 | 16:32:02.047 |
| 4 - | 1:17.083 | 54.785 | 2:11.868 (3) | 59.51 | 1.347 | 16:34:13.915 |
| 5 - | 1:17.896 | 54.789 | 2:12.685 | 59.14 | 2.164 | 16:36:26.600 |
| 6 - | 1:17.123 | 54.134 | 2:11.257 (2) | 59.79 | 0.736 | 16:38:37.857 |
| 7 - | 1:15.990 | 54.531 | 2:10.521 (1) | 60.12 | | 16:40:48.378 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:25 Flag 16:38 End: 16:41

DFDS Seaways Yamaha Past Masters

RACE 7 - 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

| P17 74 | | Paul WHITBY | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:13.834 | | BEST LAP TIME : 2:14.076 | | DIFFERENCE : 0.242 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 58.715 | 2:27.721 | 53.12 | 13.645 | 16:27:36.974 |
| 2 - | 1:19.550 | 57.354 | 2:16.904 | 57.32 | 2.828 | 16:29:53.878 |
| 3 - | 1:19.498 | 56.512 | 2:16.010 | 57.70 | 1.934 | 16:32:09.888 |
| 4 - | 1:18.335 | 56.051 | 2:14.386 (2) | 58.39 | 0.310 | 16:34:24.274 |
| 5 - | 1:18.018 | 56.640 | 2:14.658 (3) | 58.28 | 0.582 | 16:36:38.932 |
| 6 - | 1:17.783 | 56.293 | 2:14.076 (1) | 58.53 | | 16:38:53.008 |

| P18 14 R | | John HARRISON | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:21.525 | | BEST LAP TIME : 2:22.249 | | DIFFERENCE : 0.724 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:03.032 | 2:41.679 | 48.54 | 19.430 | 16:27:50.932 |
| 2 - | 1:28.220 | 1:02.064 | 2:30.284 | 52.22 | 8.035 | 16:30:21.216 |
| 3 - | 1:26.775 | 1:01.360 | 2:28.135 | 52.97 | 5.886 | 16:32:49.351 |
| 4 - | 1:24.144 | 59.476 | 2:23.620 (3) | 54.64 | 1.371 | 16:35:12.971 |
| 5 - | 1:22.817 | 59.432 | 2:22.249 (1) | 55.17 | | 16:37:35.220 |
| 6 - | 1:23.575 | 58.708 | 2:22.283 (2) | 55.15 | 0.034 | 16:39:57.503 |

| P19 98 C | | Sarah ENGLISH | | Yamaha - Tempest Revivals | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:24.110 | | BEST LAP TIME : 2:24.602 | | DIFFERENCE : 0.492 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:04.504 | 2:45.891 | 47.30 | 21.289 | 16:27:55.144 |
| 2 - | 1:34.036 | 1:07.309 | 2:41.345 | 48.64 | 16.743 | 16:30:36.489 |
| 3 - | 1:25.572 | 1:02.239 | 2:27.811 | 53.09 | 3.209 | 16:33:04.300 |
| 4 - | 1:24.980 | 1:01.038 | 2:26.018 (3) | 53.74 | 1.416 | 16:35:30.318 |
| 5 - | 1:23.072 | 1:01.530 | 2:24.602 (1) | 54.27 | | 16:37:54.920 |
| 6 - | 1:23.783 | 1:01.347 | 2:25.130 (2) | 54.07 | 0.528 | 16:40:20.050 |

| P20 70 C | | Andrew BURSCOUGH | | Yamaha - Apollo Tuning | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|-------|---------------------|
| IDEAL LAP TIME : 2:07.654 | | BEST LAP TIME : 2:07.765 | | DIFFERENCE : 0.111 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.194 | 2:16.797 | 57.37 | 9.032 | 16:27:26.050 |
| 2 - | 1:15.960 | 56.934 | 2:12.894 | 59.05 | 5.129 | 16:29:38.944 |
| 3 - | 1:16.700 | 53.391 | 2:10.091 (3) | 60.32 | 2.326 | 16:31:49.035 |
| 4 - | 1:16.973 | 53.186 | 2:10.159 | 60.29 | 2.394 | 16:33:59.194 |
| 5 - | 1:15.729 | 52.822 | 2:08.551 (2) | 61.05 | 0.786 | 16:36:07.745 |
| 6 - | 1:14.832 | 52.933 | 2:07.765 (1) | 61.42 | | 16:38:15.510 |

| P21 11 C | | Paul MIDDLETON | | Yamaha - Whizzard Racing | | |
|---------------------------|----------|--------------------------|---------------------|--------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:07.014 | | BEST LAP TIME : 2:07.559 | | DIFFERENCE : 0.545 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 55.046 | 2:19.193 | 56.38 | 11.634 | 16:27:28.446 |
| 2 - | 1:16.149 | 55.429 | 2:11.578 | 59.64 | 4.019 | 16:29:40.024 |
| 3 - | 1:16.893 | 53.850 | 2:10.743 | 60.02 | 3.184 | 16:31:50.767 |
| 4 - | 1:15.858 | 53.784 | 2:09.642 (2) | 60.53 | 2.083 | 16:34:00.409 |
| 5 - | 1:15.649 | 54.306 | 2:09.955 (3) | 60.39 | 2.396 | 16:36:10.364 |
| 6 - | 1:14.632 | 52.927 | 2:07.559 (1) | 61.52 | | 16:38:17.923 |

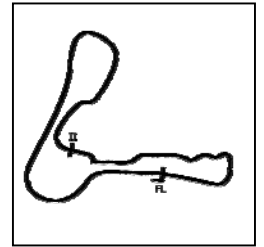
| P22 99 | | Chris ROGERS | | Yamaha - CB Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.171 | | BEST LAP TIME : 2:02.296 | | DIFFERENCE : 0.125 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.439 | 2:06.918 | 61.83 | 4.622 | 16:27:16.171 |
| 2 - | 1:10.857 | 51.718 | 2:02.575 (2) | 64.02 | 0.279 | 16:29:18.746 |
| 3 - | 1:10.732 | 51.564 | 2:02.296 (1) | 64.17 | | 16:31:21.042 |

Weather / Track : Rain / Wet

Cadwell Park
Circuit Length = 2.1800 miles
Start: 16:25 Flag 16:38 End: 16:41

DFDS Seaways Yamaha Past Masters

RACE 7 - 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

| P23 | | 9 | | Dan WRIGHT | | Yamaha - | |
|---------------------------|----------|-----------------|----------|--------------|------|--------------|--|
| IDEAL LAP TIME : 2:01.837 | | BEST LAP TIME : | | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 51.465 | 2:08.088 | 61.27 | | 16:27:17.341 | |

| P24 | | 42 C | | Martin PEARSON | | Yamaha - | |
|---------------------------|----------|-----------------|----------|----------------|------|--------------|--|
| IDEAL LAP TIME : 2:39.404 | | BEST LAP TIME : | | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 1:05.309 | 2:44.722 | 47.64 | | 16:27:53.975 | |

DFDS Seaways Yamaha Past Masters

RACE 7 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|-----------------|-----|-----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:54.857 | | |
| 1 | 13 | EDMONDSON | 1:07.039 | 13 | EDMONDSON | 47.818 | 1 | 13 | EDMONDSON | 1:54.857 | 1:54.959 | 0.102 |
| 2 | 19 | BRANTON | 1:09.608 | 88 | STANLEY | 50.580 | 2 | 19 | BRANTON | 2:00.755 | 2:00.755 | 0.000 |
| 3 | 9 | WRIGHT | 1:10.372 | 4 | HALIL | 50.733 | 3 | 4 | HALIL | 2:01.768 | 2:01.924 | 0.156 |
| 4 | 99 | ROGERS | 1:10.732 | 19 | BRANTON | 51.147 | 4 | 99 | ROGERS | 2:02.296 | 2:02.296 | 0.000 |
| 5 | 2 | HUFF | 1:10.957 | 41 | ABRAHAM | 51.295 | 5 | 88 | STANLEY | 2:02.335 | 2:03.646 | 1.311 |
| 6 | 4 | HALIL | 1:11.035 | 101 | DAVIES | 51.303 | 6 | 2 | HUFF | 2:03.237 | 2:03.691 | 0.454 |
| 7 | 88 | STANLEY | 1:11.755 | 99 | ROGERS | 51.564 | 7 | 101 | DAVIES | 2:04.326 | 2:04.326 | 0.000 |
| 8 | 21 | HUNTER | 1:12.623 | 97 | GUYETT | 51.655 | 8 | 41 | ABRAHAM | 2:04.423 | 2:04.423 | 0.000 |
| 9 | 97 | GUYETT | 1:12.923 | 57 | MOOK | 51.760 | 9 | 97 | GUYETT | 2:04.578 | 2:04.578 | 0.000 |
| 10 | 101 | DAVIES | 1:13.023 | 2 | HUFF | 52.280 | 10 | 57 | MOOK | 2:05.477 | 2:05.518 | 0.041 |
| 11 | 41 | ABRAHAM | 1:13.128 | 70 | BURSCOUGH | 52.822 | 11 | 21 | HUNTER | 2:05.862 | 2:06.588 | 0.726 |
| 12 | 57 | MOOK | 1:13.717 | 11 | MIDDLETON | 52.927 | 12 | 11 | MIDDLETON | 2:07.014 | 2:07.559 | 0.545 |
| 13 | 11 | MIDDLETON | 1:14.087 | 89 | TEMPEST | 52.929 | 13 | 81 | GRANT | 2:07.332 | 2:07.747 | 0.415 |
| 14 | 81 | GRANT | 1:14.294 | 81 | GRANT | 53.038 | 14 | 89 | TEMPEST | 2:07.333 | 2:07.333 | 0.000 |
| 15 | 89 | TEMPEST | 1:14.404 | 21 | HUNTER | 53.239 | 15 | 70 | BURSCOUGH | 2:07.654 | 2:07.765 | 0.111 |
| 16 | 40 | BEACOCK | 1:14.746 | 60 | GOUGH | 53.680 | 16 | 40 | BEACOCK | 2:08.979 | 2:09.485 | 0.506 |
| 17 | 70 | BURSCOUGH | 1:14.832 | 83 | GODBOLD | 53.756 | 17 | 83 | GODBOLD | 2:09.531 | 2:09.531 | 0.000 |
| 18 | 83 | GODBOLD | 1:15.775 | 46 | MARSHALL | 54.134 | 18 | 60 | GOUGH | 2:09.695 | 2:09.695 | 0.000 |
| 19 | 46 | MARSHALL | 1:15.990 | 40 | BEACOCK | 54.233 | 19 | 46 | MARSHALL | 2:10.124 | 2:10.521 | 0.397 |
| 20 | 60 | GOUGH | 1:16.015 | 74 | WHITBY | 56.051 | 20 | 74 | WHITBY | 2:13.834 | 2:14.076 | 0.242 |
| 21 | 74 | WHITBY | 1:17.783 | 14 | HARRISON | 58.708 | 21 | 14 | HARRISON | 2:21.525 | 2:22.249 | 0.724 |
| 22 | 14 | HARRISON | 1:22.817 | 98 | ENGLISH | 1:01.038 | 22 | 98 | ENGLISH | 2:24.110 | 2:24.602 | 0.492 |
| 23 | 98 | ENGLISH | 1:23.072 | | | | 23 | 42 | PEARSON | | | |
| 24 | 42 | PEARSON | 1:34.095 | | | | 24 | 9 | WRIGHT | | | |
| 25 | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | |

Weather / Track : Rain / Wet

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 16:25 Flag 16:38 End: 16:41

Printed - 16:52 Saturday, 28 April 2018

**DFDS Seaways Yamaha Past Masters
RACE 15 - GRID (7 Laps)**

| | | | | | | |
|--------|----|---------------------------------------|----|---------------------------------------|----|--|
| ROW 10 | 28 | 67 Mark BAILEY | 29 | 8 Peter MANNERING | 1 | |
| ROW 9 | 25 | 125 Ben MILES | 26 | 17 David PATERSON | 27 | 23 Zak PERRIN |
| ROW 8 | 22 | 2:24.602 98 Sarah ENGLISH | 23 | 9 Dan WRIGHT | 24 | 42 Martin PEARSON |
| ROW 7 | 19 | 2:10.521 46 Kevin MARSHALL | 20 | 2:14.076 74 Paul WHITBY | 21 | 2:22.249 14 John HARRISON |
| ROW 6 | 16 | 2:09.485 40 Douglas BEACOCK | 17 | 2:09.531 83 Paul GODBOLD | 18 | 2:09.695 60 Daniel GOUGH |
| ROW 5 | 13 | 2:07.559 11 Paul MIDDLETON | 14 | 2:07.747 81 Scott GRANT | 15 | 2:07.765 70 Andrew BURSCOUGH |
| ROW 4 | 10 | 2:05.518 57 Geoff MOOK | 11 | 2:06.588 21 Ben HUNTER | 12 | 2:07.333 89 Andrew TEMPEST |
| ROW 3 | 7 | 2:04.326 101 Andrew DAVIES | 8 | 2:04.423 41 David ABRAHAM | 9 | 2:04.578 97 Reece GUYETT |
| ROW 2 | 4 | 2:02.296 99 Chris ROGERS | 5 | 2:03.646 88 Michael STANLEY | 6 | 2:03.691 2 Lee HUFF |
| ROW 1 | 1 | 1:54.959 13 Doug EDMONDSON | 2 | 2:00.755 19 Peter BRANTON | 3 | 2:01.924 4 Denis HALIL |
| | | Pole | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 16:59 Saturday, 28 April 2018



DFDS Seaways Yamaha Past Masters

RACE 15 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|--------------------|--|------|-----------|-----------------|--------|-------|-----------------|----|
| 1 | 19 | | 1 Peter BRANTON | Yamaha - | 5 | 9:02.422 | | | 72.34 | 1:46.253 | 2 |
| 2 | 13 | | 2 Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 5 | 9:17.627 | 15.205 | 15.205 | 70.37 | 1:50.297 | 3 |
| 3 | 81 | | 3 Scott GRANT | Yamaha - SEAGER engineering/ Motaa Cycle Parts | 5 | 9:27.150 | 24.728 | 9.523 | 69.18 | 1:50.717 | 4 |
| 4 | 88 | | 4 Michael STANLEY | Yamaha - | 5 | 9:35.269 | 32.847 | 8.119 | 68.21 | 1:52.324 | 3 |
| 5 | 41 | | 5 David ABRAHAM | Yamaha - Cambridge Motorcycles | 5 | 9:35.387 | 32.965 | 0.118 | 68.19 | 1:51.965 | 3 |
| 6 | 4 | | 6 Denis HALIL | Yamaha - D & A AUTOS | 5 | 9:35.637 | 33.215 | 0.250 | 68.16 | 1:51.828 | 5 |
| 7 | 2 | C | 1 Lee HUFF | Yamaha - | 5 | 9:37.123 | 34.701 | 1.486 | 67.99 | 1:53.378 | 5 |
| 8 | 125 | | 7 Ben MILES | Yamaha - Gibson Exhaust | 5 | 9:49.434 | 47.012 | 12.311 | 66.57 | 1:54.761 | 5 |
| 9 | 9 | | 8 Dan WRIGHT | Yamaha - | 5 | 9:51.211 | 48.789 | 1.777 | 66.37 | 1:53.957 | 5 |
| 10 | 57 | R | 1 Geoff MOOK | Yamaha - | 5 | 9:51.437 | 49.015 | 0.226 | 66.34 | 1:55.415 | 5 |
| 11 | 40 | C | 2 Douglas BEACOCK | Yamaha - | 5 | 9:54.608 | 52.186 | 3.171 | 65.99 | 1:54.286 | 4 |
| 12 | 74 | | 9 Paul WHITBY | Yamaha - | 5 | 9:58.810 | 56.388 | 4.202 | 65.53 | 1:56.038 | 5 |
| 13 | 21 | | 10 Ben HUNTER | Yamaha - | 5 | 10:01.915 | 59.493 | 3.105 | 65.19 | 1:57.084 | 5 |
| 14 | 83 | C | 3 Paul GODBOLD | Yamaha - Hill farm tree services | 5 | 10:03.123 | 1:00.701 | 1.208 | 65.06 | 1:57.124 | 5 |
| 15 | 70 | C | 4 Andrew BURSCOUGH | Yamaha - Apollo Tuning | 5 | 10:04.813 | 1:02.391 | 1.690 | 64.88 | 1:59.423 | 5 |
| 16 | 11 | C | 5 Paul MIDDLETON | Yamaha - Whizzard Racing | 5 | 10:06.555 | 1:04.133 | 1.742 | 64.69 | 1:58.793 | 4 |
| 17 | 89* | C | 6 Andrew TEMPEST | Yamaha - TEMPEST REVIVALS/mar-ti titanium | 5 | 10:13.543 | 1:11.121 | 6.988 | 63.95 | 1:57.049 | 5 |
| 18 | 60 | R | 2 Daniel GOUGH | Yamaha - G Force Motorcycles | 5 | 10:21.450 | 1:19.028 | 7.907 | 63.14 | 2:01.341 | 5 |
| 19 | 46 | C | 7 Kevin MARSHALL | Yamaha - | 5 | 10:25.295 | 1:22.873 | 3.845 | 62.75 | 2:02.796 | 2 |
| 20 | 17 | C | 8 David PATERSON | Yamaha - Lots of overtime | 5 | 10:40.108 | 1:37.686 | 14.813 | 61.30 | 2:04.054 | 3 |
| 21 | 42 | C | 9 Martin PEARSON | Yamaha - | 5 | 10:59.412 | 1:56.990 | 19.304 | 59.50 | 2:08.873 | 5 |
| 22 | 98 | C | 10 Sarah ENGLISH | Yamaha - Tempest Revivals | 4 | 9:40.200 | 1 Lap | 1 Lap | 54.10 | 2:20.613 | 3 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|---|--------------|--------------------|---|----------|---------------|--------|-------|-----------------|---|
| DNF | 99 | | Chris ROGERS | Yamaha - CB Racing | 2 | 3:59.033 | 3 Laps | 2 Laps | 65.66 | 1:58.253 | 2 |
| DNF | 23 | C | Zak PERRIN | Yamaha - | 1 | 2:41.502 | 4 Laps | 1 Lap | 48.59 | | |

FASTEST LAP

| | | | | | | | | | | |
|----|---|--|---------------|----------|---|----------|--|--|-----------|------------|
| 19 | | | Peter BRANTON | Yamaha - | 2 | 1:46.253 | | | 73.86 mph | 118.86 kph |
| 2 | C | | Lee HUFF | Yamaha - | 5 | 1:53.378 | | | 69.22 mph | 111.39 kph |
| 57 | R | | Geoff MOOK | Yamaha - | 5 | 1:55.415 | | | 67.99 mph | 109.43 kph |

*No 89 - 10 second jump start penalty

Class - 92.5% of Race Speed = 66.91 mph

Class C - 92.5% of Race Speed = 62.89 mph

Class R - 92.5% of Race Speed = 61.36 mph

Cadwell Park

Circuit Length = 2.1800 miles

Start: 09:45 Flag 09:54 End: 09:56

Weather / Track : Cloudy / Drying

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 10:29 Sunday, 29 April 2018



DFDS Seaways Yamaha Past Masters

RACE 15 - LAP CHART

LAP 1 @ 09:47:17.913

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:53.113 |
| 13 | 1.183 | 1:54.296 |
| 99 | 7.667 | 2:00.780 |
| 2 | 8.055 | 2:01.168 |
| 81 | 8.126 | 2:01.239 |
| 4 | 9.157 | 2:02.270 |
| 88 | 9.530 | 2:02.643 |
| 41 | 9.850 | 2:02.963 |
| 70 | 11.569 | 2:04.682 |
| 57 | 12.278 | 2:05.391 |
| 21 | 12.401 | 2:05.514 |
| 11 | 13.064 | 2:06.177 |
| 83 | 13.214 | 2:06.327 |
| 40 | 13.791 | 2:06.904 |
| 125 | 14.368 | 2:07.481 |
| 89 | 16.810 | 2:09.923 |
| 60 | 17.494 | 2:10.607 |
| 9 | 17.606 | 2:10.719 |
| 74 | 18.090 | 2:11.203 |
| 46 | 18.816 | 2:11.929 |
| 42 | 26.444 | 2:19.557 |
| 17 | 26.517 | 2:19.630 |
| 98 | 42.037 | 2:35.150 |
| 23 | 48.389 | 2:41.502 |

LAP 2 @ 09:49:04.166

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:46.253 |
| 13 | 6.291 | 1:51.361 |
| 81 | 14.341 | 1:52.468 |
| 2 | 16.669 | 1:54.867 |
| 88 | 17.229 | 1:53.952 |
| 41 | 17.741 | 1:54.144 |
| 4 | 18.695 | 1:55.791 |
| 99 | 19.667 | 1:58.253 |
| 57 | 24.269 | 1:58.244 |
| 125 | 25.048 | 1:56.933 |
| 70 | 25.753 | 2:00.437 |
| 21 | 26.706 | 2:00.558 |
| 9 | 26.966 | 1:55.613 |
| 40 | 27.134 | 1:59.596 |
| 11 | 28.516 | 2:01.705 |
| 89 | 28.812 | 1:58.255 |
| 83 | 29.043 | 2:02.082 |
| 74 | 29.528 | 1:57.691 |
| 60 | 33.888 | 2:02.647 |
| 46 | 35.359 | 2:02.796 |
| 17 | 44.652 | 2:04.388 |
| 42 | 50.778 | 2:10.587 |
| 98 | 1:19.035 | 2:23.251 |

LAP 3 @ 09:50:51.231

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:47.065 |
| 13 | 9.523 | 1:50.297 |
| 81 | 18.515 | 1:51.239 |
| 88 | 22.488 | 1:52.324 |
| 41 | 22.641 | 1:51.965 |
| 2 | 23.797 | 1:54.193 |
| 4 | 24.028 | 1:52.398 |
| 125 | 33.341 | 1:55.358 |

| | | |
|----|----------|----------|
| 57 | 34.175 | 1:56.971 |
| 9 | 36.544 | 1:56.643 |
| 40 | 38.617 | 1:58.548 |
| 70 | 38.680 | 1:59.992 |
| 21 | 39.281 | 1:59.640 |
| 74 | 39.596 | 1:57.133 |
| 83 | 39.725 | 1:57.747 |
| 89 | 40.612 | 1:58.865 |
| 11 | 41.995 | 2:00.544 |
| 60 | 51.024 | 2:04.201 |
| 46 | 51.685 | 2:03.391 |
| 17 | 1:01.641 | 2:04.054 |
| 42 | 1:14.888 | 2:11.175 |

LAP 4 @ 09:52:39.462

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:48.231 |
| 98 | 1 Lap | 2:20.613 |
| 13 | 12.215 | 1:50.923 |
| 81 | 21.001 | 1:50.717 |
| 88 | 27.162 | 1:52.905 |
| 41 | 27.271 | 1:52.861 |
| 2 | 29.083 | 1:53.517 |
| 4 | 29.147 | 1:53.350 |
| 125 | 40.011 | 1:54.901 |
| 57 | 41.360 | 1:55.416 |
| 9 | 42.592 | 1:54.279 |
| 40 | 44.672 | 1:54.286 |
| 74 | 48.110 | 1:56.745 |
| 21 | 50.169 | 1:59.119 |
| 70 | 50.728 | 2:00.279 |
| 83 | 51.337 | 1:59.843 |
| 89 | 51.832 | 1:59.451 |
| 11 | 52.557 | 1:58.793 |
| 60 | 1:05.447 | 2:02.654 |
| 46 | 1:06.430 | 2:02.976 |
| 17 | 1:18.979 | 2:05.569 |
| 42 | 1:35.877 | 2:09.220 |

LAP 5 @ 09:54:27.222

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:47.760 |
| 13 | 15.205 | 1:50.750 |
| 81 | 24.728 | 1:51.487 |
| 88 | 32.847 | 1:53.445 |
| 41 | 32.965 | 1:53.454 |
| 4 | 33.215 | 1:51.828 |
| 2 | 34.701 | 1:53.378 |
| 98 | 1 Lap | 2:21.186 |
| 125 | 47.012 | 1:54.761 |
| 9 | 48.789 | 1:53.957 |
| 57 | 49.015 | 1:55.415 |
| 40 | 52.186 | 1:55.274 |
| 74 | 56.388 | 1:56.038 |
| 21 | 59.493 | 1:57.084 |
| 83 | 1:00.701 | 1:57.124 |
| 89 | 1:01.121 | 1:57.049 |
| 70 | 1:02.391 | 1:59.423 |
| 11 | 1:04.133 | 1:59.336 |
| 60 | 1:19.028 | 2:01.341 |
| 46 | 1:22.873 | 2:04.203 |
| 17 | 1:37.686 | 2:06.467 |
| 42 | 1:56.990 | 2:08.873 |

Weather / Track : Cloudy / Drying

Results can be found at www.tsl-timing.com

Cadwell Park

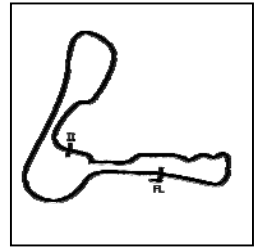
Circuit Length = 2.1800 miles

Start: 09:45 Flag 09:54 End: 09:56

Printed - 10:01 Sunday, 29 April 2018

DFDS Seaways Yamaha Past Masters

RACE 15 - 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 19 | | Peter BRANTON | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:46.253 | | BEST LAP TIME : 1:46.253 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.175 | 1:53.113 | 69.38 | 6.860 | 09:47:17.913 |
| 2 - | 1:00.826 | 45.427 | 1:46.253 (1) | 73.86 | | 09:49:04.166 |
| 3 - | 1:01.280 | 45.785 | 1:47.065 (2) | 73.30 | 0.812 | 09:50:51.231 |
| 4 - | 1:02.045 | 46.186 | 1:48.231 | 72.51 | 1.978 | 09:52:39.462 |
| 5 - | 1:01.864 | 45.896 | 1:47.760 (3) | 72.82 | 1.507 | 09:54:27.222 |

| P2 13 | | Doug EDMONDSON | | Yamaha - Mungo what could possibly go wrong | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|
| IDEAL LAP TIME : 1:49.584 | | BEST LAP TIME : 1:50.297 | | DIFFERENCE : 0.713 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 45.536 | 1:54.296 | 68.66 | 3.999 | 09:47:19.096 |
| 2 - | 1:04.453 | 46.908 | 1:51.361 | 70.47 | 1.064 | 09:49:10.457 |
| 3 - | 1:05.166 | 45.131 | 1:50.297 (1) | 71.15 | | 09:51:00.754 |
| 4 - | 1:05.257 | 45.666 | 1:50.923 (3) | 70.75 | 0.626 | 09:52:51.677 |
| 5 - | 1:04.775 | 45.975 | 1:50.750 (2) | 70.86 | 0.453 | 09:54:42.427 |

| P3 81 | | Scott GRANT | | Yamaha - SEAGER engineering/ Motaa Cycle Parts | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 1:50.717 | | BEST LAP TIME : 1:50.717 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.928 | 2:01.239 | 64.73 | 10.522 | 09:47:26.039 |
| 2 - | 1:05.860 | 46.608 | 1:52.468 | 69.78 | 1.751 | 09:49:18.507 |
| 3 - | 1:04.979 | 46.260 | 1:51.239 (2) | 70.55 | 0.522 | 09:51:09.746 |
| 4 - | 1:04.756 | 45.961 | 1:50.717 (1) | 70.88 | | 09:53:00.463 |
| 5 - | 1:04.877 | 46.610 | 1:51.487 (3) | 70.39 | 0.770 | 09:54:51.950 |

| P4 88 | | Michael STANLEY | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.244 | | BEST LAP TIME : 1:52.324 | | DIFFERENCE : 0.080 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.120 | 2:02.643 | 63.99 | 10.319 | 09:47:27.443 |
| 2 - | 1:05.227 | 48.725 | 1:53.952 | 68.87 | 1.628 | 09:49:21.395 |
| 3 - | 1:04.837 | 47.487 | 1:52.324 (1) | 69.86 | | 09:51:13.719 |
| 4 - | 1:05.498 | 47.407 | 1:52.905 (2) | 69.51 | 0.581 | 09:53:06.624 |
| 5 - | 1:05.083 | 48.362 | 1:53.445 (3) | 69.17 | 1.121 | 09:55:00.069 |

| P5 41 | | David ABRAHAM | | Yamaha - Cambridge Motorcycles | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.965 | | BEST LAP TIME : 1:51.965 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.199 | 2:02.963 | 63.82 | 10.998 | 09:47:27.763 |
| 2 - | 1:06.512 | 47.632 | 1:54.144 | 68.75 | 2.179 | 09:49:21.907 |
| 3 - | 1:05.056 | 46.909 | 1:51.965 (1) | 70.09 | | 09:51:13.872 |
| 4 - | 1:05.530 | 47.331 | 1:52.861 (2) | 69.53 | 0.896 | 09:53:06.733 |
| 5 - | 1:05.304 | 48.150 | 1:53.454 (3) | 69.17 | 1.489 | 09:55:00.187 |

| P6 4 | | Denis HALIL | | Yamaha - D & A AUTOS | | |
|---------------------------|-----------------|--------------------------|---------------------|----------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.828 | | BEST LAP TIME : 1:51.828 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.092 | 2:02.270 | 64.18 | 10.442 | 09:47:27.070 |
| 2 - | 1:07.127 | 48.664 | 1:55.791 | 67.77 | 3.963 | 09:49:22.861 |
| 3 - | 1:05.074 | 47.324 | 1:52.398 (2) | 69.82 | 0.570 | 09:51:15.259 |
| 4 - | 1:05.944 | 47.406 | 1:53.350 (3) | 69.23 | 1.522 | 09:53:08.609 |
| 5 - | 1:04.966 | 46.862 | 1:51.828 (1) | 70.17 | | 09:55:00.437 |

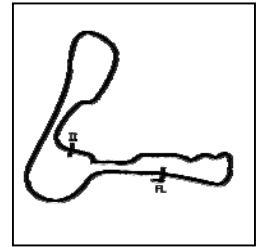
| P7 2 C | | Lee HUFF | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:52.276 | | BEST LAP TIME : 1:53.378 | | DIFFERENCE : 1.102 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.092 | 2:02.270 | 64.18 | 10.442 | 09:47:27.070 |
| 2 - | 1:07.127 | 48.664 | 1:55.791 | 67.77 | 3.963 | 09:49:22.861 |
| 3 - | 1:05.074 | 47.324 | 1:52.398 (2) | 69.82 | 0.570 | 09:51:15.259 |
| 4 - | 1:05.944 | 47.406 | 1:53.350 (3) | 69.23 | 1.522 | 09:53:08.609 |
| 5 - | 1:04.966 | 46.862 | 1:51.828 (1) | 70.17 | | 09:55:00.437 |

Weather / Track : Cloudy / Drying

Cadwell Park
Circuit Length = 2.1800 miles
Start: 09:45 Flag 09:54 End: 09:56

DFDS Seaways Yamaha Past Masters

RACE 15 - 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

| | | | | | | | |
|-----|-----------------|---------------|--|---------------------|--------------|-------|---------------------|
| 1 - | | 48.725 | | 2:01.168 | 64.76 | 7.790 | 09:47:25.968 |
| 2 - | 1:06.551 | 48.316 | | 1:54.867 | 68.32 | 1.489 | 09:49:20.835 |
| 3 - | 1:05.700 | 48.493 | | 1:54.193 (3) | 68.72 | 0.815 | 09:51:15.028 |
| 4 - | 1:05.567 | 47.950 | | 1:53.517 (2) | 69.13 | 0.139 | 09:53:08.545 |
| 5 - | 1:04.326 | 49.052 | | 1:53.378 (1) | 69.22 | | 09:55:01.923 |

| P8 125 Ben MILES | | Yamaha - Gibson Exhaust | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.488 | | BEST LAP TIME : 1:54.761 | | DIFFERENCE : 0.273 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.165 | 2:07.481 | 61.56 | 12.720 | 09:47:32.281 |
| 2 - | 1:07.660 | 49.273 | 1:56.933 | 67.11 | 2.172 | 09:49:29.214 |
| 3 - | 1:07.353 | 48.005 | 1:55.358 (3) | 68.03 | 0.597 | 09:51:24.572 |
| 4 - | 1:07.208 | 47.693 | 1:54.901 (2) | 68.30 | 0.140 | 09:53:19.473 |
| 5 - | 1:06.795 | 47.966 | 1:54.761 (1) | 68.38 | | 09:55:14.234 |

| P9 9 Dan WRIGHT | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:53.649 | | BEST LAP TIME : 1:53.957 | | DIFFERENCE : 0.308 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.495 | 2:10.719 | 60.03 | 16.762 | 09:47:35.519 |
| 2 - | 1:05.861 | 49.752 | 1:55.613 (3) | 67.88 | 1.656 | 09:49:31.132 |
| 3 - | 1:07.945 | 48.698 | 1:56.643 | 67.28 | 2.686 | 09:51:27.775 |
| 4 - | 1:05.797 | 48.482 | 1:54.279 (2) | 68.67 | 0.322 | 09:53:22.054 |
| 5 - | 1:05.167 | 48.790 | 1:53.957 (1) | 68.86 | | 09:55:16.011 |

| P10 57 R Geoff MOOK | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:54.671 | | BEST LAP TIME : 1:55.415 | | DIFFERENCE : 0.744 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.633 | 2:05.391 | 62.58 | 9.976 | 09:47:30.191 |
| 2 - | 1:09.236 | 49.008 | 1:58.244 | 66.37 | 2.829 | 09:49:28.435 |
| 3 - | 1:08.561 | 48.410 | 1:56.971 (3) | 67.09 | 1.556 | 09:51:25.406 |
| 4 - | 1:07.623 | 47.793 | 1:55.416 (2) | 67.99 | 0.001 | 09:53:20.822 |
| 5 - | 1:06.878 | 48.537 | 1:55.415 (1) | 67.99 | | 09:55:16.237 |

| P11 40 C Douglas BEACOCK | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.286 | | BEST LAP TIME : 1:54.286 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.506 | 2:06.904 | 61.84 | 12.618 | 09:47:31.704 |
| 2 - | 1:08.565 | 51.031 | 1:59.596 | 65.62 | 5.310 | 09:49:31.300 |
| 3 - | 1:08.588 | 49.960 | 1:58.548 (3) | 66.20 | 4.262 | 09:51:29.848 |
| 4 - | 1:05.604 | 48.682 | 1:54.286 (1) | 68.67 | | 09:53:24.134 |
| 5 - | 1:06.545 | 48.729 | 1:55.274 (2) | 68.08 | 0.988 | 09:55:19.408 |

| P12 74 Paul WHITBY | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:55.711 | | BEST LAP TIME : 1:56.038 | | DIFFERENCE : 0.327 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.762 | 2:11.203 | 59.81 | 15.165 | 09:47:36.003 |
| 2 - | 1:08.377 | 49.314 | 1:57.691 | 66.68 | 1.653 | 09:49:33.694 |
| 3 - | 1:07.485 | 49.648 | 1:57.133 (3) | 67.00 | 1.095 | 09:51:30.827 |
| 4 - | 1:07.432 | 49.313 | 1:56.745 (2) | 67.22 | 0.707 | 09:53:27.572 |
| 5 - | 1:06.398 | 49.640 | 1:56.038 (1) | 67.63 | | 09:55:23.610 |

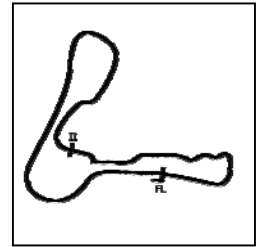
| P13 21 Ben HUNTER | | Yamaha - | | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|-------|--------------|
| IDEAL LAP TIME : 1:57.084 | | BEST LAP TIME : 1:57.084 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.868 | 2:05.514 | 62.52 | 8.430 | 09:47:30.314 |
| 2 - | 1:09.603 | 50.955 | 2:00.558 | 65.09 | 3.474 | 09:49:30.872 |
| 3 - | 1:09.457 | 50.183 | 1:59.640 (3) | 65.59 | 2.556 | 09:51:30.512 |
| 4 - | 1:09.432 | 49.687 | 1:59.119 (2) | 65.88 | 2.035 | 09:53:29.631 |

Weather / Track : Cloudy / Drying

Cadwell Park
Circuit Length = 2.1800 miles
Start: 09:45 Flag 09:54 End: 09:56

DFDS Seaways Yamaha Past Masters

RACE 15 - 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

5 - 1:07.585 49.499 1:57.084 (1) 67.02 09:55:26.715

| P14 83 C Paul GODBOLD | | Yamaha - Hill farm tree services | | | | |
|---------------------------|-----------------|----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.809 | | BEST LAP TIME : 1:57.124 | | DIFFERENCE : 0.315 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.456 | 2:06.327 | 62.12 | 9.203 | 09:47:31.127 |
| 2 - | 1:10.175 | 51.907 | 2:02.082 | 64.28 | 4.958 | 09:49:33.209 |
| 3 - | 1:09.197 | 48.550 | 1:57.747 (2) | 66.65 | 0.623 | 09:51:30.956 |
| 4 - | 1:09.613 | 50.230 | 1:59.843 (3) | 65.48 | 2.719 | 09:53:30.799 |
| 5 - | 1:08.259 | 48.865 | 1:57.124 (1) | 67.00 | | 09:55:27.923 |

| P15 70 C Andrew BURSCOUGH | | Yamaha - Apollo Tuning | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:59.057 | | BEST LAP TIME : 1:59.423 | | DIFFERENCE : 0.366 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.893 | 2:04.682 | 62.94 | 5.259 | 09:47:29.482 |
| 2 - | 1:09.877 | 50.560 | 2:00.437 | 65.16 | 1.014 | 09:49:29.919 |
| 3 - | 1:09.611 | 50.381 | 1:59.992 (2) | 65.40 | 0.569 | 09:51:29.911 |
| 4 - | 1:10.359 | 49.920 | 2:00.279 (3) | 65.24 | 0.856 | 09:53:30.190 |
| 5 - | 1:09.977 | 49.446 | 1:59.423 (1) | 65.71 | | 09:55:29.613 |

| P16 11 C Paul MIDDLETON | | Yamaha - Whizzard Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:58.793 | | BEST LAP TIME : 1:58.793 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.871 | 2:06.177 | 62.19 | 7.384 | 09:47:30.977 |
| 2 - | 1:09.765 | 51.940 | 2:01.705 | 64.48 | 2.912 | 09:49:32.682 |
| 3 - | 1:10.708 | 49.836 | 2:00.544 (3) | 65.10 | 1.751 | 09:51:33.226 |
| 4 - | 1:09.375 | 49.418 | 1:58.793 (1) | 66.06 | | 09:53:32.019 |
| 5 - | 1:09.572 | 49.764 | 1:59.336 (2) | 65.76 | 0.543 | 09:55:31.355 |

| P17 89 C Andrew TEMPEST | | Yamaha - TEMPEST REVIVALS/mar-ti titanium | | | | |
|---------------------------|-----------------|---|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:56.341 | | BEST LAP TIME : 1:57.049 | | DIFFERENCE : 0.708 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.676 | 2:09.923 | 60.40 | 12.874 | 09:47:34.723 |
| 2 - | 1:07.654 | 50.601 | 1:58.255 (2) | 66.36 | 1.206 | 09:49:32.978 |
| 3 - | 1:10.178 | 48.687 | 1:58.865 (3) | 66.02 | 1.816 | 09:51:31.843 |
| 4 - | 1:08.993 | 50.458 | 1:59.451 | 65.70 | 2.402 | 09:53:31.294 |
| 5 - | 1:08.332 | 48.717 | 1:57.049 (1) | 67.04 | | 09:55:28.343 |

| P18 60 R Daniel GOUGH | | Yamaha - G Force Motorcycles | | | | |
|---------------------------|-----------------|------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:01.341 | | BEST LAP TIME : 2:01.341 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.580 | 2:10.607 | 60.08 | 9.266 | 09:47:35.407 |
| 2 - | 1:11.389 | 51.258 | 2:02.647 (2) | 63.98 | 1.306 | 09:49:38.054 |
| 3 - | 1:12.304 | 51.897 | 2:04.201 | 63.18 | 2.860 | 09:51:42.255 |
| 4 - | 1:11.900 | 50.754 | 2:02.654 (3) | 63.98 | 1.313 | 09:53:44.909 |
| 5 - | 1:10.871 | 50.470 | 2:01.341 (1) | 64.67 | | 09:55:46.250 |

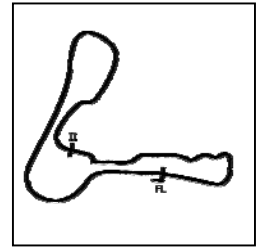
| P19 46 C Kevin MARSHALL | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:02.449 | | BEST LAP TIME : 2:02.796 | | DIFFERENCE : 0.347 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.724 | 2:11.929 | 59.48 | 9.133 | 09:47:36.729 |
| 2 - | 1:11.511 | 51.285 | 2:02.796 (1) | 63.91 | | 09:49:39.525 |
| 3 - | 1:12.226 | 51.165 | 2:03.391 (3) | 63.60 | 0.595 | 09:51:42.916 |
| 4 - | 1:12.038 | 50.938 | 2:02.976 (2) | 63.81 | 0.180 | 09:53:45.892 |
| 5 - | 1:12.422 | 51.781 | 2:04.203 | 63.18 | 1.407 | 09:55:50.095 |

Weather / Track : Cloudy / Drying

Cadwell Park
Circuit Length = 2.1800 miles
Start: 09:45 Flag 09:54 End: 09:56

DFDS Seaways Yamaha Past Masters

RACE 15 - 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

| P20 17 C | | David PATERSON | | Yamaha - Lots of overtime | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:03.951 | | BEST LAP TIME : 2:04.054 | | DIFFERENCE : 0.103 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.371 | 2:19.630 | 56.20 | 15.576 | 09:47:44.430 |
| 2 - | 1:12.762 | 51.626 | 2:04.388 (2) | 63.09 | 0.334 | 09:49:48.818 |
| 3 - | 1:12.325 | 51.729 | 2:04.054 (1) | 63.26 | | 09:51:52.872 |
| 4 - | 1:13.663 | 51.906 | 2:05.569 (3) | 62.50 | 1.515 | 09:53:58.441 |
| 5 - | 1:14.430 | 52.037 | 2:06.467 | 62.05 | 2.413 | 09:56:04.908 |

| P21 42 C | | Martin PEARSON | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:08.869 | | BEST LAP TIME : 2:08.873 | | DIFFERENCE : 0.004 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.508 | 2:19.557 | 56.23 | 10.684 | 09:47:44.357 |
| 2 - | 1:16.519 | 54.068 | 2:10.587 (3) | 60.09 | 1.714 | 09:49:54.944 |
| 3 - | 1:16.759 | 54.416 | 2:11.175 | 59.82 | 2.302 | 09:52:06.119 |
| 4 - | 1:15.853 | 53.367 | 2:09.220 (2) | 60.73 | 0.347 | 09:54:15.339 |
| 5 - | 1:15.502 | 53.371 | 2:08.873 (1) | 60.89 | | 09:56:24.212 |

| P22 98 C | | Sarah ENGLISH | | Yamaha - Tempest Revivals | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:19.034 | | BEST LAP TIME : 2:20.613 | | DIFFERENCE : 1.579 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:02.263 | 2:35.150 | 50.58 | 14.537 | 09:47:59.950 |
| 2 - | 1:22.655 | 1:00.596 | 2:23.251 (3) | 54.78 | 2.638 | 09:50:23.201 |
| 3 - | 1:21.480 | 59.133 | 2:20.613 (1) | 55.81 | | 09:52:43.814 |
| 4 - | 1:19.901 | 1:01.285 | 2:21.186 (2) | 55.58 | 0.573 | 09:55:05.000 |

| P23 99 | | Chris ROGERS | | Yamaha - CB Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:56.783 | | BEST LAP TIME : 1:58.253 | | DIFFERENCE : 1.470 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.532 | 2:00.780 | 64.97 | 2.527 | 09:47:25.580 |
| 2 - | 1:08.251 | 50.002 | 1:58.253 (1) | 66.36 | | 09:49:23.833 |

| P24 23 C | | Zak PERRIN | | Yamaha - | | |
|------------------|----------|-----------------|----------|--------------|------|--------------|
| IDEAL LAP TIME : | | BEST LAP TIME : | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:03.203 | 2:41.502 | 48.59 | | 09:48:06.302 |

Weather / Track : Cloudy / Drying

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 09:45 Flag 09:54 End: 09:56

DFDS Seaways Yamaha Past Masters

RACE 15 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|-----------------|-----|-----------|-------------------------|-----|-----|-----------|----------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 19 | BRANTON | 1:00.826 | 13 | EDMONDSON | 45.131 | 1 | 19 | BRANTON | 1:46.253 | 1:46.253 | 0.000 |
| 2 | 2 | HUFF | 1:04.326 | 19 | BRANTON | 45.427 | 2 | 13 | EDMONDSON | 1:49.584 | 1:50.297 | 0.713 |
| 3 | 13 | EDMONDSON | 1:04.453 | 81 | GRANT | 45.961 | 3 | 81 | GRANT | 1:50.717 | 1:50.717 | 0.000 |
| 4 | 81 | GRANT | 1:04.756 | 4 | HALIL | 46.862 | 4 | 4 | HALIL | 1:51.828 | 1:51.828 | 0.000 |
| 5 | 88 | STANLEY | 1:04.837 | 41 | ABRAHAM | 46.909 | 5 | 41 | ABRAHAM | 1:51.965 | 1:51.965 | 0.000 |
| 6 | 4 | HALIL | 1:04.966 | 88 | STANLEY | 47.407 | 6 | 88 | STANLEY | 1:52.244 | 1:52.324 | 0.080 |
| 7 | 41 | ABRAHAM | 1:05.056 | 125 | MILES | 47.693 | 7 | 2 | HUFF | 1:52.276 | 1:53.378 | 1.102 |
| 8 | 9 | WRIGHT | 1:05.167 | 57 | MOOK | 47.793 | 8 | 9 | WRIGHT | 1:53.649 | 1:53.957 | 0.308 |
| 9 | 40 | BEACOCK | 1:05.604 | 2 | HUFF | 47.950 | 9 | 40 | BEACOCK | 1:54.286 | 1:54.286 | 0.000 |
| 10 | 74 | WHITBY | 1:06.398 | 9 | WRIGHT | 48.482 | 10 | 125 | MILES | 1:54.488 | 1:54.761 | 0.273 |
| 11 | 125 | MILES | 1:06.795 | 99 | ROGERS | 48.532 | 11 | 57 | MOOK | 1:54.671 | 1:55.415 | 0.744 |
| 12 | 57 | MOOK | 1:06.878 | 83 | GODBOLD | 48.550 | 12 | 74 | WHITBY | 1:55.711 | 1:56.038 | 0.327 |
| 13 | 21 | HUNTER | 1:07.585 | 40 | BEACOCK | 48.682 | 13 | 89 | TEMPEST | 1:56.341 | 1:57.049 | 0.708 |
| 14 | 89 | TEMPEST | 1:07.654 | 89 | TEMPEST | 48.687 | 14 | 99 | ROGERS | 1:56.783 | 1:58.253 | 1.470 |
| 15 | 99 | ROGERS | 1:08.251 | 74 | WHITBY | 49.313 | 15 | 83 | GODBOLD | 1:56.809 | 1:57.124 | 0.315 |
| 16 | 83 | GODBOLD | 1:08.259 | 11 | MIDDLETON | 49.418 | 16 | 21 | HUNTER | 1:57.084 | 1:57.084 | 0.000 |
| 17 | 11 | MIDDLETON | 1:09.375 | 70 | BURSCOUGH | 49.446 | 17 | 11 | MIDDLETON | 1:58.793 | 1:58.793 | 0.000 |
| 18 | 70 | BURSCOUGH | 1:09.611 | 21 | HUNTER | 49.499 | 18 | 70 | BURSCOUGH | 1:59.057 | 1:59.423 | 0.366 |
| 19 | 60 | GOUGH | 1:10.871 | 60 | GOUGH | 50.470 | 19 | 60 | GOUGH | 2:01.341 | 2:01.341 | 0.000 |
| 20 | 46 | MARSHALL | 1:11.511 | 46 | MARSHALL | 50.938 | 20 | 46 | MARSHALL | 2:02.449 | 2:02.796 | 0.347 |
| 21 | 17 | PATERSON | 1:12.325 | 17 | PATERSON | 51.626 | 21 | 17 | PATERSON | 2:03.951 | 2:04.054 | 0.103 |
| 22 | 42 | PEARSON | 1:15.502 | 42 | PEARSON | 53.367 | 22 | 42 | PEARSON | 2:08.869 | 2:08.873 | 0.004 |
| 23 | 98 | ENGLISH | 1:19.901 | 98 | ENGLISH | 59.133 | 23 | 98 | ENGLISH | 2:19.034 | 2:20.613 | 1.579 |
| 24 | | | | 23 | PERRIN | 1:03.203 | 24 | 23 | PERRIN | | | |

PERFECT LAP 1:45.957

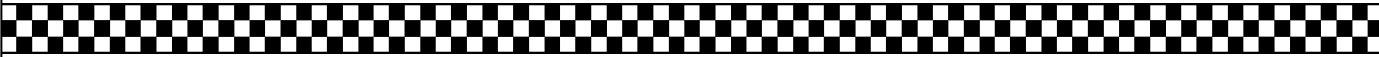
Weather / Track : Cloudy / Drying

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 09:45 Flag 09:54 End: 09:56

Printed - 10:01 Sunday, 29 April 2018

**DFDS Seaways Yamaha Past Masters
RACE 7 - GRID (8 Laps)**

| | | | | | | |
|--|----|--------------------------------------|----|--------------------------------------|----|--|
| ROW 10 | 28 | 67 Mark BAILEY | 29 | 8 Peter MANNERING | 1 | |
| ROW 9 | 25 | 101 Andrew DAVIES | 26 | 97 Reece GUYETT | 27 | 14 John HARRISON |
| ROW 8 | 22 | 2:08.873 42 Martin PEARSON | 23 | 2:20.613 98 Sarah ENGLISH | 24 | 23 Zak PERRIN |
| ROW 7 | 19 | 2:01.341 60 Daniel GOUGH | 20 | 2:02.796 46 Kevin MARSHALL | 21 | 2:04.054 17 David PATERSON |
| ROW 6 | 16 | 1:58.253 99 Chris ROGERS | 17 | 1:58.793 11 Paul MIDDLETON | 18 | 1:59.423 70 Andrew BURSCOUGH |
| ROW 5 | 13 | 1:57.049 89 Andrew TEMPEST | 14 | 1:57.084 21 Ben HUNTER | 15 | 1:57.124 83 Paul GODBOLD |
| ROW 4 | 10 | 1:54.761 125 Ben MILES | 11 | 1:55.415 57 Geoff MOOK | 12 | 1:56.038 74 Paul WHITBY |
| ROW 3 | 7 | 1:53.378 2 Lee HUFF | 8 | 1:53.957 9 Dan WRIGHT | 9 | 1:54.286 40 Douglas BEACOCK |
| ROW 2 | 4 | 1:51.828 4 Denis HALIL | 5 | 1:51.965 41 David ABRAHAM | 6 | 1:52.324 88 Michael STANLEY |
| ROW 1 | 1 | 1:46.253 19 Peter BRANTON | 2 | 1:50.297 13 Doug EDMONDSON | 3 | 1:50.717 81 Scott GRANT |
| Pole | | | | | | |
|  | | | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | | |
|-------------------|--|--------------|
| Clerk Of Course : | | Timekeeper : |
|-------------------|--|--------------|

Results can be found at www.tsl-timing.com

Printed - 10:09 Sunday, 29 April 2018



DFDS Seaways Yamaha Past Masters

RACE 7 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|--------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 19 | | 1 Peter BRANTON | Yamaha - | 8 | 14:07.632 | | | 74.07 | 1:44.626 | 5 |
| 2 | 13 | | 2 Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 8 | 14:17.355 | 9.723 | 9.723 | 73.23 | 1:45.241 | 3 |
| 3 | 81 | | 3 Scott GRANT | Yamaha - SEAGER engineering/ Motaa Cycle Parts | 8 | 14:35.897 | 28.265 | 18.542 | 71.68 | 1:47.803 | 5 |
| 4 | 41 | | 4 David ABRAHAM | Yamaha - Cambridge Motorcycles | 8 | 14:46.384 | 38.752 | 10.487 | 70.83 | 1:49.076 | 6 |
| 5 | 125 | | 5 Ben MILES | Yamaha - Gibson Exhaust | 8 | 14:49.026 | 41.394 | 2.642 | 70.62 | 1:48.609 | 6 |
| 6 | 88 | | 6 Michael STANLEY | Yamaha - | 8 | 15:00.150 | 52.518 | 11.124 | 69.74 | 1:50.130 | 7 |
| 7 | 4 | | 7 Denis HALIL | Yamaha - D & A AUTOS | 8 | 15:00.177 | 52.545 | 0.027 | 69.74 | 1:51.196 | 4 |
| 8 | 74 | | 8 Paul WHITBY | Yamaha - | 8 | 15:09.882 | 1:02.250 | 9.705 | 69.00 | 1:51.535 | 7 |
| 9 | 40 | C | 1 Douglas BEACOCK | Yamaha - | 8 | 15:21.216 | 1:13.584 | 11.334 | 68.15 | 1:52.888 | 8 |
| 10 | 97 | | 9 Reece GUYETT | Yamaha - rose mot | 8 | 15:21.707 | 1:14.075 | 0.491 | 68.11 | 1:52.044 | 8 |
| 11 | 70 | C | 2 Andrew BURSCOUGH | Yamaha - Apollo Tuning | 8 | 15:23.272 | 1:15.640 | 1.565 | 68.00 | 1:53.803 | 3 |
| 12 | 99 | | 10 Chris ROGERS | Yamaha - CB Racing | 8 | 15:23.548 | 1:15.916 | 0.276 | 67.98 | 1:51.302 | 7 |
| 13 | 57 | R | 1 Geoff MOOK | Yamaha - | 8 | 15:24.161 | 1:16.529 | 0.613 | 67.93 | 1:52.940 | 6 |
| 14 | 89 | C | 3 Andrew TEMPEST | Yamaha - TEMPEST REVIVALS/mar-ti titanium | 8 | 15:26.061 | 1:18.429 | 1.900 | 67.79 | 1:52.779 | 8 |
| 15 | 83 | C | 4 Paul GODBOLD | Yamaha - Hill farm tree services | 8 | 15:51.430 | 1:43.798 | 25.369 | 65.98 | 1:57.551 | 8 |
| 16 | 60 | R | 2 Daniel GOUGH | Yamaha - G Force Motorcycles | 8 | 16:02.892 | 1:55.260 | 11.462 | 65.20 | 1:57.938 | 7 |
| 17 | 11 | C | 5 Paul MIDDLETON | Yamaha - Whizzard Racing | 8 | 16:03.239 | 1:55.607 | 0.347 | 65.18 | 1:58.136 | 7 |
| 18 | 46 | C | 6 Kevin MARSHALL | Yamaha - | 7 | 14:23.282 | 1 Lap | 1 Lap | 63.63 | 2:00.824 | 3 |
| 19 | 17 | C | 7 David PATERSON | Yamaha - Lots of overtime | 7 | 14:38.473 | 1 Lap | 15.191 | 62.53 | 2:03.250 | 4 |
| 20 | 42 | C | 8 Martin PEARSON | Yamaha - | 7 | 15:05.685 | 1 Lap | 27.212 | 60.65 | 2:06.165 | 5 |
| 21 | 98 | C | 9 Sarah ENGLISH | Yamaha - Tempest Revivals | 6 | 14:40.261 | 2 Laps | 1 Lap | 53.49 | 2:22.235 | 6 |
| 22 | 23 | C | 10 Zak PERRIN | Yamaha - | 6 | 15:24.592 | 2 Laps | 44.331 | 50.92 | 2:30.128 | 5 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|---|------------|----------|---|----------|--------|--------|-------|--|--|
| DNF | 21 | | Ben HUNTER | Yamaha - | 1 | 2:04.963 | 7 Laps | 5 Laps | 62.80 | | |
| DNF | 2 | C | Lee HUFF | Yamaha - | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | | | | |
|----|---|--|----------------|---|---|----------|--|-----------|------------|--|--|
| 19 | | | Peter BRANTON | Yamaha - | 5 | 1:44.626 | | 75.01 mph | 120.71 kph | | |
| 89 | C | | Andrew TEMPEST | Yamaha - TEMPEST REVIVALS/mar-ti titanium | 8 | 1:52.779 | | 69.58 mph | 111.99 kph | | |
| 57 | R | | Geoff MOOK | Yamaha - | 6 | 1:52.940 | | 69.48 mph | 111.83 kph | | |

Class - 92.5% of Race Speed = 68.51 mph
 Class C - 92.5% of Race Speed = 63.03 mph
 Class R - 92.5% of Race Speed = 62.83 mph

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 13:53 Flag 14:07 End: 14:09

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 14:10 Sunday, 29 April 2018



DFDS Seaways Yamaha Past Masters

RACE 7 - LAP CHART

LAP 1 @ 13:55:09.811

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:50.757 |
| 13 | 0.714 | 1:51.471 |
| 81 | 1.769 | 1:52.526 |
| 4 | 6.618 | 1:57.375 |
| 41 | 6.880 | 1:57.637 |
| 125 | 8.693 | 1:59.450 |
| 40 | 8.934 | 1:59.691 |
| 70 | 9.451 | 2:00.208 |
| 74 | 10.115 | 2:00.872 |
| 88 | 10.769 | 2:01.526 |
| 57 | 11.445 | 2:02.202 |
| 21 | 14.206 | 2:04.963 |
| 97 | 14.293 | 2:05.050 |
| 83 | 14.636 | 2:05.393 |
| 89 | 15.894 | 2:06.651 |
| 99 | 16.055 | 2:06.812 |
| 60 | 16.719 | 2:07.476 |
| 11 | 17.963 | 2:08.720 |
| 46 | 18.391 | 2:09.148 |
| 17 | 23.762 | 2:14.519 |
| 42 | 27.813 | 2:18.570 |
| 98 | 48.072 | 2:38.829 |
| 23 | 51.750 | 2:42.507 |

LAP 2 @ 13:56:55.024

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:45.213 |
| 13 | 0.756 | 1:45.255 |
| 81 | 4.790 | 1:48.234 |
| 41 | 11.424 | 1:49.757 |
| 4 | 13.293 | 1:51.888 |
| 125 | 13.963 | 1:50.483 |
| 40 | 17.455 | 1:53.734 |
| 74 | 17.769 | 1:52.867 |
| 88 | 18.252 | 1:52.696 |
| 70 | 19.003 | 1:54.765 |
| 57 | 21.915 | 1:55.683 |
| 97 | 23.161 | 1:54.081 |
| 89 | 25.501 | 1:54.820 |
| 83 | 27.488 | 1:58.065 |
| 99 | 27.866 | 1:57.024 |
| 60 | 31.253 | 1:59.747 |
| 11 | 31.703 | 1:58.953 |
| 46 | 34.083 | 2:00.905 |
| 17 | 42.225 | 2:03.676 |
| 42 | 51.745 | 2:09.145 |
| 98 | 1:28.494 | 2:25.635 |
| 23 | 1:39.808 | 2:33.271 |

LAP 3 @ 13:58:39.820

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:44.796 |
| 13 | 1.201 | 1:45.241 |
| 81 | 8.889 | 1:48.895 |
| 41 | 15.892 | 1:49.264 |
| 125 | 18.752 | 1:49.585 |
| 4 | 19.717 | 1:51.220 |
| 88 | 25.399 | 1:51.943 |
| 74 | 26.046 | 1:53.073 |
| 40 | 27.725 | 1:55.066 |
| 70 | 28.010 | 1:53.803 |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

| | | |
|----|----------|----------|
| 97 | 32.191 | 1:53.826 |
| 57 | 32.261 | 1:55.142 |
| 89 | 33.981 | 1:53.276 |
| 99 | 37.782 | 1:54.712 |
| 83 | 40.485 | 1:57.793 |
| 60 | 46.854 | 2:00.397 |
| 11 | 46.933 | 2:00.026 |
| 46 | 50.111 | 2:00.824 |
| 17 | 1:01.535 | 2:04.106 |
| 42 | 1:15.374 | 2:08.425 |

LAP 4 @ 14:00:25.479

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:45.659 |
| 13 | 1.557 | 1:46.015 |
| 81 | 13.229 | 1:49.999 |
| 41 | 21.229 | 1:50.996 |
| 98 | 1 Lap | 2:24.079 |
| 125 | 23.147 | 1:50.054 |
| 4 | 25.254 | 1:51.196 |
| 88 | 31.064 | 1:51.324 |
| 74 | 33.861 | 1:53.474 |
| 40 | 36.935 | 1:54.869 |
| 70 | 37.512 | 1:55.161 |
| 97 | 40.376 | 1:53.844 |
| 57 | 41.379 | 1:54.777 |
| 89 | 43.343 | 1:55.021 |
| 23 | 1 Lap | 2:34.641 |
| 99 | 45.242 | 1:53.119 |
| 83 | 53.539 | 1:58.713 |
| 11 | 1:00.059 | 1:58.785 |
| 60 | 1:00.723 | 1:59.528 |
| 46 | 1:06.310 | 2:01.858 |
| 17 | 1:19.126 | 2:03.250 |
| 42 | 1:36.679 | 2:06.964 |

LAP 5 @ 14:02:10.105

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:44.626 |
| 13 | 2.311 | 1:45.380 |
| 81 | 16.406 | 1:47.803 |
| 41 | 26.152 | 1:49.549 |
| 125 | 28.391 | 1:49.870 |
| 4 | 32.822 | 1:52.194 |
| 88 | 37.632 | 1:51.194 |
| 74 | 41.631 | 1:52.396 |
| 40 | 48.162 | 1:55.853 |
| 70 | 48.394 | 1:55.508 |
| 97 | 50.474 | 1:54.724 |
| 57 | 51.071 | 1:54.318 |
| 89 | 53.653 | 1:54.936 |
| 99 | 56.222 | 1:55.606 |
| 98 | 1 Lap | 2:25.423 |
| 83 | 1:06.751 | 1:57.838 |
| 60 | 1:15.501 | 1:59.404 |
| 11 | 1:16.526 | 2:01.093 |
| 46 | 1:25.904 | 2:04.220 |
| 23 | 1 Lap | 2:32.720 |
| 17 | 1:37.956 | 2:03.456 |

LAP 6 @ 14:03:55.205

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 19 | | 1:45.100 |

| | | |
|-----|----------|----------|
| 13 | 4.311 | 1:47.100 |
| 42 | 1 Lap | 2:06.165 |
| 81 | 19.505 | 1:48.199 |
| 41 | 30.128 | 1:49.076 |
| 125 | 31.900 | 1:48.609 |
| 4 | 39.273 | 1:51.551 |
| 88 | 43.159 | 1:50.627 |
| 74 | 48.930 | 1:52.399 |
| 70 | 58.270 | 1:54.976 |
| 40 | 58.517 | 1:55.455 |
| 57 | 58.911 | 1:52.940 |
| 97 | 59.312 | 1:53.938 |
| 99 | 1:03.222 | 1:52.100 |
| 89 | 1:03.342 | 1:54.789 |
| 83 | 1:20.006 | 1:58.355 |
| 11 | 1:29.621 | 1:58.195 |
| 60 | 1:30.111 | 1:59.710 |
| 98 | 1 Lap | 2:24.060 |
| 46 | 1:43.882 | 2:03.078 |

LAP 7 @ 14:05:40.533

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:45.328 |
| 13 | 6.565 | 1:47.582 |
| 17 | 1 Lap | 2:05.750 |
| 81 | 23.656 | 1:49.479 |
| 23 | 2 Laps | 2:30.128 |
| 41 | 34.159 | 1:49.359 |
| 42 | 1 Lap | 2:06.565 |
| 125 | 35.964 | 1:49.392 |
| 4 | 45.707 | 1:51.762 |
| 88 | 47.961 | 1:50.130 |
| 74 | 55.137 | 1:51.535 |
| 40 | 1:06.849 | 1:53.660 |
| 70 | 1:07.590 | 1:54.648 |
| 97 | 1:08.184 | 1:54.200 |
| 57 | 1:08.701 | 1:55.118 |
| 99 | 1:09.196 | 1:51.302 |
| 89 | 1:11.803 | 1:53.789 |
| 83 | 1:32.400 | 1:57.722 |
| 11 | 1:42.429 | 1:58.136 |
| 60 | 1:42.721 | 1:57.938 |

LAP 8 @ 14:07:26.686

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:46.153 |
| 13 | 9.723 | 1:49.311 |
| 46 | 1 Lap | 2:03.249 |
| 81 | 28.265 | 1:50.762 |
| 17 | 1 Lap | 2:03.716 |
| 98 | 2 Laps | 2:22.235 |
| 41 | 38.752 | 1:50.746 |
| 125 | 41.394 | 1:51.583 |
| 88 | 52.518 | 1:50.710 |
| 4 | 52.545 | 1:52.991 |
| 42 | 1 Lap | 2:09.851 |
| 74 | 1:02.250 | 1:53.266 |
| 40 | 1:13.584 | 1:52.888 |
| 97 | 1:14.075 | 1:52.044 |
| 70 | 1:15.640 | 1:54.203 |
| 99 | 1:15.916 | 1:52.873 |
| 57 | 1:16.529 | 1:53.981 |
| 23 | 2 Laps | 2:31.325 |
| 89 | 1:18.429 | 1:52.779 |

| | | |
|----|----------|----------|
| 83 | 1:43.798 | 1:57.551 |
| 60 | 1:55.260 | 1:58.692 |
| 11 | 1:55.607 | 1:59.331 |

Cadwell Park

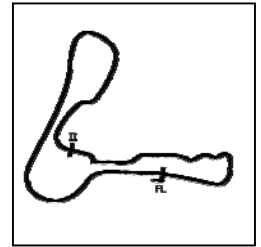
Circuit Length = 2.1800 miles

Start: 13:53 Flag 14:07 End: 14:09

Printed - 14:13 Sunday, 29 April 2018

DFDS Seaways Yamaha Past Masters

RACE 7 - 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 19 Peter BRANTON | | Yamaha - | | | | |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:44.130 | | BEST LAP TIME : 1:44.626 | | DIFFERENCE : 0.496 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.385 | 1:50.757 | 70.85 | 6.131 | 13:55:09.811 |
| 2 - | 1:00.790 | 44.423 | 1:45.213 | 74.59 | 0.587 | 13:56:55.024 |
| 3 - | 1:00.104 | 44.692 | 1:44.796 (2) | 74.88 | 0.170 | 13:58:39.820 |
| 4 - | 1:01.205 | 44.454 | 1:45.659 | 74.27 | 1.033 | 14:00:25.479 |
| 5 - | 59.995 | 44.631 | 1:44.626 (1) | 75.01 | | 14:02:10.105 |
| 6 - | 1:00.965 | 44.135 | 1:45.100 (3) | 74.67 | 0.474 | 14:03:55.205 |
| 7 - | 1:01.171 | 44.157 | 1:45.328 | 74.51 | 0.702 | 14:05:40.533 |
| 8 - | 1:01.718 | 44.435 | 1:46.153 | 73.93 | 1.527 | 14:07:26.686 |

| P2 13 Doug EDMONDSON | | Yamaha - Mungo what could possibly go wrong | | | | |
|---------------------------|-----------------|---|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:45.094 | | BEST LAP TIME : 1:45.241 | | DIFFERENCE : 0.147 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.123 | 1:51.471 | 70.40 | 6.230 | 13:55:10.525 |
| 2 - | 1:01.613 | 43.642 | 1:45.255 (2) | 74.56 | 0.014 | 13:56:55.780 |
| 3 - | 1:01.484 | 43.757 | 1:45.241 (1) | 74.57 | | 13:58:41.021 |
| 4 - | 1:02.263 | 43.752 | 1:46.015 | 74.02 | 0.774 | 14:00:27.036 |
| 5 - | 1:01.770 | 43.610 | 1:45.380 (3) | 74.47 | 0.139 | 14:02:12.416 |
| 6 - | 1:03.027 | 44.073 | 1:47.100 | 73.27 | 1.859 | 14:03:59.516 |
| 7 - | 1:02.656 | 44.926 | 1:47.582 | 72.94 | 2.341 | 14:05:47.098 |
| 8 - | 1:03.319 | 45.992 | 1:49.311 | 71.79 | 4.070 | 14:07:36.409 |

| P3 81 Scott GRANT | | Yamaha - SEAGER engineering/ Motaa Cycle Parts | | | | |
|---------------------------|-----------------|--|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:47.446 | | BEST LAP TIME : 1:47.803 | | DIFFERENCE : 0.357 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.607 | 1:52.526 | 69.74 | 4.723 | 13:55:11.580 |
| 2 - | 1:02.839 | 45.395 | 1:48.234 (3) | 72.51 | 0.431 | 13:56:59.814 |
| 3 - | 1:03.415 | 45.480 | 1:48.895 | 72.07 | 1.092 | 13:58:48.709 |
| 4 - | 1:03.471 | 46.528 | 1:49.999 | 71.34 | 2.196 | 14:00:38.708 |
| 5 - | 1:02.862 | 44.941 | 1:47.803 (1) | 72.80 | | 14:02:26.511 |
| 6 - | 1:03.098 | 45.101 | 1:48.199 (2) | 72.53 | 0.396 | 14:04:14.710 |
| 7 - | 1:03.357 | 46.122 | 1:49.479 | 71.68 | 1.676 | 14:06:04.189 |
| 8 - | 1:03.350 | 47.412 | 1:50.762 | 70.85 | 2.959 | 14:07:54.951 |

| P4 41 David ABRAHAM | | Yamaha - Cambridge Motorcycles | | | | |
|---------------------------|-----------------|--------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:48.810 | | BEST LAP TIME : 1:49.076 | | DIFFERENCE : 0.266 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.900 | 1:57.637 | 66.71 | 8.561 | 13:55:16.691 |
| 2 - | 1:03.780 | 45.977 | 1:49.757 | 71.50 | 0.681 | 13:57:06.448 |
| 3 - | 1:03.708 | 45.556 | 1:49.264 (2) | 71.82 | 0.188 | 13:58:55.712 |
| 4 - | 1:04.280 | 46.716 | 1:50.996 | 70.70 | 1.920 | 14:00:46.708 |
| 5 - | 1:04.097 | 45.452 | 1:49.549 | 71.63 | 0.473 | 14:02:36.257 |
| 6 - | 1:03.974 | 45.102 | 1:49.076 (1) | 71.95 | | 14:04:25.333 |
| 7 - | 1:03.745 | 45.614 | 1:49.359 (3) | 71.76 | 0.283 | 14:06:14.692 |
| 8 - | 1:04.982 | 45.764 | 1:50.746 | 70.86 | 1.670 | 14:08:05.438 |

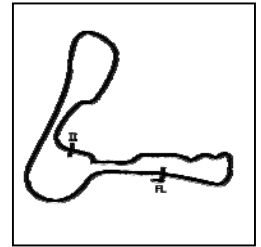
| P5 125 Ben MILES | | Yamaha - Gibson Exhaust | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:48.609 | | BEST LAP TIME : 1:48.609 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.258 | 1:59.450 | 65.70 | 10.841 | 13:55:18.504 |
| 2 - | 1:04.733 | 45.750 | 1:50.483 | 71.03 | 1.874 | 13:57:08.987 |
| 3 - | 1:03.912 | 45.673 | 1:49.585 (3) | 71.61 | 0.976 | 13:58:58.572 |
| 4 - | 1:04.277 | 45.777 | 1:50.054 | 71.31 | 1.445 | 14:00:48.626 |
| 5 - | 1:04.379 | 45.491 | 1:49.870 | 71.43 | 1.261 | 14:02:38.496 |
| 6 - | 1:03.262 | 45.347 | 1:48.609 (1) | 72.25 | | 14:04:27.105 |
| 7 - | 1:03.756 | 45.636 | 1:49.392 (2) | 71.74 | 0.783 | 14:06:16.497 |
| 8 - | 1:05.452 | 46.131 | 1:51.583 | 70.33 | 2.974 | 14:08:08.080 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 13:53 Flag 14:07 End: 14:09

DFDS Seaways Yamaha Past Masters

RACE 7 - 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

| | | | | | | |
|---------------------------|-----------|--------------------------|----------|--------------------|--|--|
| P6 | 88 | Michael STANLEY | Yamaha - | | | |
| IDEAL LAP TIME : 1:50.130 | | BEST LAP TIME : 1:50.130 | | DIFFERENCE : 0.000 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|--------|---------------------|
| 1 - | | 47.855 | 2:01.526 | 64.57 | 11.396 | 13:55:20.580 |
| 2 - | 1:05.248 | 47.448 | 1:52.696 | 69.63 | 2.566 | 13:57:13.276 |
| 3 - | 1:04.928 | 47.015 | 1:51.943 | 70.10 | 1.813 | 13:59:05.219 |
| 4 - | 1:04.373 | 46.951 | 1:51.324 | 70.49 | 1.194 | 14:00:56.543 |
| 5 - | 1:04.820 | 46.374 | 1:51.194 | 70.57 | 1.064 | 14:02:47.737 |
| 6 - | 1:04.422 | 46.205 | 1:50.627 (2) | 70.94 | 0.497 | 14:04:38.364 |
| 7 - | 1:04.159 | 45.971 | 1:50.130 (1) | 71.26 | | 14:06:28.494 |
| 8 - | 1:04.248 | 46.462 | 1:50.710 (3) | 70.88 | 0.580 | 14:08:19.204 |

| | | | | | | |
|---------------------------|----------|--------------------------|----------------------|--------------------|--|--|
| P7 | 4 | Denis HALIL | Yamaha - D & A AUTOS | | | |
| IDEAL LAP TIME : 1:51.019 | | BEST LAP TIME : 1:51.196 | | DIFFERENCE : 0.177 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 46.800 | 1:57.375 | 66.86 | 6.179 | 13:55:16.429 |
| 2 - | 1:05.480 | 46.408 | 1:51.888 | 70.14 | 0.692 | 13:57:08.317 |
| 3 - | 1:05.067 | 46.153 | 1:51.220 (2) | 70.56 | 0.024 | 13:58:59.537 |
| 4 - | 1:04.866 | 46.330 | 1:51.196 (1) | 70.57 | | 14:00:50.733 |
| 5 - | 1:05.679 | 46.515 | 1:52.194 | 69.95 | 0.998 | 14:02:42.927 |
| 6 - | 1:05.068 | 46.483 | 1:51.551 (3) | 70.35 | 0.355 | 14:04:34.478 |
| 7 - | 1:05.370 | 46.392 | 1:51.762 | 70.22 | 0.566 | 14:06:26.240 |
| 8 - | 1:06.587 | 46.404 | 1:52.991 | 69.45 | 1.795 | 14:08:19.231 |

| | | | | | | |
|---------------------------|-----------|--------------------------|----------|--------------------|--|--|
| P8 | 74 | Paul WHITBY | Yamaha - | | | |
| IDEAL LAP TIME : 1:51.535 | | BEST LAP TIME : 1:51.535 | | DIFFERENCE : 0.000 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 47.555 | 2:00.872 | 64.92 | 9.337 | 13:55:19.926 |
| 2 - | 1:04.924 | 47.943 | 1:52.867 | 69.53 | 1.332 | 13:57:12.793 |
| 3 - | 1:04.860 | 48.213 | 1:53.073 | 69.40 | 1.538 | 13:59:05.866 |
| 4 - | 1:04.975 | 48.499 | 1:53.474 | 69.16 | 1.939 | 14:00:59.340 |
| 5 - | 1:05.476 | 46.920 | 1:52.396 (2) | 69.82 | 0.861 | 14:02:51.736 |
| 6 - | 1:05.310 | 47.089 | 1:52.399 (3) | 69.82 | 0.864 | 14:04:44.135 |
| 7 - | 1:04.766 | 46.769 | 1:51.535 (1) | 70.36 | | 14:06:35.670 |
| 8 - | 1:05.265 | 48.001 | 1:53.266 | 69.28 | 1.731 | 14:08:28.936 |

| | | | | | | |
|---------------------------|-------------|--------------------------|----------|--------------------|--|--|
| P9 | 40 C | Douglas BEACOCK | Yamaha - | | | |
| IDEAL LAP TIME : 1:52.561 | | BEST LAP TIME : 1:52.888 | | DIFFERENCE : 0.327 | | |

| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 48.083 | 1:59.691 | 65.56 | 6.803 | 13:55:18.745 |
| 2 - | 1:05.411 | 48.323 | 1:53.734 (3) | 69.00 | 0.846 | 13:57:12.479 |
| 3 - | 1:06.191 | 48.875 | 1:55.066 | 68.20 | 2.178 | 13:59:07.545 |
| 4 - | 1:05.765 | 49.104 | 1:54.869 | 68.32 | 1.981 | 14:01:02.414 |
| 5 - | 1:06.970 | 48.883 | 1:55.853 | 67.74 | 2.965 | 14:02:58.267 |
| 6 - | 1:07.451 | 48.004 | 1:55.455 | 67.97 | 2.567 | 14:04:53.722 |
| 7 - | 1:06.018 | 47.642 | 1:53.660 (2) | 69.04 | 0.772 | 14:06:47.382 |
| 8 - | 1:04.919 | 47.969 | 1:52.888 (1) | 69.52 | | 14:08:40.270 |

| | | | | | | |
|---------------------------|-----------|--------------------------|-------------------|--------------------|--|--|
| P10 | 97 | Reece GUYETT | Yamaha - rose mot | | | |
| IDEAL LAP TIME : 1:52.013 | | BEST LAP TIME : 1:52.044 | | DIFFERENCE : 0.031 | | |

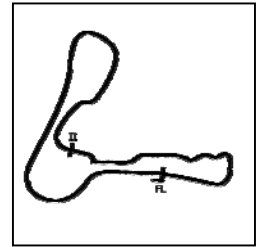
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
|-----|----------|---------------|--------------|-------|--------|--------------|
| 1 - | | 48.962 | 2:05.050 | 62.75 | 13.006 | 13:55:24.104 |
| 2 - | 1:06.413 | 47.668 | 1:54.081 | 68.79 | 2.037 | 13:57:18.185 |
| 3 - | 1:06.526 | 47.300 | 1:53.826 (2) | 68.94 | 1.782 | 13:59:12.011 |
| 4 - | 1:06.067 | 47.777 | 1:53.844 (3) | 68.93 | 1.800 | 14:01:05.855 |
| 5 - | 1:05.997 | 48.727 | 1:54.724 | 68.40 | 2.680 | 14:03:00.579 |
| 6 - | 1:05.770 | 48.168 | 1:53.938 | 68.88 | 1.894 | 14:04:54.517 |
| 7 - | 1:06.000 | 48.200 | 1:54.200 | 68.72 | 2.156 | 14:06:48.717 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 13:53 Flag 14:07 End: 14:09

DFDS Seaways Yamaha Past Masters

RACE 7 - 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

8 - 1:04.713 47.331 **1:52.044 (1)** **70.04** **14:08:40.761**

| P11 70 C | | Andrew BURSCOUGH | | Yamaha - Apollo Tuning | | |
|---------------------------|-----------------|--------------------------|---------------------|------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.064 | | BEST LAP TIME : 1:53.803 | | DIFFERENCE : 0.739 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.408 | 2:00.208 | 65.28 | 6.405 | 13:55:19.262 |
| 2 - | 1:06.859 | 47.906 | 1:54.765 | 68.38 | 0.962 | 13:57:14.027 |
| 3 - | 1:05.656 | 48.147 | 1:53.803 (1) | 68.96 | | 13:59:07.830 |
| 4 - | 1:06.216 | 48.945 | 1:55.161 | 68.14 | 1.358 | 14:01:02.991 |
| 5 - | 1:06.695 | 48.813 | 1:55.508 | 67.94 | 1.705 | 14:02:58.499 |
| 6 - | 1:06.743 | 48.233 | 1:54.976 | 68.25 | 1.173 | 14:04:53.475 |
| 7 - | 1:06.555 | 48.093 | 1:54.648 (3) | 68.45 | 0.845 | 14:06:48.123 |
| 8 - | 1:05.805 | 48.398 | 1:54.203 (2) | 68.72 | 0.400 | 14:08:42.326 |

| P12 99 | | Chris ROGERS | | Yamaha - CB Racing | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:51.302 | | BEST LAP TIME : 1:51.302 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.264 | 2:06.812 | 61.88 | 15.510 | 13:55:25.866 |
| 2 - | 1:09.123 | 47.901 | 1:57.024 | 67.06 | 5.722 | 13:57:22.890 |
| 3 - | 1:06.695 | 48.017 | 1:54.712 | 68.41 | 3.410 | 13:59:17.602 |
| 4 - | 1:06.247 | 46.872 | 1:53.119 | 69.37 | 1.817 | 14:01:10.721 |
| 5 - | 1:07.313 | 48.293 | 1:55.606 | 67.88 | 4.304 | 14:03:06.327 |
| 6 - | 1:05.019 | 47.081 | 1:52.100 (2) | 70.00 | 0.798 | 14:04:58.427 |
| 7 - | 1:04.818 | 46.484 | 1:51.302 (1) | 70.51 | | 14:06:49.729 |
| 8 - | 1:05.376 | 47.497 | 1:52.873 (3) | 69.53 | 1.571 | 14:08:42.602 |

| P13 57 R | | Geoff MOOK | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:52.915 | | BEST LAP TIME : 1:52.940 | | DIFFERENCE : 0.025 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.019 | 2:02.202 | 64.22 | 9.262 | 13:55:21.256 |
| 2 - | 1:07.451 | 48.232 | 1:55.683 | 67.84 | 2.743 | 13:57:16.939 |
| 3 - | 1:07.084 | 48.058 | 1:55.142 | 68.15 | 2.202 | 13:59:12.081 |
| 4 - | 1:06.498 | 48.279 | 1:54.777 | 68.37 | 1.837 | 14:01:06.858 |
| 5 - | 1:06.250 | 48.068 | 1:54.318 (3) | 68.65 | 1.378 | 14:03:01.176 |
| 6 - | 1:05.621 | 47.319 | 1:52.940 (1) | 69.48 | | 14:04:54.116 |
| 7 - | 1:06.167 | 48.951 | 1:55.118 | 68.17 | 2.178 | 14:06:49.234 |
| 8 - | 1:06.687 | 47.294 | 1:53.981 (2) | 68.85 | 1.041 | 14:08:43.215 |

| P14 89 C | | Andrew TEMPEST | | Yamaha - TEMPEST REVIVALS/mar-ti titanium | | |
|---------------------------|-----------------|--------------------------|---------------------|---|--------|---------------------|
| IDEAL LAP TIME : 1:52.421 | | BEST LAP TIME : 1:52.779 | | DIFFERENCE : 0.358 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.870 | 2:06.651 | 61.96 | 13.872 | 13:55:25.705 |
| 2 - | 1:08.112 | 46.708 | 1:54.820 | 68.35 | 2.041 | 13:57:20.525 |
| 3 - | 1:06.005 | 47.271 | 1:53.276 (2) | 69.28 | 0.497 | 13:59:13.801 |
| 4 - | 1:06.387 | 48.634 | 1:55.021 | 68.23 | 2.242 | 14:01:08.822 |
| 5 - | 1:06.119 | 48.817 | 1:54.936 | 68.28 | 2.157 | 14:03:03.758 |
| 6 - | 1:06.442 | 48.347 | 1:54.789 | 68.36 | 2.010 | 14:04:58.547 |
| 7 - | 1:06.097 | 47.692 | 1:53.789 (3) | 68.97 | 1.010 | 14:06:52.336 |
| 8 - | 1:05.713 | 47.066 | 1:52.779 (1) | 69.58 | | 14:08:45.115 |

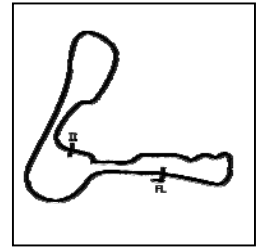
| P15 83 C | | Paul GODBOLD | | Yamaha - Hill farm tree services | | |
|---------------------------|----------|--------------------------|--------------|----------------------------------|-------|--------------|
| IDEAL LAP TIME : 1:57.218 | | BEST LAP TIME : 1:57.551 | | DIFFERENCE : 0.333 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.104 | 2:05.393 | 62.58 | 7.842 | 13:55:24.447 |
| 2 - | 1:09.182 | 48.883 | 1:58.065 | 66.47 | 0.514 | 13:57:22.512 |
| 3 - | 1:08.881 | 48.912 | 1:57.793 (3) | 66.62 | 0.242 | 13:59:20.305 |
| 4 - | 1:09.436 | 49.277 | 1:58.713 | 66.10 | 1.162 | 14:01:19.018 |
| 5 - | 1:08.969 | 48.869 | 1:57.838 | 66.60 | 0.287 | 14:03:16.856 |
| 6 - | 1:09.315 | 49.040 | 1:58.355 | 66.30 | 0.804 | 14:05:15.211 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 13:53 Flag 14:07 End: 14:09

DFDS Seaways Yamaha Past Masters

RACE 7 - 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

7 - 1:09.180 **48.542** 1:57.722 (2) 66.66 0.171 14:07:12.933
 8 - **1:08.676** 48.875 **1:57.551 (1)** **66.76** **14:09:10.484**

| P16 60 R Daniel GOUGH | | Yamaha - G Force Motorcycles | | | | |
|---------------------------|-----------------|------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.938 | | BEST LAP TIME : 1:57.938 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.976 | 2:07.476 | 61.56 | 9.538 | 13:55:26.530 |
| 2 - | 1:09.610 | 50.137 | 1:59.747 | 65.53 | 1.809 | 13:57:26.277 |
| 3 - | 1:10.103 | 50.294 | 2:00.397 | 65.18 | 2.459 | 13:59:26.674 |
| 4 - | 1:10.230 | 49.298 | 1:59.528 | 65.65 | 1.590 | 14:01:26.202 |
| 5 - | 1:09.601 | 49.803 | 1:59.404 (3) | 65.72 | 1.466 | 14:03:25.606 |
| 6 - | 1:10.480 | 49.230 | 1:59.710 | 65.55 | 1.772 | 14:05:25.316 |
| 7 - | 1:08.853 | 49.085 | 1:57.938 (1) | 66.54 | | 14:07:23.254 |
| 8 - | 1:09.529 | 49.163 | 1:58.692 (2) | 66.12 | 0.754 | 14:09:21.946 |

| P17 11 C Paul MIDDLETON | | Yamaha - Whizzard Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.890 | | BEST LAP TIME : 1:58.136 | | DIFFERENCE : 0.246 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.910 | 2:08.720 | 60.96 | 10.584 | 13:55:27.774 |
| 2 - | 1:08.987 | 49.966 | 1:58.953 | 65.97 | 0.817 | 13:57:26.727 |
| 3 - | 1:09.962 | 50.064 | 2:00.026 | 65.38 | 1.890 | 13:59:26.753 |
| 4 - | 1:08.927 | 49.858 | 1:58.785 (3) | 66.06 | 0.649 | 14:01:25.538 |
| 5 - | 1:11.575 | 49.518 | 2:01.093 | 64.81 | 2.957 | 14:03:26.631 |
| 6 - | 1:09.019 | 49.176 | 1:58.195 (2) | 66.39 | 0.059 | 14:05:24.826 |
| 7 - | 1:08.714 | 49.422 | 1:58.136 (1) | 66.43 | | 14:07:22.962 |
| 8 - | 1:09.389 | 49.942 | 1:59.331 | 65.76 | 1.195 | 14:09:22.293 |

| P18 46 C Kevin MARSHALL | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.181 | | BEST LAP TIME : 2:00.824 | | DIFFERENCE : 0.643 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.189 | 2:09.148 | 60.76 | 8.324 | 13:55:28.202 |
| 2 - | 1:09.992 | 50.913 | 2:00.905 (2) | 64.91 | 0.081 | 13:57:29.107 |
| 3 - | 1:10.575 | 50.249 | 2:00.824 (1) | 64.95 | | 13:59:29.931 |
| 4 - | 1:10.897 | 50.961 | 2:01.858 (3) | 64.40 | 1.034 | 14:01:31.789 |
| 5 - | 1:11.047 | 53.173 | 2:04.220 | 63.17 | 3.396 | 14:03:36.009 |
| 6 - | 1:11.649 | 51.429 | 2:03.078 | 63.76 | 2.254 | 14:05:39.087 |
| 7 - | 1:12.355 | 50.894 | 2:03.249 | 63.67 | 2.425 | 14:07:42.336 |

| P19 17 C David PATERSON | | Yamaha - Lots of overtime | | | | |
|---------------------------|-----------------|---------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:02.898 | | BEST LAP TIME : 2:03.250 | | DIFFERENCE : 0.352 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.788 | 2:14.519 | 58.34 | 11.269 | 13:55:33.573 |
| 2 - | 1:12.388 | 51.288 | 2:03.676 (3) | 63.45 | 0.426 | 13:57:37.249 |
| 3 - | 1:13.345 | 50.761 | 2:04.106 | 63.23 | 0.856 | 13:59:41.355 |
| 4 - | 1:12.362 | 50.888 | 2:03.250 (1) | 63.67 | | 14:01:44.605 |
| 5 - | 1:12.498 | 50.958 | 2:03.456 (2) | 63.56 | 0.206 | 14:03:48.061 |
| 6 - | 1:13.573 | 52.177 | 2:05.750 | 62.41 | 2.500 | 14:05:53.811 |
| 7 - | 1:12.137 | 51.579 | 2:03.716 | 63.43 | 0.466 | 14:07:57.527 |

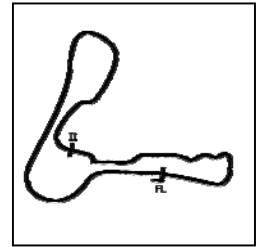
| P20 42 C Martin PEARSON | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:06.095 | | BEST LAP TIME : 2:06.165 | | DIFFERENCE : 0.070 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 54.232 | 2:18.570 | 56.63 | 12.405 | 13:55:37.624 |
| 2 - | 1:15.860 | 53.285 | 2:09.145 | 60.76 | 2.980 | 13:57:46.769 |
| 3 - | 1:15.018 | 53.407 | 2:08.425 | 61.11 | 2.260 | 13:59:55.194 |
| 4 - | 1:14.363 | 52.601 | 2:06.964 (3) | 61.81 | 0.799 | 14:02:02.158 |
| 5 - | 1:13.935 | 52.230 | 2:06.165 (1) | 62.20 | | 14:04:08.323 |
| 6 - | 1:14.405 | 52.160 | 2:06.565 (2) | 62.00 | 0.400 | 14:06:14.888 |
| 7 - | 1:17.165 | 52.686 | 2:09.851 | 60.43 | 3.686 | 14:08:24.739 |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 13:53 Flag 14:07 End: 14:09

DFDS Seaways Yamaha Past Masters

RACE 7 - 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

| P21 98 C Sarah ENGLISH | | Yamaha - Tempest Revivals | | | | |
|-------------------------------|-----------------|---------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:22.235 | | BEST LAP TIME : 2:22.235 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:02.145 | 2:38.829 | 49.41 | 16.594 | 13:55:57.883 |
| 2 - | 1:24.815 | 1:00.820 | 2:25.635 | 53.88 | 3.400 | 13:58:23.518 |
| 3 - | 1:23.726 | 1:00.353 | 2:24.079 (3) | 54.47 | 1.844 | 14:00:47.597 |
| 4 - | 1:22.862 | 1:02.561 | 2:25.423 | 53.96 | 3.188 | 14:03:13.020 |
| 5 - | 1:23.379 | 1:00.681 | 2:24.060 (2) | 54.47 | 1.825 | 14:05:37.080 |
| 6 - | 1:22.796 | 59.439 | 2:22.235 (1) | 55.17 | | 14:07:59.315 |

| P22 23 C Zak PERRIN | | Yamaha - | | | | |
|----------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:30.128 | | BEST LAP TIME : 2:30.128 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:02.020 | 2:42.507 | 48.29 | 12.379 | 13:56:01.561 |
| 2 - | 1:32.070 | 1:01.201 | 2:33.271 | 51.20 | 3.143 | 13:58:34.832 |
| 3 - | 1:31.481 | 1:03.160 | 2:34.641 | 50.75 | 4.513 | 14:01:09.473 |
| 4 - | 1:30.602 | 1:02.118 | 2:32.720 (3) | 51.38 | 2.592 | 14:03:42.193 |
| 5 - | 1:29.008 | 1:01.120 | 2:30.128 (1) | 52.27 | | 14:06:12.321 |
| 6 - | 1:29.347 | 1:01.978 | 2:31.325 (2) | 51.86 | 1.197 | 14:08:43.646 |

| P23 21 Ben HUNTER | | Yamaha - | | | | |
|---------------------------|----------|-----------------|----------|--------------|------|--------------|
| IDEAL LAP TIME : 2:00.880 | | BEST LAP TIME : | | DIFFERENCE : | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.284 | 2:04.963 | 62.80 | | 13:55:24.017 |

DFDS Seaways Yamaha Past Masters

RACE 7 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|-----------------|-----|-----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:43.605 | | |
| 1 | 19 | BRANTON | 59.995 | 13 | EDMONDSON | 43.610 | 1 | 19 | BRANTON | 1:44.130 | 1:44.626 | 0.496 |
| 2 | 13 | EDMONDSON | 1:01.484 | 19 | BRANTON | 44.135 | 2 | 13 | EDMONDSON | 1:45.094 | 1:45.241 | 0.147 |
| 3 | 81 | GRANT | 1:02.839 | 81 | GRANT | 44.607 | 3 | 81 | GRANT | 1:47.446 | 1:47.803 | 0.357 |
| 4 | 125 | MILES | 1:03.262 | 41 | ABRAHAM | 45.102 | 4 | 125 | MILES | 1:48.609 | 1:48.609 | 0.000 |
| 5 | 41 | ABRAHAM | 1:03.708 | 125 | MILES | 45.347 | 5 | 41 | ABRAHAM | 1:48.810 | 1:49.076 | 0.266 |
| 6 | 88 | STANLEY | 1:04.159 | 88 | STANLEY | 45.971 | 6 | 88 | STANLEY | 1:50.130 | 1:50.130 | 0.000 |
| 7 | 97 | GUYETT | 1:04.713 | 4 | HALIL | 46.153 | 7 | 4 | HALIL | 1:51.019 | 1:51.196 | 0.177 |
| 8 | 74 | WHITBY | 1:04.766 | 99 | ROGERS | 46.484 | 8 | 99 | ROGERS | 1:51.302 | 1:51.302 | 0.000 |
| 9 | 99 | ROGERS | 1:04.818 | 89 | TEMPEST | 46.708 | 9 | 74 | WHITBY | 1:51.535 | 1:51.535 | 0.000 |
| 10 | 4 | HALIL | 1:04.866 | 74 | WHITBY | 46.769 | 10 | 97 | GUYETT | 1:52.013 | 1:52.044 | 0.031 |
| 11 | 40 | BEACOCK | 1:04.919 | 57 | MOOK | 47.294 | 11 | 89 | TEMPEST | 1:52.421 | 1:52.779 | 0.358 |
| 12 | 57 | MOOK | 1:05.621 | 97 | GUYETT | 47.300 | 12 | 40 | BEACOCK | 1:52.561 | 1:52.888 | 0.327 |
| 13 | 70 | BURSCOUGH | 1:05.656 | 70 | BURSCOUGH | 47.408 | 13 | 57 | MOOK | 1:52.915 | 1:52.940 | 0.025 |
| 14 | 89 | TEMPEST | 1:05.713 | 40 | BEACOCK | 47.642 | 14 | 70 | BURSCOUGH | 1:53.064 | 1:53.803 | 0.739 |
| 15 | 83 | GODBOLD | 1:08.676 | 83 | GODBOLD | 48.542 | 15 | 83 | GODBOLD | 1:57.218 | 1:57.551 | 0.333 |
| 16 | 11 | MIDDLETON | 1:08.714 | 60 | GOUGH | 49.085 | 16 | 11 | MIDDLETON | 1:57.890 | 1:58.136 | 0.246 |
| 17 | 60 | GOUGH | 1:08.853 | 11 | MIDDLETON | 49.176 | 17 | 60 | GOUGH | 1:57.938 | 1:57.938 | 0.000 |
| 18 | 46 | MARSHALL | 1:09.992 | 21 | HUNTER | 49.284 | 18 | 46 | MARSHALL | 2:00.181 | 2:00.824 | 0.643 |
| 19 | 21 | HUNTER | 1:11.596 | 46 | MARSHALL | 50.189 | 19 | 21 | HUNTER | 2:00.880 | | |
| 20 | 17 | PATERSON | 1:12.137 | 17 | PATERSON | 50.761 | 20 | 17 | PATERSON | 2:02.898 | 2:03.250 | 0.352 |
| 21 | 42 | PEARSON | 1:13.935 | 42 | PEARSON | 52.160 | 21 | 42 | PEARSON | 2:06.095 | 2:06.165 | 0.070 |
| 22 | 98 | ENGLISH | 1:22.796 | 98 | ENGLISH | 59.439 | 22 | 98 | ENGLISH | 2:22.235 | 2:22.235 | 0.000 |
| 23 | 23 | PERRIN | 1:29.008 | 23 | PERRIN | 1:01.120 | 23 | 23 | PERRIN | 2:30.128 | 2:30.128 | 0.000 |
| 24 | | | | | | | | | | | | |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 13:53 Flag 14:07 End: 14:09

Printed - 14:11 Sunday, 29 April 2018

**DFDS Seaways Yamaha Past Masters
RACE 16 - GRID (8 Laps)**

| | | | | | | |
|--------|----|--------------------------------------|----|--|----|---------------------------------------|
| ROW 10 | 28 | 67 Mark BAILEY | 29 | 8 Peter MANNERING | 1 | |
| ROW 9 | 25 | 9 Dan WRIGHT | 26 | 101 Andrew DAVIES | 27 | 14 John HARRISON |
| ROW 8 | 22 | 2:30.128 23 Zak PERRIN | 23 | 21 Ben HUNTER | 24 | 2 Lee HUFF |
| ROW 7 | 19 | 2:03.250 17 David PATERSON | 20 | 2:06.165 42 Martin PEARSON | 21 | 2:22.235 98 Sarah ENGLISH |
| ROW 6 | 16 | 1:57.938 60 Daniel GOUGH | 17 | 1:58.136 11 Paul MIDDLETON | 18 | 2:00.824 46 Kevin MARSHALL |
| ROW 5 | 13 | 1:52.940 57 Geoff MOOK | 14 | 1:53.803 70 Andrew BURSCOUGH | 15 | 1:57.551 83 Paul GODBOLD |
| ROW 4 | 10 | 1:52.044 97 Reece GUYETT | 11 | 1:52.779 89 Andrew TEMPEST | 12 | 1:52.888 40 Douglas BEACOCK |
| ROW 3 | 7 | 1:51.196 4 Denis HALIL | 8 | 1:51.302 99 Chris ROGERS | 9 | 1:51.535 74 Paul WHITBY |
| ROW 2 | 4 | 1:48.609 125 Ben MILES | 5 | 1:49.076 41 David ABRAHAM | 6 | 1:50.130 88 Michael STANLEY |
| ROW 1 | 1 | 1:44.626 19 Peter BRANTON | 2 | 1:45.241 13 Doug EDMONDSON | 3 | 1:47.803 81 Scott GRANT |
| | | Pole | | | | |

Cadwell Park
Circuit Length = 2.1800 miles

These results are provisional until the conclusion of any judicial and technical matters.

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 14:17 Sunday, 29 April 2018



DFDS Seaways Yamaha Past Masters

RACE 16 - CLASSIFICATION

| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|----|--------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 19 | | 1 Peter BRANTON | Yamaha - | 7 | 12:32.047 | | | 73.04 | 1:45.979 | 3 |
| 2 | 13 | | 2 Doug EDMONDSON | Yamaha - Mungo what could possibly go wrong | 7 | 12:34.168 | 2.121 | 2.121 | 72.84 | 1:46.049 | 6 |
| 3 | 125 | | 3 Ben MILES | Yamaha - Gibson Exhaust | 7 | 12:58.695 | 26.648 | 24.527 | 70.54 | 1:49.460 | 6 |
| 4 | 88 | | 4 Michael STANLEY | Yamaha - | 7 | 12:59.588 | 27.541 | 0.893 | 70.46 | 1:49.433 | 5 |
| 5 | 81 | | 5 Scott GRANT | Yamaha - SEAGER engineering/ Motaa Cycle Parts | 7 | 13:05.549 | 33.502 | 5.961 | 69.93 | 1:48.855 | 5 |
| 6 | 97 | | 6 Reece GUYETT | Yamaha - rose mot | 7 | 13:20.143 | 48.096 | 14.594 | 68.65 | 1:51.959 | 7 |
| 7 | 4 | | 7 Denis HALIL | Yamaha - D & A AUTOS | 7 | 13:20.587 | 48.540 | 0.444 | 68.62 | 1:51.782 | 3 |
| 8 | 40 | C | 1 Douglas BEACOCK | Yamaha - | 7 | 13:24.742 | 52.695 | 4.155 | 68.26 | 1:53.134 | 3 |
| 9 | 74 | | 8 Paul WHITBY | Yamaha - | 7 | 13:25.018 | 52.971 | 0.276 | 68.24 | 1:53.310 | 3 |
| 10 | 89 | C | 2 Andrew TEMPEST | Yamaha - TEMPEST REVIVALS/mar-ti titanium | 7 | 13:36.103 | 1:04.056 | 11.085 | 67.31 | 1:53.746 | 2 |
| 11 | 57 | R | 1 Geoff MOOK | Yamaha - | 7 | 13:40.456 | 1:08.409 | 4.353 | 66.95 | 1:53.479 | 7 |
| 12 | 21 | | 9 Ben HUNTER | Yamaha - | 7 | 13:44.055 | 1:12.008 | 3.599 | 66.66 | 1:54.846 | 2 |
| 13 | 83 | C | 3 Paul GODBOLD | Yamaha - Hill farm tree services | 7 | 13:54.288 | 1:22.241 | 10.233 | 65.84 | 1:57.344 | 4 |
| 14 | 60 | R | 2 Daniel GOUGH | Yamaha - G Force Motorcycles | 7 | 14:01.000 | 1:28.953 | 6.712 | 65.32 | 1:57.121 | 6 |
| 15 | 70 | C | 4 Andrew BURSCOUGH | Yamaha - Apollo Tuning | 7 | 14:01.244 | 1:29.197 | 0.244 | 65.30 | 1:54.619 | 2 |
| 16 | 11 | C | 5 Paul MIDDLETON | Yamaha - Whizzard Racing | 7 | 14:01.260 | 1:29.213 | 0.016 | 65.30 | 1:57.761 | 6 |
| 17 | 46 | C | 6 Kevin MARSHALL | Yamaha - | 7 | 14:31.405 | 1:59.358 | 30.145 | 63.04 | 2:00.938 | 2 |
| 18 | 23 | C | 7 Zak PERRIN | Yamaha - | 5 | 12:58.863 | 2 Laps | 2 Laps | 50.38 | 2:28.712 | 2 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|---|---------------|--------------------------------|---|-----------|--------|----------|-------|----------|---|
| DNF | 41 | | David ABRAHAM | Yamaha - Cambridge Motorcycles | 4 | 7:30.798 | 3 Laps | 1 Lap | 69.63 | 1:49.407 | 2 |
| DNF | 98 | C | Sarah ENGLISH | Yamaha - Tempest Revivals | 4 | 10:15.797 | 3 Laps | 2:44.999 | 50.97 | 2:30.884 | 4 |
| DNF | 67 | R | Mark BAILEY | Yamaha - | 0 | | | | | | |

FASTEST LAP

| | | | | | | | | | | | |
|--|----|---|-----------------|----------|---|----------|--|-----------|--|------------|--|
| | 19 | | Peter BRANTON | Yamaha - | 3 | 1:45.979 | | 74.05 mph | | 119.17 kph | |
| | 40 | C | Douglas BEACOCK | Yamaha - | 3 | 1:53.134 | | 69.36 mph | | 111.63 kph | |
| | 57 | R | Geoff MOOK | Yamaha - | 7 | 1:53.479 | | 69.15 mph | | 111.30 kph | |

Class - 92.5% of Race Speed = 67.56 mph
 Class C - 92.5% of Race Speed = 63.14 mph
 Class R - 92.5% of Race Speed = 61.92 mph

Weather / Track : Cloudy / Dry

These results are provisional until the conclusion of any judicial and technical matters.

Cadwell Park

Circuit Length = 2.1800 miles

Start: 17:38 Flag 17:51 End: 17:53

| | |
|-------------------|--------------|
| Clerk Of Course : | Timekeeper : |
|-------------------|--------------|

Results can be found at www.tsl-timing.com

Printed - 17:53 Sunday, 29 April 2018



DFDS Seaways Yamaha Past Masters

RACE 16 - LAP CHART

LAP 1 @ 17:40:21.389

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:51.212 |
| 13 | 1.082 | 1:52.294 |
| 125 | 5.762 | 1:56.974 |
| 41 | 6.646 | 1:57.858 |
| 88 | 6.680 | 1:57.892 |
| 4 | 7.431 | 1:58.643 |
| 40 | 8.591 | 1:59.803 |
| 74 | 8.895 | 2:00.107 |
| 97 | 9.624 | 2:00.836 |
| 70 | 9.843 | 2:01.055 |
| 81 | 10.081 | 2:01.293 |
| 89 | 11.401 | 2:02.613 |
| 83 | 12.964 | 2:04.176 |
| 57 | 14.017 | 2:05.229 |
| 21 | 14.245 | 2:05.457 |
| 60 | 16.108 | 2:07.320 |
| 11 | 17.309 | 2:08.521 |
| 46 | 18.796 | 2:10.008 |
| 23 | 50.180 | 2:41.392 |
| 98 | 51.510 | 2:42.722 |

LAP 2 @ 17:42:07.383

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:45.994 |
| 13 | 2.286 | 1:47.198 |
| 125 | 9.793 | 1:50.025 |
| 41 | 10.059 | 1:49.407 |
| 88 | 10.694 | 1:50.008 |
| 4 | 13.427 | 1:51.990 |
| 40 | 16.717 | 1:54.120 |
| 74 | 17.167 | 1:54.266 |
| 97 | 17.430 | 1:53.800 |
| 81 | 17.592 | 1:53.505 |
| 70 | 18.468 | 1:54.619 |
| 89 | 19.153 | 1:53.746 |
| 21 | 23.097 | 1:54.846 |
| 83 | 24.838 | 1:57.868 |
| 57 | 25.332 | 1:57.309 |
| 60 | 28.661 | 1:58.547 |
| 11 | 29.809 | 1:58.494 |
| 46 | 33.740 | 2:00.938 |
| 23 | 1:32.898 | 2:28.712 |
| 98 | 1:36.411 | 2:30.895 |

LAP 3 @ 17:43:53.362

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:45.979 |
| 13 | 3.827 | 1:47.520 |
| 125 | 14.025 | 1:50.211 |
| 88 | 14.775 | 1:50.060 |
| 41 | 14.848 | 1:50.768 |
| 4 | 19.230 | 1:51.782 |
| 40 | 23.872 | 1:53.134 |
| 81 | 24.106 | 1:52.493 |
| 74 | 24.498 | 1:53.310 |
| 97 | 24.915 | 1:53.464 |
| 89 | 28.911 | 1:55.737 |
| 70 | 29.652 | 1:57.163 |
| 21 | 33.227 | 1:56.109 |
| 57 | 36.090 | 1:56.737 |
| 83 | 36.504 | 1:57.645 |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

| | | |
|----|--------|----------|
| 60 | 42.199 | 1:59.517 |
| 11 | 43.340 | 1:59.510 |
| 46 | 50.264 | 2:02.503 |

LAP 4 @ 17:45:40.901

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:47.539 |
| 13 | 4.336 | 1:48.048 |
| 125 | 19.022 | 1:52.536 |
| 88 | 19.981 | 1:52.745 |
| 41 | 20.074 | 1:52.765 |
| 4 | 27.121 | 1:55.430 |
| 81 | 27.409 | 1:50.842 |
| 40 | 31.372 | 1:55.039 |
| 74 | 32.227 | 1:55.268 |
| 97 | 32.343 | 1:54.967 |
| 98 | 1 Lap | 2:31.296 |
| 89 | 35.427 | 1:54.055 |
| 21 | 41.603 | 1:55.915 |
| 23 | 1 Lap | 2:42.422 |
| 70 | 43.050 | 2:00.937 |
| 57 | 44.006 | 1:55.455 |
| 83 | 46.309 | 1:57.344 |
| 60 | 54.673 | 2:00.013 |
| 11 | 54.966 | 1:59.165 |
| 46 | 1:05.499 | 2:02.774 |

LAP 5 @ 17:47:28.134

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:47.233 |
| 13 | 3.399 | 1:46.296 |
| 125 | 21.613 | 1:49.824 |
| 88 | 22.181 | 1:49.433 |
| 81 | 29.031 | 1:48.855 |
| 4 | 34.169 | 1:54.281 |
| 40 | 38.118 | 1:53.979 |
| 97 | 38.263 | 1:53.153 |
| 74 | 38.722 | 1:53.728 |
| 89 | 45.482 | 1:57.288 |
| 21 | 51.340 | 1:56.970 |
| 57 | 53.388 | 1:56.615 |
| 83 | 58.726 | 1:59.650 |
| 70 | 59.105 | 2:03.288 |
| 11 | 1:06.132 | 1:58.399 |
| 60 | 1:07.115 | 1:59.675 |
| 98 | 1 Lap | 2:30.884 |
| 46 | 1:24.009 | 2:05.743 |
| 23 | 1 Lap | 2:35.246 |

LAP 6 @ 17:49:14.808

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:46.674 |
| 13 | 2.774 | 1:46.049 |
| 125 | 24.399 | 1:49.460 |
| 88 | 24.983 | 1:49.476 |
| 81 | 31.494 | 1:49.137 |
| 4 | 41.845 | 1:54.350 |
| 97 | 43.553 | 1:51.964 |
| 40 | 46.113 | 1:54.669 |
| 74 | 46.530 | 1:54.482 |
| 89 | 54.816 | 1:56.008 |
| 21 | 1:02.027 | 1:57.361 |
| 57 | 1:02.346 | 1:55.632 |

| | | |
|----|----------|----------|
| 83 | 1:09.912 | 1:57.860 |
| 70 | 1:14.283 | 2:01.852 |
| 11 | 1:17.219 | 1:57.761 |
| 60 | 1:17.562 | 1:57.121 |
| 46 | 1:42.134 | 2:04.799 |

LAP 7 @ 17:51:02.224

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 19 | | 1:47.416 |
| 13 | 2.121 | 1:46.763 |
| 125 | 26.648 | 1:49.665 |
| 23 | 2 Laps | 2:31.091 |
| 88 | 27.541 | 1:49.974 |
| 81 | 33.502 | 1:49.424 |
| 97 | 48.096 | 1:51.959 |
| 4 | 48.540 | 1:54.111 |
| 40 | 52.695 | 1:53.998 |
| 74 | 52.971 | 1:53.857 |
| 89 | 1:04.056 | 1:56.656 |
| 57 | 1:08.409 | 1:53.479 |
| 21 | 1:12.008 | 1:57.397 |
| 83 | 1:22.241 | 1:59.745 |
| 60 | 1:28.953 | 1:58.807 |
| 70 | 1:29.197 | 2:02.330 |
| 11 | 1:29.213 | 1:59.410 |
| 46 | 1:59.358 | 2:04.640 |

Cadwell Park

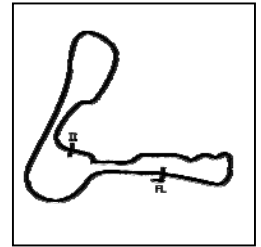
Circuit Length = 2.1800 miles

Start: 17:38 Flag 17:51 End: 17:53

Printed - 17:56 Sunday, 29 April 2018

DFDS Seaways Yamaha Past Masters

RACE 16 - 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 19 | | Peter BRANTON | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:45.696 | | BEST LAP TIME : 1:45.979 | | DIFFERENCE : 0.283 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.844 | 1:51.212 | 70.56 | 5.233 | 17:40:21.389 |
| 2 - | 1:01.021 | 44.973 | 1:45.994 (2) | 74.04 | 0.015 | 17:42:07.383 |
| 3 - | 1:01.304 | 44.675 | 1:45.979 (1) | 74.05 | | 17:43:53.362 |
| 4 - | 1:02.036 | 45.503 | 1:47.539 | 72.97 | 1.560 | 17:45:40.901 |
| 5 - | 1:02.016 | 45.217 | 1:47.233 | 73.18 | 1.254 | 17:47:28.134 |
| 6 - | 1:01.730 | 44.944 | 1:46.674 (3) | 73.57 | 0.695 | 17:49:14.808 |
| 7 - | 1:02.274 | 45.142 | 1:47.416 | 73.06 | 1.437 | 17:51:02.224 |

| P2 13 | | Doug EDMONDSON | | Yamaha - Mungo what could possibly go wrong | | |
|---------------------------|-----------------|--------------------------|---------------------|---|-------|---------------------|
| IDEAL LAP TIME : 1:45.600 | | BEST LAP TIME : 1:46.049 | | DIFFERENCE : 0.449 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 44.602 | 1:52.294 | 69.88 | 6.245 | 17:40:22.471 |
| 2 - | 1:02.823 | 44.375 | 1:47.198 | 73.21 | 1.149 | 17:42:09.669 |
| 3 - | 1:03.269 | 44.251 | 1:47.520 | 72.99 | 1.471 | 17:43:57.189 |
| 4 - | 1:03.711 | 44.337 | 1:48.048 | 72.63 | 1.999 | 17:45:45.237 |
| 5 - | 1:02.739 | 43.557 | 1:46.296 (2) | 73.83 | 0.247 | 17:47:31.533 |
| 6 - | 1:02.351 | 43.698 | 1:46.049 (1) | 74.00 | | 17:49:17.582 |
| 7 - | 1:02.043 | 44.720 | 1:46.763 (3) | 73.50 | 0.714 | 17:51:04.345 |

| P3 125 | | Ben MILES | | Yamaha - Gibson Exhaust | | |
|---------------------------|-----------------|--------------------------|---------------------|-------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.062 | | BEST LAP TIME : 1:49.460 | | DIFFERENCE : 0.398 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.215 | 1:56.974 | 67.09 | 7.514 | 17:40:27.151 |
| 2 - | 1:04.021 | 46.004 | 1:50.025 | 71.32 | 0.565 | 17:42:17.176 |
| 3 - | 1:04.279 | 45.932 | 1:50.211 | 71.20 | 0.751 | 17:44:07.387 |
| 4 - | 1:04.936 | 47.600 | 1:52.536 | 69.73 | 3.076 | 17:45:59.923 |
| 5 - | 1:03.794 | 46.030 | 1:49.824 (3) | 71.46 | 0.364 | 17:47:49.747 |
| 6 - | 1:03.422 | 46.038 | 1:49.460 (1) | 71.69 | | 17:49:39.207 |
| 7 - | 1:04.025 | 45.640 | 1:49.665 (2) | 71.56 | 0.205 | 17:51:28.872 |

| P4 88 | | Michael STANLEY | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.428 | | BEST LAP TIME : 1:49.433 | | DIFFERENCE : 0.005 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.712 | 1:57.892 | 66.56 | 8.459 | 17:40:28.069 |
| 2 - | 1:03.843 | 46.165 | 1:50.008 | 71.34 | 0.575 | 17:42:18.077 |
| 3 - | 1:03.650 | 46.410 | 1:50.060 | 71.30 | 0.627 | 17:44:08.137 |
| 4 - | 1:04.311 | 48.434 | 1:52.745 | 69.60 | 3.312 | 17:46:00.882 |
| 5 - | 1:03.263 | 46.170 | 1:49.433 (1) | 71.71 | | 17:47:50.315 |
| 6 - | 1:03.286 | 46.190 | 1:49.476 (2) | 71.68 | 0.043 | 17:49:39.791 |
| 7 - | 1:03.660 | 46.314 | 1:49.974 (3) | 71.36 | 0.541 | 17:51:29.765 |

| P5 81 | | Scott GRANT | | Yamaha - SEAGER engineering/ Motaa Cycle Parts | | |
|---------------------------|-----------------|--------------------------|---------------------|--|--------|---------------------|
| IDEAL LAP TIME : 1:48.855 | | BEST LAP TIME : 1:48.855 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.150 | 2:01.293 | 64.70 | 12.438 | 17:40:31.470 |
| 2 - | 1:06.136 | 47.369 | 1:53.505 | 69.14 | 4.650 | 17:42:24.975 |
| 3 - | 1:04.636 | 47.857 | 1:52.493 | 69.76 | 3.638 | 17:44:17.468 |
| 4 - | 1:04.746 | 46.096 | 1:50.842 | 70.80 | 1.987 | 17:46:08.310 |
| 5 - | 1:03.278 | 45.577 | 1:48.855 (1) | 72.09 | | 17:47:57.165 |
| 6 - | 1:03.338 | 45.799 | 1:49.137 (2) | 71.91 | 0.282 | 17:49:46.302 |
| 7 - | 1:03.534 | 45.890 | 1:49.424 (3) | 71.72 | 0.569 | 17:51:35.726 |

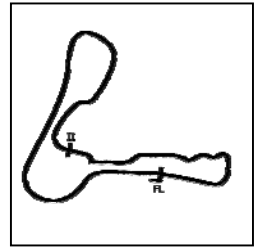
| P6 97 | | Reece GUYETT | | Yamaha - rose mot | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:51.885 | | BEST LAP TIME : 1:51.959 | | DIFFERENCE : 0.074 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | |
| 2 - | | | | | | |
| 3 - | | | | | | |
| 4 - | | | | | | |
| 5 - | | | | | | |
| 6 - | | | | | | |
| 7 - | | | | | | |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:38 Flag 17:51 End: 17:53

DFDS Seaways Yamaha Past Masters

RACE 16 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 47.657 | 2:00.836 | 64.94 | 8.877 | 17:40:31.013 |
| 2 - | 1:05.833 | 47.967 | 1:53.800 | 68.96 | 1.841 | 17:42:24.813 |
| 3 - | 1:05.462 | 48.002 | 1:53.464 | 69.16 | 1.505 | 17:44:18.277 |
| 4 - | 1:05.412 | 49.555 | 1:54.967 | 68.26 | 3.008 | 17:46:13.244 |
| 5 - | 1:05.027 | 48.126 | 1:53.153 (3) | 69.35 | 1.194 | 17:48:06.397 |
| 6 - | 1:05.106 | 46.858 | 1:51.964 (2) | 70.09 | 0.005 | 17:49:58.361 |
| 7 - | 1:05.041 | 46.918 | 1:51.959 (1) | 70.09 | | 17:51:50.320 |

| P7 4 Denis HALIL | | Yamaha - D & A AUTOS | | | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:50.775 | | BEST LAP TIME : 1:51.782 | | DIFFERENCE : 1.007 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 46.887 | 1:58.643 | 66.14 | 6.861 | 17:40:28.820 |
| 2 - | 1:04.429 | 47.561 | 1:51.990 (2) | 70.07 | 0.208 | 17:42:20.810 |
| 3 - | 1:05.249 | 46.533 | 1:51.782 (1) | 70.20 | | 17:44:12.592 |
| 4 - | 1:05.912 | 49.518 | 1:55.430 | 67.98 | 3.648 | 17:46:08.022 |
| 5 - | 1:06.360 | 47.921 | 1:54.281 | 68.67 | 2.499 | 17:48:02.303 |
| 6 - | 1:06.179 | 48.171 | 1:54.350 | 68.63 | 2.568 | 17:49:56.653 |
| 7 - | 1:07.765 | 46.346 | 1:54.111 (3) | 68.77 | 2.329 | 17:51:50.764 |

| P8 40 C Douglas BEACOCK | | Yamaha - | | | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:53.060 | | BEST LAP TIME : 1:53.134 | | DIFFERENCE : 0.074 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 47.655 | 1:59.803 | 65.50 | 6.669 | 17:40:29.980 |
| 2 - | 1:06.234 | 47.886 | 1:54.120 | 68.77 | 0.986 | 17:42:24.100 |
| 3 - | 1:05.405 | 47.729 | 1:53.134 (1) | 69.36 | | 17:44:17.234 |
| 4 - | 1:05.918 | 49.121 | 1:55.039 | 68.22 | 1.905 | 17:46:12.273 |
| 5 - | 1:05.692 | 48.287 | 1:53.979 (2) | 68.85 | 0.845 | 17:48:06.252 |
| 6 - | 1:06.327 | 48.342 | 1:54.669 | 68.44 | 1.535 | 17:50:00.921 |
| 7 - | 1:05.629 | 48.369 | 1:53.998 (3) | 68.84 | 0.864 | 17:51:54.919 |

| P9 74 Paul WHITBY | | Yamaha - | | | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:53.162 | | BEST LAP TIME : 1:53.310 | | DIFFERENCE : 0.148 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 47.745 | 2:00.107 | 65.34 | 6.797 | 17:40:30.284 |
| 2 - | 1:06.216 | 48.050 | 1:54.266 | 68.68 | 0.956 | 17:42:24.550 |
| 3 - | 1:05.417 | 47.893 | 1:53.310 (1) | 69.26 | | 17:44:17.860 |
| 4 - | 1:05.485 | 49.783 | 1:55.268 | 68.08 | 1.958 | 17:46:13.128 |
| 5 - | 1:05.458 | 48.270 | 1:53.728 (2) | 69.00 | 0.418 | 17:48:06.856 |
| 6 - | 1:05.945 | 48.537 | 1:54.482 | 68.55 | 1.172 | 17:50:01.338 |
| 7 - | 1:05.596 | 48.261 | 1:53.857 (3) | 68.92 | 0.547 | 17:51:55.195 |

| P10 89 C Andrew TEMPEST | | Yamaha - TEMPEST REVIVALS/mar-ti titanium | | | | |
|---------------------------|----------|---|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:53.229 | | BEST LAP TIME : 1:53.746 | | DIFFERENCE : 0.517 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 1 - | | 47.474 | 2:02.613 | 64.00 | 8.867 | 17:40:32.790 |
| 2 - | 1:05.979 | 47.767 | 1:53.746 (1) | 68.99 | | 17:42:26.536 |
| 3 - | 1:06.665 | 49.072 | 1:55.737 (3) | 67.80 | 1.991 | 17:44:22.273 |
| 4 - | 1:05.755 | 48.300 | 1:54.055 (2) | 68.80 | 0.309 | 17:46:16.328 |
| 5 - | 1:08.444 | 48.844 | 1:57.288 | 66.91 | 3.542 | 17:48:13.616 |
| 6 - | 1:07.027 | 48.981 | 1:56.008 | 67.65 | 2.262 | 17:50:09.624 |
| 7 - | 1:07.352 | 49.304 | 1:56.656 | 67.27 | 2.910 | 17:52:06.280 |

| P11 57 R Geoff MOOK | | Yamaha - | | | | |
|---------------------------|----------|--------------------------|----------|--------------------|------|-------------|
| IDEAL LAP TIME : 1:53.479 | | BEST LAP TIME : 1:53.479 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |

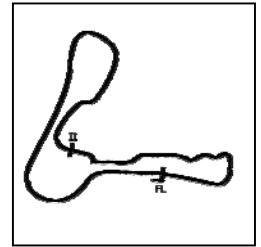
| | | | | | | |
|-----|----------|--------|--------------|-------|--------|--------------|
| 1 - | | 49.615 | 2:05.229 | 62.66 | 11.750 | 17:40:35.406 |
| 2 - | 1:08.018 | 49.291 | 1:57.309 | 66.90 | 3.830 | 17:42:32.715 |
| 3 - | 1:08.117 | 48.620 | 1:56.737 | 67.22 | 3.258 | 17:44:29.452 |
| 4 - | 1:06.963 | 48.492 | 1:55.455 (2) | 67.97 | 1.976 | 17:46:24.907 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:38 Flag 17:51 End: 17:53

DFDS Seaways Yamaha Past Masters

RACE 16 - 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

| | | | | | | |
|-----|-----------------|---------------|---------------------|--------------|-------|---------------------|
| 5 - | 1:07.815 | 48.800 | 1:56.615 | 67.29 | 3.136 | 17:48:21.522 |
| 6 - | 1:06.775 | 48.857 | 1:55.632 (3) | 67.87 | 2.153 | 17:50:17.154 |
| 7 - | 1:06.072 | 47.407 | 1:53.479 (1) | 69.15 | | 17:52:10.633 |

| P12 21 Ben HUNTER | | Yamaha - | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:54.755 | | BEST LAP TIME : 1:54.846 | | DIFFERENCE : 0.091 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 48.490 | 2:05.457 | 62.55 | 10.611 | 17:40:35.634 |
| 2 - | 1:06.265 | 48.581 | 1:54.846 (1) | 68.33 | | 17:42:30.480 |
| 3 - | 1:07.524 | 48.585 | 1:56.109 (3) | 67.59 | 1.263 | 17:44:26.589 |
| 4 - | 1:06.873 | 49.042 | 1:55.915 (2) | 67.70 | 1.069 | 17:46:22.504 |
| 5 - | 1:07.785 | 49.185 | 1:56.970 | 67.09 | 2.124 | 17:48:19.474 |
| 6 - | 1:08.265 | 49.096 | 1:57.361 | 66.87 | 2.515 | 17:50:16.835 |
| 7 - | 1:07.948 | 49.449 | 1:57.397 | 66.85 | 2.551 | 17:52:14.232 |

| P13 83 C Paul GODBOLD | | Yamaha - Hill farm tree services | | | | |
|---------------------------|-----------------|----------------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:57.046 | | BEST LAP TIME : 1:57.344 | | DIFFERENCE : 0.298 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.116 | 2:04.176 | 63.20 | 6.832 | 17:40:34.353 |
| 2 - | 1:08.728 | 49.140 | 1:57.868 | 66.58 | 0.524 | 17:42:32.221 |
| 3 - | 1:08.975 | 48.670 | 1:57.645 (2) | 66.70 | 0.301 | 17:44:29.866 |
| 4 - | 1:08.376 | 48.968 | 1:57.344 (1) | 66.88 | | 17:46:27.210 |
| 5 - | 1:10.711 | 48.939 | 1:59.650 | 65.59 | 2.306 | 17:48:26.860 |
| 6 - | 1:09.061 | 48.799 | 1:57.860 (3) | 66.58 | 0.516 | 17:50:24.720 |
| 7 - | 1:09.807 | 49.938 | 1:59.745 | 65.53 | 2.401 | 17:52:24.465 |

| P14 60 R Daniel GOUGH | | Yamaha - G Force Motorcycles | | | | |
|---------------------------|-----------------|------------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.121 | | BEST LAP TIME : 1:57.121 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 49.876 | 2:07.320 | 61.64 | 10.199 | 17:40:37.497 |
| 2 - | 1:09.269 | 49.278 | 1:58.547 (2) | 66.20 | 1.426 | 17:42:36.044 |
| 3 - | 1:10.247 | 49.270 | 1:59.517 | 65.66 | 2.396 | 17:44:35.561 |
| 4 - | 1:10.358 | 49.655 | 2:00.013 | 65.39 | 2.892 | 17:46:35.574 |
| 5 - | 1:10.399 | 49.276 | 1:59.675 | 65.57 | 2.554 | 17:48:35.249 |
| 6 - | 1:08.417 | 48.704 | 1:57.121 (1) | 67.00 | | 17:50:32.370 |
| 7 - | 1:08.803 | 50.004 | 1:58.807 (3) | 66.05 | 1.686 | 17:52:31.177 |

| P15 70 C Andrew BURSCOUGH | | Yamaha - Apollo Tuning | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:53.724 | | BEST LAP TIME : 1:54.619 | | DIFFERENCE : 0.895 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 47.420 | 2:01.055 | 64.83 | 6.436 | 17:40:31.232 |
| 2 - | 1:06.304 | 48.315 | 1:54.619 (1) | 68.47 | | 17:42:25.851 |
| 3 - | 1:07.232 | 49.931 | 1:57.163 (2) | 66.98 | 2.544 | 17:44:23.014 |
| 4 - | 1:10.040 | 50.897 | 2:00.937 (3) | 64.89 | 6.318 | 17:46:23.951 |
| 5 - | 1:11.676 | 51.612 | 2:03.288 | 63.65 | 8.669 | 17:48:27.239 |
| 6 - | 1:11.121 | 50.731 | 2:01.852 | 64.40 | 7.233 | 17:50:29.091 |
| 7 - | 1:11.552 | 50.778 | 2:02.330 | 64.15 | 7.711 | 17:52:31.421 |

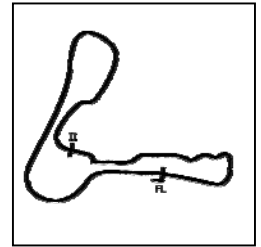
| P16 11 C Paul MIDDLETON | | Yamaha - Whizzard Racing | | | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:57.220 | | BEST LAP TIME : 1:57.761 | | DIFFERENCE : 0.541 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 50.661 | 2:08.521 | 61.06 | 10.760 | 17:40:38.698 |
| 2 - | 1:08.767 | 49.727 | 1:58.494 (3) | 66.23 | 0.733 | 17:42:37.192 |
| 3 - | 1:09.976 | 49.534 | 1:59.510 | 65.66 | 1.749 | 17:44:36.702 |
| 4 - | 1:09.580 | 49.585 | 1:59.165 | 65.85 | 1.404 | 17:46:35.867 |
| 5 - | 1:09.418 | 48.981 | 1:58.399 (2) | 66.28 | 0.638 | 17:48:34.266 |
| 6 - | 1:08.239 | 49.522 | 1:57.761 (1) | 66.64 | | 17:50:32.027 |
| 7 - | 1:09.207 | 50.203 | 1:59.410 | 65.72 | 1.649 | 17:52:31.437 |

Weather / Track : Cloudy / Dry

Cadwell Park
Circuit Length = 2.1800 miles
Start: 17:38 Flag 17:51 End: 17:53

DFDS Seaways Yamaha Past Masters

RACE 16 - 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

| P17 46 C | | Kevin MARSHALL | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 2:00.938 | | BEST LAP TIME : 2:00.938 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 51.364 | 2:10.008 | 60.36 | 9.070 | 17:40:40.185 |
| 2 - | 1:10.205 | 50.733 | 2:00.938 (1) | 64.89 | | 17:42:41.123 |
| 3 - | 1:11.313 | 51.190 | 2:02.503 (2) | 64.06 | 1.565 | 17:44:43.626 |
| 4 - | 1:11.604 | 51.170 | 2:02.774 (3) | 63.92 | 1.836 | 17:46:46.400 |
| 5 - | 1:11.989 | 53.754 | 2:05.743 | 62.41 | 4.805 | 17:48:52.143 |
| 6 - | 1:13.745 | 51.054 | 2:04.799 | 62.88 | 3.861 | 17:50:56.942 |
| 7 - | 1:13.186 | 51.454 | 2:04.640 | 62.96 | 3.702 | 17:53:01.582 |

| P18 23 C | | Zak PERRIN | | Yamaha - | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 2:28.712 | | BEST LAP TIME : 2:28.712 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:02.654 | 2:41.392 | 48.62 | 12.680 | 17:41:11.569 |
| 2 - | 1:27.972 | 1:00.740 | 2:28.712 (1) | 52.77 | | 17:43:40.281 |
| 3 - | 1:28.061 | 1:14.361 | 2:42.422 | 48.31 | 13.710 | 17:46:22.703 |
| 4 - | 1:32.650 | 1:02.596 | 2:35.246 (3) | 50.55 | 6.534 | 17:48:57.949 |
| 5 - | 1:29.706 | 1:01.385 | 2:31.091 (2) | 51.94 | 2.379 | 17:51:29.040 |

| P19 41 | | David ABRAHAM | | Yamaha - Cambridge Motorcycles | | |
|---------------------------|-----------------|--------------------------|---------------------|--------------------------------|-------|---------------------|
| IDEAL LAP TIME : 1:49.407 | | BEST LAP TIME : 1:49.407 | | DIFFERENCE : 0.000 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 46.958 | 1:57.858 | 66.58 | 8.451 | 17:40:28.035 |
| 2 - | 1:03.410 | 45.997 | 1:49.407 (1) | 71.73 | | 17:42:17.442 |
| 3 - | 1:04.501 | 46.267 | 1:50.768 (2) | 70.85 | 1.361 | 17:44:08.210 |
| 4 - | 1:05.273 | 47.492 | 1:52.765 (3) | 69.59 | 3.358 | 17:46:00.975 |

| P20 98 C | | Sarah ENGLISH | | Yamaha - Tempest Revivals | | |
|---------------------------|-----------------|--------------------------|---------------------|---------------------------|--------|---------------------|
| IDEAL LAP TIME : 2:29.764 | | BEST LAP TIME : 2:30.884 | | DIFFERENCE : 1.120 | | |
| LAP | SECTOR 1 | SECTOR 2 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 1:04.327 | 2:42.722 | 48.22 | 11.838 | 17:41:12.899 |
| 2 - | 1:28.431 | 1:02.464 | 2:30.895 (2) | 52.01 | 0.011 | 17:43:43.794 |
| 3 - | 1:27.300 | 1:03.996 | 2:31.296 (3) | 51.87 | 0.412 | 17:46:15.090 |
| 4 - | 1:27.838 | 1:03.046 | 2:30.884 (1) | 52.01 | | 17:48:45.974 |

Weather / Track : Cloudy / Dry

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 17:38 Flag 17:51 End: 17:53

DFDS Seaways Yamaha Past Masters

RACE 16 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|-----------|-----------------|-----|-----------|-------------------------|-----|-----|--------------------|-----------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | PERFECT LAP | 1:44.578 | | |
| 1 | 19 | BRANTON | 1:01.021 | 13 | EDMONDSON | 43.557 | 1 | 13 | EDMONDSON | 1:45.600 | 1:46.049 | 0.449 |
| 2 | 13 | EDMONDSON | 1:02.043 | 19 | BRANTON | 44.675 | 2 | 19 | BRANTON | 1:45.696 | 1:45.979 | 0.283 |
| 3 | 88 | STANLEY | 1:03.263 | 81 | GRANT | 45.577 | 3 | 81 | GRANT | 1:48.855 | 1:48.855 | 0.000 |
| 4 | 81 | GRANT | 1:03.278 | 125 | MILES | 45.640 | 4 | 125 | MILES | 1:49.062 | 1:49.460 | 0.398 |
| 5 | 41 | ABRAHAM | 1:03.410 | 41 | ABRAHAM | 45.997 | 5 | 41 | ABRAHAM | 1:49.407 | 1:49.407 | 0.000 |
| 6 | 125 | MILES | 1:03.422 | 88 | STANLEY | 46.165 | 6 | 88 | STANLEY | 1:49.428 | 1:49.433 | 0.005 |
| 7 | 4 | HALIL | 1:04.429 | 4 | HALIL | 46.346 | 7 | 4 | HALIL | 1:50.775 | 1:51.782 | 1.007 |
| 8 | 97 | GUYETT | 1:05.027 | 97 | GUYETT | 46.858 | 8 | 97 | GUYETT | 1:51.885 | 1:51.959 | 0.074 |
| 9 | 40 | BEACOCK | 1:05.405 | 57 | MOOK | 47.407 | 9 | 40 | BEACOCK | 1:53.060 | 1:53.134 | 0.074 |
| 10 | 74 | WHITBY | 1:05.417 | 70 | BURSCOUGH | 47.420 | 10 | 74 | WHITBY | 1:53.162 | 1:53.310 | 0.148 |
| 11 | 89 | TEMPEST | 1:05.755 | 89 | TEMPEST | 47.474 | 11 | 89 | TEMPEST | 1:53.229 | 1:53.746 | 0.517 |
| 12 | 57 | MOOK | 1:06.072 | 40 | BEACOCK | 47.655 | 12 | 57 | MOOK | 1:53.479 | 1:53.479 | 0.000 |
| 13 | 21 | HUNTER | 1:06.265 | 74 | WHITBY | 47.745 | 13 | 70 | BURSCOUGH | 1:53.724 | 1:54.619 | 0.895 |
| 14 | 70 | BURSCOUGH | 1:06.304 | 21 | HUNTER | 48.490 | 14 | 21 | HUNTER | 1:54.755 | 1:54.846 | 0.091 |
| 15 | 11 | MIDDLETON | 1:08.239 | 83 | GODBOLD | 48.670 | 15 | 83 | GODBOLD | 1:57.046 | 1:57.344 | 0.298 |
| 16 | 83 | GODBOLD | 1:08.376 | 60 | GOUGH | 48.704 | 16 | 60 | GOUGH | 1:57.121 | 1:57.121 | 0.000 |
| 17 | 60 | GOUGH | 1:08.417 | 11 | MIDDLETON | 48.981 | 17 | 11 | MIDDLETON | 1:57.220 | 1:57.761 | 0.541 |
| 18 | 46 | MARSHALL | 1:10.205 | 46 | MARSHALL | 50.733 | 18 | 46 | MARSHALL | 2:00.938 | 2:00.938 | 0.000 |
| 19 | 98 | ENGLISH | 1:27.300 | 23 | PERRIN | 1:00.740 | 19 | 23 | PERRIN | 2:28.712 | 2:28.712 | 0.000 |
| 20 | 23 | PERRIN | 1:27.972 | 98 | ENGLISH | 1:02.464 | 20 | 98 | ENGLISH | 2:29.764 | 2:30.884 | 1.120 |
| 21 | | | | | | | | | | | | |

Weather / Track : Cloudy / Dry

Results can be found at www.tsl-timing.com

Cadwell Park
 Circuit Length = 2.1800 miles
 Start: 17:38 Flag 17:51 End: 17:53

Printed - 17:56 Sunday, 29 April 2018