



## **Club Races**

## **Mallory Park**

**3rd May 2021**



**Results Provided by Timing Solutions Ltd**  
[www.tsl-timing.com](http://www.tsl-timing.com)

# JHP Ducati Coventry allcomers

## Qualifying - CLASSIFICATION

| POS | NO  | CL  | PIC NAME          | ENTRY        | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|-----|-------------------|--------------|----------|----|------|--------|-------|-------|
| 1   | 1   | NP  | 1 Luke STAPEFORD  | Suzuki 1000  | 53.221   | 6  | 10   |        |       | 94.02 |
| 2   | 120 | ALL | 1 Luke HEDGER     | Suzuki 1000  | 53.441   | 11 | 11   | 0.220  | 0.220 | 93.63 |
| 3   | 11  | ALL | 2 LOUIS DAWSON    | Aprilia 1000 | 54.508   | 8  | 8    | 1.287  | 1.067 | 91.80 |
| 4   | 561 | ALL | 3 John INGRAM     | BMW 1000     | 54.588   | 9  | 10   | 1.367  | 0.080 | 91.66 |
| 5   | 150 | NP  | 2 Tom OLIVER      | Suzuki 1000  | 54.784   | 8  | 10   | 1.563  | 0.196 | 91.34 |
| 6   | 272 | NP  | 3 Tom WARD        | Suzuki 1000  | 54.818   | 6  | 7    | 1.597  | 0.034 | 91.28 |
| 7   | 178 | ALL | 4 Ashley KING     | Yamaha 1000  | 54.927   | 2  | 9    | 1.706  | 0.109 | 91.10 |
| 8   | 291 | ALL | 5 Andrew FISHER   | Suzuki 1000  | 55.156   | 9  | 9    | 1.935  | 0.229 | 90.72 |
| 9   | 148 | ALL | 6 ASH BEECH       | Suzuki 1000  | 56.210   | 5  | 6    | 2.989  | 1.054 | 89.02 |
| 10  | 21  | ALL | 7 Phil BROOKS     | Yamaha 1000  | 56.277   | 9  | 9    | 3.056  | 0.067 | 88.91 |
| 11  | 127 | NP  | 4 Bjorn ESTMENT   | Suzuki 1000  | 57.017   | 5  | 5    | 3.796  | 0.740 | 87.76 |
| 12  | 17  | ALL | 8 Gary WOODWARD   | BMW 1000     | 57.355   | 5  | 10   | 4.134  | 0.338 | 87.24 |
| 13  | 60  | ALL | 9 Paul DEWEY      | Aprilia 1000 | 57.586   | 7  | 8    | 4.365  | 0.231 | 86.89 |
| 14  | 80  | ALL | 10 Harry JACKSON  | Kawasaki 600 | 57.644   | 8  | 8    | 4.423  | 0.058 | 86.80 |
| 15  | 169 | ALL | 11 Brad CLARKE    | Suzuki 1000  | 57.915   | 6  | 6    | 4.694  | 0.271 | 86.40 |
| 16  | 53  | ALL | 12 Russ BURROWS   | Suzuki 1000  | 58.267   | 7  | 7    | 5.046  | 0.352 | 85.88 |
| 17  | 64  | ALL | 13 Martin TRANTER | Kawasaki 900 | 59.364   | 6  | 9    | 6.143  | 1.097 | 84.29 |
| 18  | 241 | ALL | 14 Russell BROOK  | Yamaha 600   | 1:00.551 | 7  | 9    | 7.330  | 1.187 | 82.64 |
| 19  | 16  | ALL | 15 Simon TAYLOR   | BMW 1000     | 1:01.357 | 5  | 9    | 8.136  | 0.806 | 81.55 |
| 20  | 114 | ALL | 16 Ricky MARTIN   | Kawasaki 600 | 1:01.796 | 4  | 5    | 8.575  | 0.439 | 80.97 |
| 21  | 30  | ALL | 17 David KORTEGAS | yamaha 1000  | 1:02.186 | 6  | 9    | 8.965  | 0.390 | 80.46 |
| 22  | 186 | ALL | 18 Oliver DEAN    | Yamaha 600   | 1:03.119 | 5  | 7    | 9.898  | 0.933 | 79.27 |
| 23  | 51  | ALL | 19 Ryan SMITH     | BMW 1000     | 1:03.572 | 5  | 7    | 10.351 | 0.453 | 78.71 |
| 24  | 69  | ALL | 20 John ENGLAND   | Yamaha 1000  | 1:06.819 | 4  | 5    | 13.598 | 3.247 | 74.88 |

#148 - No Working Transponder  
AMENDED RESULT

Weather / Track : Cloudy / Dry

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

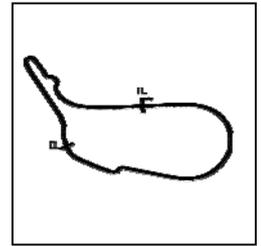
Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:30 Flag 09:40 End: 09:41

Printed - 11:26 Monday, 03 May 2021



# JHP Ducati Coventry allcomers

## 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                      |               | 1 NP                   |                   | Luke STAFORD       |       | Suzuki 1000         |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 53.221 |               | BEST LAP TIME : 53.221 |                   | DIFFERENCE : 0.000 |       |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                     | 35.594        | 25.331                 | 1:00.925          | 82.13              | 7.704 | 09:32:01.485        |  |
| 2 -                     | 30.886        | 25.390                 | 56.276            | 88.91              | 3.055 | 09:32:57.761        |  |
| 3 -                     | 31.042        | 23.840                 | 54.882 (3)        | 91.17              | 1.661 | 09:33:52.643        |  |
| 4 -                     | 31.636        | 26.858                 | 58.494            | 85.54              | 5.273 | 09:34:51.137        |  |
| 5 -                     | 31.947        | 25.025                 | 56.972            | 87.83              | 3.751 | 09:35:48.109        |  |
| 6 -                     | <b>29.383</b> | <b>23.838</b>          | <b>53.221 (1)</b> | <b>94.02</b>       |       | <b>09:36:41.330</b> |  |
| 7 -                     | 29.417        | 27.564                 | 56.981            | 87.81              | 3.760 | 09:37:38.311        |  |
| 8 -                     | 30.998        | 24.119                 | 55.117            | 90.78              | 1.896 | 09:38:33.428        |  |
| 9 -                     | 29.656        | 25.106                 | 54.762 (2)        | 91.37              | 1.541 | 09:39:28.190        |  |
| 10 -                    | 30.492        | 25.355                 | 55.847            | 89.60              | 2.626 | 09:40:24.037        |  |

| P2                      |               | 120 ALL                |                   | Luke HEDGER        |       | Suzuki 1000         |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 53.368 |               | BEST LAP TIME : 53.441 |                   | DIFFERENCE : 0.073 |       |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                     | 32.777        | 25.643                 | 58.420            | 85.65              | 4.979 | 09:31:58.306        |  |
| 2 -                     | 30.293        | 25.446                 | 55.739            | 89.77              | 2.298 | 09:32:54.045        |  |
| 3 -                     | 30.149        | 25.504                 | 55.653            | 89.91              | 2.212 | 09:33:49.698        |  |
| 4 -                     | 30.016        | 24.685                 | 54.701            | 91.47              | 1.260 | 09:34:44.399        |  |
| 5 -                     | 30.239        | 24.386                 | 54.625            | 91.60              | 1.184 | 09:35:39.024        |  |
| 6 -                     | 29.699        | 24.541                 | 54.240            | 92.25              | 0.799 | 09:36:33.264        |  |
| 7 -                     | 30.016        | 24.277                 | 54.293            | 92.16              | 0.852 | 09:37:27.557        |  |
| 8 -                     | <b>29.338</b> | 24.278                 | 53.616 (2)        | 93.33              | 0.175 | 09:38:21.173        |  |
| 9 -                     | 30.206        | 24.367                 | 54.573            | 91.69              | 1.132 | 09:39:15.746        |  |
| 10 -                    | 29.676        | 24.119                 | 53.795 (3)        | 93.02              | 0.354 | 09:40:09.541        |  |
| 11 -                    | 29.411        | <b>24.030</b>          | <b>53.441 (1)</b> | <b>93.63</b>       |       | <b>09:41:02.982</b> |  |

| P3                      |               | 11 ALL                 |                   | LOUIS DAWSON       |       | Aprilia 1000        |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 54.482 |               | BEST LAP TIME : 54.508 |                   | DIFFERENCE : 0.026 |       |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                     | 32.918        | 26.548                 | 59.466            | 84.14              | 4.958 | 09:33:32.091        |  |
| 2 -                     | 32.075        | 25.529                 | 57.604            | 86.86              | 3.096 | 09:34:29.695        |  |
| 3 -                     | 30.963        | 25.901                 | 56.864            | 87.99              | 2.356 | 09:35:26.559        |  |
| 4 -                     | 30.347        | 24.539                 | 54.886 (2)        | 91.17              | 0.378 | 09:36:21.445        |  |
| 5 -                     | 30.187        | 25.642                 | 55.829            | 89.63              | 1.321 | 09:37:17.274        |  |
| 6 -                     | 31.150        | 24.418                 | 55.568            | 90.05              | 1.060 | 09:38:12.842        |  |
| 7 -                     | 30.527        | <b>24.403</b>          | 54.930 (3)        | 91.09              | 0.422 | 09:39:07.772        |  |
| 8 -                     | <b>30.079</b> | 24.429                 | <b>54.508 (1)</b> | <b>91.80</b>       |       | <b>09:40:02.280</b> |  |

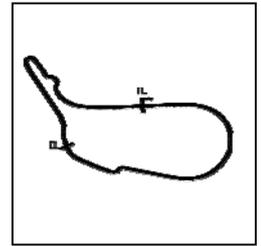
| P4                      |               | 561 ALL                |                   | John INGRAM        |       | BMW 1000            |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 54.588 |               | BEST LAP TIME : 54.588 |                   | DIFFERENCE : 0.000 |       |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                     | 35.025        | 27.508                 | 1:02.533          | 80.02              | 7.945 | 09:32:05.236        |  |
| 2 -                     | 32.393        | 25.416                 | 57.809            | 86.56              | 3.221 | 09:33:03.045        |  |
| 3 -                     | 32.015        | 25.327                 | 57.342            | 87.26              | 2.754 | 09:34:00.387        |  |
| 4 -                     | 30.908        | 24.987                 | 55.895 (3)        | 89.52              | 1.307 | 09:34:56.282        |  |
| 5 -                     | 30.678        | 25.013                 | 55.691 (2)        | 89.85              | 1.103 | 09:35:51.973        |  |
| 6 -                     | 31.964        | 25.108                 | 57.072            | 87.67              | 2.484 | 09:36:49.045        |  |
| 7 -                     | 31.407        | 24.548                 | 55.955            | 89.42              | 1.367 | 09:37:45.000        |  |
| 8 -                     | 31.703        | 24.852                 | 56.555            | 88.48              | 1.967 | 09:38:41.555        |  |
| 9 -                     | <b>30.621</b> | <b>23.967</b>          | <b>54.588 (1)</b> | <b>91.66</b>       |       | <b>09:39:36.143</b> |  |
| 10 -                    | 30.895        | 25.229                 | 56.124            | 89.16              | 1.536 | 09:40:32.267        |  |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:30 Flag 09:40 End: 09:41

# JHP Ducati Coventry allcomers

## 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

| P5 150 NP Tom OLIVER    |               |                        | Suzuki 1000       |                    |        |                     |
|-------------------------|---------------|------------------------|-------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 54.741 |               | BEST LAP TIME : 54.784 |                   | DIFFERENCE : 0.043 |        |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF   | TIME OF DAY         |
| 1 -                     | 38.455        | 27.592                 | 1:06.047          | 75.76              | 11.263 | 09:32:14.130        |
| 2 -                     | 33.425        | 26.425                 | 59.850            | 83.60              | 5.066  | 09:33:13.980        |
| 3 -                     | 32.388        | 25.484                 | 57.872            | 86.46              | 3.088  | 09:34:11.852        |
| 4 -                     | 31.732        | 25.395                 | 57.127            | 87.59              | 2.343  | 09:35:08.979        |
| 5 -                     | 30.804        | 24.731                 | 55.535 (3)        | 90.10              | 0.751  | 09:36:04.514        |
| 6 -                     | 31.136        | 24.525                 | 55.661            | 89.90              | 0.877  | 09:37:00.175        |
| 7 -                     | <b>30.453</b> | 24.983                 | 55.436 (2)        | 90.26              | 0.652  | 09:37:55.611        |
| 8 -                     | 30.496        | <b>24.288</b>          | <b>54.784 (1)</b> | <b>91.34</b>       |        | <b>09:38:50.395</b> |
| 9 -                     | 30.560        | 25.818                 | 56.378            | 88.75              | 1.594  | 09:39:46.773        |
| 10 -                    | 33.839        | 29.935                 | 1:03.774          | 78.46              | 8.990  | 09:40:50.547        |

| P6 272 NP Tom WARD      |               |                        | Suzuki 1000       |                    |        |                     |
|-------------------------|---------------|------------------------|-------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 54.801 |               | BEST LAP TIME : 54.818 |                   | DIFFERENCE : 0.017 |        |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF   | TIME OF DAY         |
| 1 -                     | 37.947        | 27.839                 | 1:05.786          | 76.06              | 10.968 | 09:32:08.868        |
| 2 -                     | 32.473        | 26.071                 | 58.544            | 85.47              | 3.726  | 09:33:07.412        |
| 3 -                     | 31.488        | 25.001                 | 56.489            | 88.58              | 1.671  | 09:34:03.901        |
| 4 -                     | 31.563        | 24.702                 | 56.265 (3)        | 88.93              | 1.447  | 09:35:00.166        |
| 5 -                     | 31.296        | 25.322                 | 56.618            | 88.38              | 1.800  | 09:35:56.784        |
| 6 -                     | 30.722        | <b>24.096</b>          | <b>54.818 (1)</b> | <b>91.28</b>       |        | <b>09:36:51.602</b> |
| 7 -                     | <b>30.705</b> | 24.218                 | 54.923 (2)        | 91.10              | 0.105  | 09:37:46.525        |

| P7 178 ALL Ashley KING  |               |                        | Yamaha 1000       |                    |       |                     |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 54.927 |               | BEST LAP TIME : 54.927 |                   | DIFFERENCE : 0.000 |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                     | 32.849        | 24.998                 | 57.847            | 86.50              | 2.920 | 09:33:36.528        |
| 2 -                     | <b>30.668</b> | <b>24.259</b>          | <b>54.927 (1)</b> | <b>91.10</b>       |       | <b>09:34:31.455</b> |
| 3 -                     | 31.034        | 25.755                 | 56.789            | 88.11              | 1.862 | 09:35:28.244        |
| 4 -                     | 32.613        | 24.877                 | 57.490            | 87.04              | 2.563 | 09:36:25.734        |
| 5 -                     | 30.972        | 24.669                 | 55.641 (3)        | 89.93              | 0.714 | 09:37:21.375        |
| 6 -                     | 31.406        | 24.837                 | 56.243            | 88.97              | 1.316 | 09:38:17.618        |
| 7 -                     | 31.353        | 25.515                 | 56.868            | 87.99              | 1.941 | 09:39:14.486        |
| 8 -                     | 30.793        | 24.603                 | 55.396 (2)        | 90.33              | 0.469 | 09:40:09.882        |
| 9 -                     | 31.158        | 24.706                 | 55.864            | 89.57              | 0.937 | 09:41:05.746        |

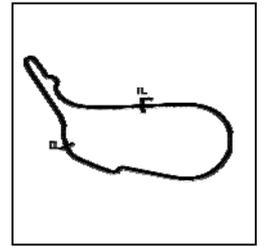
| P8 291 ALL Andrew FISHER |               |                        | Suzuki 1000       |                    |       |                     |
|--------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 54.940  |               | BEST LAP TIME : 55.156 |                   | DIFFERENCE : 0.216 |       |                     |
| LAP                      | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                      | 34.652        | 27.573                 | 1:02.225          | 80.41              | 7.069 | 09:33:46.164        |
| 2 -                      | 32.051        | 25.815                 | 57.866            | 86.47              | 2.710 | 09:34:44.030        |
| 3 -                      | 30.450        | 24.977                 | 55.427 (3)        | 90.28              | 0.271 | 09:35:39.457        |
| 4 -                      | 30.434        | <b>24.737</b>          | 55.171 (2)        | 90.70              | 0.015 | 09:36:34.628        |
| 5 -                      | 31.201        | 26.172                 | 57.373            | 87.21              | 2.217 | 09:37:32.001        |
| 6 -                      | 30.505        | 25.148                 | 55.653            | 89.91              | 0.497 | 09:38:27.654        |
| 7 -                      | 31.245        | 25.777                 | 57.022            | 87.75              | 1.866 | 09:39:24.676        |
| 8 -                      | 30.383        | 25.311                 | 55.694            | 89.84              | 0.538 | 09:40:20.370        |
| 9 -                      | <b>30.203</b> | 24.953                 | <b>55.156 (1)</b> | <b>90.72</b>       |       | <b>09:41:15.526</b> |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 09:30 Flag 09:40 End: 09:41

# JHP Ducati Coventry allcomers

## 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

| P9 148 ALL ASH BEECH |          |                        | Suzuki 1000       |              |        |                     |
|----------------------|----------|------------------------|-------------------|--------------|--------|---------------------|
| IDEAL LAP TIME :     |          | BEST LAP TIME : 56.210 | DIFFERENCE :      |              |        |                     |
| LAP                  | SECTOR 1 | SECTOR 2               | LAP TIME          | MPH          | DIFF   | TIME OF DAY         |
| 1 -                  |          |                        | 1:02.796          | 79.68        | 6.586  | 09:33:59.418        |
| 2 -                  |          |                        | 1:51.677          | 44.80        | 55.467 | 09:35:51.095        |
| 3 -                  |          |                        | 57.691 (3)        | 86.73        | 1.481  | 09:36:48.786        |
| 4 -                  |          |                        | 1:53.673          | 44.02        | 57.463 | 09:38:42.459        |
| 5 -                  |          |                        | <b>56.210 (1)</b> | <b>89.02</b> |        | <b>09:39:38.669</b> |
| 6 -                  |          |                        | 56.663 (2)        | 88.31        | 0.453  | 09:40:35.332        |

| P10 21 ALL Phil BROOKS  |               |                        | Yamaha 1000        |              |       |                     |
|-------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 56.136 |               | BEST LAP TIME : 56.277 | DIFFERENCE : 0.141 |              |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                     | 31.872        | 26.197                 | 58.069             | 86.17        | 1.792 | 09:33:32.047        |
| 2 -                     | 31.490        | <b>25.188</b>          | 56.678 (2)         | 88.28        | 0.401 | 09:34:28.725        |
| 3 -                     | 31.585        | 27.767                 | 59.352             | 84.31        | 3.075 | 09:35:28.077        |
| 4 -                     | 32.025        | 25.434                 | 57.459             | 87.08        | 1.182 | 09:36:25.536        |
| 5 -                     | 31.636        | 25.523                 | 57.159             | 87.54        | 0.882 | 09:37:22.695        |
| 6 -                     | 31.316        | 25.638                 | 56.954 (3)         | 87.86        | 0.677 | 09:38:19.649        |
| 7 -                     | 31.109        | 27.865                 | 58.974             | 84.85        | 2.697 | 09:39:18.623        |
| 8 -                     | 31.253        | 26.020                 | 57.273             | 87.37        | 0.996 | 09:40:15.896        |
| 9 -                     | <b>30.948</b> | 25.329                 | <b>56.277 (1)</b>  | <b>88.91</b> |       | <b>09:41:12.173</b> |

| P11 127 NP Bjorn ESTMENT |               |                        | Suzuki 1000        |              |       |                     |
|--------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 57.017  |               | BEST LAP TIME : 57.017 | DIFFERENCE : 0.000 |              |       |                     |
| LAP                      | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                      | 35.121        | 27.782                 | 1:02.903           | 79.55        | 5.886 | 09:36:30.281        |
| 2 -                      | 32.796        | 25.894                 | 58.690 (2)         | 85.26        | 1.673 | 09:37:28.971        |
| 3 -                      | 32.848        | 25.865                 | 58.713 (3)         | 85.22        | 1.696 | 09:38:27.684        |
| 4 -                      | 31.940        | 27.352                 | 59.292             | 84.39        | 2.275 | 09:39:26.976        |
| 5 -                      | <b>31.464</b> | <b>25.553</b>          | <b>57.017 (1)</b>  | <b>87.76</b> |       | <b>09:40:23.993</b> |

| P12 17 ALL Gary WOODWARD |               |                        | BMW 1000           |              |       |                     |
|--------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 56.949  |               | BEST LAP TIME : 57.355 | DIFFERENCE : 0.406 |              |       |                     |
| LAP                      | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                      | 34.807        | 26.943                 | 1:01.750           | 81.03        | 4.395 | 09:32:18.526        |
| 2 -                      | 32.286        | 25.970                 | 58.256             | 85.89        | 0.901 | 09:33:16.782        |
| 3 -                      | 32.058        | 26.060                 | 58.118             | 86.10        | 0.763 | 09:34:14.900        |
| 4 -                      | 31.542        | 25.905                 | 57.447             | 87.10        | 0.092 | 09:35:12.347        |
| 5 -                      | 31.564        | 25.791                 | <b>57.355 (1)</b>  | <b>87.24</b> |       | <b>09:36:09.702</b> |
| 6 -                      | 32.325        | 26.169                 | 1:03.494           | 78.81        | 6.139 | 09:37:13.196        |
| 7 -                      | 32.444        | 26.477                 | 58.921             | 84.92        | 1.566 | 09:38:12.117        |
| 8 -                      | 31.642        | <b>25.762</b>          | 57.404 (3)         | 87.17        | 0.049 | 09:39:09.521        |
| 9 -                      | 33.918        | 26.244                 | 1:00.162           | 83.17        | 2.807 | 09:40:09.683        |
| 10 -                     | <b>31.187</b> | 26.177                 | 57.364 (2)         | 87.23        | 0.009 | 09:41:07.047        |

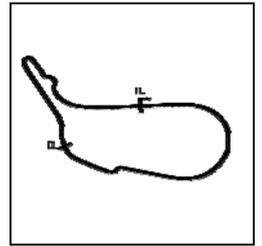
| P13 60 ALL Paul DEWEY   |               |                        | Aprilia 1000       |              |       |                     |
|-------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 57.527 |               | BEST LAP TIME : 57.586 | DIFFERENCE : 0.059 |              |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                     | 35.438        | 29.152                 | 1:04.590           | 77.47        | 7.004 | 09:33:49.391        |
| 2 -                     | 33.551        | 28.101                 | 1:01.652           | 81.16        | 4.066 | 09:34:51.043        |
| 3 -                     | 32.738        | 26.127                 | 58.865             | 85.00        | 1.279 | 09:35:49.908        |
| 4 -                     | 32.557        | 25.817                 | 58.374             | 85.72        | 0.788 | 09:36:48.282        |
| 5 -                     | <b>31.888</b> | 25.829                 | 57.717 (2)         | 86.69        | 0.131 | 09:37:45.999        |
| 6 -                     | 32.086        | 25.777                 | 57.863 (3)         | 86.48        | 0.277 | 09:38:43.862        |
| 7 -                     | 31.936        | 25.650                 | <b>57.586 (1)</b>  | <b>86.89</b> |       | <b>09:39:41.448</b> |
| 8 -                     | 32.514        | <b>25.639</b>          | 58.153             | 86.04        | 0.567 | 09:40:39.601        |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:30 Flag 09:40 End: 09:41

# JHP Ducati Coventry allcomers

## 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

| P14 80 ALL              |               | Harry JACKSON          |                   | Kawasaki 600       |        |                     |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 57.407 |               | BEST LAP TIME : 57.644 |                   | DIFFERENCE : 0.237 |        |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                     | 39.405        | 29.350                 | 1:08.755          | 72.78              | 11.111 | 09:33:47.834        |  |
| 2 -                     | 34.995        | 28.252                 | 1:03.247          | 79.11              | 5.603  | 09:34:51.081        |  |
| 3 -                     | 34.238        | 26.700                 | 1:00.938          | 82.11              | 3.294  | 09:35:52.019        |  |
| 4 -                     | 32.773        | 26.663                 | 59.436            | 84.19              | 1.792  | 09:36:51.455        |  |
| 5 -                     | 32.370        | 25.710                 | 58.080 (3)        | 86.15              | 0.436  | 09:37:49.535        |  |
| 6 -                     | 32.539        | 26.390                 | 58.929            | 84.91              | 1.285  | 09:38:48.464        |  |
| 7 -                     | 32.243        | <b>25.515</b>          | 57.758 (2)        | 86.63              | 0.114  | 09:39:46.222        |  |
| 8 -                     | <b>31.892</b> | 25.752                 | <b>57.644 (1)</b> | <b>86.80</b>       |        | <b>09:40:43.866</b> |  |

| P15 169 ALL             |               | Brad CLARKE            |                   | Suzuki 1000        |       |                     |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 57.777 |               | BEST LAP TIME : 57.915 |                   | DIFFERENCE : 0.138 |       |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                     | 37.780        | 29.435                 | 1:07.215          | 74.44              | 9.300 | 09:35:58.844        |  |
| 2 -                     | 33.828        | 27.301                 | 1:01.129          | 81.86              | 3.214 | 09:36:59.973        |  |
| 3 -                     | 32.559        | 26.184                 | 58.743            | 85.18              | 0.828 | 09:37:58.716        |  |
| 4 -                     | 31.965        | 26.050                 | 58.015 (3)        | 86.25              | 0.100 | 09:38:56.731        |  |
| 5 -                     | 31.882        | <b>26.044</b>          | 57.926 (2)        | 86.38              | 0.011 | 09:39:54.657        |  |
| 6 -                     | <b>31.733</b> | 26.182                 | <b>57.915 (1)</b> | <b>86.40</b>       |       | <b>09:40:52.572</b> |  |

| P16 53 ALL              |               | Russ BURROWS           |                   | Suzuki 1000        |       |                     |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 58.267 |               | BEST LAP TIME : 58.267 |                   | DIFFERENCE : 0.000 |       |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                     | 35.372        | 27.263                 | 1:02.635          | 79.89              | 4.368 | 09:33:57.083        |  |
| 2 -                     | 33.341        | 26.870                 | 1:00.211          | 83.10              | 1.944 | 09:34:57.294        |  |
| 3 -                     | 32.850        | 26.239                 | 59.089            | 84.68              | 0.822 | 09:35:56.383        |  |
| 4 -                     | 32.569        | 26.221                 | 58.790 (2)        | 85.11              | 0.523 | 09:36:55.173        |  |
| 5 -                     | 32.479        | 26.573                 | 59.052 (3)        | 84.73              | 0.785 | 09:37:54.225        |  |
| 6 -                     | 32.752        | 26.376                 | 59.128            | 84.63              | 0.861 | 09:38:53.353        |  |
| 7 -                     | <b>32.386</b> | <b>25.881</b>          | <b>58.267 (1)</b> | <b>85.88</b>       |       | <b>09:39:51.620</b> |  |

| P17 64 ALL              |               | Martin TRANTER         |                   | Kawasaki 900       |       |                     |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 59.326 |               | BEST LAP TIME : 59.364 |                   | DIFFERENCE : 0.038 |       |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                     | 38.412        | 29.924                 | 1:08.336          | 73.22              | 8.972 | 09:32:46.342        |  |
| 2 -                     | 34.671        | 29.203                 | 1:03.874          | 78.34              | 4.510 | 09:33:50.216        |  |
| 3 -                     | 34.314        | 27.735                 | 1:02.049          | 80.64              | 2.685 | 09:34:52.265        |  |
| 4 -                     | 33.818        | 27.666                 | 1:01.484          | 81.38              | 2.120 | 09:35:53.749        |  |
| 5 -                     | 32.840        | 27.589                 | 1:00.429          | 82.80              | 1.065 | 09:36:54.178        |  |
| 6 -                     | <b>32.712</b> | 26.652                 | <b>59.364 (1)</b> | <b>84.29</b>       |       | <b>09:37:53.542</b> |  |
| 7 -                     | 35.812        | 26.930                 | 1:02.742          | 79.75              | 3.378 | 09:38:56.284        |  |
| 8 -                     | 32.722        | 27.436                 | 1:00.158 (3)      | 83.18              | 0.794 | 09:39:56.442        |  |
| 9 -                     | 32.988        | <b>26.614</b>          | 59.602 (2)        | 83.95              | 0.238 | 09:40:56.044        |  |

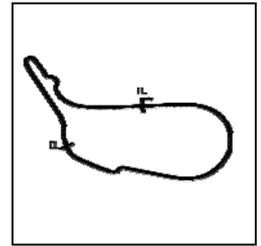
| P18 241 ALL               |               | Russell BROOK            |                     | Yamaha 600         |       |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:00.551 |               | BEST LAP TIME : 1:00.551 |                     | DIFFERENCE : 0.000 |       |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                       | 40.118        | 30.146                   | 1:10.264            | 71.21              | 9.713 | 09:32:15.637        |  |
| 2 -                       | 36.184        | 28.852                   | 1:05.036            | 76.94              | 4.485 | 09:33:20.673        |  |
| 3 -                       | 36.124        | 29.047                   | 1:05.171            | 76.78              | 4.620 | 09:34:25.844        |  |
| 4 -                       | 34.166        | 29.182                   | 1:03.348            | 78.99              | 2.797 | 09:35:29.192        |  |
| 5 -                       | 34.113        | 27.697                   | 1:01.810            | 80.95              | 1.259 | 09:36:31.002        |  |
| 6 -                       | 33.880        | 27.466                   | 1:01.346            | 81.57              | 0.795 | 09:37:32.348        |  |
| 7 -                       | <b>33.116</b> | <b>27.435</b>            | <b>1:00.551 (1)</b> | <b>82.64</b>       |       | <b>09:38:32.899</b> |  |
| 8 -                       | 33.205        | 27.445                   | 1:00.650 (2)        | 82.50              | 0.099 | 09:39:33.549        |  |
| 9 -                       | 33.302        | 27.766                   | 1:01.068 (3)        | 81.94              | 0.517 | 09:40:34.617        |  |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:30 Flag 09:40 End: 09:41

# JHP Ducati Coventry allcomers

## 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 16 ALL                |               | Simon TAYLOR             |                     | BMW 1000           |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:01.357 |               | BEST LAP TIME : 1:01.357 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.736        | 30.076                   | 1:09.812            | 71.67              | 8.455 | 09:31:51.990        |
| 2 -                       | 36.062        | 29.011                   | 1:05.073            | 76.89              | 3.716 | 09:32:57.063        |
| 3 -                       | 37.625        | 28.321                   | 1:05.946            | 75.88              | 4.589 | 09:34:03.009        |
| 4 -                       | 34.960        | 27.739                   | 1:02.699            | 79.81              | 1.342 | 09:35:05.708        |
| 5 -                       | <b>33.801</b> | <b>27.556</b>            | <b>1:01.357 (1)</b> | <b>81.55</b>       |       | <b>09:36:07.065</b> |
| 6 -                       | 37.371        | 31.092                   | 1:08.463            | 73.09              | 7.106 | 09:37:15.528        |
| 7 -                       | 34.496        | 27.797                   | 1:02.293 (3)        | 80.33              | 0.936 | 09:38:17.821        |
| 8 -                       | 34.289        | 27.897                   | 1:02.186 (2)        | 80.46              | 0.829 | 09:39:20.007        |
| 9 -                       | 33.952        | 29.161                   | 1:03.113            | 79.28              | 1.756 | 09:40:23.120        |

| P20 114 ALL               |               | Ricky MARTIN             |                     | Kawasaki 600       |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:01.796 |               | BEST LAP TIME : 1:01.796 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 36.971        | 28.561                   | 1:05.532            | 76.36              | 3.736 | 09:33:44.708        |
| 2 -                       | 34.628        | 28.097                   | 1:02.725 (3)        | 79.77              | 0.929 | 09:34:47.433        |
| 3 -                       | 34.107        | 28.068                   | 1:02.175 (2)        | 80.48              | 0.379 | 09:35:49.608        |
| 4 -                       | <b>33.900</b> | <b>27.896</b>            | <b>1:01.796 (1)</b> | <b>80.97</b>       |       | <b>09:36:51.404</b> |
| 5 -                       | 35.844        | 30.564                   | 1:06.408            | 75.35              | 4.612 | 09:37:57.812        |

| P21 30 ALL                |               | David KORTEGAS           |                     | yamaha 1000        |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:01.962 |               | BEST LAP TIME : 1:02.186 |                     | DIFFERENCE : 0.224 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 41.884        | 30.790                   | 1:12.674            | 68.85              | 10.488 | 09:32:11.038        |
| 2 -                       | 38.590        | 29.450                   | 1:08.040            | 73.54              | 5.854  | 09:33:19.078        |
| 3 -                       | 37.320        | 29.971                   | 1:07.291            | 74.36              | 5.105  | 09:34:26.369        |
| 4 -                       | 35.984        | 27.963                   | 1:03.947            | 78.25              | 1.761  | 09:35:30.316        |
| 5 -                       | 35.553        | 28.323                   | 1:03.876            | 78.33              | 1.690  | 09:36:34.192        |
| 6 -                       | <b>34.624</b> | 27.562                   | <b>1:02.186 (1)</b> | <b>80.46</b>       |        | <b>09:37:36.378</b> |
| 7 -                       | 34.628        | 27.647                   | 1:02.275 (3)        | 80.35              | 0.089  | 09:38:38.653        |
| 8 -                       | 35.099        | 27.492                   | 1:02.591            | 79.94              | 0.405  | 09:39:41.244        |
| 9 -                       | 34.877        | <b>27.338</b>            | 1:02.215 (2)        | 80.43              | 0.029  | 09:40:43.459        |

| P22 186 ALL               |               | Oliver DEAN              |                     | Yamaha 600         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.119 |               | BEST LAP TIME : 1:03.119 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 37.645        | 29.753                   | 1:07.398            | 74.24              | 4.279 | 09:34:07.510        |
| 2 -                       | 35.928        | 28.649                   | 1:04.577            | 77.48              | 1.458 | 09:35:12.087        |
| 3 -                       | 35.081        | 28.570                   | 1:03.651 (3)        | 78.61              | 0.532 | 09:36:15.738        |
| 4 -                       | 35.845        | 29.016                   | 1:04.861            | 77.15              | 1.742 | 09:37:20.599        |
| 5 -                       | <b>35.030</b> | <b>28.089</b>            | <b>1:03.119 (1)</b> | <b>79.27</b>       |       | <b>09:38:23.718</b> |
| 6 -                       | 35.529        | 29.965                   | 1:05.494            | 76.40              | 2.375 | 09:39:29.212        |
| 7 -                       | 35.049        | 28.478                   | 1:03.527 (2)        | 78.77              | 0.408 | 09:40:32.739        |

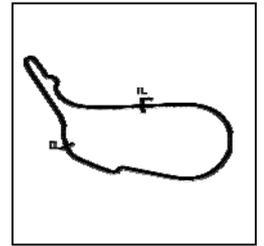
| P23 51 ALL                |               | Ryan SMITH               |                     | BMW 1000           |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.210 |               | BEST LAP TIME : 1:03.572 |                     | DIFFERENCE : 0.362 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 37.943        | 29.694                   | 1:07.637            | 73.98              | 4.065 | 09:33:49.764        |
| 2 -                       | 37.610        | 28.632                   | 1:06.242            | 75.54              | 2.670 | 09:34:56.006        |
| 3 -                       | 36.139        | 31.686                   | 1:07.825            | 73.77              | 4.253 | 09:36:03.831        |
| 4 -                       | 35.839        | 28.992                   | 1:04.831 (3)        | 77.18              | 1.259 | 09:37:08.662        |
| 5 -                       | 35.184        | <b>28.388</b>            | <b>1:03.572 (1)</b> | <b>78.71</b>       |       | <b>09:38:12.234</b> |
| 6 -                       | 36.619        | 30.005                   | 1:06.624            | 75.10              | 3.052 | 09:39:18.858        |
| 7 -                       | <b>34.822</b> | 29.023                   | 1:03.845 (2)        | 78.37              | 0.273 | 09:40:22.703        |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:30 Flag 09:40 End: 09:41

# JHP Ducati Coventry allcomers

## 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

| P24 69 ALL John ENGLAND   |               |                          | Yamaha 1000         |                    |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:06.411 |               | BEST LAP TIME : 1:06.819 |                     | DIFFERENCE : 0.408 |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 39.179        | 31.125                   | 1:10.304            | 71.17              | 3.485    | 09:33:49.276        |
| 2 -                       |               | 31.033                   | 3:25.967            | 24.29              | 2:19.148 | 09:37:15.243        |
| 3 -                       | 36.857        | <b>30.060</b>            | 1:06.917 (3)        | 74.77              | 0.098    | 09:38:22.160        |
| <b>4 -</b>                | 36.501        | 30.318                   | <b>1:06.819 (1)</b> | <b>74.88</b>       |          | <b>09:39:28.979</b> |
| 5 -                       | <b>36.351</b> | 30.474                   | 1:06.825 (2)        | 74.88              | 0.006    | 09:40:35.804        |

Weather / Track : Cloudy / Dry

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

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Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 09:30 Flag 09:40 End: 09:41

Printed - 11:27 Monday, 03 May 2021

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## Qualifying - CLASSIFICATION

| POS | NO  | CL  | PIC NAME           | ENTRY        | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|-----|--------------------|--------------|----------|----|------|--------|-------|-------|
| 1   | 171 | SOM | 1 Gary ARDEN       | Yamaha 250   | 59.272   | 9  | 9    |        |       | 84.42 |
| 2   | 57  | SOM | 2 Alan MORETON     | Suzuki 500   | 1:00.921 | 5  | 8    | 1.649  | 1.649 | 82.13 |
| 3   | 64  | SOM | 3 Martin TRANTER   | Yamaha 250   | 1:02.332 | 9  | 9    | 3.060  | 1.411 | 80.28 |
| 4   | 102 | SOM | 4 Andrew WIDDOWSON | Honda 450    | 1:02.367 | 6  | 7    | 3.095  | 0.035 | 80.23 |
| 5   | 6   | GP1 | 1 Kimberley ROSE   | Honda 125    | 1:03.039 | 6  | 7    | 3.767  | 0.672 | 79.37 |
| 6   | 246 | SOM | 5 Stu POULTON      | Yamaha 350   | 1:03.187 | 7  | 9    | 3.915  | 0.148 | 79.19 |
| 7   | 14  | GP1 | 2 Sam WARD         | Honda 125    | 1:03.195 | 5  | 8    | 3.923  | 0.008 | 79.18 |
| 8   | 150 | SOM | 6 John ADAMSON     | Yamaha 350   | 1:03.257 | 6  | 7    | 3.985  | 0.062 | 79.10 |
| 9   | 132 | SOM | 7 Paul WHITING     | Yamaha 250   | 1:03.406 | 9  | 9    | 4.134  | 0.149 | 78.92 |
| 10  | 84  | SNG | 1 Sam LAIDLOW      | Kawasaki 400 | 1:06.441 | 6  | 8    | 7.169  | 3.035 | 75.31 |
| 11  | 34  | SNG | 2 Lissy WHITMORE   | Yamaha 321   | 1:06.711 | 5  | 9    | 7.439  | 0.270 | 75.01 |
| 12  | 33  | SNG | 3 Shane HODGKINSON | Yamaha 320   | 1:07.270 | 9  | 9    | 7.998  | 0.559 | 74.38 |
| 13  | 38  | SNG | 4 Fabio LINARES    | Aprillia 125 | 1:08.759 | 4  | 4    | 9.487  | 1.489 | 72.77 |
| 14  | 134 | SOM | 8 Rob STAFFORD     | Suzuki 250   | 1:11.286 | 3  | 3    | 12.014 | 2.527 | 70.19 |
| 15  | 342 | SNG | 5 Elaine MOODY     | Yamaha 300   | 1:14.573 | 5  | 8    | 15.301 | 3.287 | 67.10 |
| 16  | 4   | GP1 | 3 Kerry BURTON     | Gp80 85      | 1:16.696 | 6  | 6    | 17.424 | 2.123 | 65.24 |
| 17  | 571 | SOM | 9 Stephen DENMAN   | Yamaha 347   | 1:23.185 | 2  | 2    | 23.913 | 6.489 | 60.15 |
| 18  | 181 | SNG | 6 Holly REEVES     | Kawasaki 300 |          |    | 0    |        |       |       |
| 19  | 44  | GP1 | 4 Mitchell SEARLE  | Aprilia 125  |          |    | 0    |        |       |       |

Weather / Track : Cloudy / Dry

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

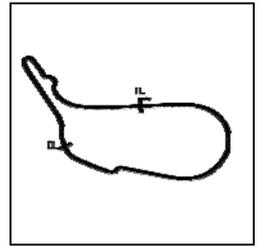
Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:42 Flag 09:52 End: 09:57

Printed - 12:12 Monday, 03 May 2021



# Alamo Racing Sounds of Music & Huggies GP125-450cc

## 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 171 SOM Gary ARDEN   |               |                        | Yamaha 250        |                    |       |                     |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 58.727 |               | BEST LAP TIME : 59.272 |                   | DIFFERENCE : 0.545 |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                     | 37.352        | 27.867                 | 1:05.219          | 76.72              | 5.947 | 09:44:25.238        |
| 2 -                     | 33.567        | 28.237                 | 1:01.804          | 80.96              | 2.532 | 09:45:27.042        |
| 3 -                     | 33.182        | 27.387                 | 1:00.569          | 82.61              | 1.297 | 09:46:27.611        |
| 4 -                     | 33.709        | 27.034                 | 1:00.743          | 82.38              | 1.471 | 09:47:28.354        |
| 5 -                     | 32.738        | 27.377                 | 1:00.115          | 83.24              | 0.843 | 09:48:28.469        |
| 6 -                     | 32.855        | 27.202                 | 1:00.057          | 83.32              | 0.785 | 09:49:28.526        |
| 7 -                     | <b>31.875</b> | 27.759                 | 59.634 (3)        | 83.91              | 0.362 | 09:50:28.160        |
| 8 -                     | 32.104        | 27.270                 | 59.374 (2)        | 84.27              | 0.102 | 09:51:27.534        |
| 9 -                     | 32.420        | <b>26.852</b>          | <b>59.272 (1)</b> | <b>84.42</b>       |       | <b>09:52:26.806</b> |

| P2 57 SOM Alan MORETON    |               |                          | Suzuki 500          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:00.437 |               | BEST LAP TIME : 1:00.921 |                     | DIFFERENCE : 0.484 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 41.779        | 30.672                   | 1:12.451            | 69.06              | 11.530 | 09:44:07.144        |
| 2 -                       | 37.253        | 28.416                   | 1:05.669            | 76.20              | 4.748  | 09:45:12.813        |
| 3 -                       | 34.536        | 27.327                   | 1:01.863            | 80.88              | 0.942  | 09:46:14.676        |
| 4 -                       | 34.315        | 27.837                   | 1:02.152            | 80.51              | 1.231  | 09:47:16.828        |
| 5 -                       | 33.995        | <b>26.926</b>            | <b>1:00.921 (1)</b> | <b>82.13</b>       |        | <b>09:48:17.749</b> |
| 6 -                       | <b>33.511</b> | 27.539                   | 1:01.050 (2)        | 81.96              | 0.129  | 09:49:18.799        |
| 7 -                       | 34.651        | 27.033                   | 1:01.684            | 81.12              | 0.763  | 09:50:20.483        |
| 8 -                       | 33.780        | 27.560                   | 1:01.340 (3)        | 81.57              | 0.419  | 09:51:21.823        |

| P3 64 SOM Martin TRANTER  |               |                          | Yamaha 250          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:02.332 |               | BEST LAP TIME : 1:02.332 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 37.992        | 29.659                   | 1:07.651            | 73.96              | 5.319 | 09:44:12.622        |
| 2 -                       | 36.208        | 29.613                   | 1:05.821            | 76.02              | 3.489 | 09:45:18.443        |
| 3 -                       | 36.080        | 28.438                   | 1:04.518            | 77.56              | 2.186 | 09:46:22.961        |
| 4 -                       | 35.658        | 28.208                   | 1:03.866            | 78.35              | 1.534 | 09:47:26.827        |
| 5 -                       | 36.067        | 28.370                   | 1:04.437            | 77.65              | 2.105 | 09:48:31.264        |
| 6 -                       | 34.892        | 28.168                   | 1:03.060 (3)        | 79.35              | 0.728 | 09:49:34.324        |
| 7 -                       | 34.705        | 27.934                   | 1:02.639 (2)        | 79.88              | 0.307 | 09:50:36.963        |
| 8 -                       | 36.105        | 28.509                   | 1:04.614            | 77.44              | 2.282 | 09:51:41.577        |
| 9 -                       | <b>34.477</b> | <b>27.855</b>            | <b>1:02.332 (1)</b> | <b>80.28</b>       |       | <b>09:52:43.909</b> |

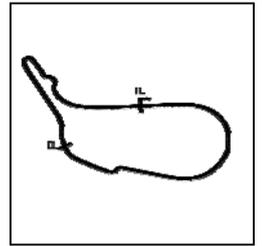
| P4 102 SOM Andrew WIDDOWSON |               |                          | Honda 450           |                    |        |                     |
|-----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:02.111   |               | BEST LAP TIME : 1:02.367 |                     | DIFFERENCE : 0.256 |        |                     |
| LAP                         | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         | 40.923        | 33.291                   | 1:14.214            | 67.42              | 11.847 | 09:44:12.227        |
| 2 -                         | 37.028        | 29.686                   | 1:06.714            | 75.00              | 4.347  | 09:45:18.941        |
| 3 -                         | 36.015        | 28.062                   | 1:04.077            | 78.09              | 1.710  | 09:46:23.018        |
| 4 -                         | 35.298        | 28.299                   | 1:03.597            | 78.68              | 1.230  | 09:47:26.615        |
| 5 -                         | <b>34.235</b> | 29.225                   | 1:03.460 (3)        | 78.85              | 1.093  | 09:48:30.075        |
| 6 -                         | 34.284        | 28.083                   | <b>1:02.367 (1)</b> | <b>80.23</b>       |        | <b>09:49:32.442</b> |
| 7 -                         | 34.787        | <b>27.876</b>            | 1:02.663 (2)        | 79.85              | 0.296  | 09:50:35.105        |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:42 Flag 09:52 End: 09:57

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## 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

| P5 6 GP1 Kimberley ROSE   |               |                          | Honda 125           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:03.039 |               | BEST LAP TIME : 1:03.039 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 44.853        | 32.712                   | 1:17.565            | 64.51              | 14.526 | 09:44:12.732        |
| 2 -                       | 38.013        | 29.671                   | 1:07.684            | 73.93              | 4.645  | 09:45:20.416        |
| 3 -                       | 36.670        | 30.565                   | 1:07.235            | 74.42              | 4.196  | 09:46:27.651        |
| 4 -                       | 36.260        | 29.037                   | 1:05.297            | 76.63              | 2.258  | 09:47:32.948        |
| 5 -                       | 35.013        | 28.832                   | 1:03.845 (3)        | 78.37              | 0.806  | 09:48:36.793        |
| 6 -                       | <b>34.407</b> | <b>28.632</b>            | <b>1:03.039 (1)</b> | <b>79.37</b>       |        | <b>09:49:39.832</b> |
| 7 -                       | 34.842        | 28.850                   | 1:03.692 (2)        | 78.56              | 0.653  | 09:50:43.524        |

| P6 246 SOM Stu POULTON    |               |                          | Yamaha 350          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:02.919 |               | BEST LAP TIME : 1:03.187 |                     | DIFFERENCE : 0.268 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 42.382        | 32.370                   | 1:14.752            | 66.94              | 11.565 | 09:43:57.486        |
| 2 -                       | 40.808        | 31.571                   | 1:12.379            | 69.13              | 9.192  | 09:45:09.865        |
| 3 -                       | 39.030        | 31.569                   | 1:10.599            | 70.87              | 7.412  | 09:46:20.464        |
| 4 -                       | 35.945        | <b>28.397</b>            | 1:04.342            | 77.77              | 1.155  | 09:47:24.806        |
| 5 -                       | 34.914        | 28.460                   | 1:03.374 (2)        | 78.96              | 0.187  | 09:48:28.180        |
| 6 -                       | 34.588        | 28.853                   | 1:03.441 (3)        | 78.87              | 0.254  | 09:49:31.621        |
| 7 -                       | <b>34.522</b> | 28.665                   | <b>1:03.187 (1)</b> | <b>79.19</b>       |        | <b>09:50:34.808</b> |
| 8 -                       | 35.646        | 29.066                   | 1:04.712            | 77.32              | 1.525  | 09:51:39.520        |
| 9 -                       | 35.199        | 28.947                   | 1:04.146            | 78.00              | 0.959  | 09:52:43.666        |

| P7 14 GP1 Sam WARD        |               |                          | Honda 125           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.155 |               | BEST LAP TIME : 1:03.195 |                     | DIFFERENCE : 0.040 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.797        | 30.649                   | 1:10.446            | 71.03              | 7.251 | 09:43:58.323        |
| 2 -                       | 35.900        | 29.336                   | 1:05.236            | 76.70              | 2.041 | 09:45:03.559        |
| 3 -                       | 35.056        | 28.651                   | 1:03.707            | 78.54              | 0.512 | 09:46:07.266        |
| 4 -                       | 35.254        | <b>28.337</b>            | 1:03.591 (3)        | 78.69              | 0.396 | 09:47:10.857        |
| 5 -                       | 34.836        | 28.359                   | <b>1:03.195 (1)</b> | <b>79.18</b>       |       | <b>09:48:14.052</b> |
| 6 -                       | 35.165        | 28.573                   | 1:03.738            | 78.50              | 0.543 | 09:49:17.790        |
| 7 -                       | 35.223        | 28.960                   | 1:04.183            | 77.96              | 0.988 | 09:50:21.973        |
| 8 -                       | <b>34.818</b> | 28.533                   | 1:03.351 (2)        | 78.98              | 0.156 | 09:51:25.324        |

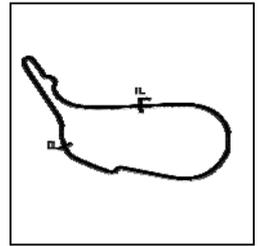
| P8 150 SOM John ADAMSON   |               |                          | Yamaha 350          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:03.257 |               | BEST LAP TIME : 1:03.257 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 45.028        | 33.169                   | 1:18.197            | 63.99              | 14.940 | 09:44:04.854        |
| 2 -                       | 37.003        | 29.789                   | 1:06.792            | 74.91              | 3.535  | 09:45:11.646        |
| 3 -                       | 37.613        | 29.610                   | 1:07.223            | 74.43              | 3.966  | 09:46:18.869        |
| 4 -                       | 36.221        | 29.117                   | 1:05.338            | 76.58              | 2.081  | 09:47:24.207        |
| 5 -                       | 36.171        | 28.482                   | 1:04.653 (3)        | 77.39              | 1.396  | 09:48:28.860        |
| 6 -                       | <b>34.790</b> | <b>28.467</b>            | <b>1:03.257 (1)</b> | <b>79.10</b>       |        | <b>09:49:32.117</b> |
| 7 -                       | 34.843        | 29.555                   | 1:04.398 (2)        | 77.70              | 1.141  | 09:50:36.515        |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:42 Flag 09:52 End: 09:57

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## 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

| P9 132 SOM Paul WHITING   |               |                          | Yamaha 250          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:03.406 |               | BEST LAP TIME : 1:03.406 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 41.494        | 31.935                   | 1:13.429            | 68.14              | 10.023 | 09:43:57.619        |
| 2 -                       | 38.031        | 30.563                   | 1:08.594            | 72.95              | 5.188  | 09:45:06.213        |
| 3 -                       | 37.654        | 30.571                   | 1:08.225            | 73.34              | 4.819  | 09:46:14.438        |
| 4 -                       | 36.954        | 29.545                   | 1:06.499            | 75.24              | 3.093  | 09:47:20.937        |
| 5 -                       | 35.784        | 29.646                   | 1:05.430            | 76.47              | 2.024  | 09:48:26.367        |
| 6 -                       | 35.780        | 28.965                   | 1:04.745 (3)        | 77.28              | 1.339  | 09:49:31.112        |
| 7 -                       | 35.340        | 29.154                   | 1:04.494 (2)        | 77.58              | 1.088  | 09:50:35.606        |
| 8 -                       | 35.860        | 29.482                   | 1:05.342            | 76.58              | 1.936  | 09:51:40.948        |
| 9 -                       | <b>34.674</b> | <b>28.732</b>            | <b>1:03.406 (1)</b> | <b>78.92</b>       |        | <b>09:52:44.354</b> |

| P10 84 SNG Sam LAIDLAW    |               |                          | Kawasaki 400        |                    |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:06.166 |               | BEST LAP TIME : 1:06.441 |                     | DIFFERENCE : 0.275 |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 44.769        | 32.486                   | 1:17.255            | 64.77              | 10.814   | 09:44:05.593        |
| 2 -                       | 40.675        | 30.730                   | 1:11.405            | 70.07              | 4.964    | 09:45:16.998        |
| 3 -                       | 39.970        | 30.632                   | 1:10.602            | 70.87              | 4.161    | 09:46:27.600        |
| 4 -                       | 39.633        | 30.003                   | 1:09.636            | 71.85              | 3.195    | 09:47:37.236        |
| 5 -                       | 37.908        | <b>29.085</b>            | 1:06.993 (3)        | 74.69              | 0.552    | 09:48:44.229        |
| 6 -                       | 37.336        | 29.105                   | <b>1:06.441 (1)</b> | <b>75.31</b>       |          | <b>09:49:50.670</b> |
| 7 -                       | <b>37.081</b> | 29.849                   | 1:06.930 (2)        | 74.76              | 0.489    | 09:50:57.600        |
| 8 -                       |               | 29.832                   | 2:30.766            | 33.19              | 1:24.325 | 09:53:28.366        |

| P11 34 SNG Lissy WHITMORE |               |                          | Yamaha 321          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.361 |               | BEST LAP TIME : 1:06.711 |                     | DIFFERENCE : 0.350 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 44.918        | 34.156                   | 1:19.074            | 63.28              | 12.363 | 09:44:07.007        |
| 2 -                       | 40.092        | 31.684                   | 1:11.776            | 69.71              | 5.065  | 09:45:18.783        |
| 3 -                       | 37.851        | 30.848                   | 1:08.699            | 72.83              | 1.988  | 09:46:27.482        |
| 4 -                       | 38.574        | 30.466                   | 1:09.040            | 72.48              | 2.329  | 09:47:36.522        |
| 5 -                       | 37.078        | <b>29.633</b>            | <b>1:06.711 (1)</b> | <b>75.01</b>       |        | <b>09:48:43.233</b> |
| 6 -                       | 36.793        | 30.168                   | 1:06.961 (2)        | 74.73              | 0.250  | 09:49:50.194        |
| 7 -                       | 37.263        | 29.816                   | 1:07.079 (3)        | 74.59              | 0.368  | 09:50:57.273        |
| 8 -                       | <b>36.728</b> | 30.518                   | 1:07.246            | 74.41              | 0.535  | 09:52:04.519        |
| 9 -                       | 36.980        | 31.394                   | 1:08.374            | 73.18              | 1.663  | 09:53:12.893        |

| P12 33 SNG Shane HODGKINSON |               |                          | Yamaha 320          |                    |        |                     |
|-----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:07.238   |               | BEST LAP TIME : 1:07.270 |                     | DIFFERENCE : 0.032 |        |                     |
| LAP                         | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         | 46.278        | 34.581                   | 1:20.859            | 61.88              | 13.589 | 09:44:12.568        |
| 2 -                         | 39.975        | 31.702                   | 1:11.677            | 69.81              | 4.407  | 09:45:24.245        |
| 3 -                         | 39.649        | 30.906                   | 1:10.555            | 70.92              | 3.285  | 09:46:34.800        |
| 4 -                         | 38.817        | 31.029                   | 1:09.846            | 71.64              | 2.576  | 09:47:44.646        |
| 5 -                         | 38.628        | 30.135                   | 1:08.763            | 72.77              | 1.493  | 09:48:53.409        |
| 6 -                         | 37.754        | 30.169                   | 1:07.923 (3)        | 73.67              | 0.653  | 09:50:01.332        |
| 7 -                         | 38.128        | <b>29.837</b>            | 1:07.965            | 73.62              | 0.695  | 09:51:09.297        |
| 8 -                         | 37.492        | 30.050                   | 1:07.542 (2)        | 74.08              | 0.272  | 09:52:16.839        |
| 9 -                         | <b>37.401</b> | 29.869                   | <b>1:07.270 (1)</b> | <b>74.38</b>       |        | <b>09:53:24.109</b> |

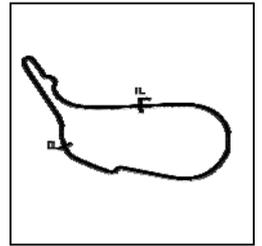
| P13 38 SNG Fabio LINARES  |               |                          | Aprillia 125        |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.600 |               | BEST LAP TIME : 1:08.759 |                     | DIFFERENCE : 0.159 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 40.910        | 31.637                   | 1:12.547            | 68.97              | 3.788 | 09:46:57.130        |
| 2 -                       | 39.064        | 31.007                   | 1:10.071 (3)        | 71.41              | 1.312 | 09:48:07.201        |
| 3 -                       | <b>38.060</b> | 31.495                   | 1:09.555 (2)        | 71.94              | 0.796 | 09:49:16.756        |
| 4 -                       | 38.219        | <b>30.540</b>            | <b>1:08.759 (1)</b> | <b>72.77</b>       |       | <b>09:50:25.515</b> |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:42 Flag 09:52 End: 09:57

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## 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

| P14 134 SOM Rob STAFFORD  |               | Suzuki 250               |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.286 |               | BEST LAP TIME : 1:11.286 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 45.006        | 34.418                   | 1:19.424 (3)        | 63.00              | 8.138 | 09:44:04.848        |
| 2 -                       | 40.992        | 32.902                   | 1:13.894 (2)        | 67.71              | 2.608 | 09:45:18.742        |
| 3 -                       | <b>39.274</b> | <b>32.012</b>            | <b>1:11.286 (1)</b> | <b>70.19</b>       |       | <b>09:46:30.028</b> |

| P15 342 SNG Elaine MOODY  |               | Yamaha 300               |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.887 |               | BEST LAP TIME : 1:14.573 |                     | DIFFERENCE : 0.686 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 46.544        | 35.469                   | 1:22.013            | 61.01              | 7.440 | 09:44:12.437        |
| 2 -                       | 42.080        | 34.064                   | 1:16.144            | 65.71              | 1.571 | 09:45:28.581        |
| 3 -                       | <b>40.613</b> | 34.392                   | 1:15.005            | 66.71              | 0.432 | 09:46:43.586        |
| 4 -                       | 41.029        | 33.805                   | 1:14.834 (2)        | 66.86              | 0.261 | 09:47:58.420        |
| 5 -                       | 41.136        | 33.437                   | <b>1:14.573 (1)</b> | <b>67.10</b>       |       | <b>09:49:12.993</b> |
| 6 -                       | 43.173        | 33.607                   | 1:16.780            | 65.17              | 2.207 | 09:50:29.773        |
| 7 -                       | 41.097        | 34.396                   | 1:15.493            | 66.28              | 0.920 | 09:51:45.266        |
| 8 -                       | 41.695        | <b>33.274</b>            | 1:14.969 (3)        | 66.74              | 0.396 | 09:53:00.235        |

| P16 4 GP1 Kerry BURTON    |               | Gp80 85                  |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:16.623 |               | BEST LAP TIME : 1:16.696 |                     | DIFFERENCE : 0.073 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 45.206        | 35.788                   | 1:20.994            | 61.78              | 4.298 | 09:44:07.014        |
| 2 -                       | 42.258        | 34.725                   | 1:16.983 (3)        | 65.00              | 0.287 | 09:45:23.997        |
| 3 -                       | 42.376        | 34.937                   | 1:17.313            | 64.72              | 0.617 | 09:46:41.310        |
| 4 -                       | 44.216        | 34.756                   | 1:18.972            | 63.36              | 2.276 | 09:48:00.282        |
| 5 -                       | <b>42.249</b> | 34.608                   | 1:16.857 (2)        | 65.10              | 0.161 | 09:49:17.139        |
| 6 -                       | 42.322        | <b>34.374</b>            | <b>1:16.696 (1)</b> | <b>65.24</b>       |       | <b>09:50:33.835</b> |

| P17 571 SOM Stephen DENMAN |               | Yamaha 347               |                     |                    |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:22.131  |               | BEST LAP TIME : 1:23.185 |                     | DIFFERENCE : 1.054 |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        | 49.509        | <b>38.365</b>            | 1:27.874 (2)        | 56.94              | 4.689 | 09:44:20.867        |
| 2 -                        | <b>43.766</b> | 39.419                   | <b>1:23.185 (1)</b> | <b>60.15</b>       |       | <b>09:45:44.052</b> |

# Dunlop CB500

## Qualifying - CLASSIFICATION

| POS | NO  | NAME                 | ENTRY     | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|----------------------|-----------|----------|----|------|--------|-------|-------|
| 1   | 333 | Sam PALFREYMAN       | Honda 500 | 1:00.657 | 10 | 10   |        |       | 82.49 |
| 2   | 13  | Richard BLUNT        | Honda 500 | 1:00.677 | 5  | 9    | 0.020  | 0.020 | 82.46 |
| 3   | 34  | Craig REILLY         | Honda 500 | 1:01.462 | 9  | 10   | 0.805  | 0.785 | 81.41 |
| 4   | 11  | Sam HAILSTONE        | Honda 500 | 1:02.072 | 5  | 10   | 1.415  | 0.610 | 80.61 |
| 5   | 441 | Paul SAWYER          | Honda 500 | 1:02.610 | 8  | 9    | 1.953  | 0.538 | 79.92 |
| 6   | 461 | Richard FRANKS       | Honda 500 | 1:02.648 | 8  | 9    | 1.991  | 0.038 | 79.87 |
| 7   | 7   | Richard HAILSTONE    | Honda 500 | 1:02.774 | 4  | 8    | 2.117  | 0.126 | 79.71 |
| 8   | 285 | Terry ALLSOPP        | Honda 500 | 1:03.322 | 5  | 9    | 2.665  | 0.548 | 79.02 |
| 9   | 78  | Roger NEEP           | Honda 500 | 1:03.351 | 7  | 9    | 2.694  | 0.029 | 78.98 |
| 10  | 10  | Martin GIBSON        | Honda 500 | 1:03.364 | 7  | 9    | 2.707  | 0.013 | 78.97 |
| 11  | 24  | Lewis BOOTH          | Honda 500 | 1:03.390 | 8  | 9    | 2.733  | 0.026 | 78.94 |
| 12  | 211 | Dan BRETT            | Honda 500 | 1:03.462 | 9  | 9    | 2.805  | 0.072 | 78.85 |
| 13  | 65  | Jamie PAGE           | Honda 500 | 1:03.633 | 9  | 10   | 2.976  | 0.171 | 78.63 |
| 14  | 39  | Tom WALL             | Honda 500 | 1:04.132 | 7  | 7    | 3.475  | 0.499 | 78.02 |
| 15  | 117 | Ben JENNISON         | Honda 500 | 1:04.379 | 9  | 9    | 3.722  | 0.247 | 77.72 |
| 16  | 113 | Steven KILPIN        | Honda 500 | 1:04.399 | 9  | 9    | 3.742  | 0.020 | 77.70 |
| 17  | 181 | David DEGROOT        | Honda 500 | 1:04.423 | 8  | 9    | 3.766  | 0.024 | 77.67 |
| 18  | 274 | Wayne SUTTON         | Honda 500 | 1:04.497 | 8  | 9    | 3.840  | 0.074 | 77.58 |
| 19  | 134 | Stephen SEWELL       | Honda 500 | 1:04.718 | 8  | 9    | 4.061  | 0.221 | 77.32 |
| 20  | 185 | Roy WILSON           | Honda 500 | 1:05.586 | 7  | 9    | 4.929  | 0.868 | 76.29 |
| 21  | 9   | Ellis HADLEY         | Honda 500 | 1:05.658 | 8  | 9    | 5.001  | 0.072 | 76.21 |
| 22  | 4   | Craig BASFORD        | Honda 500 | 1:05.842 | 8  | 9    | 5.185  | 0.184 | 76.00 |
| 23  | 62  | Neil THOMPSON        | Honda 500 | 1:05.987 | 9  | 9    | 5.330  | 0.145 | 75.83 |
| 24  | 58  | Jamie BADHAMS        | Honda 500 | 1:06.052 | 7  | 7    | 5.395  | 0.065 | 75.75 |
| 25  | 84  | Ashley GOUGH         | Honda 500 | 1:06.386 | 2  | 5    | 5.729  | 0.334 | 75.37 |
| 26  | 710 | James BAILEY         | Honda 500 | 1:06.570 | 5  | 8    | 5.913  | 0.184 | 75.16 |
| 27  | 167 | Kyle JENKINS         | Honda 500 | 1:06.770 | 9  | 9    | 6.113  | 0.200 | 74.94 |
| 28  | 87  | Matthew GOODMAN      | Honda 500 | 1:06.974 | 8  | 9    | 6.317  | 0.204 | 74.71 |
| 29  | 139 | Daniel NORTH         | Honda 500 | 1:07.229 | 6  | 9    | 6.572  | 0.255 | 74.43 |
| 30  | 142 | Mark SAWYER          | Honda 500 | 1:09.154 | 3  | 6    | 8.497  | 1.925 | 72.36 |
| 31  | 17  | Brandon WRIGHT       | Honda 500 | 1:10.150 | 7  | 9    | 9.493  | 0.996 | 71.33 |
| 32  | 79  | Reuben RHODES-LEADER | Honda 500 | 1:10.766 | 5  | 8    | 10.109 | 0.616 | 70.71 |
| 33  | 124 | Chris MINTER         | Honda 500 | 1:10.880 | 2  | 2    | 10.223 | 0.114 | 70.59 |

#39 PRACTICED NO WORKING TRANSPONDER

Weather / Track : Cloudy / Dry

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park

Circuit Length = 1.3900 miles

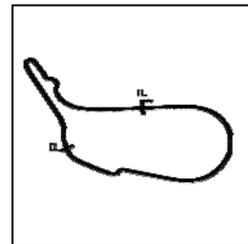
Start: 09:57 Flag 10:07 End: 10:08

Printed - 12:15 Monday, 03 May 2021



# Dunlop CB500

## 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 333 CB Sam PALFREYMAN  |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:00.649 |               | BEST LAP TIME : 1:00.657 |                     | DIFFERENCE : 0.008 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 38.603        | 28.127                   | 1:06.730            | 74.98              | 6.073 | 09:58:36.165        |
| 2 -                       | 35.984        | 28.674                   | 1:04.658            | 77.39              | 4.001 | 09:59:40.823        |
| 3 -                       | 35.038        | 28.808                   | 1:03.846            | 78.37              | 3.189 | 10:00:44.669        |
| 4 -                       | 34.100        | 28.573                   | 1:02.673            | 79.84              | 2.016 | 10:01:47.342        |
| 5 -                       | 34.334        | 28.134                   | 1:02.468            | 80.10              | 1.811 | 10:02:49.810        |
| 6 -                       | 33.981        | 27.855                   | 1:01.836            | 80.92              | 1.179 | 10:03:51.646        |
| 7 -                       | 33.728        | 27.720                   | 1:01.448            | 81.43              | 0.791 | 10:04:53.094        |
| 8 -                       | 33.808        | 27.591                   | 1:01.399 (3)        | 81.50              | 0.742 | 10:05:54.493        |
| 9 -                       | <b>33.444</b> | 27.324                   | 1:00.768 (2)        | 82.34              | 0.111 | 10:06:55.261        |
| 10 -                      | 33.452        | <b>27.205</b>            | <b>1:00.657 (1)</b> | <b>82.49</b>       |       | <b>10:07:55.918</b> |

| P2 13 CB Richard BLUNT    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:00.677 |               | BEST LAP TIME : 1:00.677 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 40.164        | 29.454                   | 1:09.618            | 71.87              | 8.941 | 09:58:24.922        |
| 2 -                       | 36.126        | 28.020                   | 1:04.146            | 78.00              | 3.469 | 09:59:29.068        |
| 3 -                       | 34.548        | 27.607                   | 1:02.155            | 80.50              | 1.478 | 10:00:31.223        |
| 4 -                       | 34.772        | 28.057                   | 1:02.829            | 79.64              | 2.152 | 10:01:34.052        |
| 5 -                       | <b>33.578</b> | <b>27.099</b>            | <b>1:00.677 (1)</b> | <b>82.46</b>       |       | <b>10:02:34.729</b> |
| 6 -                       | 33.932        | 27.529                   | 1:01.461            | 81.41              | 0.784 | 10:03:36.190        |
| 7 -                       | 33.699        | 27.170                   | 1:00.869 (2)        | 82.20              | 0.192 | 10:04:37.059        |
| 8 -                       | 33.719        | 27.219                   | 1:00.938 (3)        | 82.11              | 0.261 | 10:05:37.997        |
| 9 -                       | 33.708        | 28.142                   | 1:01.850            | 80.90              | 1.173 | 10:06:39.847        |

| P3 34 CB Craig REILLY     |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:01.415 |               | BEST LAP TIME : 1:01.462 |                     | DIFFERENCE : 0.047 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 41.600        | 30.311                   | 1:11.911            | 69.58              | 10.449 | 09:58:31.097        |
| 2 -                       | 36.901        | 28.538                   | 1:05.439            | 76.46              | 3.977  | 09:59:36.536        |
| 3 -                       | 35.216        | 27.796                   | 1:03.012            | 79.41              | 1.550  | 10:00:39.548        |
| 4 -                       | 35.052        | 27.807                   | 1:02.859            | 79.60              | 1.397  | 10:01:42.407        |
| 5 -                       | 34.710        | 28.007                   | 1:02.717            | 79.78              | 1.255  | 10:02:45.124        |
| 6 -                       | 34.467        | 27.833                   | 1:02.300 (3)        | 80.32              | 0.838  | 10:03:47.424        |
| 7 -                       | 35.484        | 27.591                   | 1:03.075            | 79.33              | 1.613  | 10:04:50.499        |
| 8 -                       | 34.748        | 27.589                   | 1:02.337            | 80.27              | 0.875  | 10:05:52.836        |
| 9 -                       | 34.261        | <b>27.201</b>            | <b>1:01.462 (1)</b> | <b>81.41</b>       |        | <b>10:06:54.298</b> |
| 10 -                      | <b>34.214</b> | 27.842                   | 1:02.056 (2)        | 80.63              | 0.594  | 10:07:56.354        |

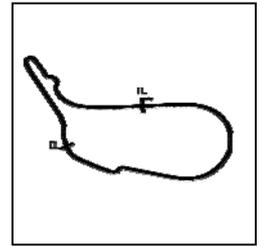
| P4 11 CB Sam HAILSTONE    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:01.714 |               | BEST LAP TIME : 1:02.072 |                     | DIFFERENCE : 0.358 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.251        | 29.756                   | 1:09.007            | 72.51              | 6.935 | 09:58:27.459        |
| 2 -                       | 35.624        | 28.847                   | 1:04.471            | 77.61              | 2.399 | 09:59:31.930        |
| 3 -                       | 35.425        | 28.603                   | 1:04.028            | 78.15              | 1.956 | 10:00:35.958        |
| 4 -                       | 35.308        | <b>27.392</b>            | 1:02.700            | 79.80              | 0.628 | 10:01:38.658        |
| 5 -                       | 34.488        | 27.584                   | <b>1:02.072 (1)</b> | <b>80.61</b>       |       | <b>10:02:40.730</b> |
| 6 -                       | 35.042        | 27.801                   | 1:02.843            | 79.62              | 0.771 | 10:03:43.573        |
| 7 -                       | 34.580        | 27.816                   | 1:02.396            | 80.19              | 0.324 | 10:04:45.969        |
| 8 -                       | 34.512        | 27.631                   | 1:02.143 (2)        | 80.52              | 0.071 | 10:05:48.112        |
| 9 -                       | 34.340        | 29.338                   | 1:03.678            | 78.58              | 1.606 | 10:06:51.790        |
| 10 -                      | <b>34.322</b> | 27.856                   | 1:02.178 (3)        | 80.47              | 0.106 | 10:07:53.968        |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 09:57 Flag 10:07 End: 10:08

# Dunlop CB500

## 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

| P5 441 CB Paul SAWYER     |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:02.610 |               | BEST LAP TIME : 1:02.610 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.685        | 30.904                   | 1:10.589            | 70.88              | 7.979 | 09:58:45.161        |
| 2 -                       | 37.661        | 29.861                   | 1:07.522            | 74.10              | 4.912 | 09:59:52.683        |
| 3 -                       | 37.237        | 28.147                   | 1:05.384            | 76.53              | 2.774 | 10:00:58.067        |
| 4 -                       | 36.607        | 28.748                   | 1:05.355            | 76.56              | 2.745 | 10:02:03.422        |
| 5 -                       | 35.605        | 28.300                   | 1:03.905            | 78.30              | 1.295 | 10:03:07.327        |
| 6 -                       | 35.772        | 27.912                   | 1:03.684            | 78.57              | 1.074 | 10:04:11.011        |
| 7 -                       | 35.066        | 27.923                   | 1:02.989 (2)        | 79.44              | 0.379 | 10:05:14.000        |
| 8 -                       | <b>34.714</b> | <b>27.896</b>            | <b>1:02.610 (1)</b> | <b>79.92</b>       |       | <b>10:06:16.610</b> |
| 9 -                       | 35.085        | 28.509                   | 1:03.594 (3)        | 78.68              | 0.984 | 10:07:20.204        |

| P6 461 CB Richard FRANKS  |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:02.648 |               | BEST LAP TIME : 1:02.648 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 41.265        | 33.319                   | 1:14.584            | 67.09              | 11.936 | 09:58:35.202        |
| 2 -                       | 37.246        | 28.964                   | 1:06.210            | 75.57              | 3.562  | 09:59:41.412        |
| 3 -                       | 35.196        | 30.307                   | 1:05.503            | 76.39              | 2.855  | 10:00:46.915        |
| 4 -                       | 36.342        | 30.159                   | 1:06.501            | 75.24              | 3.853  | 10:01:53.416        |
| 5 -                       | 35.382        | 28.982                   | 1:04.364            | 77.74              | 1.716  | 10:02:57.780        |
| 6 -                       | 35.518        | 28.003                   | 1:03.521 (2)        | 78.77              | 0.873  | 10:04:01.301        |
| 7 -                       | 35.018        | 29.433                   | 1:04.451            | 77.64              | 1.803  | 10:05:05.752        |
| 8 -                       | <b>34.705</b> | <b>27.943</b>            | <b>1:02.648 (1)</b> | <b>79.87</b>       |        | <b>10:06:08.400</b> |
| 9 -                       | 36.080        | 28.171                   | 1:04.251 (3)        | 77.88              | 1.603  | 10:07:12.651        |

| P7 7 CB Richard HAILSTONE |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:02.545 |               | BEST LAP TIME : 1:02.774 |                     | DIFFERENCE : 0.229 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.619        | 29.667                   | 1:09.286            | 72.22              | 6.512 | 09:58:26.782        |
| 2 -                       | 36.008        | 28.899                   | 1:04.907            | 77.09              | 2.133 | 09:59:31.689        |
| 3 -                       | 35.413        | 28.704                   | 1:04.117            | 78.04              | 1.343 | 10:00:35.806        |
| 4 -                       | 34.639        | <b>28.135</b>            | <b>1:02.774 (1)</b> | <b>79.71</b>       |       | <b>10:01:38.580</b> |
| 5 -                       | 35.124        | 28.307                   | 1:03.431 (3)        | 78.88              | 0.657 | 10:02:42.011        |
| 6 -                       | <b>34.410</b> | 28.455                   | 1:02.865 (2)        | 79.59              | 0.091 | 10:03:44.876        |
| 7 -                       | 42.239        | 29.194                   | 1:11.433            | 70.05              | 8.659 | 10:04:56.309        |
| 8 -                       | 36.715        | 28.844                   | 1:05.559            | 76.32              | 2.785 | 10:06:01.868        |

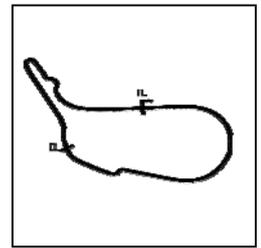
| P8 285 CB Terry ALLSOPP   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.152 |               | BEST LAP TIME : 1:03.322 |                     | DIFFERENCE : 0.170 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.309        | 31.119                   | 1:10.428            | 71.05              | 7.106 | 09:58:33.108        |
| 2 -                       | 35.952        | 29.778                   | 1:05.730            | 76.13              | 2.408 | 09:59:38.838        |
| 3 -                       | 35.477        | 28.473                   | 1:03.950 (3)        | 78.24              | 0.628 | 10:00:42.788        |
| 4 -                       | 35.873        | 29.481                   | 1:05.354            | 76.56              | 2.032 | 10:01:48.142        |
| 5 -                       | 34.963        | <b>28.359</b>            | <b>1:03.322 (1)</b> | <b>79.02</b>       |       | <b>10:02:51.464</b> |
| 6 -                       | 35.279        | 28.773                   | 1:04.052            | 78.12              | 0.730 | 10:03:55.516        |
| 7 -                       | 35.895        | 28.845                   | 1:04.740            | 77.29              | 1.418 | 10:05:00.256        |
| 8 -                       | 35.448        | 29.083                   | 1:04.531            | 77.54              | 1.209 | 10:06:04.787        |
| 9 -                       | <b>34.793</b> | 28.719                   | 1:03.512 (2)        | 78.78              | 0.190 | 10:07:08.299        |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 09:57 Flag 10:07 End: 10:08

# Dunlop CB500

## 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

| P9 78 CB Roger NEEP       |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.350 |               | BEST LAP TIME : 1:03.351 |                     | DIFFERENCE : 0.001 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 40.617        | 32.361                   | 1:12.978            | 68.56              | 9.627 | 09:58:34.694        |
| 2 -                       | 36.609        | 28.422                   | 1:05.031            | 76.94              | 1.680 | 09:59:39.725        |
| 3 -                       | 36.620        | 30.256                   | 1:06.876            | 74.82              | 3.525 | 10:00:46.601        |
| 4 -                       | 36.303        | 29.445                   | 1:05.748            | 76.10              | 2.397 | 10:01:52.349        |
| 5 -                       | 36.070        | 28.707                   | 1:04.777            | 77.25              | 1.426 | 10:02:57.126        |
| 6 -                       | 36.334        | <b>28.340</b>            | 1:04.674 (3)        | 77.37              | 1.323 | 10:04:01.800        |
| 7 -                       | <b>35.010</b> | 28.341                   | <b>1:03.351 (1)</b> | <b>78.98</b>       |       | <b>10:05:05.151</b> |
| 8 -                       | 35.517        | 28.421                   | 1:03.938 (2)        | 78.26              | 0.587 | 10:06:09.089        |
| 9 -                       | 36.199        | 30.339                   | 1:06.538            | 75.20              | 3.187 | 10:07:15.627        |

| P10 10 CB Martin GIBSON   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:02.937 |               | BEST LAP TIME : 1:03.364 |                     | DIFFERENCE : 0.427 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 41.125        | 31.485                   | 1:12.610            | 68.91              | 9.246 | 09:58:44.700        |
| 2 -                       | 37.578        | 30.246                   | 1:07.824            | 73.77              | 4.460 | 09:59:52.524        |
| 3 -                       | 36.244        | 28.808                   | 1:05.052            | 76.92              | 1.688 | 10:00:57.576        |
| 4 -                       | 35.338        | 29.097                   | 1:04.435            | 77.66              | 1.071 | 10:02:02.011        |
| 5 -                       | 35.818        | 28.509                   | 1:04.327            | 77.79              | 0.963 | 10:03:06.338        |
| 6 -                       | 35.390        | 28.778                   | 1:04.168            | 77.98              | 0.804 | 10:04:10.506        |
| 7 -                       | 34.924        | 28.440                   | <b>1:03.364 (1)</b> | <b>78.97</b>       |       | <b>10:05:13.870</b> |
| 8 -                       | 35.699        | <b>28.129</b>            | 1:03.828 (3)        | 78.39              | 0.464 | 10:06:17.698        |
| 9 -                       | <b>34.808</b> | 28.800                   | 1:03.608 (2)        | 78.66              | 0.244 | 10:07:21.306        |

| P11 24 CB Lewis BOOTH     |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.213 |               | BEST LAP TIME : 1:03.390 |                     | DIFFERENCE : 0.177 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.865        | 32.034                   | 1:11.899            | 69.59              | 8.509 | 09:58:33.467        |
| 2 -                       | 35.976        | 29.821                   | 1:05.797            | 76.05              | 2.407 | 09:59:39.264        |
| 3 -                       | 36.457        | 30.671                   | 1:07.128            | 74.54              | 3.738 | 10:00:46.392        |
| 4 -                       | 36.406        | 30.972                   | 1:07.378            | 74.26              | 3.988 | 10:01:53.770        |
| 5 -                       | 35.440        | 29.221                   | 1:04.661            | 77.38              | 1.271 | 10:02:58.431        |
| 6 -                       | 35.479        | 28.722                   | 1:04.201 (3)        | 77.94              | 0.811 | 10:04:02.632        |
| 7 -                       | <b>34.754</b> | 28.763                   | 1:03.517 (2)        | 78.78              | 0.127 | 10:05:06.149        |
| 8 -                       | 34.931        | <b>28.459</b>            | <b>1:03.390 (1)</b> | <b>78.94</b>       |       | <b>10:06:09.539</b> |
| 9 -                       | 35.947        | 28.615                   | 1:04.562            | 77.50              | 1.172 | 10:07:14.101        |

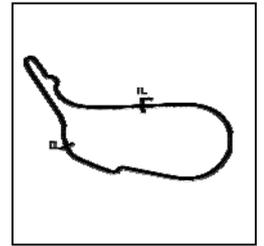
| P12 211 CB Dan BRETT      |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.299 |               | BEST LAP TIME : 1:03.462 |                     | DIFFERENCE : 0.163 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.295        | 29.987                   | 1:09.282            | 72.22              | 5.820 | 09:58:26.153        |
| 2 -                       | 36.107        | 28.296                   | 1:04.403            | 77.69              | 0.941 | 09:59:30.556        |
| 3 -                       | 36.824        | 29.744                   | 1:06.568            | 75.17              | 3.106 | 10:00:37.124        |
| 4 -                       | 35.171        | 28.427                   | 1:03.598 (2)        | 78.68              | 0.136 | 10:01:40.722        |
| 5 -                       | 35.558        | 29.908                   | 1:05.466            | 76.43              | 2.004 | 10:02:46.188        |
| 6 -                       | 35.662        | 29.836                   | 1:05.498            | 76.39              | 2.036 | 10:03:51.686        |
| 7 -                       | 35.723        | 29.159                   | 1:04.882            | 77.12              | 1.420 | 10:04:56.568        |
| 8 -                       | 36.109        | <b>28.288</b>            | 1:04.397 (3)        | 77.70              | 0.935 | 10:06:00.965        |
| 9 -                       | <b>35.011</b> | 28.451                   | <b>1:03.462 (1)</b> | <b>78.85</b>       |       | <b>10:07:04.427</b> |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 09:57 Flag 10:07 End: 10:08

# Dunlop CB500

## 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 65 CB Jamie PAGE      |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.217 |               | BEST LAP TIME : 1:03.633 |                     | DIFFERENCE : 0.416 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.539        | 30.171                   | 1:09.710            | 71.78              | 6.077 | 09:58:29.222        |
| 2 -                       | 35.740        | 28.656                   | 1:04.396            | 77.70              | 0.763 | 09:59:33.618        |
| 3 -                       | 35.862        | <b>28.139</b>            | 1:04.001            | 78.18              | 0.368 | 10:00:37.619        |
| 4 -                       | 35.338        | 28.631                   | 1:03.969            | 78.22              | 0.336 | 10:01:41.588        |
| 5 -                       | 35.254        | 28.438                   | 1:03.692 (2)        | 78.56              | 0.059 | 10:02:45.280        |
| 6 -                       | 35.875        | 28.586                   | 1:04.461            | 77.62              | 0.828 | 10:03:49.741        |
| 7 -                       | 35.092        | 29.803                   | 1:04.895            | 77.10              | 1.262 | 10:04:54.636        |
| 8 -                       | 35.289        | 28.404                   | 1:03.693 (3)        | 78.56              | 0.060 | 10:05:58.329        |
| 9 -                       | <b>35.078</b> | 28.555                   | <b>1:03.633 (1)</b> | <b>78.63</b>       |       | <b>10:07:01.962</b> |
| 10 -                      | 35.484        | 28.899                   | 1:04.383            | 77.72              | 0.750 | 10:08:06.345        |

| P14 39 CB Tom WALL |          |                          | Honda 500           |              |          |                     |
|--------------------|----------|--------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME :   |          | BEST LAP TIME : 1:04.132 |                     | DIFFERENCE : |          |                     |
| LAP                | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                |          |                          | 1:12.816            | 68.72        | 8.684    | 09:58:39.217        |
| 2 -                |          |                          | 1:07.172            | 74.49        | 3.040    | 09:59:46.389        |
| 3 -                |          |                          | 1:05.436 (2)        | 76.47        | 1.304    | 10:00:51.825        |
| 4 -                |          |                          | 1:05.608            | 76.27        | 1.476    | 10:01:57.433        |
| 5 -                |          |                          | 1:05.472 (3)        | 76.43        | 1.340    | 10:03:02.905        |
| 6 -                |          |                          | 2:12.690            | 37.71        | 1:08.558 | 10:05:15.595        |
| 7 -                |          |                          | <b>1:04.132 (1)</b> | <b>78.02</b> |          | <b>10:06:19.727</b> |

| P15 117 CB Ben JENNISON   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:04.372 |               | BEST LAP TIME : 1:04.379 |                     | DIFFERENCE : 0.007 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 43.124        | 31.376                   | 1:14.500            | 67.16              | 10.121 | 09:58:30.434        |
| 2 -                       | 38.054        | 30.214                   | 1:08.268            | 73.29              | 3.889  | 09:59:38.702        |
| 3 -                       | 37.442        | 30.089                   | 1:07.531            | 74.09              | 3.152  | 10:00:46.233        |
| 4 -                       | 36.376        | 30.675                   | 1:07.051            | 74.63              | 2.672  | 10:01:53.284        |
| 5 -                       | 37.121        | 29.398                   | 1:06.519            | 75.22              | 2.140  | 10:02:59.803        |
| 6 -                       | 37.392        | 29.768                   | 1:07.160            | 74.50              | 2.781  | 10:04:06.963        |
| 7 -                       | 35.878        | 29.068                   | 1:04.946 (3)        | 77.04              | 0.567  | 10:05:11.909        |
| 8 -                       | <b>35.648</b> | 29.034                   | 1:04.682 (2)        | 77.36              | 0.303  | 10:06:16.591        |
| 9 -                       | 35.655        | <b>28.724</b>            | <b>1:04.379 (1)</b> | <b>77.72</b>       |        | <b>10:07:20.970</b> |

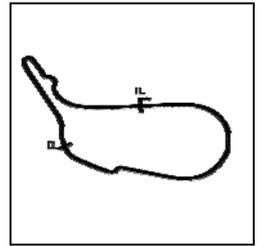
| P16 113 CB Steven KILPIN  |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.399 |               | BEST LAP TIME : 1:04.399 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 40.406        | 29.932                   | 1:10.338            | 71.14              | 5.939 | 09:58:24.972        |
| 2 -                       | 38.945        | 29.520                   | 1:08.465            | 73.08              | 4.066 | 09:59:33.437        |
| 3 -                       | 36.963        | 29.099                   | 1:06.062            | 75.74              | 1.663 | 10:00:39.499        |
| 4 -                       | 36.654        | 29.135                   | 1:05.789            | 76.06              | 1.390 | 10:01:45.288        |
| 5 -                       | 36.318        | 29.422                   | 1:05.740            | 76.11              | 1.341 | 10:02:51.028        |
| 6 -                       | 36.111        | 28.877                   | 1:04.988 (2)        | 76.99              | 0.589 | 10:03:56.016        |
| 7 -                       | 36.088        | 28.919                   | 1:05.007 (3)        | 76.97              | 0.608 | 10:05:01.023        |
| 8 -                       | 35.911        | 29.424                   | 1:05.335            | 76.59              | 0.936 | 10:06:06.358        |
| 9 -                       | <b>35.538</b> | <b>28.861</b>            | <b>1:04.399 (1)</b> | <b>77.70</b>       |       | <b>10:07:10.757</b> |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:57 Flag 10:07 End: 10:08

# Dunlop CB500

## 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

| P17 181 CB David DEGROOT  |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.416 |               | BEST LAP TIME : 1:04.423 |                     | DIFFERENCE : 0.007 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 41.215        | 33.003                   | 1:14.218            | 67.42              | 9.795 | 09:58:42.147        |
| 2 -                       | 36.851        | 29.718                   | 1:06.569            | 75.17              | 2.146 | 09:59:48.716        |
| 3 -                       | 36.725        | 29.614                   | 1:06.339            | 75.43              | 1.916 | 10:00:55.055        |
| 4 -                       | 36.657        | 29.018                   | 1:05.675            | 76.19              | 1.252 | 10:02:00.730        |
| 5 -                       | 36.847        | 29.133                   | 1:05.980            | 75.84              | 1.557 | 10:03:06.710        |
| 6 -                       | 36.704        | 28.645                   | 1:05.349 (3)        | 76.57              | 0.926 | 10:04:12.059        |
| 7 -                       | <b>36.148</b> | 28.924                   | 1:05.072 (2)        | 76.89              | 0.649 | 10:05:17.131        |
| 8 -                       | 36.155        | <b>28.268</b>            | <b>1:04.423 (1)</b> | <b>77.67</b>       |       | <b>10:06:21.554</b> |
| 9 -                       | 36.182        | 30.417                   | 1:06.599            | 75.13              | 2.176 | 10:07:28.153        |

| P18 274 CB Wayne SUTTON   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.497 |               | BEST LAP TIME : 1:04.497 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 40.778        | 31.308                   | 1:12.086            | 69.41              | 7.589 | 09:58:58.979        |
| 2 -                       | 36.879        | 30.544                   | 1:07.423            | 74.21              | 2.926 | 10:00:06.402        |
| 3 -                       | 36.579        | 29.567                   | 1:06.146            | 75.65              | 1.649 | 10:01:12.548        |
| 4 -                       | 36.182        | 29.525                   | 1:05.707 (2)        | 76.15              | 1.210 | 10:02:18.255        |
| 5 -                       | 36.512        | 29.470                   | 1:05.982 (3)        | 75.83              | 1.485 | 10:03:24.237        |
| 6 -                       | 35.990        | 30.730                   | 1:06.720            | 75.00              | 2.223 | 10:04:30.957        |
| 7 -                       | 38.018        | 29.047                   | 1:07.065            | 74.61              | 2.568 | 10:05:38.022        |
| 8 -                       | <b>35.467</b> | <b>29.030</b>            | <b>1:04.497 (1)</b> | <b>77.58</b>       |       | <b>10:06:42.519</b> |
| 9 -                       | 37.265        | 30.352                   | 1:07.617            | 74.00              | 3.120 | 10:07:50.136        |

| P19 134 CB Stephen SEWELL |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.694 |               | BEST LAP TIME : 1:04.718 |                     | DIFFERENCE : 0.024 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 41.278        | 31.426                   | 1:12.704            | 68.82              | 7.986 | 09:58:43.325        |
| 2 -                       | 38.576        | 30.605                   | 1:09.181            | 72.33              | 4.463 | 09:59:52.506        |
| 3 -                       | 38.654        | 29.663                   | 1:08.317            | 73.24              | 3.599 | 10:01:00.823        |
| 4 -                       | 36.509        | 30.107                   | 1:06.616            | 75.11              | 1.898 | 10:02:07.439        |
| 5 -                       | 36.441        | 29.288                   | 1:05.729            | 76.13              | 1.011 | 10:03:13.168        |
| 6 -                       | 36.316        | 29.051                   | 1:05.367            | 76.55              | 0.649 | 10:04:18.535        |
| 7 -                       | 36.250        | 28.945                   | 1:05.195 (3)        | 76.75              | 0.477 | 10:05:23.730        |
| 8 -                       | <b>35.857</b> | 28.861                   | <b>1:04.718 (1)</b> | <b>77.32</b>       |       | <b>10:06:28.448</b> |
| 9 -                       | 36.017        | <b>28.837</b>            | 1:04.854 (2)        | 77.15              | 0.136 | 10:07:33.302        |

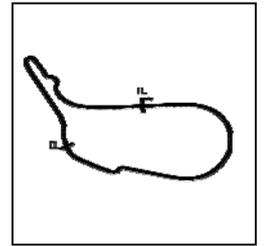
| P20 185 CB Roy WILSON     |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:05.387 |               | BEST LAP TIME : 1:05.586 |                     | DIFFERENCE : 0.199 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 41.906        | 31.497                   | 1:13.403            | 68.17              | 7.817 | 09:58:39.058        |
| 2 -                       | 38.764        | 29.630                   | 1:08.394            | 73.16              | 2.808 | 09:59:47.452        |
| 3 -                       | 37.751        | 29.809                   | 1:07.560            | 74.06              | 1.974 | 10:00:55.012        |
| 4 -                       | 37.605        | 29.060                   | 1:06.665            | 75.06              | 1.079 | 10:02:01.677        |
| 5 -                       | 36.983        | 29.731                   | 1:06.714            | 75.00              | 1.128 | 10:03:08.391        |
| 6 -                       | 37.307        | 29.756                   | 1:07.063            | 74.61              | 1.477 | 10:04:15.454        |
| 7 -                       | <b>36.636</b> | 28.950                   | <b>1:05.586 (1)</b> | <b>76.29</b>       |       | <b>10:05:21.040</b> |
| 8 -                       | 36.906        | 29.124                   | 1:06.030 (3)        | 75.78              | 0.444 | 10:06:27.070        |
| 9 -                       | 37.039        | <b>28.751</b>            | 1:05.790 (2)        | 76.06              | 0.204 | 10:07:32.860        |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 09:57 Flag 10:07 End: 10:08

# Dunlop CB500

## 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 9 CB Ellis HADLEY     |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:05.032 |               | BEST LAP TIME : 1:05.658 |                     | DIFFERENCE : 0.626 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 40.873        | 31.116                   | 1:11.989            | 69.51              | 6.331 | 09:58:43.617        |
| 2 -                       | 39.029        | 30.385                   | 1:09.414            | 72.08              | 3.756 | 09:59:53.031        |
| 3 -                       | 38.223        | 30.276                   | 1:08.499            | 73.05              | 2.841 | 10:01:01.530        |
| 4 -                       | 36.988        | 29.053                   | 1:06.041            | 75.77              | 0.383 | 10:02:07.571        |
| 5 -                       | 37.988        | <b>28.776</b>            | 1:06.764            | 74.95              | 1.106 | 10:03:14.335        |
| 6 -                       | 37.001        | 29.140                   | 1:06.141            | 75.65              | 0.483 | 10:04:20.476        |
| 7 -                       | 36.627        | 29.067                   | 1:05.694 (2)        | 76.17              | 0.036 | 10:05:26.170        |
| 8 -                       | <b>36.256</b> | 29.402                   | <b>1:05.658 (1)</b> | <b>76.21</b>       |       | <b>10:06:31.828</b> |
| 9 -                       | 36.362        | 29.437                   | 1:05.799 (3)        | 76.05              | 0.141 | 10:07:37.627        |

| P22 4 CB Craig BASFORD    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:05.460 |               | BEST LAP TIME : 1:05.842 |                     | DIFFERENCE : 0.382 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 41.463        | 32.160                   | 1:13.623            | 67.96              | 7.781 | 09:58:45.956        |
| 2 -                       | 37.632        | 30.917                   | 1:08.549            | 72.99              | 2.707 | 09:59:54.505        |
| 3 -                       | 37.502        | 30.805                   | 1:08.307            | 73.25              | 2.465 | 10:01:02.812        |
| 4 -                       | 36.524        | 29.798                   | 1:06.322 (3)        | 75.45              | 0.480 | 10:02:09.134        |
| 5 -                       | 38.110        | 29.612                   | 1:07.722            | 73.89              | 1.880 | 10:03:16.856        |
| 6 -                       | 36.635        | <b>29.221</b>            | 1:05.856 (2)        | 75.98              | 0.014 | 10:04:22.712        |
| 7 -                       | 36.809        | 29.619                   | 1:06.428            | 75.33              | 0.586 | 10:05:29.140        |
| 8 -                       | <b>36.239</b> | 29.603                   | <b>1:05.842 (1)</b> | <b>76.00</b>       |       | <b>10:06:34.982</b> |
| 9 -                       | 36.889        | 29.860                   | 1:06.749            | 74.96              | 0.907 | 10:07:41.731        |

| P23 62 CB Neil THOMPSON   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:05.756 |               | BEST LAP TIME : 1:05.987 |                     | DIFFERENCE : 0.231 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 41.910        | 32.476                   | 1:14.386            | 67.27              | 8.399 | 09:58:42.464        |
| 2 -                       | 39.105        | 30.810                   | 1:09.915            | 71.57              | 3.928 | 09:59:52.379        |
| 3 -                       | 38.509        | 30.634                   | 1:09.143            | 72.37              | 3.156 | 10:01:01.522        |
| 4 -                       | 38.146        | 30.503                   | 1:08.649            | 72.89              | 2.662 | 10:02:10.171        |
| 5 -                       | 37.454        | 31.772                   | 1:09.226            | 72.28              | 3.239 | 10:03:19.397        |
| 6 -                       | 37.751        | 29.830                   | 1:07.581            | 74.04              | 1.594 | 10:04:26.978        |
| 7 -                       | <b>36.297</b> | 29.800                   | 1:06.097 (2)        | 75.70              | 0.110 | 10:05:33.075        |
| 8 -                       | 36.824        | 29.940                   | 1:06.764 (3)        | 74.95              | 0.777 | 10:06:39.839        |
| 9 -                       | 36.528        | <b>29.459</b>            | <b>1:05.987 (1)</b> | <b>75.83</b>       |       | <b>10:07:45.826</b> |

| P24 58 CB Jamie BADHAMS   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.052 |               | BEST LAP TIME : 1:06.052 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 44.944        | 33.555                   | 1:18.499            | 63.74              | 12.447 | 10:00:22.468        |
| 2 -                       | 39.874        | 32.147                   | 1:12.021            | 69.48              | 5.969  | 10:01:34.489        |
| 3 -                       | 38.228        | 32.038                   | 1:10.266            | 71.21              | 4.214  | 10:02:44.755        |
| 4 -                       | 36.887        | 30.084                   | 1:06.971 (2)        | 74.71              | 0.919  | 10:03:51.726        |
| 5 -                       | 36.867        | 30.570                   | 1:07.437 (3)        | 74.20              | 1.385  | 10:04:59.163        |
| 6 -                       | 37.619        | 31.102                   | 1:08.721            | 72.81              | 2.669  | 10:06:07.884        |
| 7 -                       | <b>36.386</b> | <b>29.666</b>            | <b>1:06.052 (1)</b> | <b>75.75</b>       |        | <b>10:07:13.936</b> |

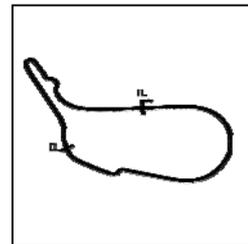
| P25 84 CB Ashley GOUGH    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.292 |               | BEST LAP TIME : 1:06.386 |                     | DIFFERENCE : 0.094 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 41.873        | 30.617                   | 1:12.490            | 69.03              | 6.104 | 09:58:31.607        |
| 2 -                       | 37.070        | <b>29.316</b>            | <b>1:06.386 (1)</b> | <b>75.37</b>       |       | <b>09:59:37.993</b> |
| 3 -                       | <b>36.976</b> | 30.401                   | 1:07.377            | 74.26              | 0.991 | 10:00:45.370        |
| 4 -                       | 37.001        | 29.836                   | 1:06.837 (2)        | 74.86              | 0.451 | 10:01:52.207        |
| 5 -                       | 37.649        | 29.640                   | 1:07.289 (3)        | 74.36              | 0.903 | 10:02:59.496        |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 09:57 Flag 10:07 End: 10:08

# Dunlop CB500

## 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

| P26 710 CB James BAILEY   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.570 |               | BEST LAP TIME : 1:06.570 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.373        | 31.209                   | 1:10.582            | 70.89              | 4.012 | 09:58:33.918        |
| 2 -                       | 36.841        | 30.440                   | 1:07.281 (3)        | 74.37              | 0.711 | 09:59:41.199        |
| 3 -                       | 37.075        | 30.220                   | 1:07.295            | 74.35              | 0.725 | 10:00:48.494        |
| 4 -                       | 37.693        | 29.994                   | 1:07.687            | 73.92              | 1.117 | 10:01:56.181        |
| 5 -                       | <b>36.688</b> | <b>29.882</b>            | <b>1:06.570 (1)</b> | <b>75.16</b>       |       | <b>10:03:02.751</b> |
| 6 -                       | 42.137        | 31.471                   | 1:13.608            | 67.98              | 7.038 | 10:04:16.359        |
| 7 -                       | 37.149        | 30.078                   | 1:07.227 (2)        | 74.43              | 0.657 | 10:05:23.586        |
| 8 -                       | 36.936        | 32.096                   | 1:09.032            | 72.48              | 2.462 | 10:06:32.618        |

| P27 167 CB Kyle JENKINS   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.770 |               | BEST LAP TIME : 1:06.770 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 41.940        | 31.702                   | 1:13.642            | 67.95              | 6.872 | 09:58:38.757        |
| 2 -                       | 39.643        | 30.466                   | 1:10.109            | 71.37              | 3.339 | 09:59:48.866        |
| 3 -                       | 38.338        | 30.135                   | 1:08.473            | 73.08              | 1.703 | 10:00:57.339        |
| 4 -                       | 38.843        | 30.506                   | 1:09.349            | 72.15              | 2.579 | 10:02:06.688        |
| 5 -                       | 37.977        | 30.034                   | 1:08.011            | 73.57              | 1.241 | 10:03:14.699        |
| 6 -                       | 38.446        | 30.338                   | 1:08.784            | 72.74              | 2.014 | 10:04:23.483        |
| 7 -                       | 37.739        | 29.669                   | 1:07.408 (3)        | 74.23              | 0.638 | 10:05:30.891        |
| 8 -                       | 37.687        | 29.644                   | 1:07.331 (2)        | 74.31              | 0.561 | 10:06:38.222        |
| 9 -                       | <b>37.577</b> | <b>29.193</b>            | <b>1:06.770 (1)</b> | <b>74.94</b>       |       | <b>10:07:44.992</b> |

| P28 87 CB Matthew GOODMAN |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.929 |               | BEST LAP TIME : 1:06.974 |                     | DIFFERENCE : 0.045 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 40.504        | 32.767                   | 1:13.271            | 68.29              | 6.297 | 09:58:43.034        |
| 2 -                       | 39.166        | 31.764                   | 1:10.930            | 70.54              | 3.956 | 09:59:53.964        |
| 3 -                       | 37.772        | 30.795                   | 1:08.567            | 72.98              | 1.593 | 10:01:02.531        |
| 4 -                       | 37.601        | 30.845                   | 1:08.446            | 73.10              | 1.472 | 10:02:10.977        |
| 5 -                       | 37.032        | 31.045                   | 1:08.077            | 73.50              | 1.103 | 10:03:19.054        |
| 6 -                       | 37.889        | 31.258                   | 1:09.147            | 72.36              | 2.173 | 10:04:28.201        |
| 7 -                       | 37.023        | <b>30.193</b>            | 1:07.216 (2)        | 74.44              | 0.242 | 10:05:35.417        |
| 8 -                       | <b>36.736</b> | 30.238                   | <b>1:06.974 (1)</b> | <b>74.71</b>       |       | <b>10:06:42.391</b> |
| 9 -                       | 37.006        | 30.233                   | 1:07.239 (3)        | 74.42              | 0.265 | 10:07:49.630        |

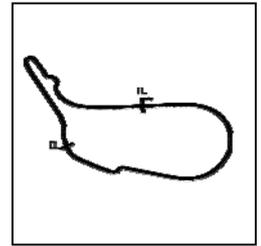
| P29 139 CB Daniel NORTH   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.602 |               | BEST LAP TIME : 1:07.229 |                     | DIFFERENCE : 0.627 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 42.141        | 33.818                   | 1:15.959            | 65.87              | 8.730 | 09:58:42.164        |
| 2 -                       | 38.893        | 30.686                   | 1:09.579            | 71.91              | 2.350 | 09:59:51.743        |
| 3 -                       | 38.554        | 30.378                   | 1:08.932            | 72.59              | 1.703 | 10:01:00.675        |
| 4 -                       | 37.974        | 30.165                   | 1:08.139            | 73.43              | 0.910 | 10:02:08.814        |
| 5 -                       | 38.736        | 31.203                   | 1:09.939            | 71.54              | 2.710 | 10:03:18.753        |
| 6 -                       | 37.348        | 29.881                   | <b>1:07.229 (1)</b> | <b>74.43</b>       |       | <b>10:04:25.982</b> |
| 7 -                       | 37.628        | 29.954                   | 1:07.582 (3)        | 74.04              | 0.353 | 10:05:33.564        |
| 8 -                       | <b>36.784</b> | 30.610                   | 1:07.394 (2)        | 74.25              | 0.165 | 10:06:40.958        |
| 9 -                       | 37.770        | <b>29.818</b>            | 1:07.588            | 74.03              | 0.359 | 10:07:48.546        |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 09:57 Flag 10:07 End: 10:08

# Dunlop CB500

## 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

| P30 142 CB Mark SAWYER    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.988 |               | BEST LAP TIME : 1:09.154 |                     | DIFFERENCE : 0.166 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 42.011        | 31.780                   | 1:13.791            | 67.81              | 4.637 | 09:58:49.023        |
| 2 -                       | 38.867        | 30.742                   | 1:09.609            | 71.88              | 0.455 | 09:59:58.632        |
| 3 -                       | 38.589        | <b>30.565</b>            | <b>1:09.154 (1)</b> | <b>72.36</b>       |       | <b>10:01:07.786</b> |
| 4 -                       | 38.895        | 30.604                   | 1:09.499 (2)        | 72.00              | 0.345 | 10:02:17.285        |
| 5 -                       | 38.871        | 30.727                   | 1:09.598 (3)        | 71.89              | 0.444 | 10:03:26.883        |
| 6 -                       | <b>38.423</b> | 31.898                   | 1:10.321            | 71.15              | 1.167 | 10:04:37.204        |

| P31 17 CB Brandon WRIGHT  |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.721 |               | BEST LAP TIME : 1:10.150 |                     | DIFFERENCE : 0.429 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 43.853        | 32.903                   | 1:16.756            | 65.19              | 6.606 | 09:58:33.243        |
| 2 -                       | 39.666        | 31.349                   | 1:11.015            | 70.46              | 0.865 | 09:59:44.258        |
| 3 -                       | 40.531        | 31.560                   | 1:12.091            | 69.41              | 1.941 | 10:00:56.349        |
| 4 -                       | 39.319        | 31.703                   | 1:11.022            | 70.45              | 0.872 | 10:02:07.371        |
| 5 -                       | 39.595        | 31.266                   | 1:10.861 (3)        | 70.61              | 0.711 | 10:03:18.232        |
| 6 -                       | 41.066        | 31.528                   | 1:12.594            | 68.93              | 2.444 | 10:04:30.826        |
| 7 -                       | 39.255        | <b>30.895</b>            | <b>1:10.150 (1)</b> | <b>71.33</b>       |       | <b>10:05:40.976</b> |
| 8 -                       | 39.671        | 31.127                   | 1:10.798 (2)        | 70.68              | 0.648 | 10:06:51.774        |
| 9 -                       | <b>38.826</b> | 32.186                   | 1:11.012            | 70.46              | 0.862 | 10:08:02.786        |

| P32 79 CB Reuben RHODES-LEADER |               |                          | Honda 500           |                    |        |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.766      |               | BEST LAP TIME : 1:10.766 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            | 42.869        | 35.232                   | 1:18.101            | 64.07              | 7.335  | 09:58:42.275        |
| 2 -                            | 49.488        | 34.289                   | 1:23.777            | 59.73              | 13.011 | 10:00:06.052        |
| 3 -                            | 42.165        | 33.179                   | 1:15.344            | 66.41              | 4.578  | 10:01:21.396        |
| 4 -                            | 39.188        | 32.449                   | 1:11.637 (2)        | 69.85              | 0.871  | 10:02:33.033        |
| 5 -                            | <b>38.914</b> | <b>31.852</b>            | <b>1:10.766 (1)</b> | <b>70.71</b>       |        | <b>10:03:43.799</b> |
| 6 -                            | 39.523        | 32.521                   | 1:12.044            | 69.45              | 1.278  | 10:04:55.843        |
| 7 -                            | 39.581        | 32.431                   | 1:12.012 (3)        | 69.48              | 1.246  | 10:06:07.855        |
| 8 -                            | 40.001        | 33.260                   | 1:13.261            | 68.30              | 2.495  | 10:07:21.116        |

| P33 124 CB Chris MINTER   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.880 |               | BEST LAP TIME : 1:10.880 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 43.346        | 31.732                   | 1:15.078 (2)        | 66.65              | 4.198 | 09:58:49.435        |
| 2 -                       | <b>40.371</b> | <b>30.509</b>            | <b>1:10.880 (1)</b> | <b>70.59</b>       |       | <b>10:00:00.315</b> |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 09:57 Flag 10:07 End: 10:08

# Properly Protected Pre-Injection & Earlystock

## Qualifying - CLASSIFICATION

| POS | NO  | CL   | PIC NAME           | ENTRY        | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|------|--------------------|--------------|----------|----|------|--------|-------|-------|
| 1   | 44  | PI2  | 1 Steve BRITAIN    | Yamaha 1000  | 56.873   | 8  | 9    |        |       | 87.98 |
| 2   | 90  | PI1  | 1 Thomas PICKFORD  | Yamaha 600   | 57.754   | 5  | 6    | 0.881  | 0.881 | 86.64 |
| 3   | 117 | PI1  | 2 Aaron STANIFORTH | Honda 600    | 59.089   | 7  | 8    | 2.216  | 1.335 | 84.68 |
| 4   | 286 | ESTK | 1 John CHAMBERS    | Honda 750    | 59.835   | 10 | 10   | 2.962  | 0.746 | 83.63 |
| 5   | 54  | PI1  | 3 Robert MAWBEY    | Yamaha 600   | 1:00.546 | 9  | 10   | 3.673  | 0.711 | 82.64 |
| 6   | 6   | PI1  | 4 Mike HORBERRY    | Yamaha 600   | 1:00.659 | 8  | 9    | 3.786  | 0.113 | 82.49 |
| 7   | 25  | PI1  | 5 Sam NICHOLSON    | Yamaha 600   | 1:01.306 | 8  | 9    | 4.433  | 0.647 | 81.62 |
| 8   | 246 | ESTK | 2 Stu POULTON      | Yamaha 350   | 1:02.697 | 4  | 5    | 5.824  | 1.391 | 79.81 |
| 9   | 150 | ESTK | 3 John ADAMSON     | Yamaha 350   | 1:03.615 | 3  | 5    | 6.742  | 0.918 | 78.66 |
| 10  | 741 | PI1  | 6 Bryn ROONEY      | Kawasaki 600 | 1:03.640 | 6  | 9    | 6.767  | 0.025 | 78.63 |
| 11  | 40  | PI2  | 2 Gary YEWS        | Honda 900    | 1:03.691 | 9  | 9    | 6.818  | 0.051 | 78.56 |
| 12  | 321 | PI1  | 7 Mark WALSH       | Yamaha 600   | 1:04.097 | 9  | 9    | 7.224  | 0.406 | 78.06 |
| 13  | 337 | ESTK | 4 John NICKLIN     | Suzuki 1100  | 1:04.349 | 9  | 9    | 7.476  | 0.252 | 77.76 |
| 14  | 118 | PI2  | 3 Rodger WIBBERLEY | Suzuki 750   | 1:04.846 | 6  | 6    | 7.973  | 0.497 | 77.16 |
| 15  | 191 | PI1  | 8 Wayne KEMP       | Yamaha 600   | 1:05.770 | 2  | 3    | 8.897  | 0.924 | 76.08 |
| 16  | 316 | ESTK | 5 Glen GRAY        | Yamaha 1100  | 1:06.188 | 9  | 9    | 9.315  | 0.418 | 75.60 |
| 17  | 279 | ESTK | 6 Paul JOHNSON     | suzuki 1100  | 1:06.775 | 9  | 9    | 9.902  | 0.587 | 74.93 |
| 18  | 88  | PI1  | 9 Paul GASKIN      | Yamaha 250   | 1:06.811 | 4  | 7    | 9.938  | 0.036 | 74.89 |
| 19  | 200 | ESTK | 7 Ivan CHILDS      | Suzuki 750   | 1:07.148 | 6  | 9    | 10.275 | 0.337 | 74.52 |
| 20  | 63  | PI1  | 10 Anton BRETT     | Honda 600    | 1:07.679 | 9  | 9    | 10.806 | 0.531 | 73.93 |
| 21  | 49  | PI2  | 4 Ben WORRALLO     | Kawasaki 750 | 1:07.912 | 6  | 7    | 11.039 | 0.233 | 73.68 |
| 22  | 151 | PI1  | 11 Steven ELLIS    | Yamaha 600   | 1:09.038 | 6  | 8    | 12.165 | 1.126 | 72.48 |
| 23  | 4   | BNDT | 1 Matthew STEVENS  | Suzuki 600   | 1:09.112 | 5  | 5    | 12.239 | 0.074 | 72.40 |
| 24  | 441 | BNDT | 2 Paul SAWYER      | Suzuki 600   | 1:09.201 | 3  | 4    | 12.328 | 0.089 | 72.31 |
| 25  | 277 | ESTK | 8 Mark DANIELS     | Suzuki 750   | 1:10.645 | 8  | 8    | 13.772 | 1.444 | 70.83 |
| 26  | 227 | ESTK | 9 Jeffery PASCALL  | Kawasaki 750 | 1:11.343 | 5  | 6    | 14.470 | 0.698 | 70.14 |
| 27  | 10  | PI2  | 5 Michael MCKENDRY | Suzuki 750   | 1:11.558 | 7  | 8    | 14.685 | 0.215 | 69.92 |

Weather / Track : Cloudy / Dry

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

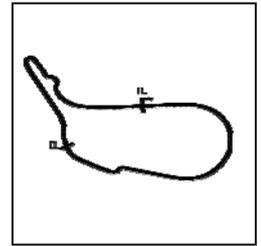
Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 10:09 Flag 10:19 End: 10:20

Printed - 12:18 Monday, 03 May 2021



# Properly Protected Pre-Injection & Earlstock

## 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 44 PI2               |               | Steve BRITTAIN         |                   | Yamaha 1000        |       |                     |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 56.720 |               | BEST LAP TIME : 56.873 |                   | DIFFERENCE : 0.153 |       |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                     | 34.922        | 27.004                 | 1:01.926          | 80.80              | 5.053 | 10:10:24.064        |  |
| 2 -                     | 32.404        | 27.019                 | 59.423            | 84.21              | 2.550 | 10:11:23.487        |  |
| 3 -                     | 32.571        | 26.735                 | 59.306            | 84.37              | 2.433 | 10:12:22.793        |  |
| 4 -                     | 32.389        | 26.476                 | 58.865 (3)        | 85.00              | 1.992 | 10:13:21.658        |  |
| 5 -                     | 33.421        | 27.147                 | 1:00.568          | 82.61              | 3.695 | 10:14:22.226        |  |
| 6 -                     | 31.586        | <b>25.321</b>          | 56.907 (2)        | 87.93              | 0.034 | 10:15:19.133        |  |
| 7 -                     | 33.484        | 27.200                 | 1:00.684          | 82.46              | 3.811 | 10:16:19.817        |  |
| 8 -                     | <b>31.399</b> | 25.474                 | <b>56.873 (1)</b> | <b>87.98</b>       |       | <b>10:17:16.690</b> |  |
| 9 -                     | 33.825        | 28.382                 | 1:02.207          | 80.44              | 5.334 | 10:18:18.897        |  |

| P2 90 PI1               |               | Thomas PICKFORD        |                   | Yamaha 600         |        |                     |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 57.754 |               | BEST LAP TIME : 57.754 |                   | DIFFERENCE : 0.000 |        |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                     | 39.917        | 30.014                 | 1:09.931          | 71.55              | 12.177 | 10:10:45.603        |  |
| 2 -                     | 34.072        | 28.302                 | 1:02.374          | 80.22              | 4.620  | 10:11:47.977        |  |
| 3 -                     | 32.884        | 26.801                 | 59.685 (3)        | 83.84              | 1.931  | 10:12:47.662        |  |
| 4 -                     | 31.904        | 26.101                 | 58.005 (2)        | 86.26              | 0.251  | 10:13:45.667        |  |
| 5 -                     | <b>31.747</b> | <b>26.007</b>          | <b>57.754 (1)</b> | <b>86.64</b>       |        | <b>10:14:43.421</b> |  |
| 6 -                     | 32.632        | 30.497                 | 1:03.129          | 79.26              | 5.375  | 10:15:46.550        |  |

| P3 117 PI1              |               | Aaron STANIFORTH       |                   | Honda 600          |       |                     |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 58.663 |               | BEST LAP TIME : 59.089 |                   | DIFFERENCE : 0.426 |       |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                     | 35.080        | 27.814                 | 1:02.894          | 79.56              | 3.805 | 10:13:03.295        |  |
| 2 -                     | 35.683        | 26.764                 | 1:02.447          | 80.13              | 3.358 | 10:14:05.742        |  |
| 3 -                     | 34.547        | <b>26.286</b>          | 1:00.833          | 82.25              | 1.744 | 10:15:06.575        |  |
| 4 -                     | 33.881        | 26.768                 | 1:00.649          | 82.50              | 1.560 | 10:16:07.224        |  |
| 5 -                     | 32.421        | 26.817                 | 59.238 (2)        | 84.47              | 0.149 | 10:17:06.462        |  |
| 6 -                     | 33.223        | 28.214                 | 1:01.437          | 81.44              | 2.348 | 10:18:07.899        |  |
| 7 -                     | <b>32.377</b> | 26.712                 | <b>59.089 (1)</b> | <b>84.68</b>       |       | <b>10:19:06.988</b> |  |
| 8 -                     | 32.887        | 27.695                 | 1:00.582 (3)      | 82.59              | 1.493 | 10:20:07.570        |  |

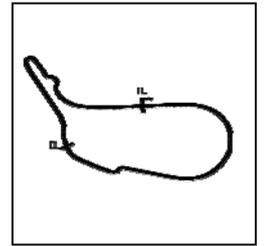
| P4 286 ESTK             |               | John CHAMBERS          |                   | Honda 750          |       |                     |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 59.835 |               | BEST LAP TIME : 59.835 |                   | DIFFERENCE : 0.000 |       |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                     | 40.395        | 29.246                 | 1:09.641          | 71.85              | 9.806 | 10:10:39.589        |  |
| 2 -                     | 35.160        | 27.156                 | 1:02.316          | 80.30              | 2.481 | 10:11:41.905        |  |
| 3 -                     | 34.464        | 29.109                 | 1:03.573          | 78.71              | 3.738 | 10:12:45.478        |  |
| 4 -                     | 33.862        | 26.979                 | 1:00.841 (3)      | 82.24              | 1.006 | 10:13:46.319        |  |
| 5 -                     | 33.654        | 26.488                 | 1:00.142 (2)      | 83.20              | 0.307 | 10:14:46.461        |  |
| 6 -                     | 33.977        | 26.945                 | 1:00.922          | 82.13              | 1.087 | 10:15:47.383        |  |
| 7 -                     | 35.111        | 26.770                 | 1:01.881          | 80.86              | 2.046 | 10:16:49.264        |  |
| 8 -                     | 34.788        | 26.947                 | 1:01.735          | 81.05              | 1.900 | 10:17:50.999        |  |
| 9 -                     | 34.681        | 27.518                 | 1:02.199          | 80.45              | 2.364 | 10:18:53.198        |  |
| 10 -                    | <b>33.578</b> | <b>26.257</b>          | <b>59.835 (1)</b> | <b>83.63</b>       |       | <b>10:19:53.033</b> |  |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 10:09 Flag 10:19 End: 10:20

# Properly Protected Pre-Injection & Earlystock

## 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

| P5 54 PI1                 |               | Robert MAWBEY            |                     | Yamaha 600         |        |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:00.546 |               | BEST LAP TIME : 1:00.546 |                     | DIFFERENCE : 0.000 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 43.420        | 31.660                   | 1:15.080            | 66.64              | 14.534 | 10:10:43.377        |  |
| 2 -                       | 37.226        | 30.232                   | 1:07.458            | 74.17              | 6.912  | 10:11:50.835        |  |
| 3 -                       | 34.941        | 27.799                   | 1:02.740            | 79.75              | 2.194  | 10:12:53.575        |  |
| 4 -                       | 34.757        | 27.789                   | 1:02.546            | 80.00              | 2.000  | 10:13:56.121        |  |
| 5 -                       | 34.629        | 27.119                   | 1:01.748 (3)        | 81.03              | 1.202  | 10:14:57.869        |  |
| 6 -                       | 35.168        | 28.177                   | 1:03.345            | 78.99              | 2.799  | 10:16:01.214        |  |
| 7 -                       | 33.798        | 27.150                   | 1:00.948 (2)        | 82.10              | 0.402  | 10:17:02.162        |  |
| 8 -                       | 35.505        | 28.337                   | 1:03.842            | 78.38              | 3.296  | 10:18:06.004        |  |
| 9 -                       | <b>33.652</b> | <b>26.894</b>            | <b>1:00.546 (1)</b> | <b>82.64</b>       |        | <b>10:19:06.550</b> |  |
| 10 -                      | 34.022        | 28.124                   | 1:02.146            | 80.52              | 1.600  | 10:20:08.696        |  |

| P6 6 PI1                  |               | Mike HORBERRY            |                     | Yamaha 600         |        |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:00.659 |               | BEST LAP TIME : 1:00.659 |                     | DIFFERENCE : 0.000 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 44.259        | 31.839                   | 1:16.098            | 65.75              | 15.439 | 10:10:57.008        |  |
| 2 -                       | 38.807        | 32.673                   | 1:11.480            | 70.00              | 10.821 | 10:12:08.488        |  |
| 3 -                       | 37.373        | 28.751                   | 1:06.124            | 75.67              | 5.465  | 10:13:14.612        |  |
| 4 -                       | 35.767        | 28.496                   | 1:04.263            | 77.86              | 3.604  | 10:14:18.875        |  |
| 5 -                       | 34.032        | 28.385                   | 1:02.417            | 80.17              | 1.758  | 10:15:21.292        |  |
| 6 -                       | 34.603        | 27.649                   | 1:02.252            | 80.38              | 1.593  | 10:16:23.544        |  |
| 7 -                       | 34.271        | 27.560                   | 1:01.831 (3)        | 80.93              | 1.172  | 10:17:25.375        |  |
| 8 -                       | <b>33.502</b> | <b>27.157</b>            | <b>1:00.659 (1)</b> | <b>82.49</b>       |        | <b>10:18:26.034</b> |  |
| 9 -                       | 33.845        | 27.308                   | 1:01.153 (2)        | 81.82              | 0.494  | 10:19:27.187        |  |

| P7 25 PI1                 |               | Sam NICHOLSON            |                     | Yamaha 600         |        |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:01.306 |               | BEST LAP TIME : 1:01.306 |                     | DIFFERENCE : 0.000 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 42.848        | 30.614                   | 1:13.462            | 68.11              | 12.156 | 10:10:48.561        |  |
| 2 -                       | 37.100        | 29.747                   | 1:06.847            | 74.85              | 5.541  | 10:11:55.408        |  |
| 3 -                       | 35.611        | 27.806                   | 1:03.417            | 78.90              | 2.111  | 10:12:58.825        |  |
| 4 -                       | 37.488        | 28.918                   | 1:06.406            | 75.35              | 5.100  | 10:14:05.231        |  |
| 5 -                       | 38.481        | 28.356                   | 1:06.837            | 74.86              | 5.531  | 10:15:12.068        |  |
| 6 -                       | 36.539        | 28.614                   | 1:05.153            | 76.80              | 3.847  | 10:16:17.221        |  |
| 7 -                       | 34.445        | 27.135                   | 1:01.580 (2)        | 81.26              | 0.274  | 10:17:18.801        |  |
| 8 -                       | <b>34.204</b> | <b>27.102</b>            | <b>1:01.306 (1)</b> | <b>81.62</b>       |        | <b>10:18:20.107</b> |  |
| 9 -                       | 35.605        | 27.678                   | 1:03.283 (3)        | 79.07              | 1.977  | 10:19:23.390        |  |

| P8 246 ESTK               |               | Stu POULTON              |                     | Yamaha 350         |       |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:02.697 |               | BEST LAP TIME : 1:02.697 |                     | DIFFERENCE : 0.000 |       |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                       | 38.584        | 28.911                   | 1:07.495            | 74.13              | 4.798 | 10:10:36.984        |  |
| 2 -                       | 34.915        | 28.612                   | 1:03.527 (3)        | 78.77              | 0.830 | 10:11:40.511        |  |
| 3 -                       | 35.673        | 31.039                   | 1:06.712            | 75.00              | 4.015 | 10:12:47.223        |  |
| 4 -                       | <b>34.463</b> | <b>28.234</b>            | <b>1:02.697 (1)</b> | <b>79.81</b>       |       | <b>10:13:49.920</b> |  |
| 5 -                       | 34.821        | 28.253                   | 1:03.074 (2)        | 79.33              | 0.377 | 10:14:52.994        |  |

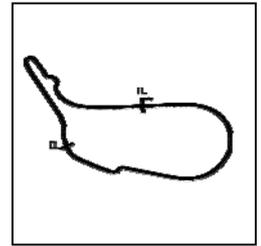
| P9 150 ESTK               |               | John ADAMSON             |                     | Yamaha 350         |       |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:03.049 |               | BEST LAP TIME : 1:03.615 |                     | DIFFERENCE : 0.566 |       |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                       | 40.876        | 32.349                   | 1:13.225            | 68.33              | 9.610 | 10:10:47.502        |  |
| 2 -                       | 36.113        | <b>28.740</b>            | 1:04.853            | 77.15              | 1.238 | 10:11:52.355        |  |
| 3 -                       | <b>34.309</b> | 29.306                   | <b>1:03.615 (1)</b> | <b>78.66</b>       |       | <b>10:12:55.970</b> |  |
| 4 -                       | 34.826        | 29.255                   | 1:04.081 (3)        | 78.08              | 0.466 | 10:14:00.051        |  |
| 5 -                       | 34.432        | 29.240                   | 1:03.672 (2)        | 78.59              | 0.057 | 10:15:03.723        |  |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:09 Flag 10:19 End: 10:20

# Properly Protected Pre-Injection & Earlstock

## 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

| P10 741 P11 Bryn ROONEY   |               |                          | Kawasaki 600        |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.240 |               | BEST LAP TIME : 1:03.640 |                     | DIFFERENCE : 0.400 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 41.636        | 29.969                   | 1:11.605            | 69.88              | 7.965 | 10:10:44.600        |
| 2 -                       | 36.220        | 30.010                   | 1:06.230            | 75.55              | 2.590 | 10:11:50.830        |
| 3 -                       | 35.315        | 28.766                   | 1:04.081 (3)        | 78.08              | 0.441 | 10:12:54.911        |
| 4 -                       | 37.345        | 29.096                   | 1:06.441            | 75.31              | 2.801 | 10:14:01.352        |
| 5 -                       | 36.427        | <b>28.263</b>            | 1:04.690            | 77.35              | 1.050 | 10:15:06.042        |
| 6 -                       | <b>34.977</b> | 28.663                   | <b>1:03.640 (1)</b> | <b>78.63</b>       |       | <b>10:16:09.682</b> |
| 7 -                       | 35.820        | 28.879                   | 1:04.699            | 77.34              | 1.059 | 10:17:14.381        |
| 8 -                       | 35.878        | 28.765                   | 1:04.643            | 77.41              | 1.003 | 10:18:19.024        |
| 9 -                       | 35.103        | 28.864                   | 1:03.967 (2)        | 78.22              | 0.327 | 10:19:22.991        |

| P11 40 P12 Gary YEWS      |               |                          | Honda 900           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.526 |               | BEST LAP TIME : 1:03.691 |                     | DIFFERENCE : 0.165 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 43.515        | 29.876                   | 1:13.391            | 68.18              | 9.700 | 10:10:38.357        |
| 2 -                       | 37.186        | 28.959                   | 1:06.145            | 75.65              | 2.454 | 10:11:44.502        |
| 3 -                       | 36.451        | 29.003                   | 1:05.454            | 76.45              | 1.763 | 10:12:49.956        |
| 4 -                       | 36.146        | <b>28.539</b>            | 1:04.685            | 77.35              | 0.994 | 10:13:54.641        |
| 5 -                       | 41.225        | 29.357                   | 1:10.582            | 70.89              | 6.891 | 10:15:05.223        |
| 6 -                       | 36.563        | 28.871                   | 1:05.434            | 76.47              | 1.743 | 10:16:10.657        |
| 7 -                       | 35.635        | 28.920                   | 1:04.555 (3)        | 77.51              | 0.864 | 10:17:15.212        |
| 8 -                       | 35.633        | 28.920                   | 1:04.553 (2)        | 77.51              | 0.862 | 10:18:19.765        |
| 9 -                       | <b>34.987</b> | 28.704                   | <b>1:03.691 (1)</b> | <b>78.56</b>       |       | <b>10:19:23.456</b> |

| P12 321 P11 Mark WALSH |          |                          | Yamaha 600          |              |        |                     |
|------------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME :       |          | BEST LAP TIME : 1:04.097 |                     | DIFFERENCE : |        |                     |
| LAP                    | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                    |          |                          | 1:17.985            | 64.16        | 13.888 | 10:11:00.881        |
| 2 -                    |          |                          | 1:09.869            | 71.62        | 5.772  | 10:12:10.750        |
| 3 -                    |          |                          | 1:09.103            | 72.41        | 5.006  | 10:13:19.853        |
| 4 -                    |          |                          | 1:06.062            | 75.74        | 1.965  | 10:14:25.915        |
| 5 -                    |          |                          | 1:06.264            | 75.51        | 2.167  | 10:15:32.179        |
| 6 -                    |          |                          | 1:04.184 (2)        | 77.96        | 0.087  | 10:16:36.363        |
| 7 -                    |          |                          | 1:04.263 (3)        | 77.86        | 0.166  | 10:17:40.626        |
| 8 -                    |          |                          | 1:04.355            | 77.75        | 0.258  | 10:18:44.981        |
| 9 -                    |          |                          | <b>1:04.097 (1)</b> | <b>78.06</b> |        | <b>10:19:49.078</b> |

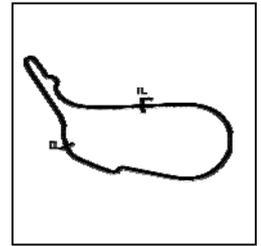
| P13 337 ESTK John NICKLIN |               |                          | Suzuki 1100         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:04.349 |               | BEST LAP TIME : 1:04.349 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 45.279        | 33.887                   | 1:19.166            | 63.20              | 14.817 | 10:10:52.554        |
| 2 -                       | 41.913        | 31.718                   | 1:13.631            | 67.96              | 9.282  | 10:12:06.185        |
| 3 -                       | 40.283        | 30.548                   | 1:10.831            | 70.64              | 6.482  | 10:13:17.016        |
| 4 -                       | 38.597        | 30.100                   | 1:08.697            | 72.84              | 4.348  | 10:14:25.713        |
| 5 -                       | 36.626        | 30.831                   | 1:07.457            | 74.18              | 3.108  | 10:15:33.170        |
| 6 -                       | 37.298        | 30.134                   | 1:07.432            | 74.20              | 3.083  | 10:16:40.602        |
| 7 -                       | 36.020        | 30.001                   | 1:06.021 (2)        | 75.79              | 1.672  | 10:17:46.623        |
| 8 -                       | 36.717        | 29.824                   | 1:06.541 (3)        | 75.20              | 2.192  | 10:18:53.164        |
| 9 -                       | <b>35.677</b> | <b>28.672</b>            | <b>1:04.349 (1)</b> | <b>77.76</b>       |        | <b>10:19:57.513</b> |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 10:09 Flag 10:19 End: 10:20

# Properly Protected Pre-Injection & Earlstock

## 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

| P14 118 PI2 Rodger WIBBERLEY |               |                          | Suzuki 750          |                    |       |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.823    |               | BEST LAP TIME : 1:04.846 |                     | DIFFERENCE : 0.023 |       |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                          | 38.999        | 29.271                   | 1:08.270            | 73.29              | 3.424 | 10:13:12.885        |
| 2 -                          | 36.803        | 29.231                   | 1:06.034            | 75.77              | 1.188 | 10:14:18.919        |
| 3 -                          | 36.543        | 28.898                   | 1:05.441            | 76.46              | 0.595 | 10:15:24.360        |
| 4 -                          | 36.191        | <b>28.839</b>            | 1:05.030 (2)        | 76.94              | 0.184 | 10:16:29.390        |
| 5 -                          | 36.536        | 28.901                   | 1:05.437 (3)        | 76.47              | 0.591 | 10:17:34.827        |
| 6 -                          | <b>35.984</b> | 28.862                   | <b>1:04.846 (1)</b> | <b>77.16</b>       |       | <b>10:18:39.673</b> |

| P15 191 PI1 Wayne KEMP    |               |                          | Yamaha 600          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:05.770 |               | BEST LAP TIME : 1:05.770 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 44.373        | 33.490                   | 1:17.863 (3)        | 64.26              | 12.093 | 10:10:48.336        |
| 2 -                       | <b>36.330</b> | <b>29.440</b>            | <b>1:05.770 (1)</b> | <b>76.08</b>       |        | <b>10:11:54.106</b> |
| 3 -                       | 37.976        | 30.234                   | 1:08.210 (2)        | 73.36              | 2.440  | 10:13:02.316        |

| P16 316 ESTK Glen GRAY    |               |                          | Yamaha 1100         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.188 |               | BEST LAP TIME : 1:06.188 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 45.981        | 32.920                   | 1:18.901            | 63.42              | 12.713 | 10:10:59.637        |
| 2 -                       | 41.131        | 31.043                   | 1:12.174            | 69.33              | 5.986  | 10:12:11.811        |
| 3 -                       | 39.563        | 30.422                   | 1:09.985            | 71.50              | 3.797  | 10:13:21.796        |
| 4 -                       | 39.873        | 29.665                   | 1:09.538            | 71.96              | 3.350  | 10:14:31.334        |
| 5 -                       | 38.126        | 30.325                   | 1:08.451            | 73.10              | 2.263  | 10:15:39.785        |
| 6 -                       | 37.644        | 29.953                   | 1:07.597 (3)        | 74.02              | 1.409  | 10:16:47.382        |
| 7 -                       | 37.626        | 30.549                   | 1:08.175            | 73.39              | 1.987  | 10:17:55.557        |
| 8 -                       | 37.302        | 29.873                   | 1:07.175 (2)        | 74.49              | 0.987  | 10:19:02.732        |
| 9 -                       | <b>36.872</b> | <b>29.316</b>            | <b>1:06.188 (1)</b> | <b>75.60</b>       |        | <b>10:20:08.920</b> |

| P17 279 ESTK Paul JOHNSON |               |                          | suzuki 1100         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.775 |               | BEST LAP TIME : 1:06.775 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 45.592        | 33.930                   | 1:19.522            | 62.92              | 12.747 | 10:10:51.618        |
| 2 -                       | 43.229        | 32.717                   | 1:15.946            | 65.88              | 9.171  | 10:12:07.564        |
| 3 -                       | 40.949        | 30.624                   | 1:11.573            | 69.91              | 4.798  | 10:13:19.137        |
| 4 -                       | 39.533        | 30.710                   | 1:10.243            | 71.23              | 3.468  | 10:14:29.380        |
| 5 -                       | 38.368        | 30.298                   | 1:08.666            | 72.87              | 1.891  | 10:15:38.046        |
| 6 -                       | 38.062        | 29.891                   | 1:07.953 (3)        | 73.63              | 1.178  | 10:16:45.999        |
| 7 -                       | 37.847        | 30.160                   | 1:08.007            | 73.58              | 1.232  | 10:17:54.006        |
| 8 -                       | 37.575        | 29.547                   | 1:07.122 (2)        | 74.55              | 0.347  | 10:19:01.128        |
| 9 -                       | <b>37.465</b> | <b>29.310</b>            | <b>1:06.775 (1)</b> | <b>74.93</b>       |        | <b>10:20:07.903</b> |

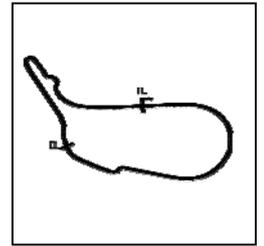
| P18 88 PI1 Paul GASKIN    |               |                          | Yamaha 250          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.549 |               | BEST LAP TIME : 1:06.811 |                     | DIFFERENCE : 0.262 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 43.634        | 32.343                   | 1:15.977            | 65.86              | 9.166 | 10:10:59.686        |
| 2 -                       | 39.024        | 31.015                   | 1:10.039            | 71.44              | 3.228 | 10:12:09.725        |
| 3 -                       | 37.810        | 30.427                   | 1:08.237            | 73.33              | 1.426 | 10:13:17.962        |
| 4 -                       | <b>36.857</b> | 29.954                   | <b>1:06.811 (1)</b> | <b>74.89</b>       |       | <b>10:14:24.773</b> |
| 5 -                       | 37.114        | 30.064                   | 1:07.178 (3)        | 74.48              | 0.367 | 10:15:31.951        |
| 6 -                       | 37.386        | <b>29.692</b>            | 1:07.078 (2)        | 74.60              | 0.267 | 10:16:39.029        |
| 7 -                       | 37.207        | 29.983                   | 1:07.190            | 74.47              | 0.379 | 10:17:46.219        |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 10:09 Flag 10:19 End: 10:20

# Properly Protected Pre-Injection & Earlystock

## 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 200 ESTK Ivan CHILDS  |               |                          | Suzuki 750          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:07.086 |               | BEST LAP TIME : 1:07.148 |                     | DIFFERENCE : 0.062 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 42.365        | 34.867                   | 1:17.232            | 64.79              | 10.084 | 10:10:54.322        |
| 2 -                       | 41.024        | 33.704                   | 1:14.728            | 66.96              | 7.580  | 10:12:09.050        |
| 3 -                       | 39.972        | 30.995                   | 1:10.967            | 70.51              | 3.819  | 10:13:20.017        |
| 4 -                       | 37.979        | 30.199                   | 1:08.178            | 73.39              | 1.030  | 10:14:28.195        |
| 5 -                       | <b>37.000</b> | 30.490                   | 1:07.490 (2)        | 74.14              | 0.342  | 10:15:35.685        |
| 6 -                       | 37.062        | <b>30.086</b>            | <b>1:07.148 (1)</b> | <b>74.52</b>       |        | <b>10:16:42.833</b> |
| 7 -                       | 37.228        | 30.469                   | 1:07.697 (3)        | 73.91              | 0.549  | 10:17:50.530        |
| 8 -                       | 37.521        | 30.887                   | 1:08.408            | 73.14              | 1.260  | 10:18:58.938        |
| 9 -                       | 37.741        | 30.140                   | 1:07.881            | 73.71              | 0.733  | 10:20:06.819        |

| P20 63 PI1 Anton BRETT    |               |                          | Honda 600           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.094 |               | BEST LAP TIME : 1:07.679 |                     | DIFFERENCE : 0.585 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 45.059        | 31.567                   | 1:16.626            | 65.30              | 8.947 | 10:10:55.996        |
| 2 -                       | 39.683        | 30.556                   | 1:10.239            | 71.24              | 2.560 | 10:12:06.235        |
| 3 -                       | 38.404        | 29.975                   | 1:08.379            | 73.18              | 0.700 | 10:13:14.614        |
| 4 -                       | 39.022        | 30.052                   | 1:09.074            | 72.44              | 1.395 | 10:14:23.688        |
| 5 -                       | <b>37.715</b> | 30.224                   | 1:07.939            | 73.65              | 0.260 | 10:15:31.627        |
| 6 -                       | 38.612        | <b>29.379</b>            | 1:07.991            | 73.59              | 0.312 | 10:16:39.618        |
| 7 -                       | 38.008        | 29.773                   | 1:07.781 (2)        | 73.82              | 0.102 | 10:17:47.399        |
| 8 -                       | 38.021        | 29.915                   | 1:07.936 (3)        | 73.65              | 0.257 | 10:18:55.335        |
| 9 -                       | 38.169        | 29.510                   | <b>1:07.679 (1)</b> | <b>73.93</b>       |       | <b>10:20:03.014</b> |

| P21 49 PI2 Ben WORRALLO   |               |                          | Kawasaki 750        |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.761 |               | BEST LAP TIME : 1:07.912 |                     | DIFFERENCE : 0.151 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 44.371        | 32.242                   | 1:16.613            | 65.31              | 8.701 | 10:10:46.172        |
| 2 -                       | 37.888        | 31.276                   | 1:09.164            | 72.35              | 1.252 | 10:11:55.336        |
| 3 -                       | 38.433        | 31.802                   | 1:10.235            | 71.24              | 2.323 | 10:13:05.571        |
| 4 -                       | 37.684        | <b>30.480</b>            | 1:08.164 (2)        | 73.41              | 0.252 | 10:14:13.735        |
| 5 -                       | 37.777        | 30.985                   | 1:08.762 (3)        | 72.77              | 0.850 | 10:15:22.497        |
| 6 -                       | <b>37.281</b> | 30.631                   | <b>1:07.912 (1)</b> | <b>73.68</b>       |       | <b>10:16:30.409</b> |
| 7 -                       | 42.750        | 31.708                   | 1:14.458            | 67.20              | 6.546 | 10:17:44.867        |

| P22 151 PI1 Steven ELLIS  |               |                          | Yamaha 600          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.837 |               | BEST LAP TIME : 1:09.038 |                     | DIFFERENCE : 0.201 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 46.021        | 34.624                   | 1:20.645            | 62.05              | 11.607 | 10:10:56.276        |
| 2 -                       | 40.248        | 32.904                   | 1:13.152            | 68.40              | 4.114  | 10:12:09.428        |
| 3 -                       | 44.288        | 33.726                   | 1:18.014            | 64.14              | 8.976  | 10:13:27.442        |
| 4 -                       | 40.212        | 32.276                   | 1:12.488            | 69.03              | 3.450  | 10:14:39.930        |
| 5 -                       | 38.710        | 31.490                   | 1:10.200            | 71.28              | 1.162  | 10:15:50.130        |
| 6 -                       | <b>37.847</b> | 31.191                   | <b>1:09.038 (1)</b> | <b>72.48</b>       |        | <b>10:16:59.168</b> |
| 7 -                       | 38.882        | 31.032                   | 1:09.914 (3)        | 71.57              | 0.876  | 10:18:09.082        |
| 8 -                       | 38.321        | <b>30.990</b>            | 1:09.311 (2)        | 72.19              | 0.273  | 10:19:18.393        |

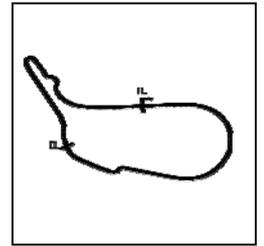
| P23 4 BNDT Matthew STEVENS |               |                          | Suzuki 600          |                    |        |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.981  |               | BEST LAP TIME : 1:09.112 |                     | DIFFERENCE : 0.131 |        |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        | 41.470        | 34.128                   | 1:15.598            | 66.19              | 6.486  | 10:14:02.346        |
| 2 -                        | 40.748        | 1:08.404                 | 1:49.152            | 45.84              | 40.040 | 10:15:51.498        |
| 3 -                        | 38.565        | <b>30.656</b>            | 1:09.221 (2)        | 72.29              | 0.109  | 10:17:00.719        |
| 4 -                        | 38.551        | 30.682                   | 1:09.233 (3)        | 72.27              | 0.121  | 10:18:09.952        |
| 5 -                        | <b>38.325</b> | 30.787                   | <b>1:09.112 (1)</b> | <b>72.40</b>       |        | <b>10:19:19.064</b> |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:09 Flag 10:19 End: 10:20

# Properly Protected Pre-Injection & Earlystock

## 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

| P24 441 BNDT Paul SAWYER  |               | Suzuki 600               |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.043 |               | BEST LAP TIME : 1:09.201 |                     | DIFFERENCE : 1.158 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 46.491        | 31.939                   | 1:18.430            | 63.80              | 9.229 | 10:14:05.786        |
| 2 -                       | 39.073        | 32.261                   | 1:11.334 (3)        | 70.14              | 2.133 | 10:15:17.120        |
| 3 -                       | 38.502        | <b>30.699</b>            | <b>1:09.201 (1)</b> | <b>72.31</b>       |       | <b>10:16:26.321</b> |
| 4 -                       | <b>37.344</b> | 32.699                   | 1:10.043 (2)        | 71.44              | 0.842 | 10:17:36.364        |

| P25 277 ESTK Mark DANIELS |               | Suzuki 750               |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.582 |               | BEST LAP TIME : 1:10.645 |                     | DIFFERENCE : 1.063 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 44.741        | 33.297                   | 1:18.038            | 64.12              | 7.393 | 10:10:57.174        |
| 2 -                       | 40.500        | 32.943                   | 1:13.443            | 68.13              | 2.798 | 10:12:10.617        |
| 3 -                       | 40.283        | 32.173                   | 1:12.456            | 69.06              | 1.811 | 10:13:23.073        |
| 4 -                       | 39.280        | 31.378                   | 1:10.658 (2)        | 70.82              | 0.013 | 10:14:33.731        |
| 5 -                       | 39.967        | 32.121                   | 1:12.088            | 69.41              | 1.443 | 10:15:45.819        |
| 6 -                       | 39.420        | 31.907                   | 1:11.327 (3)        | 70.15              | 0.682 | 10:16:57.146        |
| 7 -                       | 40.177        | <b>31.162</b>            | 1:11.339            | 70.14              | 0.694 | 10:18:08.485        |
| 8 -                       | <b>38.420</b> | 32.225                   | <b>1:10.645 (1)</b> | <b>70.83</b>       |       | <b>10:19:19.130</b> |

| P26 227 ESTK Jeffery PASCALL |               | Kawasaki 750             |                     |                    |       |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.937    |               | BEST LAP TIME : 1:11.343 |                     | DIFFERENCE : 0.406 |       |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                          | 46.148        | 34.499                   | 1:20.647            | 62.04              | 9.304 | 10:10:53.447        |
| 2 -                          | 41.608        | 33.294                   | 1:14.902            | 66.80              | 3.559 | 10:12:08.349        |
| 3 -                          | 41.011        | 32.248                   | 1:13.259            | 68.30              | 1.916 | 10:13:21.608        |
| 4 -                          | <b>39.610</b> | 32.194                   | 1:11.804 (2)        | 69.69              | 0.461 | 10:14:33.412        |
| 5 -                          | 40.016        | <b>31.327</b>            | <b>1:11.343 (1)</b> | <b>70.14</b>       |       | <b>10:15:44.755</b> |
| 6 -                          | 39.929        | 32.298                   | 1:12.227 (3)        | 69.28              | 0.884 | 10:16:56.982        |

| P27 10 PI2 Michael MCKENDRY |               | Suzuki 750               |                     |                    |        |                     |
|-----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.421   |               | BEST LAP TIME : 1:11.558 |                     | DIFFERENCE : 0.137 |        |                     |
| LAP                         | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         | 48.556        | 34.551                   | 1:23.107            | 60.21              | 11.549 | 10:11:03.566        |
| 2 -                         | 41.811        | 33.038                   | 1:14.849            | 66.85              | 3.291  | 10:12:18.415        |
| 3 -                         | 39.696        | 32.444                   | 1:12.140 (3)        | 69.36              | 0.582  | 10:13:30.555        |
| 4 -                         | 39.908        | 32.611                   | 1:12.519            | 69.00              | 0.961  | 10:14:43.074        |
| 5 -                         | 39.729        | 33.118                   | 1:12.847            | 68.69              | 1.289  | 10:15:55.921        |
| 6 -                         | 39.385        | 32.577                   | 1:11.962 (2)        | 69.53              | 0.404  | 10:17:07.883        |
| 7 -                         | <b>39.222</b> | 32.336                   | <b>1:11.558 (1)</b> | <b>69.92</b>       |        | <b>10:18:19.441</b> |
| 8 -                         | 40.096        | <b>32.199</b>            | 1:12.295            | 69.21              | 0.737  | 10:19:31.736        |

Weather / Track : Cloudy / Dry

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 10:09 Flag 10:19 End: 10:20

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## Qualifying - CLASSIFICATION

| POS | NO  | CL   | PIC NAME            | ENTRY         | TIME     | ON | LAPS | GAP    | DIFF   | MPH   |
|-----|-----|------|---------------------|---------------|----------|----|------|--------|--------|-------|
| 1   | 120 | MAL2 | 1 Luke HEDGER       | Suzuki 1000   | 52.750   | 8  | 10   |        |        | 94.86 |
| 2   | 1   | NP   | 1 Luke STAPEFORD    | Suzuki 1000   | 53.048   | 4  | 6    | 0.298  | 0.298  | 94.33 |
| 3   | 11  | MAL2 | 2 LOUIS DAWSON      | Aprilia 1000  | 53.150   | 5  | 5    | 0.400  | 0.102  | 94.14 |
| 4   | 561 | MAL2 | 3 John INGRAM       | BMW 1000      | 53.296   | 10 | 11   | 0.546  | 0.146  | 93.89 |
| 5   | 272 | NP   | 2 Tom WARD          | Suzuki 1000   | 53.809   | 7  | 11   | 1.059  | 0.513  | 92.99 |
| 6   | 150 | NP   | 3 Tom OLIVER        | Suzuki 1000   | 53.848   | 8  | 11   | 1.098  | 0.039  | 92.92 |
| 7   | 97  | MAL2 | 4 Brent HARRAN      | Suzuki 1000   | 54.235   | 5  | 7    | 1.485  | 0.387  | 92.26 |
| 8   | 291 | MAL2 | 5 Andrew FISHER     | Suzuki 1000   | 54.310   | 8  | 10   | 1.560  | 0.075  | 92.13 |
| 9   | 178 | MAL2 | 6 Ashley KING       | Yamaha 1000   | 54.586   | 6  | 11   | 1.836  | 0.276  | 91.67 |
| 10  | 148 | MAL2 | 7 ASH BEECH         | Suzuki 1000   | 54.785   | 10 | 10   | 2.035  | 0.199  | 91.33 |
| 11  | 127 | NP   | 4 Bjorn ESTMENT     | Suzuki 1000   | 55.096   | 6  | 7    | 2.346  | 0.311  | 90.82 |
| 12  | 17  | MAL2 | 8 Gary WOODWARD     | BMW 1000      | 56.385   | 3  | 8    | 3.635  | 1.289  | 88.74 |
| 13  | 44  | MAL2 | 9 Steve BRITAIN     | Yamaha 1000   | 56.431   | 5  | 6    | 3.681  | 0.046  | 88.67 |
| 14  | 169 | MAL2 | 10 Brad CLARKE      | Suzuki 1000   | 56.439   | 6  | 8    | 3.689  | 0.008  | 88.66 |
| 15  | 21  | MAL2 | 11 Phil BROOKS      | Yamaha 1000   | 56.490   | 7  | 10   | 3.740  | 0.051  | 88.58 |
| 16  | 60  | MAL2 | 12 Paul DEWEY       | Aprilia 1000  | 56.874   | 10 | 10   | 4.124  | 0.384  | 87.98 |
| 17  | 53  | MAL2 | 13 Russ BURROWS     | Suzuki 1000   | 57.692   | 4  | 7    | 4.942  | 0.818  | 86.73 |
| 18  | 146 | MAL1 | 1 Thomas GOLDTHORPE | Triumph 675   | 58.031   | 7  | 9    | 5.281  | 0.339  | 86.23 |
| 19  | 56  | MAL1 | 2 Stuart REECE      | Kawasaki 600  | 58.338   | 5  | 8    | 5.588  | 0.307  | 85.77 |
| 20  | 78  | MAL2 | 14 Mark MEAKIN      | Suzuki 1000   | 59.600   | 7  | 10   | 6.850  | 1.262  | 83.96 |
| 21  | 626 | MALL | 1 Jamie HORNER      | Kawasaki 600  | 59.867   | 8  | 9    | 7.117  | 0.267  | 83.58 |
| 22  | 617 | MAL2 | 15 Rich GIBSON      | Honda 1000    | 1:01.834 | 3  | 4    | 9.084  | 1.967  | 80.92 |
| 23  | 107 | MAL2 | 16 Duane BLISS      | Kawasaki 1000 | 1:03.818 | 2  | 2    | 11.068 | 1.984  | 78.41 |
| 24  | 303 | MAL1 | 3 Stuart BELL       | Suzuki 600    | 1:04.879 | 6  | 9    | 12.129 | 1.061  | 77.12 |
| 25  | 181 | MAL1 | 4 Jodie FIELDHOUSE  | Ariane2 600   | 1:17.409 | 2  | 2    | 24.659 | 12.530 | 64.64 |
| 26  | 172 | MAL1 | 5 Ricky TARREN      | Yamaha 600    |          |    | 0    |        |        |       |

Weather / Track : Cloudy / Dry

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

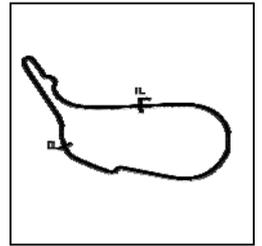
Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 10:21 Flag 10:31 End: 10:32

Printed - 12:19 Monday, 03 May 2021



# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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 120 MAL2 Luke HEDGER |               |                        | Suzuki 1000        |              |       |                     |
|-------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 52.735 |               | BEST LAP TIME : 52.750 | DIFFERENCE : 0.015 |              |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                     | 31.518        | 24.730                 | 56.248             | 88.96        | 3.498 | 10:22:44.981        |
| 2 -                     | 29.560        | 24.501                 | 54.061             | 92.56        | 1.311 | 10:23:39.042        |
| 3 -                     | 29.400        | 23.877                 | 53.277             | 93.92        | 0.527 | 10:24:32.319        |
| 4 -                     | 29.608        | 24.576                 | 54.184             | 92.35        | 1.434 | 10:25:26.503        |
| 5 -                     | 29.383        | 24.297                 | 53.680             | 93.21        | 0.930 | 10:26:20.183        |
| 6 -                     | <b>29.105</b> | 23.754                 | 52.859 (2)         | 94.66        | 0.109 | 10:27:13.042        |
| 7 -                     | 29.384        | 23.827                 | 53.211 (3)         | 94.04        | 0.461 | 10:28:06.253        |
| 8 -                     | 29.120        | <b>23.630</b>          | <b>52.750 (1)</b>  | <b>94.86</b> |       | <b>10:28:59.003</b> |
| 9 -                     | 29.287        | 24.003                 | 53.290             | 93.90        | 0.540 | 10:29:52.293        |
| 10 -                    | 29.712        | 25.187                 | 54.899             | 91.14        | 2.149 | 10:30:47.192        |

| P2 1 NP Luke STAPEFORD  |               |                        | Suzuki 1000        |              |       |                     |
|-------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 52.768 |               | BEST LAP TIME : 53.048 | DIFFERENCE : 0.280 |              |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                     | 35.858        | 25.461                 | 1:01.319           | 81.60        | 8.271 | 10:22:32.167        |
| 2 -                     | 30.200        | <b>23.628</b>          | 53.828             | 92.96        | 0.780 | 10:23:25.995        |
| 3 -                     | 29.471        | 24.262                 | 53.733 (3)         | 93.12        | 0.685 | 10:24:19.728        |
| 4 -                     | 29.411        | 23.637                 | <b>53.048 (1)</b>  | <b>94.33</b> |       | <b>10:25:12.776</b> |
| 5 -                     | <b>29.140</b> | 24.232                 | 53.372 (2)         | 93.75        | 0.324 | 10:26:06.148        |
| 6 -                     | 31.327        | 27.408                 | 58.735             | 85.19        | 5.687 | 10:27:04.883        |

| P3 11 MAL2 LOUIS DAWSON |               |                        | Aprilia 1000       |              |       |                     |
|-------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 53.150 |               | BEST LAP TIME : 53.150 | DIFFERENCE : 0.000 |              |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                     | 36.420        | 26.251                 | 1:02.671           | 79.84        | 9.521 | 10:22:32.172        |
| 2 -                     | 30.694        | 24.210                 | 54.904             | 91.14        | 1.754 | 10:23:27.076        |
| 3 -                     | 29.789        | 24.135                 | 53.924 (3)         | 92.79        | 0.774 | 10:24:21.000        |
| 4 -                     | 29.551        | 24.370                 | 53.921 (2)         | 92.80        | 0.771 | 10:25:14.921        |
| 5 -                     | <b>29.285</b> | <b>23.865</b>          | <b>53.150 (1)</b>  | <b>94.14</b> |       | <b>10:26:08.071</b> |

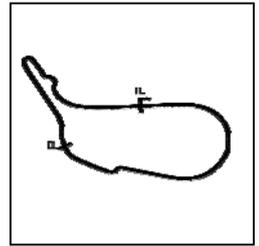
| P4 561 MAL2 John INGRAM |               |                        | BMW 1000           |              |        |                     |
|-------------------------|---------------|------------------------|--------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 53.119 |               | BEST LAP TIME : 53.296 | DIFFERENCE : 0.177 |              |        |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF   | TIME OF DAY         |
| 1 -                     | 34.215        | 25.634                 | 59.849             | 83.61        | 6.553  | 10:22:33.841        |
| 2 -                     | 30.951        | 24.953                 | 55.904             | 89.51        | 2.608  | 10:23:29.745        |
| 3 -                     | 31.337        | 24.773                 | 56.110             | 89.18        | 2.814  | 10:24:25.855        |
| 4 -                     | 30.130        | 23.936                 | 54.066             | 92.55        | 0.770  | 10:25:19.921        |
| 5 -                     | 30.381        | 23.800                 | 54.181             | 92.35        | 0.885  | 10:26:14.102        |
| 6 -                     | 30.351        | 24.879                 | 55.230             | 90.60        | 1.934  | 10:27:09.332        |
| 7 -                     | <b>29.493</b> | 23.891                 | 53.384 (2)         | 93.73        | 0.088  | 10:28:02.716        |
| 8 -                     | 41.573        | 26.506                 | 1:08.079           | 73.50        | 14.783 | 10:29:10.795        |
| 9 -                     | 30.200        | 23.806                 | 54.006 (3)         | 92.65        | 0.710  | 10:30:04.801        |
| 10 -                    | 29.670        | <b>23.626</b>          | <b>53.296 (1)</b>  | <b>93.89</b> |        | <b>10:30:58.097</b> |
| 11 -                    | 30.198        | 26.100                 | 56.298             | 88.88        | 3.002  | 10:31:54.395        |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:21 Flag 10:31 End: 10:32

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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

| P5 272 NP Tom WARD      |               |                        | Suzuki 1000        |              |       |                     |
|-------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 53.734 |               | BEST LAP TIME : 53.809 | DIFFERENCE : 0.075 |              |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                     | 37.374        | 25.925                 | 1:03.299           | 79.05        | 9.490 | 10:22:31.718        |
| 2 -                     | 32.225        | 24.390                 | 56.615             | 88.38        | 2.806 | 10:23:28.333        |
| 3 -                     | 30.117        | 23.851                 | 53.968 (2)         | 92.72        | 0.159 | 10:24:22.301        |
| 4 -                     | 29.961        | 24.034                 | 53.995             | 92.67        | 0.186 | 10:25:16.296        |
| 5 -                     | <b>29.928</b> | 26.040                 | 55.968             | 89.40        | 2.159 | 10:26:12.264        |
| 6 -                     | 31.062        | 26.460                 | 57.522             | 86.99        | 3.713 | 10:27:09.786        |
| 7 -                     | 30.003        | <b>23.806</b>          | <b>53.809 (1)</b>  | <b>92.99</b> |       | <b>10:28:03.595</b> |
| 8 -                     | 30.153        | 23.829                 | 53.982 (3)         | 92.69        | 0.173 | 10:28:57.577        |
| 9 -                     | 32.448        | 26.310                 | 58.758             | 85.16        | 4.949 | 10:29:56.335        |
| 10 -                    | 31.713        | 25.727                 | 57.440             | 87.11        | 3.631 | 10:30:53.775        |
| 11 -                    | 30.432        | 24.162                 | 54.594             | 91.65        | 0.785 | 10:31:48.369        |

| P6 150 NP Tom OLIVER    |               |                        | Suzuki 1000        |              |       |                     |
|-------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 53.835 |               | BEST LAP TIME : 53.848 | DIFFERENCE : 0.013 |              |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                     | 37.164        | 26.473                 | 1:03.637           | 78.63        | 9.789 | 10:22:33.004        |
| 2 -                     | 31.626        | 24.944                 | 56.570             | 88.45        | 2.722 | 10:23:29.574        |
| 3 -                     | 30.833        | 24.960                 | 55.793             | 89.68        | 1.945 | 10:24:25.367        |
| 4 -                     | 30.372        | 23.962                 | 54.334             | 92.09        | 0.486 | 10:25:19.701        |
| 5 -                     | 30.314        | 23.876                 | 54.190 (3)         | 92.34        | 0.342 | 10:26:13.891        |
| 6 -                     | 30.337        | 24.110                 | 54.447             | 91.90        | 0.599 | 10:27:08.338        |
| 7 -                     | 30.178        | 24.206                 | 54.384             | 92.01        | 0.536 | 10:28:02.722        |
| 8 -                     | <b>30.046</b> | 23.802                 | <b>53.848 (1)</b>  | <b>92.92</b> |       | <b>10:28:56.570</b> |
| 9 -                     | 30.501        | 26.610                 | 57.111             | 87.61        | 3.263 | 10:29:53.681        |
| 10 -                    | 30.370        | <b>23.789</b>          | 54.159 (2)         | 92.39        | 0.311 | 10:30:47.840        |
| 11 -                    | 32.911        | 28.688                 | 1:01.599           | 81.23        | 7.751 | 10:31:49.439        |

| P7 97 MAL2 Brent HARRAN |               |                        | Suzuki 1000        |              |       |                     |
|-------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 54.099 |               | BEST LAP TIME : 54.235 | DIFFERENCE : 0.136 |              |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                     | 31.495        | 24.244                 | 55.739             | 89.77        | 1.504 | 10:25:57.916        |
| 2 -                     | 30.843        | 24.664                 | 55.507             | 90.15        | 1.272 | 10:26:53.423        |
| 3 -                     | 31.136        | 24.281                 | 55.417             | 90.29        | 1.182 | 10:27:48.840        |
| 4 -                     | 30.262        | 23.988                 | 54.250 (2)         | 92.24        | 0.015 | 10:28:43.090        |
| 5 -                     | <b>30.161</b> | 24.074                 | <b>54.235 (1)</b>  | <b>92.26</b> |       | <b>10:29:37.325</b> |
| 6 -                     | 30.375        | 24.171                 | 54.546 (3)         | 91.73        | 0.311 | 10:30:31.871        |
| 7 -                     | 30.616        | <b>23.938</b>          | 54.554             | 91.72        | 0.319 | 10:31:26.425        |

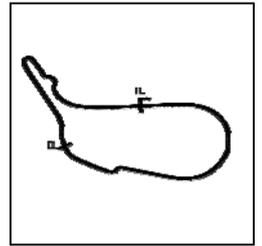
| P8 291 MAL2 Andrew FISHER |               |                        | Suzuki 1000        |              |        |                     |
|---------------------------|---------------|------------------------|--------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 54.269   |               | BEST LAP TIME : 54.310 | DIFFERENCE : 0.041 |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 37.128        | 26.075                 | 1:03.203           | 79.17        | 8.893  | 10:22:33.371        |
| 2 -                       | 31.806        | 24.980                 | 56.786             | 88.12        | 2.476  | 10:23:30.157        |
| 3 -                       | 30.911        | 25.361                 | 56.272             | 88.92        | 1.962  | 10:24:26.429        |
| 4 -                       | 37.519        | 27.353                 | 1:04.872           | 77.13        | 10.562 | 10:25:31.301        |
| 5 -                       | 30.259        | 24.450                 | 54.709 (3)         | 91.46        | 0.399  | 10:26:26.010        |
| 6 -                       | 30.288        | 25.240                 | 55.528             | 90.11        | 1.218  | 10:27:21.538        |
| 7 -                       | <b>30.094</b> | 25.323                 | 55.417             | 90.29        | 1.107  | 10:28:16.955        |
| 8 -                       | 30.135        | <b>24.175</b>          | <b>54.310 (1)</b>  | <b>92.13</b> |        | <b>10:29:11.265</b> |
| 9 -                       | 30.220        | 24.332                 | 54.552 (2)         | 91.72        | 0.242  | 10:30:05.817        |
| 10 -                      | 33.057        | 27.025                 | 1:00.082           | 83.28        | 5.772  | 10:31:05.899        |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:21 Flag 10:31 End: 10:32

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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

| <b>P9 178 MAL2 Ashley KING</b> |               |                        | Yamaha 1000        |              |       |                     |
|--------------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 54.460        |               | BEST LAP TIME : 54.586 | DIFFERENCE : 0.126 |              |       |                     |
| LAP                            | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                            | 34.933        | 25.527                 | 1:00.460           | 82.76        | 5.874 | 10:22:33.473        |
| 2 -                            | 31.859        | 25.020                 | 56.879             | 87.97        | 2.293 | 10:23:30.352        |
| 3 -                            | 31.292        | 24.892                 | 56.184             | 89.06        | 1.598 | 10:24:26.536        |
| 4 -                            | 31.517        | <b>24.149</b>          | 55.666             | 89.89        | 1.080 | 10:25:22.202        |
| 5 -                            | 31.003        | 24.711                 | 55.714             | 89.81        | 1.128 | 10:26:17.916        |
| <b>6 -</b>                     | <b>30.311</b> | 24.275                 | <b>54.586 (1)</b>  | <b>91.67</b> |       | <b>10:27:12.502</b> |
| 7 -                            | 30.542        | 24.371                 | 54.913 (2)         | 91.12        | 0.327 | 10:28:07.415        |
| 8 -                            | 30.774        | 24.531                 | 55.305 (3)         | 90.48        | 0.719 | 10:29:02.720        |
| 9 -                            | 30.915        | 24.988                 | 55.903             | 89.51        | 1.317 | 10:29:58.623        |
| 10 -                           | 31.075        | 24.785                 | 55.860             | 89.58        | 1.274 | 10:30:54.483        |
| 11 -                           | 30.943        | 24.753                 | 55.696             | 89.84        | 1.110 | 10:31:50.179        |

| <b>P10 148 MAL2 ASH BEECH</b> |               |                        | Suzuki 1000        |              |        |                     |
|-------------------------------|---------------|------------------------|--------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 54.727       |               | BEST LAP TIME : 54.785 | DIFFERENCE : 0.058 |              |        |                     |
| LAP                           | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF   | TIME OF DAY         |
| 1 -                           | 43.658        | 27.974                 | 1:11.632           | 69.85        | 16.847 | 10:22:50.913        |
| 2 -                           | 31.645        | 25.308                 | 56.953             | 87.86        | 2.168  | 10:23:47.866        |
| 3 -                           | 31.148        | 26.453                 | 57.601             | 86.87        | 2.816  | 10:24:45.467        |
| 4 -                           | 31.632        | 24.845                 | 56.477             | 88.60        | 1.692  | 10:25:41.944        |
| 5 -                           | 31.104        | <b>24.606</b>          | 55.710             | 89.82        | 0.925  | 10:26:37.654        |
| 6 -                           | 30.587        | 24.771                 | 55.358 (3)         | 90.39        | 0.573  | 10:27:33.012        |
| 7 -                           | 38.026        | 34.017                 | 1:12.043           | 69.45        | 17.258 | 10:28:45.055        |
| 8 -                           | 30.318        | 24.645                 | 54.963 (2)         | 91.04        | 0.178  | 10:29:40.018        |
| 9 -                           | 30.801        | 24.938                 | 55.739             | 89.77        | 0.954  | 10:30:35.757        |
| <b>10 -</b>                   | <b>30.121</b> | 24.664                 | <b>54.785 (1)</b>  | <b>91.33</b> |        | <b>10:31:30.542</b> |

| <b>P11 127 NP Bjorn ESTMENT</b> |               |                        | Suzuki 1000        |              |       |                     |
|---------------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 55.096         |               | BEST LAP TIME : 55.096 | DIFFERENCE : 0.000 |              |       |                     |
| LAP                             | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                             | 34.006        | 26.377                 | 1:00.383           | 82.87        | 5.287 | 10:22:50.563        |
| 2 -                             | 31.119        | 25.058                 | 56.177 (2)         | 89.07        | 1.081 | 10:23:46.740        |
| 3 -                             | 32.022        | 25.592                 | 57.614             | 86.85        | 2.518 | 10:24:44.354        |
| 4 -                             | 31.890        | 25.362                 | 57.252             | 87.40        | 2.156 | 10:25:41.606        |
| 5 -                             | 31.660        | 25.157                 | 56.817 (3)         | 88.07        | 1.721 | 10:26:38.423        |
| <b>6 -</b>                      | <b>30.572</b> | <b>24.524</b>          | <b>55.096 (1)</b>  | <b>90.82</b> |       | <b>10:27:33.519</b> |
| 7 -                             | 31.613        | 31.827                 | 1:03.440           | 78.87        | 8.344 | 10:28:36.959        |

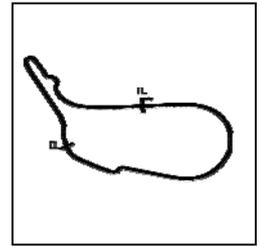
| <b>P12 17 MAL2 Gary WOODWARD</b> |               |                        | BMW 1000           |              |       |                     |
|----------------------------------|---------------|------------------------|--------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 56.385          |               | BEST LAP TIME : 56.385 | DIFFERENCE : 0.000 |              |       |                     |
| LAP                              | SECTOR 1      | SECTOR 2               | LAP TIME           | MPH          | DIFF  | TIME OF DAY         |
| 1 -                              | 34.864        | 26.535                 | 1:01.399           | 81.50        | 5.014 | 10:22:35.201        |
| 2 -                              | 31.328        | 25.527                 | 56.855 (3)         | 88.01        | 0.470 | 10:23:32.056        |
| <b>3 -</b>                       | <b>30.916</b> | <b>25.469</b>          | <b>56.385 (1)</b>  | <b>88.74</b> |       | <b>10:24:28.441</b> |
| 4 -                              | 31.467        | 25.898                 | 57.365             | 87.23        | 0.980 | 10:25:25.806        |
| 5 -                              | 31.086        | 25.656                 | 56.742 (2)         | 88.18        | 0.357 | 10:26:22.548        |
| 6 -                              | 31.636        | 25.716                 | 57.352             | 87.25        | 0.967 | 10:27:19.900        |
| 7 -                              | 31.158        | 25.870                 | 57.028             | 87.74        | 0.643 | 10:28:16.928        |
| 8 -                              | 30.920        | 26.591                 | 57.511             | 87.00        | 1.126 | 10:29:14.439        |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:21 Flag 10:31 End: 10:32

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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 44 MAL2 Steve BRITTAIN |               |                        | Yamaha 1000       |                    |        |                     |
|----------------------------|---------------|------------------------|-------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 56.037    |               | BEST LAP TIME : 56.431 |                   | DIFFERENCE : 0.394 |        |                     |
| LAP                        | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        | 34.991        | 26.651                 | 1:01.642          | 81.17              | 5.211  | 10:22:35.575        |
| 2 -                        | 31.553        | 25.287                 | 56.840 (3)        | 88.03              | 0.409  | 10:23:32.415        |
| 3 -                        | 31.597        | <b>25.115</b>          | 56.712 (2)        | 88.23              | 0.281  | 10:24:29.127        |
| 4 -                        | 32.102        | 25.244                 | 57.346            | 87.26              | 0.915  | 10:25:26.473        |
| 5 -                        | 31.015        | 25.416                 | <b>56.431 (1)</b> | <b>88.67</b>       |        | <b>10:26:22.904</b> |
| 6 -                        | <b>30.922</b> | 47.621                 | 1:18.543          | 63.71              | 22.112 | 10:27:41.447        |

| P14 169 MAL2 Brad CLARKE |               |                        | Suzuki 1000       |                    |       |                     |
|--------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 56.092  |               | BEST LAP TIME : 56.439 |                   | DIFFERENCE : 0.347 |       |                     |
| LAP                      | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                      | 35.642        | 27.407                 | 1:03.049          | 79.36              | 6.610 | 10:22:48.444        |
| 2 -                      | 33.111        | 27.343                 | 1:00.454          | 82.77              | 4.015 | 10:23:48.898        |
| 3 -                      | 31.887        | 26.134                 | 58.021            | 86.24              | 1.582 | 10:24:46.919        |
| 4 -                      | 31.492        | 25.693                 | 57.185            | 87.50              | 0.746 | 10:25:44.104        |
| 5 -                      | 31.615        | <b>25.173</b>          | 56.788 (2)        | 88.11              | 0.349 | 10:26:40.892        |
| 6 -                      | <b>30.919</b> | 25.520                 | <b>56.439 (1)</b> | <b>88.66</b>       |       | <b>10:27:37.331</b> |
| 7 -                      | 31.255        | 25.555                 | 56.810 (3)        | 88.08              | 0.371 | 10:28:34.141        |
| 8 -                      | 31.315        | 25.674                 | 56.989            | 87.80              | 0.550 | 10:29:31.130        |

| P15 21 MAL2 Phil BROOKS |               |                        | Yamaha 1000       |                    |       |                     |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 56.244 |               | BEST LAP TIME : 56.490 |                   | DIFFERENCE : 0.246 |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                     | 36.136        | 27.406                 | 1:03.542          | 78.75              | 7.052 | 10:22:48.683        |
| 2 -                     | 31.663        | <b>25.391</b>          | 57.054            | 87.70              | 0.564 | 10:23:45.737        |
| 3 -                     | 32.938        | 26.466                 | 59.404            | 84.23              | 2.914 | 10:24:45.141        |
| 4 -                     | 31.723        | 25.599                 | 57.322            | 87.29              | 0.832 | 10:25:42.463        |
| 5 -                     | 31.311        | <b>25.391</b>          | 56.702 (2)        | 88.25              | 0.212 | 10:26:39.165        |
| 6 -                     | 31.207        | 25.545                 | 56.752 (3)        | 88.17              | 0.262 | 10:27:35.917        |
| 7 -                     | <b>30.853</b> | 25.637                 | <b>56.490 (1)</b> | <b>88.58</b>       |       | <b>10:28:32.407</b> |
| 8 -                     | 31.581        | 25.449                 | 57.030            | 87.74              | 0.540 | 10:29:29.437        |
| 9 -                     | 31.512        | 25.858                 | 57.370            | 87.22              | 0.880 | 10:30:26.807        |
| 10 -                    | 31.477        | 26.199                 | 57.676            | 86.76              | 1.186 | 10:31:24.483        |

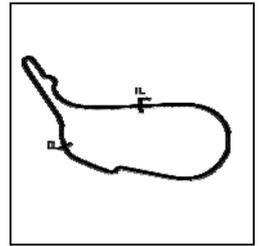
| P16 60 MAL2 Paul DEWEY  |               |                        | Aprilia 1000      |                    |       |                     |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 56.831 |               | BEST LAP TIME : 56.874 |                   | DIFFERENCE : 0.043 |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                     | 35.615        | 27.523                 | 1:03.138          | 79.25              | 6.264 | 10:22:45.230        |
| 2 -                     | 32.879        | 26.395                 | 59.274            | 84.42              | 2.400 | 10:23:44.504        |
| 3 -                     | 31.818        | 26.940                 | 58.758            | 85.16              | 1.884 | 10:24:43.262        |
| 4 -                     | 32.033        | 25.863                 | 57.896            | 86.43              | 1.022 | 10:25:41.158        |
| 5 -                     | 31.568        | 25.602                 | 57.170 (3)        | 87.52              | 0.296 | 10:26:38.328        |
| 6 -                     | 31.480        | 25.507                 | 56.987 (2)        | 87.80              | 0.113 | 10:27:35.315        |
| 7 -                     | 31.756        | 25.603                 | 57.359            | 87.24              | 0.485 | 10:28:32.674        |
| 8 -                     | 31.701        | 25.940                 | 57.641            | 86.81              | 0.767 | 10:29:30.315        |
| 9 -                     | <b>31.361</b> | 27.145                 | 58.506            | 85.53              | 1.632 | 10:30:28.821        |
| 10 -                    | 31.404        | <b>25.470</b>          | <b>56.874 (1)</b> | <b>87.98</b>       |       | <b>10:31:25.695</b> |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:21 Flag 10:31 End: 10:32

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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

| P17 53 MAL2 Russ BURROWS |               |                        | Suzuki 1000       |                    |       |                     |
|--------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 57.518  |               | BEST LAP TIME : 57.692 |                   | DIFFERENCE : 0.174 |       |                     |
| LAP                      | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                      | 36.334        | 27.388                 | 1:03.722          | 78.52              | 6.030 | 10:22:59.123        |
| 2 -                      | 33.311        | 27.032                 | 1:00.343          | 82.92              | 2.651 | 10:23:59.466        |
| 3 -                      | 33.151        | 26.251                 | 59.402            | 84.24              | 1.710 | 10:24:58.868        |
| 4 -                      | 32.101        | 25.591                 | <b>57.692 (1)</b> | <b>86.73</b>       |       | <b>10:25:56.560</b> |
| 5 -                      | 32.383        | <b>25.456</b>          | 57.839 (2)        | 86.51              | 0.147 | 10:26:54.399        |
| 6 -                      | <b>32.062</b> | 25.795                 | 57.857 (3)        | 86.48              | 0.165 | 10:27:52.256        |
| 7 -                      | 32.547        | 25.460                 | 58.007            | 86.26              | 0.315 | 10:28:50.263        |

| P18 146 MAL1 Thomas GOLDTHORPE |               |                        | Triumph 675       |                    |       |                     |
|--------------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 57.810        |               | BEST LAP TIME : 58.031 |                   | DIFFERENCE : 0.221 |       |                     |
| LAP                            | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                            | 37.297        | 27.785                 | 1:05.082          | 76.88              | 7.051 | 10:22:45.191        |
| 2 -                            | 33.470        | 26.630                 | 1:00.100          | 83.26              | 2.069 | 10:23:45.291        |
| 3 -                            | 32.723        | 26.149                 | 58.872            | 84.99              | 0.841 | 10:24:44.163        |
| 4 -                            | 33.859        | 25.824                 | 59.683            | 83.84              | 1.652 | 10:25:43.846        |
| 5 -                            | 32.341        | 25.718                 | 58.059 (2)        | 86.18              | 0.028 | 10:26:41.905        |
| 6 -                            | <b>32.138</b> | 26.373                 | 58.511 (3)        | 85.52              | 0.480 | 10:27:40.416        |
| 7 -                            | 32.359        | <b>25.672</b>          | <b>58.031 (1)</b> | <b>86.23</b>       |       | <b>10:28:38.447</b> |
| 8 -                            | 32.711        | 25.870                 | 58.581            | 85.42              | 0.550 | 10:29:37.028        |
| 9 -                            | 35.862        | 26.921                 | 1:02.783          | 79.70              | 4.752 | 10:30:39.811        |

| P19 56 MAL1 Stuart REECE |               |                        | Kawasaki 600      |                    |       |                     |
|--------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 58.237  |               | BEST LAP TIME : 58.338 |                   | DIFFERENCE : 0.101 |       |                     |
| LAP                      | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                      | 34.405        | 26.488                 | 1:00.893          | 82.17              | 2.555 | 10:25:00.346        |
| 2 -                      | 33.089        | 26.041                 | 59.130            | 84.62              | 0.792 | 10:25:59.476        |
| 3 -                      | 33.112        | 26.268                 | 59.380            | 84.27              | 1.042 | 10:26:58.856        |
| 4 -                      | 32.867        | <b>25.785</b>          | 58.652 (2)        | 85.31              | 0.314 | 10:27:57.508        |
| 5 -                      | <b>32.452</b> | 25.886                 | <b>58.338 (1)</b> | <b>85.77</b>       |       | <b>10:28:55.846</b> |
| 6 -                      | 32.923        | 26.172                 | 59.095 (3)        | 84.67              | 0.757 | 10:29:54.941        |
| 7 -                      | 32.898        | 26.741                 | 59.639            | 83.90              | 1.301 | 10:30:54.580        |
| 8 -                      | 33.065        | 27.852                 | 1:00.917          | 82.14              | 2.579 | 10:31:55.497        |

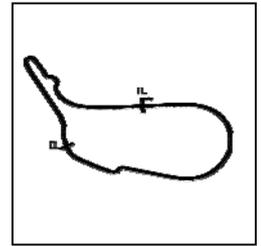
| P20 78 MAL2 Mark MEAKIN |               |                        | Suzuki 1000       |                    |       |                     |
|-------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 59.342 |               | BEST LAP TIME : 59.600 |                   | DIFFERENCE : 0.258 |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                     | 39.877        | 28.307                 | 1:08.184          | 73.39              | 8.584 | 10:22:43.673        |
| 2 -                     | 34.272        | 26.466                 | 1:00.738          | 82.38              | 1.138 | 10:23:44.411        |
| 3 -                     | 38.599        | 27.457                 | 1:06.056          | 75.75              | 6.456 | 10:24:50.467        |
| 4 -                     | 34.115        | 26.629                 | 1:00.744          | 82.37              | 1.144 | 10:25:51.211        |
| 5 -                     | 33.396        | 26.212                 | 59.608 (2)        | 83.94              | 0.008 | 10:26:50.819        |
| 6 -                     | 34.444        | 26.885                 | 1:01.329          | 81.59              | 1.729 | 10:27:52.148        |
| 7 -                     | 33.467        | <b>26.133</b>          | <b>59.600 (1)</b> | <b>83.96</b>       |       | <b>10:28:51.748</b> |
| 8 -                     | 33.509        | 27.420                 | 1:00.929          | 82.12              | 1.329 | 10:29:52.677        |
| 9 -                     | 34.478        | 26.905                 | 1:01.383          | 81.52              | 1.783 | 10:30:54.060        |
| 10 -                    | <b>33.209</b> | 26.816                 | 1:00.025 (3)      | 83.36              | 0.425 | 10:31:54.085        |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:21 Flag 10:31 End: 10:32

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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 626 MALL Jamie HORNER |               |                        | Kawasaki 600      |                    |       |                     |
|---------------------------|---------------|------------------------|-------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 59.680   |               | BEST LAP TIME : 59.867 |                   | DIFFERENCE : 0.187 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 36.786        | 28.940                 | 1:05.726          | 76.13              | 5.859 | 10:23:21.068        |
| 2 -                       | 33.387        | 31.122                 | 1:04.509          | 77.57              | 4.642 | 10:24:25.577        |
| 3 -                       | 33.640        | 26.793                 | 1:00.433          | 82.80              | 0.566 | 10:25:26.010        |
| 4 -                       | 34.796        | 27.435                 | 1:02.231          | 80.41              | 2.364 | 10:26:28.241        |
| 5 -                       | 33.350        | 27.801                 | 1:01.151          | 81.83              | 1.284 | 10:27:29.392        |
| 6 -                       | 33.535        | 27.404                 | 1:00.939          | 82.11              | 1.072 | 10:28:30.331        |
| 7 -                       | 33.457        | <b>26.636</b>          | 1:00.093 (2)      | 83.27              | 0.226 | 10:29:30.424        |
| 8 -                       | <b>33.044</b> | 26.823                 | <b>59.867 (1)</b> | <b>83.58</b>       |       | <b>10:30:30.291</b> |
| 9 -                       | 33.370        | 26.874                 | 1:00.244 (3)      | 83.06              | 0.377 | 10:31:30.535        |

| P22 617 MAL2 Rich GIBSON  |               |                          | Honda 1000          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:01.834 |               | BEST LAP TIME : 1:01.834 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 43.175        | 28.153                   | 1:11.328            | 70.15              | 9.494 | 10:22:37.912        |
| 2 -                       | 35.734        | 27.634                   | 1:03.368 (2)        | 78.96              | 1.534 | 10:23:41.280        |
| 3 -                       | <b>34.678</b> | <b>27.156</b>            | <b>1:01.834 (1)</b> | <b>80.92</b>       |       | <b>10:24:43.114</b> |
| 4 -                       | 38.053        | 27.314                   | 1:05.367 (3)        | 76.55              | 3.533 | 10:25:48.481        |

| P23 107 MAL2 Duane BLISS  |               |                          | Kawasaki 1000       |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.818 |               | BEST LAP TIME : 1:03.818 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 37.152        | 29.054                   | 1:06.206 (2)        | 75.58              | 2.388 | 10:26:22.656        |
| 2 -                       | <b>35.221</b> | <b>28.597</b>            | <b>1:03.818 (1)</b> | <b>78.41</b>       |       | <b>10:27:26.474</b> |

| P24 303 MAL1 Stuart BELL  |               |                          | Suzuki 600          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.512 |               | BEST LAP TIME : 1:04.879 |                     | DIFFERENCE : 0.367 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.139        | 29.984                   | 1:09.123            | 72.39              | 4.244 | 10:22:50.635        |
| 2 -                       | 36.489        | 29.331                   | 1:05.820            | 76.02              | 0.941 | 10:23:56.455        |
| 3 -                       | 36.363        | 29.288                   | 1:05.651            | 76.22              | 0.772 | 10:25:02.106        |
| 4 -                       | 36.100        | <b>28.814</b>            | 1:04.914 (2)        | 77.08              | 0.035 | 10:26:07.020        |
| 5 -                       | 36.458        | 29.181                   | 1:05.639            | 76.23              | 0.760 | 10:27:12.659        |
| 6 -                       | 36.030        | 28.849                   | <b>1:04.879 (1)</b> | <b>77.12</b>       |       | <b>10:28:17.538</b> |
| 7 -                       | <b>35.698</b> | 29.693                   | 1:05.391            | 76.52              | 0.512 | 10:29:22.929        |
| 8 -                       | 37.337        | 29.174                   | 1:06.511            | 75.23              | 1.632 | 10:30:29.440        |
| 9 -                       | 35.921        | 29.177                   | 1:05.098 (3)        | 76.86              | 0.219 | 10:31:34.538        |

| P25 181 MAL1 Jodie FIELDHOUSE |               |                          | Ariane2 600         |                    |       |                     |
|-------------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:16.224     |               | BEST LAP TIME : 1:17.409 |                     | DIFFERENCE : 1.185 |       |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                           | 45.319        | <b>32.642</b>            | 1:17.961 (2)        | 64.18              | 0.552 | 10:23:08.457        |
| 2 -                           | <b>43.582</b> | 33.827                   | <b>1:17.409 (1)</b> | <b>64.64</b>       |       | <b>10:24:25.866</b> |

Weather / Track : Cloudy / Dry

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:21 Flag 10:31 End: 10:32

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## Qualifying - CLASSIFICATION

| POS | NO  | CL | PIC NAME           | ENTRY        | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|----|--------------------|--------------|----------|----|------|--------|-------|-------|
| 1   | 8   | MT | 1 Darren CORKETT   | Suzuki 650   | 59.039   | 3  | 5    |        |       | 84.75 |
| 2   | 171 | MT | 2 Gary ARDEN       | Suzuki 650   | 59.887   | 2  | 5    | 0.848  | 0.848 | 83.55 |
| 3   | 142 | MT | 3 John BOLSOVER    | Suzuki 650   | 1:01.467 | 3  | 4    | 2.428  | 1.580 | 81.40 |
| 4   | 179 | MT | 4 Stephen CULLEN   | Suzuki 650   | 1:02.018 | 3  | 6    | 2.979  | 0.551 | 80.68 |
| 5   | 86  | ST | 1 Jamie KELMAN     | Kramer 690   | 1:02.124 | 4  | 5    | 3.085  | 0.106 | 80.54 |
| 6   | 111 | F4 | 1 Jake BRADLEY     | Kawasaki 400 | 1:02.548 | 4  | 5    | 3.509  | 0.424 | 80.00 |
| 7   | 57  | MT | 5 Lee STANAWAY     | Suzuki 650   | 1:02.613 | 2  | 2    | 3.574  | 0.065 | 79.91 |
| 8   | 101 | F4 | 2 Tony BRABAZON    | Kawasaki 400 | 1:02.888 | 4  | 4    | 3.849  | 0.275 | 79.57 |
| 9   | 42  | F4 | 3 Steve MOODY      | Suzuki 400   | 1:03.097 | 4  | 4    | 4.058  | 0.209 | 79.30 |
| 10  | 213 | ST | 2 Jack PETRIE      | Kawasaki 650 | 1:03.294 | 4  | 5    | 4.255  | 0.197 | 79.06 |
| 11  | 114 | F4 | 4 Marcus TATCHELL  | Honda 400    | 1:03.916 | 3  | 5    | 4.877  | 0.622 | 78.29 |
| 12  | 63  | MT | 6 Andrew LLOYD     | Suzuki 650   | 1:04.313 | 2  | 4    | 5.274  | 0.397 | 77.80 |
| 13  | 44  | MT | 7 Rhys FORREST     | Suzuki 650   | 1:04.314 | 2  | 5    | 5.275  | 0.001 | 77.80 |
| 14  | 66  | MT | 8 Richard SAUNDERS | Suzuki 650   | 1:04.779 | 2  | 3    | 5.740  | 0.465 | 77.24 |
| 15  | 76  | MT | 9 Brad HARDMAN     | Suzuki 650   | 1:04.940 | 4  | 5    | 5.901  | 0.161 | 77.05 |
| 16  | 18  | MT | 10 Marc BAYLISS    | Suzuki 650   | 1:05.253 | 4  | 5    | 6.214  | 0.313 | 76.68 |
| 17  | 107 | MT | 11 Duane BLISS     | Kawasaki 650 | 1:06.196 | 1  | 2    | 7.157  | 0.943 | 75.59 |
| 18  | 5   | MT | 12 Darren RAYBOULD | Suzuki 650   | 1:06.283 | 4  | 5    | 7.244  | 0.087 | 75.49 |
| 19  | 617 | MT | 13 Martin ROBBINS  | Suzuki 650   | 1:06.409 | 4  | 4    | 7.370  | 0.126 | 75.35 |
| 20  | 555 | MT | 14 Steve PRITCHARD | Suzuki 650   | 1:07.077 | 2  | 3    | 8.038  | 0.668 | 74.60 |
| 21  | 89  | F4 | 5 Steve HAGUE      | Kawasaki 400 | 1:07.329 | 4  | 5    | 8.290  | 0.252 | 74.32 |
| 22  | 131 | MT | 15 Robert TAYLOR   | Suzuki 650   | 1:08.965 | 2  | 5    | 9.926  | 1.636 | 72.55 |
| 23  | 43  | MT | 16 Robert REAMES   | Suzuki 650   | 1:09.127 | 4  | 5    | 10.088 | 0.162 | 72.38 |
| 24  | 149 | MT | 17 Clive JARVIS    | SV 650 650   | 1:09.129 | 2  | 4    | 10.090 | 0.002 | 72.38 |
| 25  | 84  | F4 | 6 Sam LAIDLOW      | Kawasaki 400 | 1:09.705 | 2  | 5    | 10.666 | 0.576 | 71.78 |
| 26  | 808 | MT | 18 Robert TEAHAN   | Suzuki 650   | 1:09.949 | 4  | 5    | 10.910 | 0.244 | 71.53 |
| 27  | 163 | F4 | 7 Gordon BECKETT   | Honda 400    | 1:11.199 | 4  | 5    | 12.160 | 1.250 | 70.28 |
| 28  | 53  | MT | 19 Simon BILLAM    | Suzuki 650   | 1:11.884 | 2  | 5    | 12.845 | 0.685 | 69.61 |
| 29  | 581 | MT | 20 John CHANDLER   | Suzuki 650   | 1:12.778 | 2  | 4    | 13.739 | 0.894 | 68.75 |
| 30  | 72  | F4 | 8 Thomas BRADSHAW  | Honda 400    | 1:14.849 | 2  | 4    | 15.810 | 2.071 | 66.85 |
| 31  | 175 | F4 | 9 Aaron LILLY      | Honda 400    | 1:17.023 | 2  | 2    | 17.984 | 2.174 | 64.96 |
| 32  | 999 | F4 | 10 James DALTON    | Kawasaki 400 | 1:18.741 | 2  | 2    | 19.702 | 1.718 | 63.55 |

#171 NO WORKING TRANSPONDER FITTED

Weather / Track : Drizzle / Damp

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park

Circuit Length = 1.3900 miles

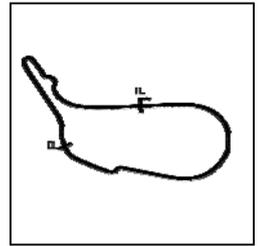
Start: 10:33 Flag 00:00 End: 10:45

Printed - 12:21 Monday, 03 May 2021



# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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                      |               | 8 MT                   |                   | Darren CORKETT     |          | Suzuki 650          |  |
|-------------------------|---------------|------------------------|-------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 58.867 |               | BEST LAP TIME : 59.039 |                   | DIFFERENCE : 0.172 |          |                     |  |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                     | 37.142        | 28.694                 | 1:05.836          | 76.00              | 6.797    | 10:34:22.449        |  |
| 2 -                     | 33.424        | <b>26.255</b>          | 59.679 (3)        | 83.84              | 0.640    | 10:35:22.128        |  |
| 3 -                     | 32.767        | 26.272                 | <b>59.039 (1)</b> | <b>84.75</b>       |          | <b>10:36:21.167</b> |  |
| 4 -                     | 37.943        | 27.393                 | 4:40.263          | 17.85              | 3:41.224 | 10:41:01.430        |  |
| 5 -                     | <b>32.612</b> | 26.810                 | 59.422 (2)        | 84.21              | 0.383    | 10:42:00.852        |  |

| P2               |          | 171 MT                 |                   | Gary ARDEN   |          | Suzuki 650          |  |
|------------------|----------|------------------------|-------------------|--------------|----------|---------------------|--|
| IDEAL LAP TIME : |          | BEST LAP TIME : 59.887 |                   | DIFFERENCE : |          |                     |  |
| LAP              | SECTOR 1 | SECTOR 2               | LAP TIME          | MPH          | DIFF     | TIME OF DAY         |  |
| 1 -              |          |                        | 1:04.816          | 77.20        | 4.929    | 10:34:08.893        |  |
| 2 -              |          |                        | <b>59.887 (1)</b> | <b>83.55</b> |          | <b>10:35:08.780</b> |  |
| 3 -              |          |                        | 1:00.167 (2)      | 83.16        | 0.280    | 10:36:08.947        |  |
| 4 -              |          |                        | 5:03.974          | 16.46        | 4:04.087 | 10:41:12.921        |  |
| 5 -              |          |                        | 1:02.193 (3)      | 80.45        | 2.306    | 10:42:15.114        |  |

| P3                        |               | 142 MT                   |                     | John BOLSOVER      |          | Suzuki 650          |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:01.467 |               | BEST LAP TIME : 1:01.467 |                     | DIFFERENCE : 0.000 |          |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                       | 38.123        | 28.842                   | 1:06.965 (3)        | 74.72              | 5.498    | 10:34:15.279        |  |
| 2 -                       | 34.759        | 27.704                   | 1:02.463 (2)        | 80.11              | 0.996    | 10:35:17.742        |  |
| 3 -                       | <b>33.853</b> | <b>27.614</b>            | <b>1:01.467 (1)</b> | <b>81.40</b>       |          | <b>10:36:19.209</b> |  |
| 4 -                       | 40.275        | 29.688                   | 4:52.607            | 17.10              | 3:51.140 | 10:41:11.816        |  |

| P4                        |               | 179 MT                   |                     | Stephen CULLEN     |          | Suzuki 650          |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:01.897 |               | BEST LAP TIME : 1:02.018 |                     | DIFFERENCE : 0.121 |          |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                       | 41.059        | 29.381                   | 1:10.440            | 71.03              | 8.422    | 10:34:19.782        |  |
| 2 -                       | <b>34.307</b> | 27.713                   | 1:02.020 (2)        | 80.68              | 0.002    | 10:35:21.802        |  |
| 3 -                       | 34.428        | <b>27.590</b>            | <b>1:02.018 (1)</b> | <b>80.68</b>       |          | <b>10:36:23.820</b> |  |
| 4 -                       | 42.699        | 29.982                   | 4:53.729            | 17.03              | 3:51.711 | 10:41:17.549        |  |
| 5 -                       | 38.256        | 29.842                   | 1:08.098 (3)        | 73.48              | 6.080    | 10:42:25.647        |  |
| 6 -                       | 37.042        | 32.485                   | 1:09.527            | 71.97              | 7.509    | 10:43:35.174        |  |

| P5                        |          | 86 ST                    |                     | Jamie KELMAN       |          | Kramer 690          |  |
|---------------------------|----------|--------------------------|---------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:01.655 |          | BEST LAP TIME : 1:02.124 |                     | DIFFERENCE : 0.469 |          |                     |  |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                       | 41.591   | 30.396                   | 1:11.987            | 69.51              | 9.863    | 10:34:33.183        |  |
| 2 -                       | 35.876   | 27.335                   | 1:03.211 (2)        | 79.16              | 1.087    | 10:35:36.394        |  |
| 3 -                       | 39.897   | 27.855                   | 5:27.645            | 15.27              | 4:25.521 | 10:41:04.039        |  |
| 4 -                       | 34.847   | <b>27.277</b>            | <b>1:02.124 (1)</b> | <b>80.54</b>       |          | <b>10:42:06.163</b> |  |
| 5 -                       | 35.143   | 28.343                   | 1:03.486 (3)        | 78.82              | 1.362    | 10:43:09.649        |  |

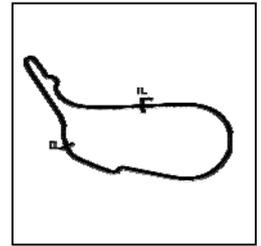
| P6                        |               | 111 F4                   |                     | Jake BRADLEY       |          | Kawasaki 400        |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:02.548 |               | BEST LAP TIME : 1:02.548 |                     | DIFFERENCE : 0.000 |          |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                       | 45.456        | 32.900                   | 1:18.356            | 63.86              | 15.808   | 10:34:32.958        |  |
| 2 -                       | 37.915        | 30.499                   | 1:08.414 (3)        | 73.14              | 5.866    | 10:35:41.372        |  |
| 3 -                       | 3:39.781      | 28.926                   | 5:26.169            | 15.34              | 4:23.621 | 10:41:07.541        |  |
| 4 -                       | <b>34.767</b> | <b>27.781</b>            | <b>1:02.548 (1)</b> | <b>80.00</b>       |          | <b>10:42:10.089</b> |  |
| 5 -                       | 37.697        | 30.675                   | 1:08.372 (2)        | 73.18              | 5.824    | 10:43:18.461        |  |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:33 Flag 00:00 End: 10:45

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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 57 MT Lee STANAWAY     |               | Suzuki 650               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:02.613 |               | BEST LAP TIME : 1:02.613 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 45.733        | 32.349                   | 1:18.082 (2)        | 64.08        | 15.469 | 10:34:35.589        |
| 2 -                       | <b>34.865</b> | <b>27.748</b>            | <b>1:02.613 (1)</b> | <b>79.91</b> |        | <b>10:35:38.202</b> |

| P8 101 F4 Tony BRABAZON   |               | Kawasaki 400             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:02.888 |               | BEST LAP TIME : 1:02.888 |                     |              |          |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | 44.502        | 33.120                   | 1:17.622 (3)        | 64.46        | 14.734   | 10:34:38.506        |
| 2 -                       | 35.602        | 28.980                   | 1:04.582 (2)        | 77.48        | 1.694    | 10:35:43.088        |
| 3 -                       | 3:27.858      | 28.603                   | 5:22.310            | 15.52        | 4:19.422 | 10:41:05.398        |
| 4 -                       | <b>34.698</b> | <b>28.190</b>            | <b>1:02.888 (1)</b> | <b>79.57</b> |          | <b>10:42:08.286</b> |

| P9 42 F4 Steve MOODY      |          | Suzuki 400               |                     |              |          |                     |
|---------------------------|----------|--------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:01.651 |          | BEST LAP TIME : 1:03.097 |                     |              |          |                     |
|                           |          | DIFFERENCE : 1.446       |                     |              |          |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | 38.398   | 29.646                   | 1:08.044 (3)        | 73.54        | 4.947    | 10:34:36.075        |
| 2 -                       | 34.961   | 28.869                   | 1:03.830 (2)        | 78.39        | 0.733    | 10:35:39.905        |
| 3 -                       | 2:12.349 | 28.719                   | 5:24.724            | 15.41        | 4:21.627 | 10:41:04.629        |
| 4 -                       | 34.900   | 28.197                   | <b>1:03.097 (1)</b> | <b>79.30</b> |          | <b>10:42:07.726</b> |

| P10 213 ST Jack PETRIE    |          | Kawasaki 650             |                     |              |          |                     |
|---------------------------|----------|--------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:03.122 |          | BEST LAP TIME : 1:03.294 |                     |              |          |                     |
|                           |          | DIFFERENCE : 0.172       |                     |              |          |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | 41.043   | 30.962                   | 1:12.005            | 69.49        | 8.711    | 10:34:25.006        |
| 2 -                       | 36.069   | 29.268                   | 1:05.337 (2)        | 76.58        | 2.043    | 10:35:30.343        |
| 3 -                       | 42.384   | 29.405                   | 5:38.222            | 14.79        | 4:34.928 | 10:41:08.565        |
| 4 -                       | 35.544   | 27.750                   | <b>1:03.294 (1)</b> | <b>79.06</b> |          | <b>10:42:11.859</b> |
| 5 -                       | 36.604   | 30.380                   | 1:06.984 (3)        | 74.70        | 3.690    | 10:43:18.843        |

| P11 114 F4 Marcus TATCHELL |               | Honda 400                |                     |              |          |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:03.916  |               | BEST LAP TIME : 1:03.916 |                     |              |          |                     |
|                            |               | DIFFERENCE : 0.000       |                     |              |          |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                        | 39.961        | 29.934                   | 1:09.895            | 71.59        | 5.979    | 10:34:16.998        |
| 2 -                        | 35.720        | 28.829                   | 1:04.549 (2)        | 77.52        | 0.633    | 10:35:21.547        |
| 3 -                        | <b>35.224</b> | <b>28.692</b>            | <b>1:03.916 (1)</b> | <b>78.29</b> |          | <b>10:36:25.463</b> |
| 4 -                        | 44.510        | 30.834                   | 4:45.623            | 17.51        | 3:41.707 | 10:41:11.086        |
| 5 -                        | 36.254        | 29.037                   | 1:05.291 (3)        | 76.64        | 1.375    | 10:42:16.377        |

| P12 63 MT Andrew LLOYD    |          | Suzuki 650               |                     |              |          |                     |
|---------------------------|----------|--------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:03.949 |          | BEST LAP TIME : 1:04.313 |                     |              |          |                     |
|                           |          | DIFFERENCE : 0.364       |                     |              |          |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | 42.813   | 32.052                   | 1:14.865 (2)        | 66.84        | 10.552   | 10:34:31.846        |
| 2 -                       | 36.000   | <b>28.313</b>            | <b>1:04.313 (1)</b> | <b>77.80</b> |          | <b>10:35:36.159</b> |
| 3 -                       | 3:48.473 | 28.984                   | 5:29.977            | 15.16        | 4:25.664 | 10:41:06.136        |
| 4 -                       | 55.397   | 29.728                   | 1:25.125 (3)        | 58.78        | 20.812   | 10:42:31.261        |

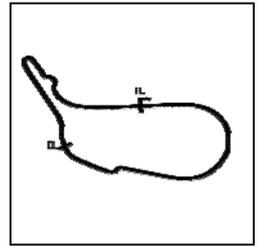
| P13 44 MT Rhys FORREST    |               | Suzuki 650               |                     |              |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:04.314 |               | BEST LAP TIME : 1:04.314 |                     |              |          |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | 38.195        | 31.027                   | 1:09.222 (3)        | 72.28        | 4.908    | 10:34:38.961        |
| 2 -                       | <b>36.132</b> | <b>28.182</b>            | <b>1:04.314 (1)</b> | <b>77.80</b> |          | <b>10:35:43.275</b> |
| 3 -                       | 3:10.888      | 28.708                   | 5:20.757            | 15.60        | 4:16.443 | 10:41:04.032        |
| 4 -                       | 39.730        | 29.186                   | 1:08.916 (2)        | 72.61        | 4.602    | 10:42:12.948        |
| 5 -                       | 37.537        | 33.041                   | 1:10.578            | 70.90        | 6.264    | 10:43:23.526        |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:33 Flag 00:00 End: 10:45

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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

| P14 66 MT                 |          | Richard SAUNDERS         |                     | Suzuki 650         |          |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:03.013 |          | BEST LAP TIME : 1:04.779 |                     | DIFFERENCE : 1.766 |          |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 40.940   | 28.041                   | 5:17.765 (3)        | 15.74              | 4:12.986 | 10:41:06.332        |
| 2 -                       | 36.948   | 27.831                   | <b>1:04.779 (1)</b> | <b>77.24</b>       |          | <b>10:42:11.111</b> |
| 3 -                       | 35.534   | 29.350                   | 1:04.884 (2)        | 77.12              | 0.105    | 10:43:15.995        |

| P15 76 MT                 |               | Brad HARDMAN             |                     | Suzuki 650         |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:04.940 |               | BEST LAP TIME : 1:04.940 |                     | DIFFERENCE : 0.000 |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 44.510        | 31.695                   | 1:16.205            | 65.66              | 11.265   | 10:34:35.461        |
| 2 -                       | 37.159        | 30.011                   | 1:07.170 (2)        | 74.49              | 2.230    | 10:35:42.631        |
| 3 -                       | 42.758        | 29.684                   | 5:26.479            | 15.32              | 4:21.539 | 10:41:09.110        |
| 4 -                       | <b>35.667</b> | <b>29.273</b>            | <b>1:04.940 (1)</b> | <b>77.05</b>       |          | <b>10:42:14.050</b> |
| 5 -                       | 37.454        | 32.264                   | 1:09.718 (3)        | 71.77              | 4.778    | 10:43:23.768        |

| P16 18 MT                 |          | Marc BAYLISS             |                     | Suzuki 650         |          |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:03.764 |          | BEST LAP TIME : 1:05.253 |                     | DIFFERENCE : 1.489 |          |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 39.514   | 29.593                   | 1:09.107 (3)        | 72.40              | 3.854    | 10:34:23.997        |
| 2 -                       | 36.920   | 28.862                   | 1:05.782 (2)        | 76.06              | 0.529    | 10:35:29.779        |
| 3 -                       | 41.212   | 30.321                   | 5:44.093            | 14.54              | 4:38.840 | 10:41:13.872        |
| 4 -                       | 35.967   | 29.286                   | <b>1:05.253 (1)</b> | <b>76.68</b>       |          | <b>10:42:19.125</b> |
| 5 -                       | 37.765   | 32.083                   | 1:09.848            | 71.64              | 4.595    | 10:43:28.973        |

| P17 107 MT                |               | Duane BLISS              |                     | Kawasaki 650       |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.196 |               | BEST LAP TIME : 1:06.196 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | <b>37.211</b> | <b>28.985</b>            | <b>1:06.196 (1)</b> | <b>75.59</b>       |       | <b>10:42:22.846</b> |
| 2 -                       | 37.860        | 32.125                   | 1:09.985 (2)        | 71.50              | 3.789 | 10:43:32.831        |

| P18 5 MT                  |               | Darren RAYBOULD          |                     | Suzuki 650         |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:06.088 |               | BEST LAP TIME : 1:06.283 |                     | DIFFERENCE : 0.195 |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 42.656        | 33.946                   | 1:16.602            | 65.32              | 10.319   | 10:34:38.363        |
| 2 -                       | <b>36.649</b> | 30.192                   | 1:06.841 (2)        | 74.86              | 0.558    | 10:35:45.204        |
| 3 -                       | 44.085        | 31.363                   | 5:26.581            | 15.32              | 4:20.298 | 10:41:11.785        |
| 4 -                       | 36.844        | <b>29.439</b>            | <b>1:06.283 (1)</b> | <b>75.49</b>       |          | <b>10:42:18.068</b> |
| 5 -                       | 38.430        | 32.555                   | 1:10.985 (3)        | 70.49              | 4.702    | 10:43:29.053        |

| P19 617 MT                |               | Martin ROBBINS           |                     | Suzuki 650         |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:05.460 |               | BEST LAP TIME : 1:06.409 |                     | DIFFERENCE : 0.949 |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 40.692        | 30.649                   | 1:11.341 (3)        | 70.14              | 4.932    | 10:34:23.284        |
| 2 -                       | 37.442        | 29.200                   | 1:06.642 (2)        | 75.08              | 0.233    | 10:35:29.926        |
| 3 -                       | 40.114        | 30.408                   | 5:43.132            | 14.58              | 4:36.723 | 10:41:13.058        |
| 4 -                       | <b>36.435</b> | 29.974                   | <b>1:06.409 (1)</b> | <b>75.35</b>       |          | <b>10:42:19.467</b> |

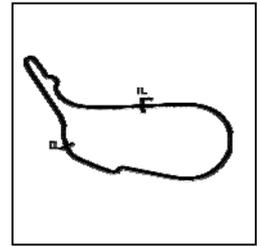
| P20 555 MT                |          | Steve PRITCHARD          |                     | Suzuki 650         |          |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:06.399 |          | BEST LAP TIME : 1:07.077 |                     | DIFFERENCE : 0.678 |          |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 40.705   | 30.413                   | 1:11.118 (2)        | 70.36              | 4.041    | 10:34:22.462        |
| 2 -                       | 37.311   | 29.766                   | <b>1:07.077 (1)</b> | <b>74.60</b>       |          | <b>10:35:29.539</b> |
| 3 -                       | 44.345   | 30.731                   | 5:48.085 (3)        | 14.37              | 4:41.008 | 10:41:17.624        |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:33 Flag 00:00 End: 10:45

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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 89 F4                 |          | Steve HAGUE              |                     | Kawasaki 400       |          |                     |  |
|---------------------------|----------|--------------------------|---------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:06.843 |          | BEST LAP TIME : 1:07.329 |                     | DIFFERENCE : 0.486 |          |                     |  |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                       | 41.895   | 30.775                   | 1:12.670 (3)        | 68.85              | 5.341    | 10:34:21.878        |  |
| 2 -                       | 38.507   | 30.294                   | 1:08.801 (2)        | 72.73              | 1.472    | 10:35:30.679        |  |
| 3 -                       | 45.195   | 30.137                   | 5:50.972            | 14.25              | 4:43.643 | 10:41:21.651        |  |
| 4 -                       | 37.333   | <b>29.996</b>            | <b>1:07.329 (1)</b> | <b>74.32</b>       |          | <b>10:42:28.980</b> |  |
| 5 -                       | 40.313   | 38.838                   | 1:19.151            | 63.22              | 11.822   | 10:43:48.131        |  |

| P22 131 MT                |               | Robert TAYLOR            |                     | Suzuki 650         |          |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:08.561 |               | BEST LAP TIME : 1:08.965 |                     | DIFFERENCE : 0.404 |          |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                       | 46.688        | 34.153                   | 1:20.841            | 61.89              | 11.876   | 10:34:39.107        |  |
| 2 -                       | <b>37.917</b> | 31.048                   | <b>1:08.965 (1)</b> | <b>72.55</b>       |          | <b>10:35:48.072</b> |  |
| 3 -                       | 43.357        | 30.923                   | 5:28.304            | 15.24              | 4:19.339 | 10:41:16.376        |  |
| 4 -                       | 41.162        | <b>30.644</b>            | 1:11.806 (2)        | 69.68              | 2.841    | 10:42:28.182        |  |
| 5 -                       | 40.451        | 34.052                   | 1:14.503 (3)        | 67.16              | 5.538    | 10:43:42.685        |  |

| P23 43 MT                 |               | Robert REAMES            |                     | Suzuki 650         |          |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:08.910 |               | BEST LAP TIME : 1:09.127 |                     | DIFFERENCE : 0.217 |          |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                       | 46.672        | 33.692                   | 1:20.364            | 62.26              | 11.237   | 10:34:36.159        |  |
| 2 -                       | 40.176        | 30.999                   | 1:11.175 (2)        | 70.30              | 2.048    | 10:35:47.334        |  |
| 3 -                       | 43.685        | 30.788                   | 5:29.711            | 15.17              | 4:20.584 | 10:41:17.045        |  |
| 4 -                       | 38.463        | <b>30.664</b>            | <b>1:09.127 (1)</b> | <b>72.38</b>       |          | <b>10:42:26.172</b> |  |
| 5 -                       | <b>38.246</b> | 33.126                   | 1:11.372 (3)        | 70.11              | 2.245    | 10:43:37.544        |  |

| P24 149 MT                |               | Clive JARVIS             |                     | SV 650 650         |          |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:09.115 |               | BEST LAP TIME : 1:09.129 |                     | DIFFERENCE : 0.014 |          |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                       | 43.225        | 32.272                   | 1:15.497 (3)        | 66.28              | 6.368    | 10:34:33.254        |  |
| 2 -                       | <b>38.706</b> | 30.423                   | <b>1:09.129 (1)</b> | <b>72.38</b>       |          | <b>10:35:42.383</b> |  |
| 3 -                       | 42.739        | 31.707                   | 5:33.903            | 14.98              | 4:24.774 | 10:41:16.286        |  |
| 4 -                       | 40.810        | <b>30.409</b>            | 1:11.219 (2)        | 70.26              | 2.090    | 10:42:27.505        |  |

| P25 84 F4                 |          | Sam LAIDLAW              |                     | Kawasaki 400       |          |                     |  |
|---------------------------|----------|--------------------------|---------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:05.407 |          | BEST LAP TIME : 1:09.705 |                     | DIFFERENCE : 4.298 |          |                     |  |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                       | 40.196   | 29.706                   | 1:09.902 (2)        | 71.58              | 0.197    | 10:34:22.638        |  |
| 2 -                       | 40.364   | <b>29.341</b>            | <b>1:09.705 (1)</b> | <b>71.78</b>       |          | <b>10:35:32.343</b> |  |
| 3 -                       | 42.361   | 30.799                   | 5:43.502            | 14.56              | 4:33.797 | 10:41:15.845        |  |
| 4 -                       | 39.974   | 30.617                   | 1:10.591 (3)        | 70.88              | 0.886    | 10:42:26.436        |  |
| 5 -                       | 40.884   | 34.413                   | 1:15.297            | 66.45              | 5.592    | 10:43:41.733        |  |

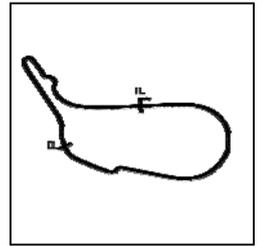
| P26 808 MT                |          | Robert TEAHAN            |                     | Suzuki 650         |          |                     |  |
|---------------------------|----------|--------------------------|---------------------|--------------------|----------|---------------------|--|
| IDEAL LAP TIME : 1:09.223 |          | BEST LAP TIME : 1:09.949 |                     | DIFFERENCE : 0.726 |          |                     |  |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |  |
| 1 -                       | 43.713   | 34.522                   | 1:18.235 (3)        | 63.96              | 8.286    | 10:34:40.350        |  |
| 2 -                       | 38.976   | 31.478                   | 1:10.454 (2)        | 71.02              | 0.505    | 10:35:50.804        |  |
| 3 -                       | 42.789   | 31.709                   | 5:28.156            | 15.24              | 4:18.207 | 10:41:18.960        |  |
| 4 -                       | 38.774   | <b>31.175</b>            | <b>1:09.949 (1)</b> | <b>71.53</b>       |          | <b>10:42:28.909</b> |  |
| 5 -                       | 41.202   | 37.971                   | 1:19.173            | 63.20              | 9.224    | 10:43:48.082        |  |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:33 Flag 00:00 End: 10:45

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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 163 F4                |               | Gordon BECKETT           |                     | Honda 400          |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:11.024 |               | BEST LAP TIME : 1:11.199 |                     | DIFFERENCE : 0.175 |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 42.883        | 32.898                   | 1:15.781 (3)        | 66.03              | 4.582    | 10:34:59.540        |
| 2 -                       | 39.119        | <b>32.515</b>            | 1:11.634 (2)        | 69.85              | 0.435    | 10:36:11.174        |
| 3 -                       | 48.243        | 34.575                   | 5:16.434            | 15.81              | 4:05.235 | 10:41:27.608        |
| 4 -                       | <b>38.509</b> | 32.690                   | <b>1:11.199 (1)</b> | <b>70.28</b>       |          | <b>10:42:38.807</b> |
| 5 -                       | 41.919        | 36.910                   | 1:18.829            | 63.47              | 7.630    | 10:43:57.636        |

| P28 53 MT                 |               | Simon BILLAM             |                     | Suzuki 650         |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:11.884 |               | BEST LAP TIME : 1:11.884 |                     | DIFFERENCE : 0.000 |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 46.007        | 32.563                   | 1:18.570 (3)        | 63.68              | 6.686    | 10:34:28.793        |
| 2 -                       | <b>40.695</b> | <b>31.189</b>            | <b>1:11.884 (1)</b> | <b>69.61</b>       |          | <b>10:35:40.677</b> |
| 3 -                       | 44.817        | 31.701                   | 5:32.724            | 15.03              | 4:20.840 | 10:41:13.401        |
| 4 -                       | 40.713        | 32.282                   | 1:12.995 (2)        | 68.55              | 1.111    | 10:42:26.396        |
| 5 -                       | 42.522        | 38.992                   | 1:21.514            | 61.38              | 9.630    | 10:43:47.910        |

| P29 581 MT                |               | John CHANDLER            |                     | Suzuki 650         |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:12.778 |               | BEST LAP TIME : 1:12.778 |                     | DIFFERENCE : 0.000 |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 45.261        | 32.070                   | 1:17.331 (3)        | 64.70              | 4.553    | 10:35:07.017        |
| 2 -                       | <b>41.761</b> | <b>31.017</b>            | <b>1:12.778 (1)</b> | <b>68.75</b>       |          | <b>10:36:19.795</b> |
| 3 -                       | 45.375        | 31.293                   | 5:01.801            | 16.58              | 3:49.023 | 10:41:21.596        |
| 4 -                       | 42.310        | 31.859                   | 1:14.169 (2)        | 67.46              | 1.391    | 10:42:35.765        |

| P30 72 F4                 |               | Thomas BRADSHAW          |                     | Honda 400          |          |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : 1:14.849 |               | BEST LAP TIME : 1:14.849 |                     | DIFFERENCE : 0.000 |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF     | TIME OF DAY         |
| 1 -                       | 46.075        | 34.132                   | 1:20.207 (3)        | 62.38              | 5.358    | 10:34:32.656        |
| 2 -                       | <b>42.042</b> | <b>32.807</b>            | <b>1:14.849 (1)</b> | <b>66.85</b>       |          | <b>10:35:47.505</b> |
| 3 -                       | 44.601        | 33.090                   | 5:33.831            | 14.98              | 4:18.982 | 10:41:21.336        |
| 4 -                       | 43.332        | 33.924                   | 1:17.256 (2)        | 64.77              | 2.407    | 10:42:38.592        |

| P31 175 F4                |               | Aaron LILLY              |                     | Honda 400          |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:17.023 |               | BEST LAP TIME : 1:17.023 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 48.769        | 37.891                   | 1:26.660 (2)        | 57.74              | 9.637 | 10:34:41.426        |
| 2 -                       | <b>43.290</b> | <b>33.733</b>            | <b>1:17.023 (1)</b> | <b>64.96</b>       |       | <b>10:35:58.449</b> |

| P32 999 F4                |               | James DALTON             |                     | Kawasaki 400       |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:18.741 |               | BEST LAP TIME : 1:18.741 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 48.788        | 35.807                   | 1:24.595 (2)        | 59.15              | 5.854 | 10:34:38.545        |
| 2 -                       | <b>43.754</b> | <b>34.987</b>            | <b>1:18.741 (1)</b> | <b>63.55</b>       |       | <b>10:35:57.286</b> |

# Midland Superbike Performance Rookies

## Qualifying - CLASSIFICATION

| POS | NO  | CL  | PIC NAME            | ENTRY        | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|-----|---------------------|--------------|----------|----|------|--------|-------|-------|
| 1   | 91  | RK1 | 1 Joe HIGHAM        | Triumph 675  | 1:04.571 | 8  | 9    |        |       | 77.49 |
| 2   | 88  | RK1 | 2 Graeme COE        | Yamaha 600   | 1:11.717 | 6  | 8    | 7.146  | 7.146 | 69.77 |
| 3   | 412 | RK1 | 3 Kyle ABELL        | Triumph 675  | 1:13.298 | 6  | 8    | 8.727  | 1.581 | 68.26 |
| 4   | 95  | RK1 | 4 Matthew DURKIN    | Yamaha 599   | 1:13.514 | 5  | 5    | 8.943  | 0.216 | 68.06 |
| 5   | 76  | RK2 | 1 Brad HARDMAN      | Suzuki 650   | 1:13.750 | 5  | 8    | 9.179  | 0.236 | 67.85 |
| 6   | 104 | RK1 | 5 Simon COOPER      | Triumph 765  | 1:14.620 | 4  | 4    | 10.049 | 0.870 | 67.06 |
| 7   | 51  | RK2 | 2 Ryan SMITH        | BMW 1000     | 1:14.761 | 8  | 8    | 10.190 | 0.141 | 66.93 |
| 8   | 167 | RK1 | 6 Kyle JENKINS      | Honda 500    | 1:15.289 | 7  | 7    | 10.718 | 0.528 | 66.46 |
| 9   | 38  | RK1 | 7 Angus GEDDES      | Kawasaki 636 | 1:16.232 | 6  | 8    | 11.661 | 0.943 | 65.64 |
| 10  | 5   | RK2 | 3 James GORMAN      | Ducati 848   | 1:17.945 | 2  | 5    | 13.374 | 1.713 | 64.19 |
| 11  | 3   | RK1 | 8 Jodie SHANN       | Suzuki 600   | 1:18.021 | 6  | 7    | 13.450 | 0.076 | 64.13 |
| 12  | 144 | RK1 | 9 Michael PARTRIDGE | Honda 600    | 1:18.089 | 8  | 8    | 13.518 | 0.068 | 64.08 |
| 13  | 444 | RK2 | 4 Stephen WATSON    | Yamaha 1000  | 1:18.191 | 5  | 8    | 13.620 | 0.102 | 63.99 |
| 14  | 16  | RK2 | 5 Simon TAYLOR      | BMW 1000     | 1:18.916 | 8  | 8    | 14.345 | 0.725 | 63.40 |
| 15  | 9   | RK1 | 10 Lewis HOBBIN     | Yamaha 600   | 1:19.255 | 4  | 7    | 14.684 | 0.339 | 63.13 |
| 16  | 808 | RK2 | 6 Robert TEAHAN     | Suzuki 650   | 1:20.221 | 7  | 7    | 15.650 | 0.966 | 62.37 |
| 17  | 4   | RK1 | 11 Micheal HANRAHAN | Yamaha 600   | 1:22.367 | 3  | 7    | 17.796 | 2.146 | 60.75 |
| 18  | 186 | RK1 | 12 Paul SMITH       | Daytona 675  | 1:23.775 | 5  | 6    | 19.204 | 1.408 | 59.73 |
| 19  | 184 | RK1 | 13 Rich MCNAB       | Yamaha 600   | 1:25.110 | 4  | 4    | 20.539 | 1.335 | 58.79 |
| 20  | 581 | RK2 | 7 John CHANDLER     | Suzuki 650   | 1:26.795 | 1  | 1    | 22.224 | 1.685 | 57.65 |
| 21  | 30  | RK2 | 8 David KORTEGAS    | yamaha 1000  | 1:29.379 | 3  | 3    | 24.808 | 2.584 | 55.98 |
| 22  | 312 | RK1 | 14 Sam LEACH        | Honda 600    | 1:34.353 | 2  | 2    | 29.782 | 4.974 | 53.03 |
| 23  | 40  | RK2 | 9 Gary YEWS         | Honda 900    |          |    | 0    |        |       |       |

#5 No Working Transponder  
AMENDED RESULT

Weather / Track : Drizzle / Damp

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

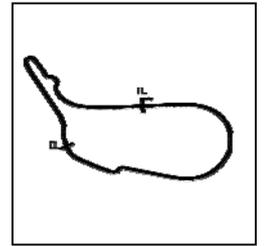
Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:51 Flag 11:01 End: 11:02

Printed - 12:22 Monday, 03 May 2021



# Midland Superbike Performance Rookies

## 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 91 RK1 Joe HIGHAM      |               |                          | Triumph 675         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.381 |               | BEST LAP TIME : 1:04.571 |                     | DIFFERENCE : 0.190 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 42.220        | 32.002                   | 1:14.222            | 67.41              | 9.651 | 10:53:08.228        |
| 2 -                       | 39.783        | 30.124                   | 1:09.907            | 71.58              | 5.336 | 10:54:18.135        |
| 3 -                       | 37.716        | 29.612                   | 1:07.328            | 74.32              | 2.757 | 10:55:25.463        |
| 4 -                       | 37.357        | 29.507                   | 1:06.864            | 74.83              | 2.293 | 10:56:32.327        |
| 5 -                       | 36.579        | 29.329                   | 1:05.908            | 75.92              | 1.337 | 10:57:38.235        |
| 6 -                       | 36.765        | <b>28.346</b>            | 1:05.111            | 76.85              | 0.540 | 10:58:43.346        |
| 7 -                       | 36.382        | 28.712                   | 1:05.094 (3)        | 76.87              | 0.523 | 10:59:48.440        |
| 8 -                       | <b>36.035</b> | 28.536                   | <b>1:04.571 (1)</b> | <b>77.49</b>       |       | <b>11:00:53.011</b> |
| 9 -                       | 36.136        | 28.650                   | 1:04.786 (2)        | 77.23              | 0.215 | 11:01:57.797        |

| P2 88 RK1 Graeme COE      |               |                          | Yamaha 600          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.467 |               | BEST LAP TIME : 1:11.717 |                     | DIFFERENCE : 0.250 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 49.369        | 35.655                   | 1:25.024            | 58.85              | 13.307 | 10:53:04.704        |
| 2 -                       | 44.186        | 34.735                   | 1:18.921            | 63.40              | 7.204  | 10:54:23.625        |
| 3 -                       | 42.565        | 33.182                   | 1:15.747            | 66.06              | 4.030  | 10:55:39.372        |
| 4 -                       | 40.391        | 32.856                   | 1:13.247 (2)        | 68.31              | 1.530  | 10:56:52.619        |
| 5 -                       | 41.564        | 33.481                   | 1:15.045            | 66.68              | 3.328  | 10:58:07.664        |
| 6 -                       | <b>39.391</b> | 32.326                   | <b>1:11.717 (1)</b> | <b>69.77</b>       |        | <b>10:59:19.381</b> |
| 7 -                       | 41.714        | <b>32.076</b>            | 1:13.790 (3)        | 67.81              | 2.073  | 11:00:33.171        |
| 8 -                       | 41.950        | 33.398                   | 1:15.348            | 66.41              | 3.631  | 11:01:48.519        |

| P3 412 RK1 Kyle ABELL     |               |                          | Triumph 675         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.298 |               | BEST LAP TIME : 1:13.298 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 47.681        | 35.532                   | 1:23.213            | 60.13              | 9.915 | 10:53:05.795        |
| 2 -                       | 42.385        | 33.644                   | 1:16.029            | 65.81              | 2.731 | 10:54:21.824        |
| 3 -                       | 42.702        | 33.730                   | 1:16.432            | 65.47              | 3.134 | 10:55:38.256        |
| 4 -                       | 41.279        | 32.742                   | 1:14.021 (2)        | 67.60              | 0.723 | 10:56:52.277        |
| 5 -                       | 41.603        | 33.567                   | 1:15.170            | 66.56              | 1.872 | 10:58:07.447        |
| 6 -                       | <b>40.951</b> | <b>32.347</b>            | <b>1:13.298 (1)</b> | <b>68.26</b>       |       | <b>10:59:20.745</b> |
| 7 -                       | 41.744        | 32.491                   | 1:14.235            | 67.40              | 0.937 | 11:00:34.980        |
| 8 -                       | 41.355        | 32.816                   | 1:14.171 (3)        | 67.46              | 0.873 | 11:01:49.151        |

| P4 95 RK1 Matthew DURKIN  |               |                          | Yamaha 599          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.586 |               | BEST LAP TIME : 1:13.514 |                     | DIFFERENCE : 0.928 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 49.509        | 34.757                   | 1:24.266            | 59.38              | 10.752 | 10:53:10.205        |
| 2 -                       | 42.173        | 34.125                   | 1:16.298            | 65.58              | 2.784  | 10:54:26.503        |
| 3 -                       | 42.887        | 32.916                   | 1:15.803 (3)        | 66.01              | 2.289  | 10:55:42.306        |
| 4 -                       | 41.350        | <b>32.553</b>            | 1:13.903 (2)        | 67.71              | 0.389  | 10:56:56.209        |
| 5 -                       | <b>40.033</b> | 33.481                   | <b>1:13.514 (1)</b> | <b>68.06</b>       |        | <b>10:58:09.723</b> |

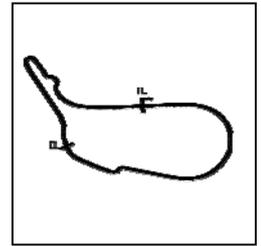
| P5 76 RK2 Brad HARDMAN    |               |                          | Suzuki 650          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.733 |               | BEST LAP TIME : 1:13.750 |                     | DIFFERENCE : 0.017 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 45.579        | 34.218                   | 1:19.797            | 62.70              | 6.047 | 10:53:01.634        |
| 2 -                       | 41.704        | 33.837                   | 1:15.541            | 66.24              | 1.791 | 10:54:17.175        |
| 3 -                       | 41.156        | 34.245                   | 1:15.401            | 66.36              | 1.651 | 10:55:32.576        |
| 4 -                       | 41.488        | 33.502                   | 1:14.990 (3)        | 66.72              | 1.240 | 10:56:47.566        |
| 5 -                       | 40.839        | <b>32.911</b>            | <b>1:13.750 (1)</b> | <b>67.85</b>       |       | <b>10:58:01.316</b> |
| 6 -                       | <b>40.822</b> | 33.255                   | 1:14.077 (2)        | 67.55              | 0.327 | 10:59:15.393        |
| 7 -                       | 42.216        | 34.180                   | 1:16.396            | 65.50              | 2.646 | 11:00:31.789        |
| 8 -                       | 42.791        | 33.808                   | 1:16.599            | 65.32              | 2.849 | 11:01:48.388        |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:51 Flag 11:01 End: 11:02

# Midland Superbike Performance Rookies

## 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

| P6 104 RK1                |               | Simon COOPER             |                     | Triumph 765        |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:14.617 |               | BEST LAP TIME : 1:14.620 |                     | DIFFERENCE : 0.003 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 45.044        | 36.324                   | 1:21.368            | 61.49              | 6.748 | 10:52:58.442        |
| 2 -                       | 44.476        | 35.085                   | 1:19.561 (3)        | 62.89              | 4.941 | 10:54:18.003        |
| 3 -                       | 42.828        | <b>33.536</b>            | 1:16.364 (2)        | 65.52              | 1.744 | 10:55:34.367        |
| 4 -                       | <b>41.081</b> | 33.539                   | <b>1:14.620 (1)</b> | <b>67.06</b>       |       | <b>10:56:48.987</b> |

| P7 51 RK2                 |               | Ryan SMITH               |                     | BMW 1000           |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:14.601 |               | BEST LAP TIME : 1:14.761 |                     | DIFFERENCE : 0.160 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 50.504        | 35.564                   | 1:26.068            | 58.14              | 11.307 | 10:53:16.648        |
| 2 -                       | 43.195        | 35.505                   | 1:18.700            | 63.58              | 3.939  | 10:54:35.348        |
| 3 -                       | 44.240        | 34.333                   | 1:18.573            | 63.68              | 3.812  | 10:55:53.921        |
| 4 -                       | 42.917        | 34.101                   | 1:17.018            | 64.97              | 2.257  | 10:57:10.939        |
| 5 -                       | 43.007        | 34.864                   | 1:17.871            | 64.26              | 3.110  | 10:58:28.810        |
| 6 -                       | 42.384        | 34.217                   | 1:16.601 (3)        | 65.32              | 1.840  | 10:59:45.411        |
| 7 -                       | 41.430        | <b>33.350</b>            | 1:14.780 (2)        | 66.91              | 0.019  | 11:01:00.191        |
| 8 -                       | <b>41.251</b> | 33.510                   | <b>1:14.761 (1)</b> | <b>66.93</b>       |        | <b>11:02:14.952</b> |

| P8 167 RK1                |               | Kyle JENKINS             |                     | Honda 500          |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:15.242 |               | BEST LAP TIME : 1:15.289 |                     | DIFFERENCE : 0.047 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 50.502        | 37.577                   | 1:28.079            | 56.81              | 12.790 | 10:53:32.728        |
| 2 -                       | 47.131        | 37.034                   | 1:24.165            | 59.45              | 8.876  | 10:54:56.893        |
| 3 -                       | 45.662        | 34.870                   | 1:20.532            | 62.13              | 5.243  | 10:56:17.425        |
| 4 -                       | 43.531        | 33.923                   | 1:17.454            | 64.60              | 2.165  | 10:57:34.879        |
| 5 -                       | 43.097        | <b>33.169</b>            | 1:16.266 (3)        | 65.61              | 0.977  | 10:58:51.145        |
| 6 -                       | 42.527        | 33.564                   | 1:16.091 (2)        | 65.76              | 0.802  | 11:00:07.236        |
| 7 -                       | <b>42.073</b> | 33.216                   | <b>1:15.289 (1)</b> | <b>66.46</b>       |        | <b>11:01:22.525</b> |

| P9 38 RK1                 |               | Angus GEDDES             |                     | Kawasaki 636       |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:16.232 |               | BEST LAP TIME : 1:16.232 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 51.079        | 36.698                   | 1:27.777            | 57.00              | 11.545 | 10:53:15.770        |
| 2 -                       | 45.097        | 34.595                   | 1:19.692            | 62.79              | 3.460  | 10:54:35.462        |
| 3 -                       | 43.576        | 34.314                   | 1:17.890 (3)        | 64.24              | 1.658  | 10:55:53.352        |
| 4 -                       | 44.703        | 34.298                   | 1:19.001            | 63.34              | 2.769  | 10:57:12.353        |
| 5 -                       | 43.292        | 34.221                   | 1:17.513 (2)        | 64.55              | 1.281  | 10:58:29.866        |
| 6 -                       | <b>42.917</b> | <b>33.315</b>            | <b>1:16.232 (1)</b> | <b>65.64</b>       |        | <b>10:59:46.098</b> |
| 7 -                       | 44.722        | 35.673                   | 1:20.395            | 62.24              | 4.163  | 11:01:06.493        |
| 8 -                       | 44.959        | 34.553                   | 1:19.512            | 62.93              | 3.280  | 11:02:26.005        |

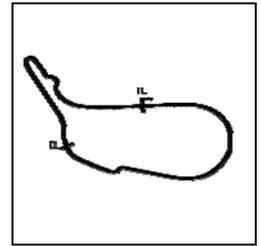
| P10 5 RK2        |          | James GORMAN             |                     | Ducati 848   |       |                     |
|------------------|----------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : |          | BEST LAP TIME : 1:17.945 |                     | DIFFERENCE : |       |                     |
| LAP              | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -              |          |                          | 1:21.830            | 61.15        | 3.885 | 10:56:03.618        |
| 2 -              |          |                          | <b>1:17.945 (1)</b> | <b>64.19</b> |       | <b>10:57:21.563</b> |
| 3 -              |          |                          | 1:19.913 (3)        | 62.61        | 1.968 | 10:58:41.476        |
| 4 -              |          |                          | 1:18.511 (2)        | 63.73        | 0.566 | 10:59:59.987        |
| 5 -              |          |                          | 1:20.710            | 62.00        | 2.765 | 11:01:20.697        |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:51 Flag 11:01 End: 11:02

# Midland Superbike Performance Rookies

## 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

| P11 3 RK1 Jodie SHANN     |               | Suzuki 600               |                     |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:18.021 |               | BEST LAP TIME : 1:18.021 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 53.430        | 37.599                   | 1:31.029            | 54.97              | 13.008 | 10:53:23.490        |
| 2 -                       | 51.040        | 36.633                   | 1:27.673            | 57.07              | 9.652  | 10:54:51.163        |
| 3 -                       | 46.353        | 36.769                   | 1:23.122            | 60.20              | 5.101  | 10:56:14.285        |
| 4 -                       | 45.973        | 36.197                   | 1:22.170            | 60.89              | 4.149  | 10:57:36.455        |
| 5 -                       | 44.677        | 35.966                   | 1:20.643 (3)        | 62.05              | 2.622  | 10:58:57.098        |
| 6 -                       | <b>43.891</b> | <b>34.130</b>            | <b>1:18.021 (1)</b> | <b>64.13</b>       |        | <b>11:00:15.119</b> |
| 7 -                       | 43.928        | 35.182                   | 1:19.110 (2)        | 63.25              | 1.089  | 11:01:34.229        |

| P12 144 RK1 Michael PARTRIDGE |               | Honda 600                |                     |                    |       |                     |
|-------------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:17.883     |               | BEST LAP TIME : 1:18.089 |                     | DIFFERENCE : 0.206 |       |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                           | 49.425        | 37.710                   | 1:27.135            | 57.42              | 9.046 | 10:53:12.570        |
| 2 -                           | 44.094        | 36.871                   | 1:20.965            | 61.80              | 2.876 | 10:54:33.535        |
| 3 -                           | 43.918        | 35.720                   | 1:19.638 (3)        | 62.83              | 1.549 | 10:55:53.173        |
| 4 -                           | 45.869        | 36.759                   | 1:22.628            | 60.56              | 4.539 | 10:57:15.801        |
| 5 -                           | 43.455        | <b>35.649</b>            | 1:19.104 (2)        | 63.25              | 1.015 | 10:58:34.905        |
| 6 -                           | 43.429        | 37.427                   | 1:20.856            | 61.88              | 2.767 | 10:59:55.761        |
| 7 -                           | 43.714        | 35.930                   | 1:19.644            | 62.82              | 1.555 | 11:01:15.405        |
| 8 -                           | <b>42.234</b> | 35.855                   | <b>1:18.089 (1)</b> | <b>64.08</b>       |       | <b>11:02:33.494</b> |

| P13 444 RK2 Stephen WATSON |               | Yamaha 1000              |                     |                    |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:18.191  |               | BEST LAP TIME : 1:18.191 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        | 46.788        | 36.913                   | 1:23.701            | 59.78              | 5.510 | 10:53:04.114        |
| 2 -                        | 45.997        | 36.765                   | 1:22.762            | 60.46              | 4.571 | 10:54:26.876        |
| 3 -                        | 45.812        | 37.043                   | 1:22.855            | 60.39              | 4.664 | 10:55:49.731        |
| 4 -                        | 44.813        | 35.440                   | 1:20.253 (3)        | 62.35              | 2.062 | 10:57:09.984        |
| 5 -                        | <b>43.524</b> | <b>34.667</b>            | <b>1:18.191 (1)</b> | <b>63.99</b>       |       | <b>10:58:28.175</b> |
| 6 -                        | 45.867        | 35.641                   | 1:21.508            | 61.39              | 3.317 | 10:59:49.683        |
| 7 -                        | 44.217        | 35.793                   | 1:20.010 (2)        | 62.54              | 1.819 | 11:01:09.693        |
| 8 -                        | 45.631        | 37.358                   | 1:22.989            | 60.29              | 4.798 | 11:02:32.682        |

| P14 16 RK2 Simon TAYLOR   |               | BMW 1000                 |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:18.807 |               | BEST LAP TIME : 1:18.916 |                     | DIFFERENCE : 0.109 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 49.527        | 36.062                   | 1:25.589            | 58.46              | 6.673 | 10:53:09.363        |
| 2 -                       | 44.728        | <b>34.779</b>            | 1:19.507 (2)        | 62.93              | 0.591 | 10:54:28.870        |
| 3 -                       | 44.406        | 36.596                   | 1:21.002            | 61.77              | 2.086 | 10:55:49.872        |
| 4 -                       | 45.576        | 34.881                   | 1:20.457            | 62.19              | 1.541 | 10:57:10.329        |
| 5 -                       | 44.550        | 35.015                   | 1:19.565 (3)        | 62.89              | 0.649 | 10:58:29.894        |
| 6 -                       | 45.626        | 35.851                   | 1:21.477            | 61.41              | 2.561 | 10:59:51.371        |
| 7 -                       | 45.234        | 35.025                   | 1:20.259            | 62.34              | 1.343 | 11:01:11.630        |
| 8 -                       | <b>44.028</b> | 34.888                   | <b>1:18.916 (1)</b> | <b>63.40</b>       |       | <b>11:02:30.546</b> |

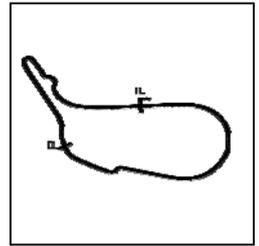
| P15 9 RK1 Lewis HOBBIN    |               | Yamaha 600               |                     |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:17.948 |               | BEST LAP TIME : 1:19.255 |                     | DIFFERENCE : 1.307 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 52.590        | 37.776                   | 1:30.366            | 55.37              | 11.111 | 10:53:18.682        |
| 2 -                       | 46.418        | 36.053                   | 1:22.471            | 60.67              | 3.216  | 10:54:41.153        |
| 3 -                       | 46.460        | 34.559                   | 1:21.019            | 61.76              | 1.764  | 10:56:02.172        |
| 4 -                       | 45.027        | 34.228                   | <b>1:19.255 (1)</b> | <b>63.13</b>       |        | <b>10:57:21.427</b> |
| 5 -                       | <b>44.252</b> | 35.224                   | 1:19.476 (3)        | 62.96              | 0.221  | 10:58:40.903        |
| 6 -                       | 45.591        | <b>33.696</b>            | 1:19.287 (2)        | 63.11              | 0.032  | 11:00:00.190        |
| 7 -                       | 46.542        | 34.515                   | 1:21.057            | 61.73              | 1.802  | 11:01:21.247        |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:51 Flag 11:01 End: 11:02

# Midland Superbike Performance Rookies

## 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

| P16 808 RK2 Robert TEAHAN |               | Suzuki 650               |                     |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:19.919 |               | BEST LAP TIME : 1:20.221 |                     | DIFFERENCE : 0.302 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 57.621        | 43.676                   | 1:41.297            | 49.39              | 21.076 | 10:53:41.385        |
| 2 -                       | 52.610        | 41.415                   | 1:34.025            | 53.22              | 13.804 | 10:55:15.410        |
| 3 -                       | 48.446        | 39.537                   | 1:27.983            | 56.87              | 7.762  | 10:56:43.393        |
| 4 -                       | 47.600        | 36.982                   | 1:24.582            | 59.16              | 4.361  | 10:58:07.975        |
| 5 -                       | 44.581        | <b>35.874</b>            | 1:20.455 (2)        | 62.19              | 0.234  | 10:59:28.430        |
| 6 -                       | 45.270        | 36.125                   | 1:21.395 (3)        | 61.47              | 1.174  | 11:00:49.825        |
| 7 -                       | <b>44.045</b> | 36.176                   | <b>1:20.221 (1)</b> | <b>62.37</b>       |        | <b>11:02:10.046</b> |

| P17 4 RK1 Micheal HANRAHAN |               | Yamaha 600               |                     |                    |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:21.149  |               | BEST LAP TIME : 1:22.367 |                     | DIFFERENCE : 1.218 |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        | 53.784        | 37.139                   | 1:30.923            | 55.03              | 8.556 | 10:53:29.230        |
| 2 -                        | 50.006        | 37.080                   | 1:27.086            | 57.46              | 4.719 | 10:54:56.316        |
| 3 -                        | 48.283        | <b>34.084</b>            | <b>1:22.367 (1)</b> | <b>60.75</b>       |       | <b>10:56:18.683</b> |
| 4 -                        | <b>47.065</b> | 37.426                   | 1:24.491            | 59.22              | 2.124 | 10:57:43.174        |
| 5 -                        | 47.071        | 36.634                   | 1:23.705 (2)        | 59.78              | 1.338 | 10:59:06.879        |
| 6 -                        | 47.242        | 36.476                   | 1:23.718 (3)        | 59.77              | 1.351 | 11:00:30.597        |
| 7 -                        | 49.276        | 34.897                   | 1:24.173            | 59.44              | 1.806 | 11:01:54.770        |

| P18 186 RK1 Paul SMITH    |               | Daytona 675              |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:23.668 |               | BEST LAP TIME : 1:23.775 |                     | DIFFERENCE : 0.107 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 53.296        | 38.272                   | 1:31.568            | 54.64              | 7.793 | 10:53:26.166        |
| 2 -                       | 48.864        | 37.428                   | 1:26.292            | 57.98              | 2.517 | 10:54:52.458        |
| 3 -                       | 47.234        | 37.872                   | 1:25.106            | 58.79              | 1.331 | 10:56:17.564        |
| 4 -                       | 47.541        | 37.286                   | 1:24.827 (3)        | 58.99              | 1.052 | 10:57:42.391        |
| 5 -                       | 47.010        | <b>36.765</b>            | <b>1:23.775 (1)</b> | <b>59.73</b>       |       | <b>10:59:06.166</b> |
| 6 -                       | <b>46.903</b> | 37.110                   | 1:24.013 (2)        | 59.56              | 0.238 | 11:00:30.179        |

| P19 184 RK1 Rich MCNAB    |               | Yamaha 600               |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.110 |               | BEST LAP TIME : 1:25.110 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 52.627        | 38.438                   | 1:31.065            | 54.95              | 5.955 | 10:53:26.682        |
| 2 -                       | 48.761        | 39.712                   | 1:28.473 (3)        | 56.55              | 3.363 | 10:54:55.155        |
| 3 -                       | 48.616        | 37.734                   | 1:26.350 (2)        | 57.95              | 1.240 | 10:56:21.505        |
| 4 -                       | <b>47.569</b> | <b>37.541</b>            | <b>1:25.110 (1)</b> | <b>58.79</b>       |       | <b>10:57:46.151</b> |

| P20 581 RK2 John CHANDLER |               | Suzuki 650               |                     |                    |      |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|------|---------------------|
| IDEAL LAP TIME : 1:26.795 |               | BEST LAP TIME : 1:26.795 |                     | DIFFERENCE : 0.000 |      |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF | TIME OF DAY         |
| 1 -                       | <b>50.590</b> | <b>36.205</b>            | <b>1:26.795 (1)</b> | <b>57.65</b>       |      | <b>11:02:09.556</b> |

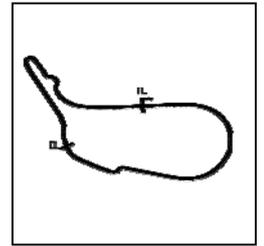
| P21 30 RK2 David KORTEGAS |               | yamaha 1000              |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:28.320 |               | BEST LAP TIME : 1:29.379 |                     | DIFFERENCE : 1.059 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | <b>50.333</b> | 39.078                   | 1:29.411 (2)        | 55.96              | 0.032 | 10:53:20.507        |
| 2 -                       | 54.283        | 41.808                   | 1:36.091 (3)        | 52.07              | 6.712 | 10:54:56.598        |
| 3 -                       | 51.392        | <b>37.987</b>            | <b>1:29.379 (1)</b> | <b>55.98</b>       |       | <b>10:56:25.977</b> |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 10:51 Flag 11:01 End: 11:02

# Midland Superbike Performance Rookies

## 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

| P22 312 RK1 Sam LEACH     |          | Honda 600                |                     |              |        |                     |
|---------------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:32.084 |          | BEST LAP TIME : 1:34.353 |                     |              |        |                     |
|                           |          | DIFFERENCE : 2.269       |                     |              |        |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 1:04.072 | 42.449                   | 1:46.521 (2)        | 46.97        | 12.168 | 10:53:42.276        |
| 2 -                       | 55.554   | <b>38.799</b>            | <b>1:34.353 (1)</b> | <b>53.03</b> |        | <b>10:55:16.629</b> |

Weather / Track : Drizzle / Damp

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

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Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 10:51 Flag 11:01 End: 11:02

Printed - 12:22 Monday, 03 May 2021

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar Qualifying - CLASSIFICATION

| POS | NO  | CL   | PIC NAME              | ENTRY                     | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|------|-----------------------|---------------------------|----------|----|------|--------|-------|-------|
| 1   | 10  | FSRA | 1 FISHER/STOKOE       | Baker Yamaha 600          | 1:09.755 | 7  | 8    |        |       | 71.73 |
| 2   | 74  | FSRA | 2 McCAIN/DAVIES       | Shelbourne Thundercat 600 | 1:11.079 | 2  | 4    | 1.324  | 1.324 | 70.40 |
| 3   | 39  | SC   | 1 MOORE/DODD          | Ireson 600                | 1:11.231 | 4  | 5    | 1.476  | 0.152 | 70.25 |
| 4   | 17  | SC   | 2 THOMAS/NIX          | Ireson Honda 600          | 1:11.236 | 3  | 8    | 1.481  | 0.005 | 70.24 |
| 5   | 128 | FSRA | 3 HORTON/FORREST      | Wintec Suzuki 1100        | 1:12.360 | 5  | 8    | 2.605  | 1.124 | 69.15 |
| 6   | 6   | SC   | 3 BELLABY/GRISTWOOD   | DDM Suzuki 600            | 1:13.463 | 4  | 8    | 3.708  | 1.103 | 68.11 |
| 7   | 7   | SC   | 4 PEARSON/ROBINSON    | LCR Suzuki 600            | 1:13.537 | 4  | 4    | 3.782  | 0.074 | 68.04 |
| 8   | 27  | SC   | 5 KIRBY/KIRBY         | ARS Yamaha 600            | 1:14.198 | 8  | 8    | 4.443  | 0.661 | 67.44 |
| 9   | 97  | FSRA | 4 DAWSON/HULME        | Derbyshire Yamaha 600     | 1:14.384 | 5  | 8    | 4.629  | 0.186 | 67.27 |
| 10  | 77  | FSRA | 5 BROOKS/STELL        | ALM Honda 600             | 1:14.691 | 3  | 6    | 4.936  | 0.307 | 66.99 |
| 11  | 58  | FSRA | 6 SAUNDERS/SAUNDERS   | Ireson Yamaha 600         | 1:15.810 | 7  | 7    | 6.055  | 1.119 | 66.00 |
| 12  | 161 | SC   | 6 DOWNES/BARKER       | MRE Suzuki 600            | 1:16.548 | 7  | 7    | 6.793  | 0.738 | 65.37 |
| 13  | 181 | FSRA | 7 TIBBLES/GREENWOOD   | DDR Yamaha 1100           | 1:17.130 | 7  | 7    | 7.375  | 0.582 | 64.87 |
| 14  | 25  | FSRA | 8 SAUNDERS/TYRRELL    | IRESON Honda 600          | 1:17.373 | 7  | 7    | 7.618  | 0.243 | 64.67 |
| 15  | 188 | FSRA | 9 BEST/COLE           | Wintec Suzuki 1100        | 1:17.617 | 7  | 7    | 7.862  | 0.244 | 64.47 |
| 16  | 14  | FSRA | 10 BURNS/WINFROW      | Baker Yamaha 1000         | 1:17.643 | 4  | 8    | 7.888  | 0.026 | 64.44 |
| 17  | 656 | SC   | 7 DAVENPORT/DAVENPORT | Honda 600                 | 1:22.237 | 7  | 7    | 12.482 | 4.594 | 60.84 |
| 18  | 167 | FSRA | 11 PETTMAN/SAUNDERS   | Windle Yamaha 600         | 1:25.237 | 4  | 5    | 15.482 | 3.000 | 58.70 |
| 19  | 28  | FSRA | 12 ROBERTS/ROBERTS    | Jacobs Kawasaki 600       | 1:26.189 | 2  | 2    | 16.434 | 0.952 | 58.05 |
| 20  | 187 | FSRA | 13 ALEXANDER/MASON    | GPZ Kawasaki 1100         | 1:31.196 | 2  | 3    | 21.441 | 5.007 | 54.87 |

Weather / Track : Drizzle / Damp

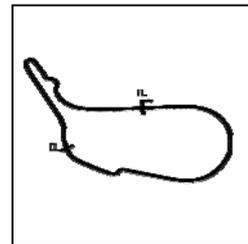
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:04 Flag 11:13 End: 11:15

Printed - 12:23 Monday, 03 May 2021



# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar 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 10 FSRA FISHER/STOKOE  |               | Baker Yamaha 600         |                     |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.239 |               | BEST LAP TIME : 1:09.755 |                     | DIFFERENCE : 0.516 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 48.681        | 33.779                   | 1:22.460            | 60.68              | 12.705 | 11:05:41.974        |
| 2 -                       | 41.087        | 32.217                   | 1:13.304            | 68.26              | 3.549  | 11:06:55.278        |
| 3 -                       | 38.905        | 31.464                   | 1:10.369 (3)        | 71.11              | 0.614  | 11:08:05.647        |
| 4 -                       | <b>38.043</b> | 32.731                   | 1:10.774            | 70.70              | 1.019  | 11:09:16.421        |
| 5 -                       | 39.240        | 33.310                   | 1:12.550            | 68.97              | 2.795  | 11:10:28.971        |
| 6 -                       | 38.663        | <b>31.196</b>            | 1:09.859 (2)        | 71.63              | 0.104  | 11:11:38.830        |
| 7 -                       | 38.339        | 31.416                   | <b>1:09.755 (1)</b> | <b>71.73</b>       |        | <b>11:12:48.585</b> |
| 8 -                       | 38.239        | 32.592                   | 1:10.831            | 70.64              | 1.076  | 11:13:59.416        |

| P2 74 FSRA McCAIN/DAVIES  |               | Shelbourne Thundercat 600 |                     |                    |       |                     |
|---------------------------|---------------|---------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.079 |               | BEST LAP TIME : 1:11.079  |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                  | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 39.026        | 32.819                    | 1:11.845 (2)        | 69.65              | 0.766 | 11:10:07.562        |
| 2 -                       | <b>38.966</b> | <b>32.113</b>             | <b>1:11.079 (1)</b> | <b>70.40</b>       |       | <b>11:11:18.641</b> |
| 3 -                       | 39.565        | 32.420                    | 1:11.985            | 69.51              | 0.906 | 11:12:30.626        |
| 4 -                       | 39.116        | 32.868                    | 1:11.984 (3)        | 69.51              | 0.905 | 11:13:42.610        |

| P3 39 SC MOORE/DODD       |               | Ireson 600               |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.026 |               | BEST LAP TIME : 1:11.231 |                     | DIFFERENCE : 0.205 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 46.521        | 33.729                   | 1:20.250            | 62.35              | 9.019 | 11:05:27.174        |
| 2 -                       | 40.476        | 32.895                   | 1:13.371 (3)        | 68.20              | 2.140 | 11:06:40.545        |
| 3 -                       | 39.735        | <b>32.575</b>            | 1:12.310 (2)        | 69.20              | 1.079 | 11:07:52.855        |
| 4 -                       | <b>38.451</b> | 32.780                   | <b>1:11.231 (1)</b> | <b>70.25</b>       |       | <b>11:09:04.086</b> |
| 5 -                       | 40.365        | 33.085                   | 1:13.450            | 68.12              | 2.219 | 11:10:17.536        |

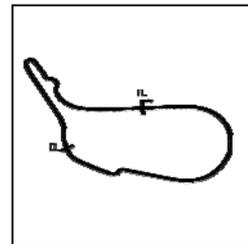
| P4 17 SC THOMAS/NIX       |               | Ireson Honda 600         |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.236 |               | BEST LAP TIME : 1:11.236 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 46.222        | 34.536                   | 1:20.758            | 61.96              | 9.522 | 11:05:38.614        |
| 2 -                       | 41.538        | 32.809                   | 1:14.347            | 67.30              | 3.111 | 11:06:52.961        |
| 3 -                       | <b>38.694</b> | <b>32.542</b>            | <b>1:11.236 (1)</b> | <b>70.24</b>       |       | <b>11:08:04.197</b> |
| 4 -                       | 38.881        | 33.150                   | 1:12.031 (2)        | 69.47              | 0.795 | 11:09:16.228        |
| 5 -                       | 39.267        | 33.347                   | 1:12.614 (3)        | 68.91              | 1.378 | 11:10:28.842        |
| 6 -                       | 41.220        | 33.172                   | 1:14.392            | 67.26              | 3.156 | 11:11:43.234        |
| 7 -                       | 40.220        | 33.364                   | 1:13.584            | 68.00              | 2.348 | 11:12:56.818        |
| 8 -                       | 40.660        | 32.555                   | 1:13.215            | 68.34              | 1.979 | 11:14:10.033        |

| P5 128 FSRA HORTON/FORREST |               | Wintec Suzuki 1100       |                     |                    |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:12.177  |               | BEST LAP TIME : 1:12.360 |                     | DIFFERENCE : 0.183 |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        | 46.358        | 33.532                   | 1:19.890            | 62.63              | 7.530 | 11:05:29.437        |
| 2 -                        | 41.949        | 32.854                   | 1:14.803            | 66.89              | 2.443 | 11:06:44.240        |
| 3 -                        | 40.265        | 32.211                   | 1:12.476 (2)        | 69.04              | 0.116 | 11:07:56.716        |
| 4 -                        | 40.860        | <b>32.184</b>            | 1:13.044 (3)        | 68.50              | 0.684 | 11:09:09.760        |
| 5 -                        | <b>39.993</b> | 32.367                   | <b>1:12.360 (1)</b> | <b>69.15</b>       |       | <b>11:10:22.120</b> |
| 6 -                        | 40.096        | 33.576                   | 1:13.672            | 67.92              | 1.312 | 11:11:35.792        |
| 7 -                        | 40.497        | 32.875                   | 1:13.372            | 68.20              | 1.012 | 11:12:49.164        |
| 8 -                        | 40.819        | 32.580                   | 1:13.399            | 68.17              | 1.039 | 11:14:02.563        |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:04 Flag 11:13 End: 11:15

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar 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

| P6                        |               | 6 SC                     |                     | BELLABY/GRISTWOOD  |        | DDM Suzuki 600      |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:13.463 |               | BEST LAP TIME : 1:13.463 |                     | DIFFERENCE : 0.000 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 51.015        | 35.647                   | 1:26.662            | 57.74              | 13.199 | 11:05:45.197        |  |
| 2 -                       | 42.177        | 34.814                   | 1:16.991            | 64.99              | 3.528  | 11:07:02.188        |  |
| 3 -                       | 41.369        | 34.051                   | 1:15.420            | 66.34              | 1.957  | 11:08:17.608        |  |
| 4 -                       | <b>40.807</b> | <b>32.656</b>            | <b>1:13.463 (1)</b> | <b>68.11</b>       |        | <b>11:09:31.071</b> |  |
| 5 -                       | 41.033        | 33.842                   | 1:14.875 (3)        | 66.83              | 1.412  | 11:10:45.946        |  |
| 6 -                       | 41.661        | 33.782                   | 1:15.443            | 66.32              | 1.980  | 11:12:01.389        |  |
| 7 -                       | 41.766        | 33.972                   | 1:15.738            | 66.07              | 2.275  | 11:13:17.127        |  |
| 8 -                       | 41.214        | 33.598                   | 1:14.812 (2)        | 66.88              | 1.349  | 11:14:31.939        |  |

| P7                        |               | 7 SC                     |                     | PEARSON/ROBINSON   |        | LCR Suzuki 600      |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:13.537 |               | BEST LAP TIME : 1:13.537 |                     | DIFFERENCE : 0.000 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 49.026        | 35.057                   | 1:24.083            | 59.51              | 10.546 | 11:05:45.453        |  |
| 2 -                       | 42.715        | 35.694                   | 1:18.409 (3)        | 63.81              | 4.872  | 11:07:03.862        |  |
| 3 -                       | 43.220        | 32.771                   | 1:15.991 (2)        | 65.85              | 2.454  | 11:08:19.853        |  |
| 4 -                       | <b>40.931</b> | <b>32.606</b>            | <b>1:13.537 (1)</b> | <b>68.04</b>       |        | <b>11:09:33.390</b> |  |

| P8                        |               | 27 SC                    |                     | KIRBY/KIRBY        |        | ARS Yamaha 600      |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:14.179 |               | BEST LAP TIME : 1:14.198 |                     | DIFFERENCE : 0.019 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 53.148        | 39.699                   | 1:32.847            | 53.89              | 18.649 | 11:05:38.925        |  |
| 2 -                       | 47.017        | 36.981                   | 1:23.998            | 59.57              | 9.800  | 11:07:02.923        |  |
| 3 -                       | 44.640        | 35.167                   | 1:19.807            | 62.70              | 5.609  | 11:08:22.730        |  |
| 4 -                       | 43.230        | 34.678                   | 1:17.908            | 64.22              | 3.710  | 11:09:40.638        |  |
| 5 -                       | 43.893        | 35.374                   | 1:19.267            | 63.12              | 5.069  | 11:10:59.905        |  |
| 6 -                       | 43.787        | 33.036                   | 1:16.823 (3)        | 65.13              | 2.625  | 11:12:16.728        |  |
| 7 -                       | 43.085        | <b>33.008</b>            | 1:16.093 (2)        | 65.76              | 1.895  | 11:13:32.821        |  |
| 8 -                       | <b>41.171</b> | 33.027                   | <b>1:14.198 (1)</b> | <b>67.44</b>       |        | <b>11:14:47.019</b> |  |

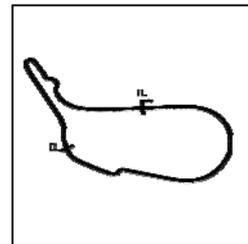
| P9                        |               | 97 FSRA                  |                     | DAWSON/HULME       |        | Derbyshire Yamaha 600 |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|-----------------------|--|
| IDEAL LAP TIME : 1:14.265 |               | BEST LAP TIME : 1:14.384 |                     | DIFFERENCE : 0.119 |        |                       |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY           |  |
| 1 -                       | 49.146        | 38.401                   | 1:27.547            | 57.15              | 13.163 | 11:05:51.128          |  |
| 2 -                       | 46.483        | 36.290                   | 1:22.773            | 60.45              | 8.389  | 11:07:13.901          |  |
| 3 -                       | 42.914        | 33.370                   | 1:16.284 (2)        | 65.59              | 1.900  | 11:08:30.185          |  |
| 4 -                       | 41.650        | 35.123                   | 1:16.773            | 65.17              | 2.389  | 11:09:46.958          |  |
| 5 -                       | <b>41.033</b> | 33.351                   | <b>1:14.384 (1)</b> | <b>67.27</b>       |        | <b>11:11:01.342</b>   |  |
| 6 -                       | 43.424        | 34.406                   | 1:17.830            | 64.29              | 3.446  | 11:12:19.172          |  |
| 7 -                       | 42.908        | 34.710                   | 1:17.618            | 64.46              | 3.234  | 11:13:36.790          |  |
| 8 -                       | 43.203        | <b>33.232</b>            | 1:16.435 (3)        | 65.46              | 2.051  | 11:14:53.225          |  |

| P10                       |               | 77 FSRA                  |                     | BROOKS/STELL       |        | ALM Honda 600       |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:13.160 |               | BEST LAP TIME : 1:14.691 |                     | DIFFERENCE : 1.531 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 51.593        | 36.697                   | 1:28.290            | 56.67              | 13.599 | 11:05:46.626        |  |
| 2 -                       | 42.283        | 35.173                   | 1:17.456            | 64.60              | 2.765  | 11:07:04.082        |  |
| 3 -                       | 41.367        | <b>33.324</b>            | <b>1:14.691 (1)</b> | <b>66.99</b>       |        | <b>11:08:18.773</b> |  |
| 4 -                       | 40.523        | 34.586                   | 1:15.109            | 66.62              | 0.418  | 11:09:33.882        |  |
| 5 -                       | 41.477        | 33.471                   | 1:14.948 (3)        | 66.76              | 0.257  | 11:10:48.830        |  |
| 6 -                       | <b>39.836</b> | 35.069                   | 1:14.905 (2)        | 66.80              | 0.214  | 11:12:03.735        |  |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:04 Flag 11:13 End: 11:15

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar 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

| P11 58 FSRA SAUNDERS/SAUNDERS |               | Ireson Yamaha 600        |                     |              |        |                     |
|-------------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:15.407     |               | BEST LAP TIME : 1:15.810 |                     |              |        |                     |
|                               |               | DIFFERENCE : 0.403       |                     |              |        |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                           | 50.312        | 41.018                   | 1:31.330            | 54.79        | 15.520 | 11:06:05.042        |
| 2 -                           | 47.474        | 37.693                   | 1:25.167            | 58.75        | 9.357  | 11:07:30.209        |
| 3 -                           | 42.400        | 35.123                   | 1:17.523            | 64.54        | 1.713  | 11:08:47.732        |
| 4 -                           | 41.547        | 34.961                   | 1:16.508 (2)        | 65.40        | 0.698  | 11:10:04.240        |
| 5 -                           | <b>41.215</b> | 35.498                   | 1:16.713 (3)        | 65.23        | 0.903  | 11:11:20.953        |
| 6 -                           | 43.327        | <b>34.192</b>            | 1:17.519            | 64.55        | 1.709  | 11:12:38.472        |
| 7 -                           | 41.609        | 34.201                   | <b>1:15.810 (1)</b> | <b>66.00</b> |        | <b>11:13:54.282</b> |

| P12 161 SC DOWNES/BARKER  |               | MRE Suzuki 600           |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:15.441 |               | BEST LAP TIME : 1:16.548 |                     |              |        |                     |
|                           |               | DIFFERENCE : 1.107       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 47.189        | 39.623                   | 1:26.812            | 57.64        | 10.264 | 11:06:03.968        |
| 2 -                       | 48.107        | 37.271                   | 1:25.378            | 58.61        | 8.830  | 11:07:29.346        |
| 3 -                       | 42.354        | 36.000                   | 1:18.354            | 63.86        | 1.806  | 11:08:47.700        |
| 4 -                       | 42.336        | 34.852                   | 1:17.188 (3)        | 64.82        | 0.640  | 11:10:04.888        |
| 5 -                       | <b>41.163</b> | 35.511                   | 1:16.674 (2)        | 65.26        | 0.126  | 11:11:21.562        |
| 6 -                       | 43.198        | <b>34.278</b>            | 1:17.476            | 64.58        | 0.928  | 11:12:39.038        |
| 7 -                       | 41.747        | 34.801                   | <b>1:16.548 (1)</b> | <b>65.37</b> |        | <b>11:13:55.586</b> |

| P13 181 FSRA TIBBLES/GREENWOOD |               | DDR Yamaha 1100          |                     |              |        |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:17.130      |               | BEST LAP TIME : 1:17.130 |                     |              |        |                     |
|                                |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                            | 52.853        | 39.091                   | 1:31.944            | 54.42        | 14.814 | 11:05:57.134        |
| 2 -                            | 44.477        | 37.182                   | 1:21.659            | 61.27        | 4.529  | 11:07:18.793        |
| 3 -                            | 45.680        | 34.737                   | 1:20.417            | 62.22        | 3.287  | 11:08:39.210        |
| 4 -                            | 44.202        | 35.246                   | 1:19.448            | 62.98        | 2.318  | 11:09:58.658        |
| 5 -                            | 44.197        | 34.338                   | 1:18.535 (3)        | 63.71        | 1.405  | 11:11:17.193        |
| 6 -                            | 43.419        | 34.512                   | 1:17.931 (2)        | 64.21        | 0.801  | 11:12:35.124        |
| 7 -                            | <b>43.161</b> | <b>33.969</b>            | <b>1:17.130 (1)</b> | <b>64.87</b> |        | <b>11:13:52.254</b> |

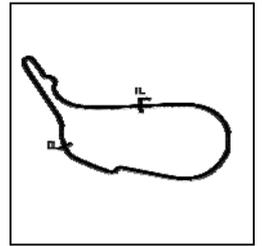
| P14 25 FSRA SAUNDERS/TYRRELL |               | IRESON Honda 600         |                     |              |        |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:17.373    |               | BEST LAP TIME : 1:17.373 |                     |              |        |                     |
|                              |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                          | 51.924        | 45.217                   | 1:37.141            | 51.51        | 19.768 | 11:05:56.849        |
| 2 -                          | 49.627        | 36.630                   | 1:26.257            | 58.01        | 8.884  | 11:07:23.106        |
| 3 -                          | 45.361        | 36.001                   | 1:21.362            | 61.50        | 3.989  | 11:08:44.468        |
| 4 -                          | 44.551        | 35.629                   | 1:20.180            | 62.40        | 2.807  | 11:10:04.648        |
| 5 -                          | 44.317        | 35.494                   | 1:19.811 (3)        | 62.69        | 2.438  | 11:11:24.459        |
| 6 -                          | 43.184        | 34.599                   | 1:17.783 (2)        | 64.33        | 0.410  | 11:12:42.242        |
| 7 -                          | <b>42.967</b> | <b>34.406</b>            | <b>1:17.373 (1)</b> | <b>64.67</b> |        | <b>11:13:59.615</b> |

| P15 188 FSRA BEST/COLE    |               | Wintec Suzuki 1100       |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:17.617 |               | BEST LAP TIME : 1:17.617 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 57.538        | 41.359                   | 1:38.897            | 50.59        | 21.280 | 11:05:50.687        |
| 2 -                       | 49.824        | 37.655                   | 1:27.479            | 57.20        | 9.862  | 11:07:18.166        |
| 3 -                       | 45.103        | 35.395                   | 1:20.498            | 62.16        | 2.881  | 11:08:38.664        |
| 4 -                       | 43.951        | 35.322                   | 1:19.273 (3)        | 63.12        | 1.656  | 11:09:57.937        |
| 5 -                       | 43.703        | 35.197                   | 1:18.900 (2)        | 63.42        | 1.283  | 11:11:16.837        |
| 6 -                       | 44.949        | 34.669                   | 1:19.618            | 62.85        | 2.001  | 11:12:36.455        |
| 7 -                       | <b>43.126</b> | <b>34.491</b>            | <b>1:17.617 (1)</b> | <b>64.47</b> |        | <b>11:13:54.072</b> |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:04 Flag 11:13 End: 11:15

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar 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

| P16 14 FSRA BURNS/WINFROW |               |                          | Baker Yamaha 1000   |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:17.324 |               | BEST LAP TIME : 1:17.643 |                     | DIFFERENCE : 0.319 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 52.546        | 37.579                   | 1:30.125            | 55.52              | 12.482 | 11:05:37.460        |
| 2 -                       | 44.900        | 35.242                   | 1:20.142            | 62.43              | 2.499  | 11:06:57.602        |
| 3 -                       | 44.527        | 36.158                   | 1:20.685            | 62.01              | 3.042  | 11:08:18.287        |
| 4 -                       | 43.313        | 34.330                   | <b>1:17.643 (1)</b> | <b>64.44</b>       |        | <b>11:09:35.930</b> |
| 5 -                       | <b>43.116</b> | 34.987                   | 1:18.103 (3)        | 64.06              | 0.460  | 11:10:54.033        |
| 6 -                       | 43.644        | 35.543                   | 1:19.187            | 63.19              | 1.544  | 11:12:13.220        |
| 7 -                       | 44.826        | 34.860                   | 1:19.686            | 62.79              | 2.043  | 11:13:32.906        |
| 8 -                       | 43.601        | <b>34.208</b>            | 1:17.809 (2)        | 64.31              | 0.166  | 11:14:50.715        |

| P17 656 SC DAVENPORT/DAVENPORT |               |                          | Honda 600           |                    |        |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:22.237      |               | BEST LAP TIME : 1:22.237 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            | 59.624        | 43.530                   | 1:43.154            | 48.51              | 20.917 | 11:06:20.291        |
| 2 -                            | 52.191        | 40.079                   | 1:32.270            | 54.23              | 10.033 | 11:07:52.561        |
| 3 -                            | 47.759        | 39.824                   | 1:27.583            | 57.13              | 5.346  | 11:09:20.144        |
| 4 -                            | 49.055        | 39.593                   | 1:28.648            | 56.44              | 6.411  | 11:10:48.792        |
| 5 -                            | 46.644        | 37.281                   | 1:23.925 (3)        | 59.62              | 1.688  | 11:12:12.717        |
| 6 -                            | 46.863        | 36.939                   | 1:23.802 (2)        | 59.71              | 1.565  | 11:13:36.519        |
| 7 -                            | <b>45.559</b> | <b>36.678</b>            | <b>1:22.237 (1)</b> | <b>60.84</b>       |        | <b>11:14:58.756</b> |

| P18 167 FSRA PETTMAN/SAUNDERS |               |                          | Windle Yamaha 600   |                    |       |                     |
|-------------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.042     |               | BEST LAP TIME : 1:25.237 |                     | DIFFERENCE : 0.195 |       |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                           | 53.823        | 40.493                   | 1:34.316            | 53.05              | 9.079 | 11:06:03.274        |
| 2 -                           | 48.427        | 39.726                   | 1:28.153            | 56.76              | 2.916 | 11:07:31.427        |
| 3 -                           | 47.641        | 37.794                   | 1:25.435 (2)        | 58.57              | 0.198 | 11:08:56.862        |
| 4 -                           | 47.812        | <b>37.425</b>            | <b>1:25.237 (1)</b> | <b>58.70</b>       |       | <b>11:10:22.099</b> |
| 5 -                           | <b>47.617</b> | 39.327                   | 1:26.944 (3)        | 57.55              | 1.707 | 11:11:49.043        |

| P19 28 FSRA ROBERTS/ROBERTS |               |                          | Jacobs Kawasaki 600 |                    |       |                     |
|-----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.189   |               | BEST LAP TIME : 1:26.189 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                         | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                         | 53.971        | 39.629                   | 1:33.600 (2)        | 53.46              | 7.411 | 11:06:30.971        |
| 2 -                         | <b>49.595</b> | <b>36.594</b>            | <b>1:26.189 (1)</b> | <b>58.05</b>       |       | <b>11:07:57.160</b> |

| P20 187 FSRA ALEXANDER/MASON |               |                          | GPZ Kawasaki 1100   |                    |        |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:30.505    |               | BEST LAP TIME : 1:31.196 |                     | DIFFERENCE : 0.691 |        |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                          | 58.274        | 44.876                   | 1:43.150 (3)        | 48.51              | 11.954 | 11:05:58.031        |
| 2 -                          | 51.215        | <b>39.981</b>            | <b>1:31.196 (1)</b> | <b>54.87</b>       |        | <b>11:07:29.227</b> |
| 3 -                          | <b>50.524</b> | 41.400                   | 1:31.924 (2)        | 54.43              | 0.728  | 11:09:01.151        |

# Tamworth Yamaha Open 600

## Qualifying - CLASSIFICATION

| POS | NO  | CL  | PIC NAME             | ENTRY        | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|-----|----------------------|--------------|----------|----|------|--------|-------|-------|
| 1   | 80  | OP6 | 1 Harry JACKSON      | Kawasaki 600 | 1:02.998 | 8  | 8    |        |       | 79.43 |
| 2   | 91  | OP6 | 2 Joe HIGHAM         | Triumph 675  | 1:03.942 | 5  | 9    | 0.944  | 0.944 | 78.25 |
| 3   | 212 | OP6 | 3 Peter WESTON       | Yamaha 600   | 1:06.186 | 6  | 9    | 3.188  | 2.244 | 75.60 |
| 4   | 313 | OP6 | 4 Douglas EDMONDSON  | Triumph 675  | 1:06.581 | 9  | 9    | 3.583  | 0.395 | 75.15 |
| 5   | 56  | OP6 | 5 Stuart REECE       | Kawasaki 600 | 1:08.644 | 7  | 9    | 5.646  | 2.063 | 72.89 |
| 6   | 142 | OP6 | 6 John BOLSOVER      | Triumph 675  | 1:08.783 | 9  | 9    | 5.785  | 0.139 | 72.75 |
| 7   | 241 | OP6 | 7 Russell BROOK      | Yamaha 600   | 1:08.964 | 7  | 9    | 5.966  | 0.181 | 72.55 |
| 8   | 626 | OP6 | 8 Jamie HORNER       | Kawasaki 600 | 1:09.458 | 8  | 8    | 6.460  | 0.494 | 72.04 |
| 9   | 29  | OP6 | 9 David IBBOTSON     | Honda 600    | 1:09.480 | 7  | 8    | 6.482  | 0.022 | 72.02 |
| 10  | 134 | OP6 | 10 Jed BIRD          | Kawasaki 600 | 1:09.577 | 1  | 1    | 6.579  | 0.097 | 71.92 |
| 11  | 146 | OP6 | 11 Thomas GOLDTHORPE | Triumph 675  | 1:09.985 | 4  | 6    | 6.987  | 0.408 | 71.50 |
| 12  | 617 | OP6 | 12 Martin ROBBINS    | Honda 600    | 1:10.690 | 3  | 4    | 7.692  | 0.705 | 70.78 |
| 13  | 131 | NP  | 1 Robert TAYLOR      | Suzuki 650   | 1:11.506 | 6  | 8    | 8.508  | 0.816 | 69.98 |
| 14  | 114 | OP6 | 13 Ricky MARTIN      | Kawasaki 600 | 1:11.869 | 6  | 8    | 8.871  | 0.363 | 69.62 |
| 15  | 99  | OP6 | 14 Amiee LEESON      | Yamaha 600   | 1:13.523 | 4  | 8    | 10.525 | 1.654 | 68.06 |
| 16  | 186 | OP6 | 15 Oliver DEAN       | Yamaha 600   | 1:13.659 | 4  | 7    | 10.661 | 0.136 | 67.93 |
| 17  | 213 | OP6 | 16 Jack PETRIE       | Kawasaki 600 | 1:16.314 | 2  | 2    | 13.316 | 2.655 | 65.57 |
| 18  | 199 | OP6 | 17 Jake MASON        | Yamaha 600   | 1:18.274 | 1  | 1    | 15.276 | 1.960 | 63.92 |
| 19  | 2   | OP6 | 18 Caleb SMITH       | Yamaha 600   | 1:18.679 | 2  | 2    | 15.681 | 0.405 | 63.60 |
| 20  | 181 | OP6 | 19 Jodie FIELDHOUSE  | Ariane2 600  | 1:25.278 | 5  | 6    | 22.280 | 6.599 | 58.67 |
| 21  | 303 | OP6 | 20 Stuart BELL       | Suzuki 600   | 1:26.771 | 5  | 7    | 23.773 | 1.493 | 57.66 |
| 22  | 71  | OP6 | 21 Robin KING        | Kawasaki 600 | 1:32.420 | 2  | 3    | 29.422 | 5.649 | 54.14 |
| 23  | 3   | OP6 | 22 Jodie SHANN       | Suzuki 600   |          |    | 0    |        |       |       |

Weather / Track : Drizzle / Damp

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

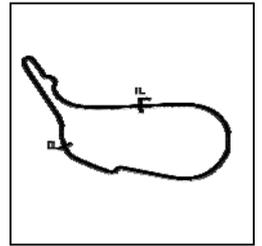
Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:16 Flag 11:26 End: 11:28

Printed - 12:26 Monday, 03 May 2021



# Tamworth Yamaha Open 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 80 OP6 Harry JACKSON   |               | Kawasaki 600             |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:02.998 |               | BEST LAP TIME : 1:02.998 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 40.373        | 30.687                   | 1:11.060            | 70.41              | 8.062 | 11:17:39.689        |
| 2 -                       | 37.728        | 29.448                   | 1:07.176            | 74.49              | 4.178 | 11:18:46.865        |
| 3 -                       | 36.989        | 30.041                   | 1:07.030            | 74.65              | 4.032 | 11:19:53.895        |
| 4 -                       | 36.277        | 28.779                   | 1:05.056 (3)        | 76.91              | 2.058 | 11:20:58.951        |
| 5 -                       | 35.851        | 29.232                   | 1:05.083            | 76.88              | 2.085 | 11:22:04.034        |
| 6 -                       | 35.007        | 29.465                   | 1:04.472 (2)        | 77.61              | 1.474 | 11:23:08.506        |
| 7 -                       | 36.435        | 31.480                   | 1:07.915            | 73.68              | 4.917 | 11:24:16.421        |
| 8 -                       | <b>34.964</b> | <b>28.034</b>            | <b>1:02.998 (1)</b> | <b>79.43</b>       |       | <b>11:25:19.419</b> |

| P2 91 OP6 Joe HIGHAM      |               | Triumph 675              |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.359 |               | BEST LAP TIME : 1:03.942 |                     | DIFFERENCE : 0.583 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 42.689        | 30.616                   | 1:13.305            | 68.26              | 9.363 | 11:17:57.451        |
| 2 -                       | 38.353        | 29.279                   | 1:07.632            | 73.98              | 3.690 | 11:19:05.083        |
| 3 -                       | 36.207        | <b>28.367</b>            | 1:04.574 (3)        | 77.49              | 0.632 | 11:20:09.657        |
| 4 -                       | 38.676        | 29.225                   | 1:07.901            | 73.69              | 3.959 | 11:21:17.558        |
| 5 -                       | 35.428        | 28.514                   | <b>1:03.942 (1)</b> | <b>78.25</b>       |       | <b>11:22:21.500</b> |
| 6 -                       | <b>34.992</b> | 28.956                   | 1:03.948 (2)        | 78.25              | 0.006 | 11:23:25.448        |
| 7 -                       | 36.209        | 30.248                   | 1:06.457            | 75.29              | 2.515 | 11:24:31.905        |
| 8 -                       | 36.384        | 29.094                   | 1:05.478            | 76.42              | 1.536 | 11:25:37.383        |
| 9 -                       | 37.671        | 29.617                   | 1:07.288            | 74.36              | 3.346 | 11:26:44.671        |

| P3 212 OP6 Peter WESTON   |               | Yamaha 600               |                     |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:05.851 |               | BEST LAP TIME : 1:06.186 |                     | DIFFERENCE : 0.335 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 44.770        | 33.345                   | 1:18.115            | 64.05              | 11.929 | 11:17:46.802        |
| 2 -                       | 39.261        | 30.546                   | 1:09.807            | 71.68              | 3.621  | 11:18:56.609        |
| 3 -                       | 37.695        | 30.272                   | 1:07.967            | 73.62              | 1.781  | 11:20:04.576        |
| 4 -                       | 40.940        | 29.465                   | 1:10.405            | 71.07              | 4.219  | 11:21:14.981        |
| 5 -                       | 37.312        | <b>29.082</b>            | 1:06.394 (3)        | 75.36              | 0.208  | 11:22:21.375        |
| 6 -                       | <b>36.769</b> | 29.417                   | <b>1:06.186 (1)</b> | <b>75.60</b>       |        | <b>11:23:27.561</b> |
| 7 -                       | 37.525        | 29.778                   | 1:07.303            | 74.35              | 1.117  | 11:24:34.864        |
| 8 -                       | 36.821        | 30.415                   | 1:07.236            | 74.42              | 1.050  | 11:25:42.100        |
| 9 -                       | 36.810        | 29.557                   | 1:06.367 (2)        | 75.39              | 0.181  | 11:26:48.467        |

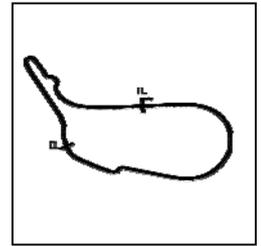
| P4 313 OP6 Douglas EDMONDSON |               | Triumph 675              |                     |                    |        |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.581    |               | BEST LAP TIME : 1:06.581 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                          | 44.450        | 34.863                   | 1:19.313            | 63.09              | 12.732 | 11:17:53.415        |
| 2 -                          | 41.878        | 31.960                   | 1:13.838            | 67.77              | 7.257  | 11:19:07.253        |
| 3 -                          | 40.774        | 31.371                   | 1:12.145            | 69.36              | 5.564  | 11:20:19.398        |
| 4 -                          | 40.175        | 32.277                   | 1:12.452            | 69.06              | 5.871  | 11:21:31.850        |
| 5 -                          | 40.160        | 30.287                   | 1:10.447            | 71.03              | 3.866  | 11:22:42.297        |
| 6 -                          | 38.697        | 30.934                   | 1:09.631            | 71.86              | 3.050  | 11:23:51.928        |
| 7 -                          | 37.746        | 29.693                   | 1:07.439 (3)        | 74.20              | 0.858  | 11:24:59.367        |
| 8 -                          | 37.711        | 29.368                   | 1:07.079 (2)        | 74.59              | 0.498  | 11:26:06.446        |
| 9 -                          | <b>37.368</b> | <b>29.213</b>            | <b>1:06.581 (1)</b> | <b>75.15</b>       |        | <b>11:27:13.027</b> |

Weather / Track : Drizzle / Damp

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 11:16 Flag 11:26 End: 11:28

# Tamworth Yamaha Open 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

| P5 56 OP6                 |               | Stuart REECE             |                     | Kawasaki 600       |        |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:08.634 |               | BEST LAP TIME : 1:08.644 |                     | DIFFERENCE : 0.010 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 45.194        | 34.857                   | 1:20.051            | 62.51              | 11.407 | 11:17:50.843        |  |
| 2 -                       | 42.302        | 32.155                   | 1:14.457            | 67.20              | 5.813  | 11:19:05.300        |  |
| 3 -                       | 40.489        | 31.466                   | 1:11.955            | 69.54              | 3.311  | 11:20:17.255        |  |
| 4 -                       | 42.082        | 31.826                   | 1:13.908            | 67.70              | 5.264  | 11:21:31.163        |  |
| 5 -                       | 40.354        | 29.910                   | 1:10.264 (2)        | 71.21              | 1.620  | 11:22:41.427        |  |
| 6 -                       | <b>39.036</b> | 32.590                   | 1:11.626            | 69.86              | 2.982  | 11:23:53.053        |  |
| 7 -                       | 39.046        | <b>29.598</b>            | <b>1:08.644 (1)</b> | <b>72.89</b>       |        | <b>11:25:01.697</b> |  |
| 8 -                       | 41.855        | 31.581                   | 1:13.436            | 68.14              | 4.792  | 11:26:15.133        |  |
| 9 -                       | 39.807        | 30.868                   | 1:10.675 (3)        | 70.80              | 2.031  | 11:27:25.808        |  |

| P6 142 OP6                |               | John BOLSOVER            |                     | Triumph 675        |        |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:08.617 |               | BEST LAP TIME : 1:08.783 |                     | DIFFERENCE : 0.166 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 46.937        | 36.251                   | 1:23.188            | 60.15              | 14.405 | 11:18:04.066        |  |
| 2 -                       | 42.773        | 32.877                   | 1:15.650            | 66.14              | 6.867  | 11:19:19.716        |  |
| 3 -                       | 39.569        | 31.982                   | 1:11.551            | 69.93              | 2.768  | 11:20:31.267        |  |
| 4 -                       | 38.837        | 30.819                   | 1:09.656            | 71.83              | 0.873  | 11:21:40.923        |  |
| 5 -                       | 38.826        | 32.550                   | 1:11.376            | 70.10              | 2.593  | 11:22:52.299        |  |
| 6 -                       | 38.191        | 31.030                   | 1:09.221 (2)        | 72.29              | 0.438  | 11:24:01.520        |  |
| 7 -                       | 38.640        | <b>30.642</b>            | 1:09.282 (3)        | 72.22              | 0.499  | 11:25:10.802        |  |
| 8 -                       | 38.081        | 31.230                   | 1:09.311            | 72.19              | 0.528  | 11:26:20.113        |  |
| 9 -                       | <b>37.975</b> | 30.808                   | <b>1:08.783 (1)</b> | <b>72.75</b>       |        | <b>11:27:28.896</b> |  |

| P7 241 OP6                |               | Russell BROOK            |                     | Yamaha 600         |       |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:08.771 |               | BEST LAP TIME : 1:08.964 |                     | DIFFERENCE : 0.193 |       |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                       | 44.392        | 33.250                   | 1:17.642            | 64.44              | 8.678 | 11:17:45.844        |  |
| 2 -                       | 40.776        | 31.283                   | 1:12.059            | 69.44              | 3.095 | 11:18:57.903        |  |
| 3 -                       | 40.009        | 31.634                   | 1:11.643            | 69.84              | 2.679 | 11:20:09.546        |  |
| 4 -                       | 39.475        | 32.562                   | 1:12.037            | 69.46              | 3.073 | 11:21:21.583        |  |
| 5 -                       | 38.265        | 30.902                   | 1:09.167 (2)        | 72.34              | 0.203 | 11:22:30.750        |  |
| 6 -                       | 38.450        | 31.026                   | 1:09.476 (3)        | 72.02              | 0.512 | 11:23:40.226        |  |
| 7 -                       | 38.317        | <b>30.647</b>            | <b>1:08.964 (1)</b> | <b>72.55</b>       |       | <b>11:24:49.190</b> |  |
| 8 -                       | 38.529        | 31.418                   | 1:09.947            | 71.54              | 0.983 | 11:25:59.137        |  |
| 9 -                       | <b>38.124</b> | 31.814                   | 1:09.938            | 71.54              | 0.974 | 11:27:09.075        |  |

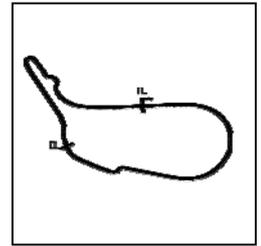
| P8 626 OP6                |               | Jamie HORNER             |                     | Kawasaki 600       |        |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:09.215 |               | BEST LAP TIME : 1:09.458 |                     | DIFFERENCE : 0.243 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 45.904        | 34.771                   | 1:20.675            | 62.02              | 11.217 | 11:17:56.316        |  |
| 2 -                       | 43.300        | 34.173                   | 1:17.473            | 64.59              | 8.015  | 11:19:13.789        |  |
| 3 -                       | 40.496        | 31.915                   | 1:12.411            | 69.10              | 2.953  | 11:20:26.200        |  |
| 4 -                       | 40.227        | 31.727                   | 1:11.954 (3)        | 69.54              | 2.496  | 11:21:38.154        |  |
| 5 -                       | 41.065        | 33.779                   | 1:14.844            | 66.85              | 5.386  | 11:22:52.998        |  |
| 6 -                       | 40.618        | 32.141                   | 1:12.759            | 68.77              | 3.301  | 11:24:05.757        |  |
| 7 -                       | 39.276        | <b>30.943</b>            | 1:10.219 (2)        | 71.26              | 0.761  | 11:25:15.976        |  |
| 8 -                       | <b>38.272</b> | 31.186                   | <b>1:09.458 (1)</b> | <b>72.04</b>       |        | <b>11:26:25.434</b> |  |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:16 Flag 11:26 End: 11:28

# Tamworth Yamaha Open 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

| P9 29 OP6 David IBBOTSON  |               | Honda 600                |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.916 |               | BEST LAP TIME : 1:09.480 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.564       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | 47.899        | 35.438                   | 1:23.337            | 60.04        | 13.857 | 11:18:06.031        |
| 2 -                       | 42.704        | 33.572                   | 1:16.276            | 65.60        | 6.796  | 11:19:22.307        |
| 3 -                       | 40.616        | 32.672                   | 1:13.288            | 68.27        | 3.808  | 11:20:35.595        |
| 4 -                       | 39.290        | <b>30.802</b>            | 1:10.092 (3)        | 71.39        | 0.612  | 11:21:45.687        |
| 5 -                       | 39.784        | 31.469                   | 1:11.253            | 70.22        | 1.773  | 11:22:56.940        |
| 6 -                       | 39.204        | 31.311                   | 1:10.515            | 70.96        | 1.035  | 11:24:07.455        |
| 7 -                       | 38.329        | 31.151                   | <b>1:09.480 (1)</b> | <b>72.02</b> |        | <b>11:25:16.935</b> |
| 8 -                       | <b>38.114</b> | 31.592                   | 1:09.706 (2)        | 71.78        | 0.226  | 11:26:26.641        |

| P10 134 OP6 Jed BIRD      |               | Kawasaki 600             |                     |              |      |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|------|---------------------|
| IDEAL LAP TIME : 1:09.577 |               | BEST LAP TIME : 1:09.577 |                     |              |      |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |      |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -                       | <b>38.767</b> | <b>30.810</b>            | <b>1:09.577 (1)</b> | <b>71.92</b> |      | <b>11:21:44.864</b> |

| P11 146 OP6 Thomas GOLDTHORPE |               | Triumph 675              |                     |              |       |                     |
|-------------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.232     |               | BEST LAP TIME : 1:09.985 |                     |              |       |                     |
|                               |               | DIFFERENCE : 0.753       |                     |              |       |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                           | 43.777        | 34.202                   | 1:17.979            | 64.17        | 7.994 | 11:18:18.729        |
| 2 -                           | 40.652        | 31.480                   | 1:12.132            | 69.37        | 2.147 | 11:19:30.861        |
| 3 -                           | 40.381        | 30.957                   | 1:11.338 (3)        | 70.14        | 1.353 | 11:20:42.199        |
| 4 -                           | 39.194        | <b>30.791</b>            | <b>1:09.985 (1)</b> | <b>71.50</b> |       | <b>11:21:52.184</b> |
| 5 -                           | <b>38.441</b> | 33.822                   | 1:12.263            | 69.24        | 2.278 | 11:23:04.447        |
| 6 -                           | 39.511        | 31.490                   | 1:11.001 (2)        | 70.47        | 1.016 | 11:24:15.448        |

| P12 617 OP6 Martin ROBBINS |               | Honda 600                |                     |              |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.671  |               | BEST LAP TIME : 1:10.690 |                     |              |       |                     |
|                            |               | DIFFERENCE : 0.019       |                     |              |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                        | 40.506        | 32.926                   | 1:13.432 (3)        | 68.14        | 2.742 | 11:23:21.118        |
| 2 -                        | 39.911        | 34.722                   | 1:14.633            | 67.04        | 3.943 | 11:24:35.751        |
| 3 -                        | <b>38.359</b> | 32.331                   | <b>1:10.690 (1)</b> | <b>70.78</b> |       | <b>11:25:46.441</b> |
| 4 -                        | 40.842        | <b>32.312</b>            | 1:13.154 (2)        | 68.40        | 2.464 | 11:26:59.595        |

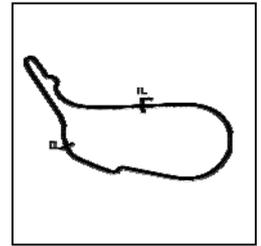
| P13 131 NP Robert TAYLOR  |               | Suzuki 650               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.881 |               | BEST LAP TIME : 1:11.506 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.625       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 46.248        | 34.333                   | 1:20.581            | 62.09        | 9.075 | 11:17:58.687        |
| 2 -                       | 41.602        | 32.321                   | 1:13.923            | 67.69        | 2.417 | 11:19:12.610        |
| 3 -                       | 39.973        | 31.692                   | 1:11.665 (2)        | 69.82        | 0.159 | 11:20:24.275        |
| 4 -                       | 41.268        | <b>30.956</b>            | 1:12.224            | 69.28        | 0.718 | 11:21:36.499        |
| 5 -                       | 40.435        | 31.297                   | 1:11.732            | 69.76        | 0.226 | 11:22:48.231        |
| 6 -                       | <b>39.925</b> | 31.581                   | <b>1:11.506 (1)</b> | <b>69.98</b> |       | <b>11:23:59.737</b> |
| 7 -                       | 40.043        | 31.786                   | 1:11.829            | 69.66        | 0.323 | 11:25:11.566        |
| 8 -                       | 40.635        | 31.049                   | 1:11.684 (3)        | 69.80        | 0.178 | 11:26:23.250        |

Weather / Track : Drizzle / Damp

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 11:16 Flag 11:26 End: 11:28

# Tamworth Yamaha Open 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

| P14 114 OP6 Ricky MARTIN  |               |                          | Kawasaki 600        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.258 |               | BEST LAP TIME : 1:11.869 |                     | DIFFERENCE : 0.611 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 47.801        | 34.494                   | 1:22.295            | 60.80              | 10.426 | 11:18:11.707        |
| 2 -                       | 43.642        | 33.996                   | 1:17.638            | 64.45              | 5.769  | 11:19:29.345        |
| 3 -                       | 42.193        | 31.846                   | 1:14.039            | 67.58              | 2.170  | 11:20:43.384        |
| 4 -                       | 40.757        | <b>31.700</b>            | 1:12.457 (2)        | 69.06              | 0.588  | 11:21:55.841        |
| 5 -                       | 40.140        | 32.566                   | 1:12.706 (3)        | 68.82              | 0.837  | 11:23:08.547        |
| 6 -                       | <b>39.558</b> | 32.311                   | <b>1:11.869 (1)</b> | <b>69.62</b>       |        | <b>11:24:20.416</b> |
| 7 -                       | 41.262        | 32.317                   | 1:13.579            | 68.00              | 1.710  | 11:25:33.995        |
| 8 -                       | 41.409        | 32.040                   | 1:13.449            | 68.12              | 1.580  | 11:26:47.444        |

| P15 99 OP6 Amiee LEESON   |               |                          | Yamaha 600          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:12.746 |               | BEST LAP TIME : 1:13.523 |                     | DIFFERENCE : 0.777 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 46.818        | 35.466                   | 1:22.284            | 60.81              | 8.761 | 11:18:04.992        |
| 2 -                       | 43.092        | 33.674                   | 1:16.766            | 65.18              | 3.243 | 11:19:21.758        |
| 3 -                       | 41.034        | 33.156                   | 1:14.190 (3)        | 67.44              | 0.667 | 11:20:35.948        |
| 4 -                       | 40.806        | 32.717                   | <b>1:13.523 (1)</b> | <b>68.06</b>       |       | <b>11:21:49.471</b> |
| 5 -                       | <b>40.439</b> | 34.116                   | 1:14.555            | 67.11              | 1.032 | 11:23:04.026        |
| 6 -                       | 41.355        | 33.381                   | 1:14.736            | 66.95              | 1.213 | 11:24:18.762        |
| 7 -                       | 42.553        | <b>32.307</b>            | 1:14.860            | 66.84              | 1.337 | 11:25:33.622        |
| 8 -                       | 40.906        | 32.652                   | 1:13.558 (2)        | 68.02              | 0.035 | 11:26:47.180        |

| P16 186 OP6 Oliver DEAN   |               |                          | Yamaha 600          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.659 |               | BEST LAP TIME : 1:13.659 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 43.970        | 37.316                   | 1:21.286            | 61.56              | 7.627 | 11:17:55.047        |
| 2 -                       | 43.108        | 33.732                   | 1:16.840            | 65.12              | 3.181 | 11:19:11.887        |
| 3 -                       | 44.338        | 33.306                   | 1:17.644            | 64.44              | 3.985 | 11:20:29.531        |
| 4 -                       | <b>41.644</b> | <b>32.015</b>            | <b>1:13.659 (1)</b> | <b>67.93</b>       |       | <b>11:21:43.190</b> |
| 5 -                       | 43.033        | 33.784                   | 1:16.817 (3)        | 65.14              | 3.158 | 11:23:00.007        |
| 6 -                       | 42.339        | 35.704                   | 1:18.043            | 64.11              | 4.384 | 11:24:18.050        |
| 7 -                       | 42.112        | 32.874                   | 1:14.986 (2)        | 66.73              | 1.327 | 11:25:33.036        |

| P17 213 OP6 Jack PETRIE   |               |                          | Kawasaki 600        |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:16.314 |               | BEST LAP TIME : 1:16.314 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 43.289        | 35.081                   | 1:18.370 (2)        | 63.85              | 2.056 | 11:26:18.407        |
| 2 -                       | <b>41.389</b> | <b>34.925</b>            | <b>1:16.314 (1)</b> | <b>65.57</b>       |       | <b>11:27:34.721</b> |

| P18 199 OP6 Jake MASON    |               |                          | Yamaha 600          |                    |      |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|------|---------------------|
| IDEAL LAP TIME : 1:18.274 |               | BEST LAP TIME : 1:18.274 |                     | DIFFERENCE : 0.000 |      |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF | TIME OF DAY         |
| 1 -                       | <b>44.543</b> | <b>33.731</b>            | <b>1:18.274 (1)</b> | <b>63.92</b>       |      | <b>11:27:04.787</b> |

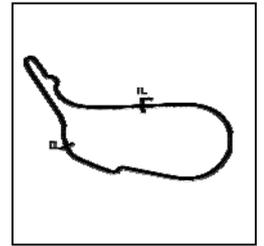
| P19 2 OP6 Caleb SMITH     |               |                          | Yamaha 600          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:18.679 |               | BEST LAP TIME : 1:18.679 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 48.815        | 36.442                   | 1:25.257 (2)        | 58.69              | 6.578 | 11:18:03.429        |
| 2 -                       | <b>45.098</b> | <b>33.581</b>            | <b>1:18.679 (1)</b> | <b>63.60</b>       |       | <b>11:19:22.108</b> |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:16 Flag 11:26 End: 11:28

# Tamworth Yamaha Open 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

| P20 181 OP6 Jodie FIELDHOUSE |               | Ariane2 600              |                     |              |        |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:24.560    |               | BEST LAP TIME : 1:25.278 |                     |              |        |                     |
|                              |               | DIFFERENCE : 0.718       |                     |              |        |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                          | 58.161        | 40.102                   | 1:38.263            | 50.92        | 12.985 | 11:18:29.097        |
| 2 -                          | 52.342        | 37.485                   | 1:29.827            | 55.70        | 4.549  | 11:19:58.924        |
| 3 -                          | 50.657        | 37.059                   | 1:27.716            | 57.04        | 2.438  | 11:21:26.640        |
| 4 -                          | 49.309        | <b>36.439</b>            | 1:25.748 (2)        | 58.35        | 0.470  | 11:22:52.388        |
| 5 -                          | <b>48.121</b> | 37.157                   | <b>1:25.278 (1)</b> | <b>58.67</b> |        | <b>11:24:17.666</b> |
| 6 -                          | 49.079        | 37.682                   | 1:26.761 (3)        | 57.67        | 1.483  | 11:25:44.427        |

| P21 303 OP6 Stuart BELL   |               | Suzuki 600               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.118 |               | BEST LAP TIME : 1:26.771 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.653       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 53.633        | 41.543                   | 1:35.176            | 52.57        | 8.405 | 11:18:40.374        |
| 2 -                       | 49.825        | 39.605                   | 1:29.430            | 55.95        | 2.659 | 11:20:09.804        |
| 3 -                       | 49.140        | <b>37.902</b>            | 1:27.042 (2)        | 57.48        | 0.271 | 11:21:36.846        |
| 4 -                       | 51.163        | 41.856                   | 1:33.019            | 53.79        | 6.248 | 11:23:09.865        |
| 5 -                       | <b>48.216</b> | 38.555                   | <b>1:26.771 (1)</b> | <b>57.66</b> |       | <b>11:24:36.636</b> |
| 6 -                       | 48.286        | 40.869                   | 1:29.155 (3)        | 56.12        | 2.384 | 11:26:05.791        |
| 7 -                       | 48.943        | 40.356                   | 1:29.299            | 56.03        | 2.528 | 11:27:35.090        |

| P22 71 OP6 Robin KING     |               | Kawasaki 600             |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:29.193 |               | BEST LAP TIME : 1:32.420 |                     |              |       |                     |
|                           |               | DIFFERENCE : 3.227       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | 54.719        | <b>39.278</b>            | 1:33.997 (2)        | 53.23        | 1.577 | 11:18:19.376        |
| 2 -                       | <b>49.915</b> | 42.505                   | <b>1:32.420 (1)</b> | <b>54.14</b> |       | <b>11:19:51.796</b> |
| 3 -                       | 56.570        | 44.242                   | 1:40.812 (3)        | 49.63        | 8.392 | 11:21:32.608        |

Weather / Track : Drizzle / Damp

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 11:16 Flag 11:26 End: 11:28

# Marine Fabrications & DJ Emanuele Open 500

## Qualifying - CLASSIFICATION

| POS | NO  | NAME                 | ENTRY        | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|-----|----------------------|--------------|----------|----|------|--------|-------|-------|
| 1   | 13  | Richard BLUNT        | Honda 500    | 1:06.273 | 6  | 9    |        |       | 75.50 |
| 2   | 78  | Roger NEEP           | Honda 500    | 1:06.749 | 6  | 9    | 0.476  | 0.476 | 74.96 |
| 3   | 42  | Steve MOODY          | Suzuki 400   | 1:07.334 | 9  | 9    | 1.061  | 0.585 | 74.31 |
| 4   | 461 | Richard FRANKS       | Honda 500    | 1:07.513 | 6  | 6    | 1.240  | 0.179 | 74.11 |
| 5   | 113 | Steven KILPIN        | Honda 500    | 1:07.804 | 9  | 9    | 1.531  | 0.291 | 73.80 |
| 6   | 65  | Jamie PAGE           | Honda 500    | 1:07.811 | 2  | 5    | 1.538  | 0.007 | 73.79 |
| 7   | 10  | Martin GIBSON        | Honda 500    | 1:08.325 | 6  | 8    | 2.052  | 0.514 | 73.23 |
| 8   | 9   | Ellis HADLEY         | Honda 500    | 1:08.616 | 6  | 8    | 2.343  | 0.291 | 72.92 |
| 9   | 11  | Sam HAILSTONE        | Honda 500    | 1:08.859 | 9  | 9    | 2.586  | 0.243 | 72.67 |
| 10  | 101 | Tony BRABAZON        | Kawasaki 400 | 1:09.004 | 6  | 8    | 2.731  | 0.145 | 72.51 |
| 11  | 34  | Craig REILLY         | Honda 500    | 1:09.395 | 6  | 8    | 3.122  | 0.391 | 72.10 |
| 12  | 274 | Wayne SUTTON         | Honda 500    | 1:09.602 | 7  | 8    | 3.329  | 0.207 | 71.89 |
| 13  | 285 | Terry ALLSOPP        | Honda 500    | 1:09.900 | 8  | 8    | 3.627  | 0.298 | 71.58 |
| 14  | 117 | Ben JENNISON         | Honda 500    | 1:10.783 | 8  | 8    | 4.510  | 0.883 | 70.69 |
| 15  | 181 | David DEGROOT        | Honda 500    | 1:11.290 | 7  | 8    | 5.017  | 0.507 | 70.19 |
| 16  | 286 | John CHAMBERS        | Honda 500    | 1:11.479 | 6  | 8    | 5.206  | 0.189 | 70.00 |
| 17  | 84  | Ashley GOUGH         | Honda 500    | 1:11.607 | 5  | 5    | 5.334  | 0.128 | 69.88 |
| 18  | 4   | Craig BASFORD        | Honda 500    | 1:12.139 | 8  | 8    | 5.866  | 0.532 | 69.36 |
| 19  | 333 | Sam PALFREYMAN       | Honda 500    | 1:12.595 | 6  | 8    | 6.322  | 0.456 | 68.93 |
| 20  | 26  | Scott WALKER         | Honda 500    | 1:13.072 | 3  | 3    | 6.799  | 0.477 | 68.48 |
| 21  | 67  | Lee THRELLFALL       | Honda 500    | 1:13.174 | 4  | 4    | 6.901  | 0.102 | 68.38 |
| 22  | 175 | Aaron LILLY          | Honda 500    | 1:16.637 | 6  | 8    | 10.364 | 3.463 | 65.29 |
| 23  | 181 | Holly REEVES         | Kawasaki 300 | 1:21.866 | 5  | 7    | 15.593 | 5.229 | 61.12 |
| 24  | 342 | Elaine MOODY         | Yamaha 300   | 1:22.131 | 4  | 6    | 15.858 | 0.265 | 60.92 |
| 25  | 39  | Tom WALL             | Honda 500    | 1:24.985 | 2  | 2    | 18.712 | 2.854 | 58.88 |
| 26  | 79  | Reuben RHODES-LEADER | Honda 500    | 1:29.801 | 1  | 1    | 23.528 | 4.816 | 55.72 |
| 27  | 72  | Thomas BRADSHAW      | Honda 400    | 1:37.060 | 1  | 1    | 30.787 | 7.259 | 51.55 |

#26, #65, #67 - No Working Transponder

Weather / Track : Drizzle / Damp

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

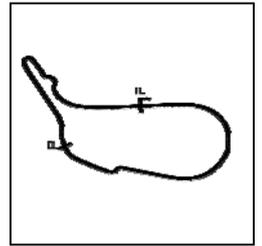
Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:31 Flag 11:41 End: 11:42

Printed - 12:27 Monday, 03 May 2021



# Marine Fabrications & DJ Emanuele Open 500

## 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 OP5 Richard BLUNT   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.273 |               | BEST LAP TIME : 1:06.273 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 47.391        | 34.942                   | 1:22.333            | 60.77              | 16.060 | 11:32:48.735        |
| 2 -                       | 42.067        | 31.377                   | 1:13.444            | 68.13              | 7.171  | 11:34:02.179        |
| 3 -                       | 39.213        | 30.938                   | 1:10.151            | 71.33              | 3.878  | 11:35:12.330        |
| 4 -                       | 38.837        | 30.070                   | 1:08.907            | 72.62              | 2.634  | 11:36:21.237        |
| 5 -                       | 37.998        | 29.758                   | 1:07.756            | 73.85              | 1.483  | 11:37:28.993        |
| 6 -                       | <b>37.023</b> | <b>29.250</b>            | <b>1:06.273 (1)</b> | <b>75.50</b>       |        | <b>11:38:35.266</b> |
| 7 -                       | 38.091        | 29.328                   | 1:07.419            | 74.22              | 1.146  | 11:39:42.685        |
| 8 -                       | 37.412        | 29.269                   | 1:06.681 (3)        | 75.04              | 0.408  | 11:40:49.366        |
| 9 -                       | 37.175        | 29.314                   | 1:06.489 (2)        | 75.26              | 0.216  | 11:41:55.855        |

| P2 78 OP5 Roger NEEP      |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.543 |               | BEST LAP TIME : 1:06.749 |                     | DIFFERENCE : 0.206 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 45.657        | 32.267                   | 1:17.924            | 64.21              | 11.175 | 11:32:54.917        |
| 2 -                       | 39.312        | 29.763                   | 1:09.075            | 72.44              | 2.326  | 11:34:03.992        |
| 3 -                       | 38.040        | 30.550                   | 1:08.590            | 72.95              | 1.841  | 11:35:12.582        |
| 4 -                       | 38.092        | 29.479                   | 1:07.571 (3)        | 74.05              | 0.822  | 11:36:20.153        |
| 5 -                       | 37.815        | 30.144                   | 1:07.959            | 73.63              | 1.210  | 11:37:28.112        |
| 6 -                       | 37.322        | <b>29.427</b>            | <b>1:06.749 (1)</b> | <b>74.96</b>       |        | <b>11:38:34.861</b> |
| 7 -                       | 38.817        | 29.836                   | 1:08.653            | 72.88              | 1.904  | 11:39:43.514        |
| 8 -                       | <b>37.116</b> | 29.714                   | 1:06.830 (2)        | 74.87              | 0.081  | 11:40:50.344        |
| 9 -                       | 37.409        | 31.288                   | 1:08.697            | 72.84              | 1.948  | 11:41:59.041        |

| P3 42 OP5 Steve MOODY     |               |                          | Suzuki 400          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:07.334 |               | BEST LAP TIME : 1:07.334 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 46.630        | 34.926                   | 1:21.556            | 61.35              | 14.222 | 11:33:07.597        |
| 2 -                       | 40.445        | 31.709                   | 1:12.154            | 69.35              | 4.820  | 11:34:19.751        |
| 3 -                       | 38.291        | 32.498                   | 1:10.789            | 70.68              | 3.455  | 11:35:30.540        |
| 4 -                       | 38.234        | 31.010                   | 1:09.244            | 72.26              | 1.910  | 11:36:39.784        |
| 5 -                       | 37.925        | 29.934                   | 1:07.859 (3)        | 73.74              | 0.525  | 11:37:47.643        |
| 6 -                       | 37.742        | 29.796                   | 1:07.538 (2)        | 74.09              | 0.204  | 11:38:55.181        |
| 7 -                       | 37.858        | 30.026                   | 1:07.884            | 73.71              | 0.550  | 11:40:03.065        |
| 8 -                       | 37.965        | 30.381                   | 1:08.346            | 73.21              | 1.012  | 11:41:11.411        |
| 9 -                       | <b>37.556</b> | <b>29.778</b>            | <b>1:07.334 (1)</b> | <b>74.31</b>       |        | <b>11:42:18.745</b> |

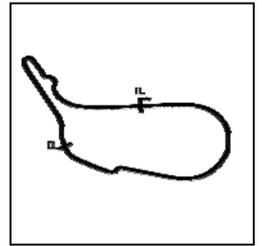
| P4 461 OP5 Richard FRANKS |          |                          | Honda 500           |                    |       |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.017 |          | BEST LAP TIME : 1:07.513 |                     | DIFFERENCE : 0.496 |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 44.669   | 31.405                   | 1:16.074            | 65.77              | 8.561 | 11:32:51.320        |
| 2 -                       | 39.747   | 31.297                   | 1:11.044            | 70.43              | 3.531 | 11:34:02.364        |
| 3 -                       | 39.923   | 31.446                   | 1:11.369            | 70.11              | 3.856 | 11:35:13.733        |
| 4 -                       | 37.807   | 30.126                   | 1:07.933 (3)        | 73.66              | 0.420 | 11:36:21.666        |
| 5 -                       | 37.945   | <b>29.702</b>            | 1:07.647 (2)        | 73.97              | 0.134 | 11:37:29.313        |
| 6 -                       | 37.764   | 29.749                   | <b>1:07.513 (1)</b> | <b>74.11</b>       |       | <b>11:38:36.826</b> |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:31 Flag 11:41 End: 11:42

# Marine Fabrications & DJ Emanuele Open 500

## 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

| P5 113 OP5 Steven KILPIN  |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:07.804 |               | BEST LAP TIME : 1:07.804 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 47.304        | 33.319                   | 1:20.623            | 62.06              | 12.819 | 11:32:54.646        |
| 2 -                       | 40.913        | 31.674                   | 1:12.587            | 68.93              | 4.783  | 11:34:07.233        |
| 3 -                       | 40.062        | 32.686                   | 1:12.748            | 68.78              | 4.944  | 11:35:19.981        |
| 4 -                       | 40.132        | 31.568                   | 1:11.700            | 69.79              | 3.896  | 11:36:31.681        |
| 5 -                       | 39.391        | 30.913                   | 1:10.304            | 71.17              | 2.500  | 11:37:41.985        |
| 6 -                       | 39.068        | 30.610                   | 1:09.678 (2)        | 71.81              | 1.874  | 11:38:51.663        |
| 7 -                       | 38.970        | 31.534                   | 1:10.504            | 70.97              | 2.700  | 11:40:02.167        |
| 8 -                       | 39.503        | 30.576                   | 1:10.079 (3)        | 71.40              | 2.275  | 11:41:12.246        |
| 9 -                       | <b>37.566</b> | <b>30.238</b>            | <b>1:07.804 (1)</b> | <b>73.80</b>       |        | <b>11:42:20.050</b> |

| P6 65 OP5 Jamie PAGE |          |                          | Honda 500           |              |       |                     |
|----------------------|----------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME :     |          | BEST LAP TIME : 1:07.811 |                     | DIFFERENCE : |       |                     |
| LAP                  | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                  |          |                          | 1:08.787            | 72.74        | 0.976 | 11:36:20.937        |
| 2 -                  |          |                          | <b>1:07.811 (1)</b> | <b>73.79</b> |       | <b>11:37:28.748</b> |
| 3 -                  |          |                          | 1:07.941 (2)        | 73.65        | 0.130 | 11:38:36.689        |
| 4 -                  |          |                          | 1:08.328 (3)        | 73.23        | 0.517 | 11:39:45.017        |
| 5 -                  |          |                          | 1:09.746            | 71.74        | 1.935 | 11:40:54.763        |

| P7 10 OP5 Martin GIBSON   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.325 |               | BEST LAP TIME : 1:08.325 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 45.332        | 35.699                   | 1:21.031            | 61.75              | 12.706 | 11:33:01.794        |
| 2 -                       | 40.802        | 31.493                   | 1:12.295            | 69.21              | 3.970  | 11:34:14.089        |
| 3 -                       | 39.444        | 32.817                   | 1:12.261            | 69.24              | 3.936  | 11:35:26.350        |
| 4 -                       | 38.706        | 31.470                   | 1:10.176            | 71.30              | 1.851  | 11:36:36.526        |
| 5 -                       | 38.513        | 31.448                   | 1:09.961            | 71.52              | 1.636  | 11:37:46.487        |
| 6 -                       | <b>37.582</b> | <b>30.743</b>            | <b>1:08.325 (1)</b> | <b>73.23</b>       |        | <b>11:38:54.812</b> |
| 7 -                       | 38.440        | 31.430                   | 1:09.870 (3)        | 71.61              | 1.545  | 11:40:04.682        |
| 8 -                       | 38.557        | 31.069                   | 1:09.626 (2)        | 71.87              | 1.301  | 11:41:14.308        |

| P8 9 OP5 Ellis HADLEY     |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.616 |               | BEST LAP TIME : 1:08.616 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 46.638        | 36.819                   | 1:23.457            | 59.95              | 14.841 | 11:33:02.381        |
| 2 -                       | 41.202        | 31.599                   | 1:12.801            | 68.73              | 4.185  | 11:34:15.182        |
| 3 -                       | 38.963        | 34.475                   | 1:13.438            | 68.13              | 4.822  | 11:35:28.620        |
| 4 -                       | 39.501        | 32.269                   | 1:11.770            | 69.72              | 3.154  | 11:36:40.390        |
| 5 -                       | 38.641        | 30.950                   | 1:09.591 (2)        | 71.90              | 0.975  | 11:37:49.981        |
| 6 -                       | <b>37.744</b> | <b>30.872</b>            | <b>1:08.616 (1)</b> | <b>72.92</b>       |        | <b>11:38:58.597</b> |
| 7 -                       | 37.962        | 32.864                   | 1:10.826            | 70.65              | 2.210  | 11:40:09.423        |
| 8 -                       | 38.199        | 31.658                   | 1:09.857 (3)        | 71.63              | 1.241  | 11:41:19.280        |

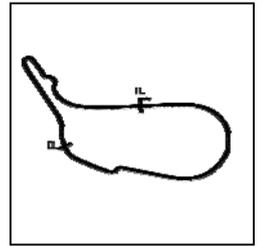
| P9 11 OP5 Sam HAILSTONE   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.859 |               | BEST LAP TIME : 1:08.859 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 46.490        | 35.123                   | 1:21.613            | 61.31              | 12.754 | 11:32:49.241        |
| 2 -                       | 42.446        | 31.923                   | 1:14.369            | 67.28              | 5.510  | 11:34:03.610        |
| 3 -                       | 39.324        | 31.919                   | 1:11.243            | 70.23              | 2.384  | 11:35:14.853        |
| 4 -                       | 38.562        | 32.796                   | 1:11.358            | 70.12              | 2.499  | 11:36:26.211        |
| 5 -                       | 39.537        | 31.286                   | 1:10.823 (2)        | 70.65              | 1.964  | 11:37:37.034        |
| 6 -                       | 39.596        | 33.940                   | 1:13.536            | 68.04              | 4.677  | 11:38:50.570        |
| 7 -                       | 39.476        | 31.927                   | 1:11.403            | 70.08              | 2.544  | 11:40:01.973        |
| 8 -                       | 40.319        | 30.866                   | 1:11.185 (3)        | 70.29              | 2.326  | 11:41:13.158        |
| 9 -                       | <b>38.311</b> | <b>30.548</b>            | <b>1:08.859 (1)</b> | <b>72.67</b>       |        | <b>11:42:22.017</b> |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:31 Flag 11:41 End: 11:42

# Marine Fabrications & DJ Emanuele Open 500

## 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

| P10 101 OP5 Tony BRABAZON |               |                          | Kawasaki 400        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.946 |               | BEST LAP TIME : 1:09.004 |                     | DIFFERENCE : 0.058 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 47.455        | 34.519                   | 1:21.974            | 61.04              | 12.970 | 11:32:57.083        |
| 2 -                       | 40.441        | 32.916                   | 1:13.357            | 68.21              | 4.353  | 11:34:10.440        |
| 3 -                       | 39.341        | 34.418                   | 1:13.759            | 67.84              | 4.755  | 11:35:24.199        |
| 4 -                       | 38.404        | 31.618                   | 1:10.022 (3)        | 71.46              | 1.018  | 11:36:34.221        |
| 5 -                       | 38.756        | 32.114                   | 1:10.870            | 70.60              | 1.866  | 11:37:45.091        |
| 6 -                       | <b>37.838</b> | 31.166                   | <b>1:09.004 (1)</b> | <b>72.51</b>       |        | <b>11:38:54.095</b> |
| 7 -                       | 38.705        | 31.494                   | 1:10.199            | 71.28              | 1.195  | 11:40:04.294        |
| 8 -                       | 38.760        | <b>31.108</b>            | 1:09.868 (2)        | 71.62              | 0.864  | 11:41:14.162        |

| P11 34 OP5 Craig REILLY   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.074 |               | BEST LAP TIME : 1:09.395 |                     | DIFFERENCE : 0.321 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 46.969        | 35.722                   | 1:22.691            | 60.51              | 13.296 | 11:32:51.161        |
| 2 -                       | 43.622        | 33.448                   | 1:17.070            | 64.92              | 7.675  | 11:34:08.231        |
| 3 -                       | 40.837        | 33.751                   | 1:14.588            | 67.08              | 5.193  | 11:35:22.819        |
| 4 -                       | 40.273        | 31.850                   | 1:12.123            | 69.38              | 2.728  | 11:36:34.942        |
| 5 -                       | 38.642        | 31.762                   | 1:10.404 (3)        | 71.07              | 1.009  | 11:37:45.346        |
| 6 -                       | <b>38.496</b> | 30.899                   | <b>1:09.395 (1)</b> | <b>72.10</b>       |        | <b>11:38:54.741</b> |
| 7 -                       | 39.624        | 31.112                   | 1:10.736            | 70.74              | 1.341  | 11:40:05.477        |
| 8 -                       | 38.863        | <b>30.578</b>            | 1:09.441 (2)        | 72.06              | 0.046  | 11:41:14.918        |

| P12 274 OP5 Wayne SUTTON  |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.478 |               | BEST LAP TIME : 1:09.602 |                     | DIFFERENCE : 0.124 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 43.855        | 35.983                   | 1:19.838            | 62.67              | 10.236 | 11:33:11.289        |
| 2 -                       | 44.702        | 34.478                   | 1:19.180            | 63.19              | 9.578  | 11:34:30.469        |
| 3 -                       | 40.725        | 33.695                   | 1:14.420            | 67.24              | 4.818  | 11:35:44.889        |
| 4 -                       | 40.170        | 31.690                   | 1:11.860            | 69.63              | 2.258  | 11:36:56.749        |
| 5 -                       | 40.028        | 31.798                   | 1:11.826            | 69.66              | 2.224  | 11:38:08.575        |
| 6 -                       | 39.461        | <b>30.916</b>            | 1:10.377 (3)        | 71.10              | 0.775  | 11:39:18.952        |
| 7 -                       | <b>38.562</b> | 31.040                   | <b>1:09.602 (1)</b> | <b>71.89</b>       |        | <b>11:40:28.554</b> |
| 8 -                       | 38.639        | 31.194                   | 1:09.833 (2)        | 71.65              | 0.231  | 11:41:38.387        |

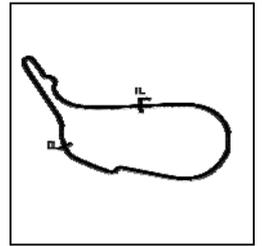
| P13 285 OP5 Terry ALLSOPP |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.345 |               | BEST LAP TIME : 1:09.900 |                     | DIFFERENCE : 0.555 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 48.295        | 36.666                   | 1:24.961            | 58.89              | 15.061 | 11:32:57.950        |
| 2 -                       | 41.024        | 33.003                   | 1:14.027            | 67.59              | 4.127  | 11:34:11.977        |
| 3 -                       | 39.906        | 34.058                   | 1:13.964            | 67.65              | 4.064  | 11:35:25.941        |
| 4 -                       | 38.919        | 31.478                   | 1:10.397 (3)        | 71.08              | 0.497  | 11:36:36.338        |
| 5 -                       | 38.427        | 31.955                   | 1:10.382 (2)        | 71.09              | 0.482  | 11:37:46.720        |
| 6 -                       | 39.596        | <b>31.198</b>            | 1:10.794            | 70.68              | 0.894  | 11:38:57.514        |
| 7 -                       | 38.794        | 32.882                   | 1:11.676            | 69.81              | 1.776  | 11:40:09.190        |
| 8 -                       | <b>38.147</b> | 31.753                   | <b>1:09.900 (1)</b> | <b>71.58</b>       |        | <b>11:41:19.090</b> |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:31 Flag 11:41 End: 11:42

# Marine Fabrications & DJ Emanuele Open 500

## 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

| P14 117 OP5 Ben JENNISON  |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.259 |               | BEST LAP TIME : 1:10.783 |                     | DIFFERENCE : 0.524 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 48.375        | 36.153                   | 1:24.528            | 59.19              | 13.745 | 11:32:58.415        |
| 2 -                       | 41.866        | 33.313                   | 1:15.179            | 66.56              | 4.396  | 11:34:13.594        |
| 3 -                       | 40.180        | 34.358                   | 1:14.538            | 67.13              | 3.755  | 11:35:28.132        |
| 4 -                       | 39.753        | 31.873                   | 1:11.626            | 69.86              | 0.843  | 11:36:39.758        |
| 5 -                       | 39.474        | 32.128                   | 1:11.602            | 69.88              | 0.819  | 11:37:51.360        |
| 6 -                       | 39.246        | 31.635                   | 1:10.881 (2)        | 70.59              | 0.098  | 11:39:02.241        |
| 7 -                       | <b>38.878</b> | 32.703                   | 1:11.581 (3)        | 69.90              | 0.798  | 11:40:13.822        |
| 8 -                       | 39.402        | <b>31.381</b>            | <b>1:10.783 (1)</b> | <b>70.69</b>       |        | <b>11:41:24.605</b> |

| P15 181 OP5 David DEGROOT |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.794 |               | BEST LAP TIME : 1:11.290 |                     | DIFFERENCE : 0.496 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 48.989        | 36.839                   | 1:25.828            | 58.30              | 14.538 | 11:33:08.271        |
| 2 -                       | 45.707        | 34.082                   | 1:19.789            | 62.71              | 8.499  | 11:34:28.060        |
| 3 -                       | 43.102        | 33.031                   | 1:16.133            | 65.72              | 4.843  | 11:35:44.193        |
| 4 -                       | 41.730        | 32.219                   | 1:13.949            | 67.66              | 2.659  | 11:36:58.142        |
| 5 -                       | 41.491        | 31.864                   | 1:13.355            | 68.21              | 2.065  | 11:38:11.497        |
| 6 -                       | 40.429        | 31.130                   | 1:11.559 (2)        | 69.92              | 0.269  | 11:39:23.056        |
| 7 -                       | 40.200        | <b>31.090</b>            | <b>1:11.290 (1)</b> | <b>70.19</b>       |        | <b>11:40:34.346</b> |
| 8 -                       | <b>39.704</b> | 32.051                   | 1:11.755 (3)        | 69.73              | 0.465  | 11:41:46.101        |

| P16 286 OP5 John CHAMBERS |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.441 |               | BEST LAP TIME : 1:11.479 |                     | DIFFERENCE : 0.038 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 48.133        | 41.096                   | 1:29.229            | 56.08              | 17.750 | 11:33:06.349        |
| 2 -                       | 44.932        | 34.595                   | 1:19.527            | 62.92              | 8.048  | 11:34:25.876        |
| 3 -                       | 42.400        | 33.997                   | 1:16.397            | 65.50              | 4.918  | 11:35:42.273        |
| 4 -                       | 41.319        | 33.012                   | 1:14.331            | 67.32              | 2.852  | 11:36:56.604        |
| 5 -                       | 40.993        | 32.228                   | 1:13.221 (3)        | 68.34              | 1.742  | 11:38:09.825        |
| 6 -                       | 39.704        | 31.775                   | <b>1:11.479 (1)</b> | <b>70.00</b>       |        | <b>11:39:21.304</b> |
| 7 -                       | 40.196        | <b>31.769</b>            | 1:11.965 (2)        | 69.53              | 0.486  | 11:40:33.269        |
| 8 -                       | <b>39.672</b> | 33.615                   | 1:13.287            | 68.27              | 1.808  | 11:41:46.556        |

| P17 84 OP5 Ashley GOUGH   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.607 |               | BEST LAP TIME : 1:11.607 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 47.530        | 36.288                   | 1:23.818            | 59.70              | 12.211 | 11:33:02.148        |
| 2 -                       | 43.297        | 33.023                   | 1:16.320            | 65.56              | 4.713  | 11:34:18.468        |
| 3 -                       | 40.518        | 34.161                   | 1:14.679 (3)        | 67.00              | 3.072  | 11:35:33.147        |
| 4 -                       | 40.319        | 33.318                   | 1:13.637 (2)        | 67.95              | 2.030  | 11:36:46.784        |
| 5 -                       | <b>39.389</b> | <b>32.218</b>            | <b>1:11.607 (1)</b> | <b>69.88</b>       |        | <b>11:37:58.391</b> |

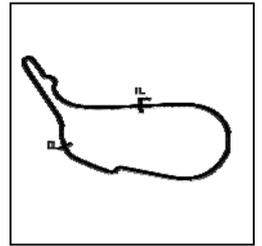
| P18 4 OP5 Craig BASFORD   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.675 |               | BEST LAP TIME : 1:12.139 |                     | DIFFERENCE : 0.464 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       | 46.600        | 37.168                   | 1:23.768            | 59.73              | 11.629 | 11:33:07.335        |
| 2 -                       | 44.150        | 34.586                   | 1:18.736            | 63.55              | 6.597  | 11:34:26.071        |
| 3 -                       | 41.464        | 32.719                   | 1:14.183            | 67.45              | 2.044  | 11:35:40.254        |
| 4 -                       | 41.571        | 32.645                   | 1:14.216            | 67.42              | 2.077  | 11:36:54.470        |
| 5 -                       | 40.966        | 32.288                   | 1:13.254            | 68.31              | 1.115  | 11:38:07.724        |
| 6 -                       | 40.751        | 32.259                   | 1:13.010 (3)        | 68.53              | 0.871  | 11:39:20.734        |
| 7 -                       | <b>39.831</b> | 32.374                   | 1:12.205 (2)        | 69.30              | 0.066  | 11:40:32.939        |
| 8 -                       | 40.295        | <b>31.844</b>            | <b>1:12.139 (1)</b> | <b>69.36</b>       |        | <b>11:41:45.078</b> |

Weather / Track : Drizzle / Damp

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:31 Flag 11:41 End: 11:42

# Marine Fabrications & DJ Emanuele Open 500

## 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 333 OP5               |               | Sam PALFREYMAN           |                     | Honda 500          |        |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:12.105 |               | BEST LAP TIME : 1:12.595 |                     | DIFFERENCE : 0.490 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 47.371        | 37.029                   | 1:24.400            | 59.28              | 11.805 | 11:33:05.898        |  |
| 2 -                       | 43.759        | 33.532                   | 1:17.291            | 64.74              | 4.696  | 11:34:23.189        |  |
| 3 -                       | 43.354        | 33.166                   | 1:16.520            | 65.39              | 3.925  | 11:35:39.709        |  |
| 4 -                       | 42.327        | 33.007                   | 1:15.334            | 66.42              | 2.739  | 11:36:55.043        |  |
| 5 -                       | 41.177        | <b>31.998</b>            | 1:13.175 (3)        | 68.38              | 0.580  | 11:38:08.218        |  |
| 6 -                       | 40.517        | 32.078                   | <b>1:12.595 (1)</b> | <b>68.93</b>       |        | <b>11:39:20.813</b> |  |
| 7 -                       | <b>40.107</b> | 32.575                   | 1:12.682 (2)        | 68.84              | 0.087  | 11:40:33.495        |  |
| 8 -                       | 40.192        | 32.997                   | 1:13.189            | 68.37              | 0.594  | 11:41:46.684        |  |

| P20 26 OP5       |          | Scott WALKER             |                     | Honda 500    |       |                     |  |
|------------------|----------|--------------------------|---------------------|--------------|-------|---------------------|--|
| IDEAL LAP TIME : |          | BEST LAP TIME : 1:13.072 |                     | DIFFERENCE : |       |                     |  |
| LAP              | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |  |
| 1 -              |          |                          | 1:14.755 (3)        | 66.93        | 1.683 | 11:37:01.874        |  |
| 2 -              |          |                          | 1:13.916 (2)        | 67.69        | 0.844 | 11:38:15.790        |  |
| 3 -              |          |                          | <b>1:13.072 (1)</b> | <b>68.48</b> |       | <b>11:39:28.862</b> |  |

| P21 67 OP5       |          | Lee THRELLFALL           |                     | Honda 500    |       |                     |  |
|------------------|----------|--------------------------|---------------------|--------------|-------|---------------------|--|
| IDEAL LAP TIME : |          | BEST LAP TIME : 1:13.174 |                     | DIFFERENCE : |       |                     |  |
| LAP              | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |  |
| 1 -              |          |                          | 1:17.371            | 64.67        | 4.197 | 11:35:45.036        |  |
| 2 -              |          |                          | 1:14.819 (3)        | 66.88        | 1.645 | 11:36:59.855        |  |
| 3 -              |          |                          | 1:13.668 (2)        | 67.92        | 0.494 | 11:38:13.523        |  |
| 4 -              |          |                          | <b>1:13.174 (1)</b> | <b>68.38</b> |       | <b>11:39:26.697</b> |  |

| P22 175 OP5               |               | Aaron LILLY              |                     | Honda 500          |       |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:16.166 |               | BEST LAP TIME : 1:16.637 |                     | DIFFERENCE : 0.471 |       |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                       | 46.280        | 37.644                   | 1:23.924            | 59.62              | 7.287 | 11:33:11.004        |  |
| 2 -                       | 45.440        | 35.168                   | 1:20.608            | 62.07              | 3.971 | 11:34:31.612        |  |
| 3 -                       | 44.608        | 34.988                   | 1:19.596            | 62.86              | 2.959 | 11:35:51.208        |  |
| 4 -                       | 43.424        | <b>33.502</b>            | 1:16.926            | 65.04              | 0.289 | 11:37:08.134        |  |
| 5 -                       | 42.918        | 33.883                   | 1:16.801 (3)        | 65.15              | 0.164 | 11:38:24.935        |  |
| 6 -                       | <b>42.664</b> | 33.973                   | <b>1:16.637 (1)</b> | <b>65.29</b>       |       | <b>11:39:41.572</b> |  |
| 7 -                       | 43.051        | 33.805                   | 1:16.856            | 65.10              | 0.219 | 11:40:58.428        |  |
| 8 -                       | 42.957        | 33.707                   | 1:16.664 (2)        | 65.27              | 0.027 | 11:42:15.092        |  |

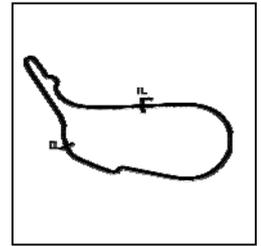
| P23 181 OP5               |               | Holly REEVES             |                     | Kawasaki 300       |        |                     |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:21.680 |               | BEST LAP TIME : 1:21.866 |                     | DIFFERENCE : 0.186 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       | 52.296        | 45.455                   | 1:37.751            | 51.19              | 15.885 | 11:33:10.313        |  |
| 2 -                       | 47.348        | 41.949                   | 1:29.297            | 56.03              | 7.431  | 11:34:39.610        |  |
| 3 -                       | 46.806        | 39.356                   | 1:26.162            | 58.07              | 4.296  | 11:36:05.772        |  |
| 4 -                       | 46.181        | <b>37.344</b>            | 1:23.525 (3)        | 59.91              | 1.659  | 11:37:29.297        |  |
| 5 -                       | <b>44.336</b> | 37.530                   | <b>1:21.866 (1)</b> | <b>61.12</b>       |        | <b>11:38:51.163</b> |  |
| 6 -                       | 44.979        | 38.221                   | 1:23.200 (2)        | 60.14              | 1.334  | 11:40:14.363        |  |
| 7 -                       | 45.135        | 39.112                   | 1:24.247            | 59.39              | 2.381  | 11:41:38.610        |  |

Weather / Track : Drizzle / Damp

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 11:31 Flag 11:41 End: 11:42

# Marine Fabrications & DJ Emanuele Open 500

## 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

| P24 342 OP5 Elaine MOODY  |               | Yamaha 300               |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:21.455 |               | BEST LAP TIME : 1:22.131 |                     | DIFFERENCE : 0.676 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 52.271        | 36.880                   | 1:29.151            | 56.12              | 7.020 | 11:33:01.254        |
| 2 -                       | 46.496        | 37.972                   | 1:24.468            | 59.24              | 2.337 | 11:34:25.722        |
| 3 -                       | <b>44.730</b> | 38.476                   | 1:23.206 (3)        | 60.14              | 1.075 | 11:35:48.928        |
| 4 -                       | 45.003        | 37.128                   | <b>1:22.131 (1)</b> | <b>60.92</b>       |       | <b>11:37:11.059</b> |
| 5 -                       | 45.707        | <b>36.725</b>            | 1:22.432 (2)        | 60.70              | 0.301 | 11:38:33.491        |
| 6 -                       | 45.899        | 41.427                   | 1:27.326            | 57.30              | 5.195 | 11:40:00.817        |

| P25 39 OP5 Tom WALL       |               | Honda 500                |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:24.985 |               | BEST LAP TIME : 1:24.985 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       | 51.670        | 40.500                   | 1:32.170 (2)        | 54.29              | 7.185 | 11:33:05.829        |
| 2 -                       | <b>47.516</b> | <b>37.469</b>            | <b>1:24.985 (1)</b> | <b>58.88</b>       |       | <b>11:34:30.814</b> |

| P26 79 OP5 Reuben RHODES-LEADER |          | Honda 500                |                     |                    |      |                     |
|---------------------------------|----------|--------------------------|---------------------|--------------------|------|---------------------|
| IDEAL LAP TIME : 1:29.141       |          | BEST LAP TIME : 1:29.801 |                     | DIFFERENCE : 0.660 |      |                     |
| LAP                             | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF | TIME OF DAY         |
| 1 -                             | 48.399   | <b>41.402</b>            | <b>1:29.801 (1)</b> | <b>55.72</b>       |      | <b>11:33:10.438</b> |

| P27 72 OP5 Thomas BRADSHAW |               | Honda 400                |                     |                    |      |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|------|---------------------|
| IDEAL LAP TIME : 1:37.060  |               | BEST LAP TIME : 1:37.060 |                     | DIFFERENCE : 0.000 |      |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF | TIME OF DAY         |
| 1 -                        | <b>55.865</b> | <b>41.195</b>            | <b>1:37.060 (1)</b> | <b>51.55</b>       |      | <b>11:33:06.141</b> |

# JHP Ducati Coventry Allcomers

## Race 1 - CLASSIFICATION

| POS | NO  | CL  | PIC NAME          | ENTRY        | LAPS | TIME      | GAP    | DIFF   | MPH   | BEST     | ON |
|-----|-----|-----|-------------------|--------------|------|-----------|--------|--------|-------|----------|----|
| 1   | 120 | ALL | 1 Luke HEDGER     | Suzuki 1000  | 10   | 10:16.679 |        |        | 81.14 | 58.913   | 10 |
| 2   | 97  | ALL | 2 Brent HARRAN    | Suzuki 1000  | 10   | 10:43.582 | 26.903 | 26.903 | 77.75 | 1:01.425 | 10 |
| 3   | 11  | ALL | 3 LOUIS DAWSON    | Aprilia 1000 | 10   | 10:45.627 | 28.948 | 2.045  | 77.50 | 1:02.510 | 10 |
| 4   | 148 | ALL | 4 ASH BEECH       | Suzuki 1000  | 10   | 10:47.456 | 30.777 | 1.829  | 77.28 | 1:02.008 | 10 |
| 5   | 291 | ALL | 5 Andrew FISHER   | Suzuki 1000  | 10   | 10:47.784 | 31.105 | 0.328  | 77.24 | 1:03.272 | 5  |
| 6   | 150 | NP  | 1 Tom OLIVER      | Suzuki 1000  | 10   | 10:50.863 | 34.184 | 3.079  | 76.88 | 1:02.647 | 6  |
| 7   | 127 | NP  | 2 Bjorn ESTMENT   | Suzuki 1000  | 10   | 10:55.216 | 38.537 | 4.353  | 76.37 | 1:03.026 | 6  |
| 8   | 272 | NP  | 3 Tom WARD        | Suzuki 1000  | 10   | 10:55.299 | 38.620 | 0.083  | 76.36 | 1:03.423 | 7  |
| 9   | 21  | ALL | 6 Phil BROOKS     | Yamaha 1000  | 10   | 10:59.325 | 42.646 | 4.026  | 75.89 | 1:03.751 | 10 |
| 10  | 178 | ALL | 7 Ashley KING     | Yamaha 1000  | 10   | 11:07.639 | 50.960 | 8.314  | 74.95 | 1:05.387 | 4  |
| 11  | 53  | ALL | 8 Russ BURROWS    | Suzuki 1000  | 10   | 11:08.071 | 51.392 | 0.432  | 74.90 | 1:04.612 | 9  |
| 12  | 241 | ALL | 9 Russell BROOK   | Yamaha 600   | 10   | 11:10.919 | 54.240 | 2.848  | 74.58 | 1:04.935 | 9  |
| 13  | 169 | ALL | 10 Brad CLARKE    | Suzuki 1000  | 10   | 11:15.625 | 58.946 | 4.706  | 74.06 | 1:04.679 | 7  |
| 14  | 51  | ALL | 11 Ryan SMITH     | BMW 1000     | 9    | 10:50.909 | 1 Lap  | 1 Lap  | 69.18 | 1:09.445 | 9  |
| 15  | 30  | ALL | 12 David KORTEGAS | yamaha 1000  | 9    | 11:10.722 | 1 Lap  | 19.813 | 67.14 | 1:10.094 | 6  |

### NOT CLASSIFIED

|     |     |     |               |              |   |          |        |        |       |          |   |
|-----|-----|-----|---------------|--------------|---|----------|--------|--------|-------|----------|---|
| DNF | 80  | ALL | Harry JACKSON | Kawasaki 600 | 9 | 9:17.330 | 1 Lap  |        | 80.80 | 1:00.551 | 9 |
| DNF | 561 | ALL | John INGRAM   | BMW 1000     | 7 | 7:10.530 | 3 Laps | 2 Laps | 81.36 | 59.883   | 5 |
| DNF | 186 | ALL | Oliver DEAN   | Yamaha 600   | 5 | 6:13.588 | 5 Laps | 2 Laps | 66.97 | 1:12.149 | 4 |
| DNF | 17  | ALL | Gary WOODWARD | BMW 1000     | 3 | 3:32.866 | 7 Laps | 2 Laps | 70.52 | 1:07.983 | 3 |
| DNF | 69  | ALL | John ENGLAND  | Yamaha 1000  | 1 | 1:24.651 | 9 Laps | 2 Laps | 59.11 | 1:24.651 | 1 |

### FASTEST LAP

|     |     |             |             |    |          |           |            |
|-----|-----|-------------|-------------|----|----------|-----------|------------|
| 120 | ALL | Luke HEDGER | Suzuki 1000 | 10 | 58.913   | 84.93 mph | 136.69 kph |
| 150 | NP  | Tom OLIVER  | Suzuki 1000 | 6  | 1:02.647 | 79.87 mph | 128.54 kph |

Class ALL - 92.5% of Race Speed = 75.05 mph

Class NP - 92.5% of Race Speed = 71.11 mph

Weather / Track : Drizzle / Wet

Mallory Park: 1.3900 miles  
Race Distance: 10 Laps / 13.90 miles  
Start: 11:48 Flag 11:58 End: 11:59

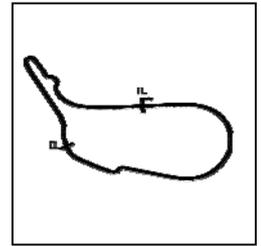
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 12:30 Monday, 03 May 2021



# JHP Ducati Coventry Allcomers

## 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 120 ALL              |               | Luke HEDGER            |                   | Suzuki 1000        |        |                     |
|-------------------------|---------------|------------------------|-------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 58.913 |               | BEST LAP TIME : 58.913 |                   | DIFFERENCE : 0.000 |        |                     |
| LAP                     | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH                | DIFF   | TIME OF DAY         |
| 1 -                     |               | 29.918                 | 1:11.331          | 70.15              | 12.418 | 11:49:15.093        |
| 2 -                     | 35.069        | 28.631                 | 1:03.700          | 78.55              | 4.787  | 11:50:18.793        |
| 3 -                     | 33.963        | 27.850                 | 1:01.813          | 80.95              | 2.900  | 11:51:20.606        |
| 4 -                     | 33.273        | 27.435                 | 1:00.708          | 82.42              | 1.795  | 11:52:21.314        |
| 5 -                     | 33.089        | 27.574                 | 1:00.663          | 82.48              | 1.750  | 11:53:21.977        |
| 6 -                     | 32.976        | 27.113                 | 1:00.089          | 83.27              | 1.176  | 11:54:22.066        |
| 7 -                     | 33.426        | 27.384                 | 1:00.810          | 82.28              | 1.897  | 11:55:22.876        |
| 8 -                     | 32.544        | 26.809                 | 59.353 (3)        | 84.30              | 0.440  | 11:56:22.229        |
| 9 -                     | 32.456        | 26.843                 | 59.299 (2)        | 84.38              | 0.386  | 11:57:21.528        |
| 10 -                    | <b>32.301</b> | <b>26.612</b>          | <b>58.913 (1)</b> | <b>84.93</b>       |        | <b>11:58:20.441</b> |

| P2 97 ALL                 |               | Brent HARRAN             |                     | Suzuki 1000        |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:01.396 |               | BEST LAP TIME : 1:01.425 |                     | DIFFERENCE : 0.029 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 30.152                   | 1:15.196            | 66.54              | 13.771 | 11:49:18.958        |
| 2 -                       | 36.570        | 28.115                   | 1:04.685            | 77.35              | 3.260  | 11:50:23.643        |
| 3 -                       | 35.577        | 28.833                   | 1:04.410            | 77.69              | 2.985  | 11:51:28.053        |
| 4 -                       | 35.377        | 27.865                   | 1:03.242            | 79.12              | 1.817  | 11:52:31.295        |
| 5 -                       | 34.855        | 27.880                   | 1:02.735            | 79.76              | 1.310  | 11:53:34.030        |
| 6 -                       | 35.189        | 27.396                   | 1:02.585            | 79.95              | 1.160  | 11:54:36.615        |
| 7 -                       | <b>34.128</b> | 27.327                   | 1:01.455 (2)        | 81.42              | 0.030  | 11:55:38.070        |
| 8 -                       | 34.348        | 31.585                   | 1:05.933            | 75.89              | 4.508  | 11:56:44.003        |
| 9 -                       | 34.535        | 27.381                   | 1:01.916 (3)        | 80.81              | 0.491  | 11:57:45.919        |
| 10 -                      | 34.157        | <b>27.268</b>            | <b>1:01.425 (1)</b> | <b>81.46</b>       |        | <b>11:58:47.344</b> |

| P3 11 ALL                 |               | LOUIS DAWSON             |                     | Aprilia 1000       |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:02.293 |               | BEST LAP TIME : 1:02.510 |                     | DIFFERENCE : 0.217 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.443                   | 1:12.214            | 69.29              | 9.704 | 11:49:15.976        |
| 2 -                       | 36.627        | 29.974                   | 1:06.601            | 75.13              | 4.091 | 11:50:22.577        |
| 3 -                       | 36.469        | 28.803                   | 1:05.272            | 76.66              | 2.762 | 11:51:27.849        |
| 4 -                       | 35.438        | 29.003                   | 1:04.441            | 77.65              | 1.931 | 11:52:32.290        |
| 5 -                       | 34.798        | 28.136                   | 1:02.934            | 79.51              | 0.424 | 11:53:35.224        |
| 6 -                       | <b>34.495</b> | 28.038                   | 1:02.533 (3)        | 80.02              | 0.023 | 11:54:37.757        |
| 7 -                       | 34.646        | 27.881                   | 1:02.527 (2)        | 80.02              | 0.017 | 11:55:40.284        |
| 8 -                       | 34.898        | 29.014                   | 1:03.912            | 78.29              | 1.402 | 11:56:44.196        |
| 9 -                       | 34.885        | <b>27.798</b>            | 1:02.683            | 79.83              | 0.173 | 11:57:46.879        |
| 10 -                      | 34.513        | 27.997                   | <b>1:02.510 (1)</b> | <b>80.05</b>       |       | <b>11:58:49.389</b> |

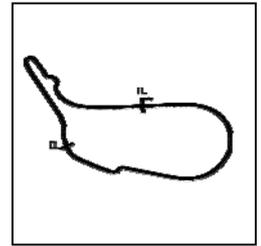
| P4 148 ALL                |               | ASH BEECH                |                     | Suzuki 1000        |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:01.856 |               | BEST LAP TIME : 1:02.008 |                     | DIFFERENCE : 0.152 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 31.111                   | 1:17.350            | 64.69              | 15.342 | 11:49:21.112        |
| 2 -                       | 37.414        | 30.019                   | 1:07.433            | 74.20              | 5.425  | 11:50:28.545        |
| 3 -                       | 35.380        | 28.737                   | 1:04.117            | 78.04              | 2.109  | 11:51:32.662        |
| 4 -                       | 35.339        | 28.196                   | 1:03.535            | 78.76              | 1.527  | 11:52:36.197        |
| 5 -                       | 34.563        | 28.075                   | 1:02.638            | 79.88              | 0.630  | 11:53:38.835        |
| 6 -                       | 35.139        | 28.012                   | 1:03.151            | 79.23              | 1.143  | 11:54:41.986        |
| 7 -                       | 34.387        | 27.852                   | 1:02.239 (3)        | 80.40              | 0.231  | 11:55:44.225        |
| 8 -                       | 34.888        | 27.962                   | 1:02.850            | 79.61              | 0.842  | 11:56:47.075        |
| 9 -                       | 34.450        | <b>27.685</b>            | 1:02.135 (2)        | 80.53              | 0.127  | 11:57:49.210        |
| 10 -                      | <b>34.171</b> | 27.837                   | <b>1:02.008 (1)</b> | <b>80.69</b>       |        | <b>11:58:51.218</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:48 Flag 11:58 End: 11:59

# JHP Ducati Coventry Allcomers

## 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

| P5 291 ALL Andrew FISHER  |               |               | Suzuki 1000              |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:02.535 |               |               | BEST LAP TIME : 1:03.272 |              | DIFFERENCE : 0.737 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 30.414        | 1:12.828                 | 68.70        | 9.556              | 11:49:16.590        |
| 2 -                       | 36.888        | 28.968        | 1:05.856                 | 75.98        | 2.584              | 11:50:22.446        |
| 3 -                       | 36.201        | 28.232        | 1:04.433                 | 77.66        | 1.161              | 11:51:26.879        |
| 4 -                       | 35.796        | 27.933        | 1:03.729                 | 78.52        | 0.457              | 11:52:30.608        |
| 5 -                       | 35.381        | 27.891        | <b>1:03.272 (1)</b>      | <b>79.08</b> |                    | <b>11:53:33.880</b> |
| 6 -                       | 35.205        | 28.182        | 1:03.387 (3)             | 78.94        | 0.115              | 11:54:37.267        |
| 7 -                       | 35.562        | <b>27.749</b> | 1:03.311 (2)             | 79.03        | 0.039              | 11:55:40.578        |
| 8 -                       | 35.008        | 28.923        | 1:03.931                 | 78.27        | 0.659              | 11:56:44.509        |
| 9 -                       | 35.505        | 28.025        | 1:03.530                 | 78.76        | 0.258              | 11:57:48.039        |
| 10 -                      | <b>34.786</b> | 28.721        | 1:03.507                 | 78.79        | 0.235              | 11:58:51.546        |

| P6 150 NP Tom OLIVER      |               |               | Suzuki 1000              |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:02.538 |               |               | BEST LAP TIME : 1:02.647 |              | DIFFERENCE : 0.109 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 30.324        | 1:14.206                 | 67.43        | 11.559             | 11:49:17.968        |
| 2 -                       | 37.393        | 29.040        | 1:06.433                 | 75.32        | 3.786              | 11:50:24.401        |
| 3 -                       | 36.490        | 28.500        | 1:04.990                 | 76.99        | 2.343              | 11:51:29.391        |
| 4 -                       | 35.867        | 28.971        | 1:04.838                 | 77.17        | 2.191              | 11:52:34.229        |
| 5 -                       | 35.535        | 28.216        | 1:03.751                 | 78.49        | 1.104              | 11:53:37.980        |
| 6 -                       | 34.724        | <b>27.923</b> | <b>1:02.647 (1)</b>      | <b>79.87</b> |                    | <b>11:54:40.627</b> |
| 7 -                       | 34.999        | 28.274        | 1:03.273                 | 79.08        | 0.626              | 11:55:43.900        |
| 8 -                       | 34.973        | 29.792        | 1:04.765                 | 77.26        | 2.118              | 11:56:48.665        |
| 9 -                       | 34.843        | 28.174        | 1:03.017 (3)             | 79.40        | 0.370              | 11:57:51.682        |
| 10 -                      | <b>34.615</b> | 28.328        | 1:02.943 (2)             | 79.50        | 0.296              | 11:58:54.625        |

| P7 127 NP Bjorn ESTMENT   |               |               | Suzuki 1000              |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:03.026 |               |               | BEST LAP TIME : 1:03.026 |              | DIFFERENCE : 0.000 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 30.573        | 1:13.767                 | 67.83        | 10.741             | 11:49:17.529        |
| 2 -                       | 36.773        | 29.393        | 1:06.166                 | 75.62        | 3.140              | 11:50:23.695        |
| 3 -                       | 36.134        | 29.065        | 1:05.199                 | 76.75        | 2.173              | 11:51:28.894        |
| 4 -                       | 35.801        | 28.769        | 1:04.570                 | 77.49        | 1.544              | 11:52:33.464        |
| 5 -                       | 35.123        | 28.771        | 1:03.894 (3)             | 78.31        | 0.868              | 11:53:37.358        |
| 6 -                       | <b>34.776</b> | <b>28.250</b> | <b>1:03.026 (1)</b>      | <b>79.39</b> |                    | <b>11:54:40.384</b> |
| 7 -                       | 35.380        | 28.392        | 1:03.772 (2)             | 78.46        | 0.746              | 11:55:44.156        |
| 8 -                       | 35.127        | 29.865        | 1:04.992                 | 76.99        | 1.966              | 11:56:49.148        |
| 9 -                       | 36.455        | 29.020        | 1:05.475                 | 76.42        | 2.449              | 11:57:54.623        |
| 10 -                      | 35.572        | 28.783        | 1:04.355                 | 77.75        | 1.329              | 11:58:58.978        |

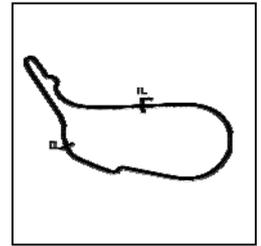
| P8 272 NP Tom WARD        |               |               | Suzuki 1000              |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:03.423 |               |               | BEST LAP TIME : 1:03.423 |              | DIFFERENCE : 0.000 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 30.413        | 1:12.665                 | 68.86        | 9.242              | 11:49:16.427        |
| 2 -                       | 37.457        | 29.223        | 1:06.680                 | 75.04        | 3.257              | 11:50:23.107        |
| 3 -                       | 36.488        | 28.953        | 1:05.441                 | 76.46        | 2.018              | 11:51:28.548        |
| 4 -                       | 36.007        | 29.300        | 1:05.307                 | 76.62        | 1.884              | 11:52:33.855        |
| 5 -                       | 36.185        | 28.678        | 1:04.863                 | 77.14        | 1.440              | 11:53:38.718        |
| 6 -                       | 35.797        | 28.511        | 1:04.308                 | 77.81        | 0.885              | 11:54:43.026        |
| 7 -                       | <b>35.360</b> | <b>28.063</b> | <b>1:03.423 (1)</b>      | <b>78.89</b> |                    | <b>11:55:46.449</b> |
| 8 -                       | 35.681        | 28.395        | 1:04.076 (2)             | 78.09        | 0.653              | 11:56:50.525        |
| 9 -                       | 35.706        | 28.663        | 1:04.369                 | 77.73        | 0.946              | 11:57:54.894        |
| 10 -                      | 35.636        | 28.531        | 1:04.167 (3)             | 77.98        | 0.744              | 11:58:59.061        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:48 Flag 11:58 End: 11:59

# JHP Ducati Coventry Allcomers

## 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

| P9 21 ALL Phil BROOKS     |               |                          | Yamaha 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:03.751 |               | BEST LAP TIME : 1:03.751 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 30.361                   | 1:14.659            | 67.02              | 10.908 | 11:49:18.421        |
| 2 -                       | 38.044        | 29.742                   | 1:07.786            | 73.82              | 4.035  | 11:50:26.207        |
| 3 -                       | 37.170        | 28.958                   | 1:06.128            | 75.67              | 2.377  | 11:51:32.335        |
| 4 -                       | 36.657        | 28.775                   | 1:05.432            | 76.47              | 1.681  | 11:52:37.767        |
| 5 -                       | 36.028        | 28.867                   | 1:04.895            | 77.10              | 1.144  | 11:53:42.662        |
| 6 -                       | 35.830        | 28.614                   | 1:04.444            | 77.64              | 0.693  | 11:54:47.106        |
| 7 -                       | 35.580        | 28.494                   | 1:04.074 (3)        | 78.09              | 0.323  | 11:55:51.180        |
| 8 -                       | 35.604        | 28.483                   | 1:04.087            | 78.08              | 0.336  | 11:56:55.267        |
| 9 -                       | 35.498        | 28.571                   | 1:04.069 (2)        | 78.10              | 0.318  | 11:57:59.336        |
| 10 -                      | <b>35.293</b> | <b>28.458</b>            | <b>1:03.751 (1)</b> | <b>78.49</b>       |        | <b>11:59:03.087</b> |

| P10 178 ALL Ashley KING   |               |                          | Yamaha 1000         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:05.138 |               | BEST LAP TIME : 1:05.387 |                     | DIFFERENCE : 0.249 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.047                   | 1:14.053            | 67.57              | 8.666 | 11:49:17.815        |
| 2 -                       | 38.350        | 29.645                   | 1:07.995            | 73.59              | 2.608 | 11:50:25.810        |
| 3 -                       | 37.232        | 28.787                   | 1:06.019            | 75.79              | 0.632 | 11:51:31.829        |
| 4 -                       | 36.632        | <b>28.755</b>            | <b>1:05.387 (1)</b> | <b>76.52</b>       |       | <b>11:52:37.216</b> |
| 5 -                       | <b>36.383</b> | 29.623                   | 1:06.006            | 75.81              | 0.619 | 11:53:43.222        |
| 6 -                       | 36.658        | 28.804                   | 1:05.462 (3)        | 76.44              | 0.075 | 11:54:48.684        |
| 7 -                       | 36.564        | 28.897                   | 1:05.461 (2)        | 76.44              | 0.074 | 11:55:54.145        |
| 8 -                       | 36.709        | 28.984                   | 1:05.693            | 76.17              | 0.306 | 11:56:59.838        |
| 9 -                       | 36.774        | 29.083                   | 1:05.857            | 75.98              | 0.470 | 11:58:05.695        |
| 10 -                      | 36.486        | 29.220                   | 1:05.706            | 76.15              | 0.319 | 11:59:11.401        |

| P11 53 ALL Russ BURROWS   |               |                          | Suzuki 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:04.153 |               | BEST LAP TIME : 1:04.612 |                     | DIFFERENCE : 0.459 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 31.687                   | 1:17.243            | 64.78              | 12.631 | 11:49:21.005        |
| 2 -                       | 38.146        | 29.996                   | 1:08.142            | 73.43              | 3.530  | 11:50:29.147        |
| 3 -                       | 36.522        | 29.656                   | 1:06.178            | 75.61              | 1.566  | 11:51:35.325        |
| 4 -                       | 36.436        | 29.814                   | 1:06.250            | 75.53              | 1.638  | 11:52:41.575        |
| 5 -                       | 36.165        | 29.153                   | 1:05.318            | 76.61              | 0.706  | 11:53:46.893        |
| 6 -                       | 35.707        | 29.414                   | 1:05.121            | 76.84              | 0.509  | 11:54:52.014        |
| 7 -                       | 36.278        | 29.186                   | 1:05.464            | 76.43              | 0.852  | 11:55:57.478        |
| 8 -                       | 35.829        | 29.117                   | 1:04.946 (3)        | 77.04              | 0.334  | 11:57:02.424        |
| 9 -                       | 35.987        | <b>28.625</b>            | <b>1:04.612 (1)</b> | <b>77.44</b>       |        | <b>11:58:07.036</b> |
| 10 -                      | <b>35.528</b> | 29.269                   | 1:04.797 (2)        | 77.22              | 0.185  | 11:59:11.833        |

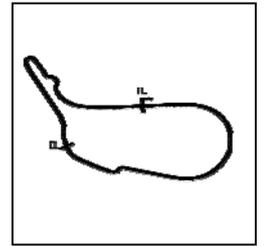
| P12 241 ALL Russell BROOK |               |                          | Yamaha 600          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:04.917 |               | BEST LAP TIME : 1:04.935 |                     | DIFFERENCE : 0.018 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 31.516                   | 1:16.385            | 65.51              | 11.450 | 11:49:20.147        |
| 2 -                       | 37.743        | 29.928                   | 1:07.671            | 73.94              | 2.736  | 11:50:27.818        |
| 3 -                       | 37.053        | 29.956                   | 1:07.009            | 74.67              | 2.074  | 11:51:34.827        |
| 4 -                       | 36.476        | 29.594                   | 1:06.070            | 75.73              | 1.135  | 11:52:40.897        |
| 5 -                       | 36.498        | 29.096                   | 1:05.594 (2)        | 76.28              | 0.659  | 11:53:46.491        |
| 6 -                       | 36.586        | 29.473                   | 1:06.059            | 75.75              | 1.124  | 11:54:52.550        |
| 7 -                       | 36.606        | 29.077                   | 1:05.683 (3)        | 76.18              | 0.748  | 11:55:58.233        |
| 8 -                       | <b>36.145</b> | 29.646                   | 1:05.791            | 76.05              | 0.856  | 11:57:04.024        |
| 9 -                       | 36.163        | <b>28.772</b>            | <b>1:04.935 (1)</b> | <b>77.06</b>       |        | <b>11:58:08.959</b> |
| 10 -                      | 36.286        | 29.436                   | 1:05.722            | 76.13              | 0.787  | 11:59:14.681        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:48 Flag 11:58 End: 11:59

# JHP Ducati Coventry Allcomers

## 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

| P13 169 ALL Brad CLARKE   |               |                          | Suzuki 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:04.464 |               | BEST LAP TIME : 1:04.679 |                     | DIFFERENCE : 0.215 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 31.503                   | 1:16.938            | 65.03              | 12.259 | 11:49:20.700        |
| 2 -                       | 38.986        | 30.605                   | 1:09.591            | 71.90              | 4.912  | 11:50:30.291        |
| 3 -                       | 37.145        | 30.154                   | 1:07.299            | 74.35              | 2.620  | 11:51:37.590        |
| 4 -                       | 37.776        | 29.761                   | 1:07.537            | 74.09              | 2.858  | 11:52:45.127        |
| 5 -                       | 36.311        | 29.346                   | 1:05.657            | 76.21              | 0.978  | 11:53:50.784        |
| 6 -                       | 35.748        | 29.034                   | 1:04.782 (2)        | 77.24              | 0.103  | 11:54:55.566        |
| 7 -                       | 35.684        | <b>28.995</b>            | <b>1:04.679 (1)</b> | <b>77.36</b>       |        | <b>11:56:00.245</b> |
| 8 -                       | <b>35.469</b> | 29.337                   | 1:04.806 (3)        | 77.21              | 0.127  | 11:57:05.051        |
| 9 -                       | 36.648        | 29.713                   | 1:06.361            | 75.40              | 1.682  | 11:58:11.412        |
| 10 -                      | 37.496        | 30.479                   | 1:07.975            | 73.61              | 3.296  | 11:59:19.387        |

| P14 51 ALL Ryan SMITH     |               |                          | BMW 1000            |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.341 |               | BEST LAP TIME : 1:09.445 |                     | DIFFERENCE : 0.104 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.327                   | 1:21.391            | 61.48              | 11.946 | 11:49:25.153        |
| 2 -                       | 41.878        | 32.758                   | 1:14.636            | 67.04              | 5.191  | 11:50:39.789        |
| 3 -                       | 39.860        | 31.914                   | 1:11.774            | 69.71              | 2.329  | 11:51:51.563        |
| 4 -                       | 40.216        | 31.967                   | 1:12.183            | 69.32              | 2.738  | 11:53:03.746        |
| 5 -                       | 39.678        | 31.944                   | 1:11.622            | 69.86              | 2.177  | 11:54:15.368        |
| 6 -                       | 38.032        | 32.354                   | 1:10.386            | 71.09              | 0.941  | 11:55:25.754        |
| 7 -                       | <b>37.683</b> | 32.174                   | 1:09.857 (3)        | 71.63              | 0.412  | 11:56:35.611        |
| 8 -                       | 37.849        | 31.766                   | 1:09.615 (2)        | 71.88              | 0.170  | 11:57:45.226        |
| 9 -                       | 37.787        | <b>31.658</b>            | <b>1:09.445 (1)</b> | <b>72.05</b>       |        | <b>11:58:54.671</b> |

| P15 30 ALL David KORTEGAS |               |                          | yamaha 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.499 |               | BEST LAP TIME : 1:10.094 |                     | DIFFERENCE : 0.595 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.543                   | 1:20.507            | 62.15              | 10.413 | 11:49:24.269        |
| 2 -                       | 41.370        | 32.986                   | 1:14.356            | 67.29              | 4.262  | 11:50:38.625        |
| 3 -                       | 40.145        | 32.145                   | 1:12.290 (3)        | 69.22              | 2.196  | 11:51:50.915        |
| 4 -                       | 40.538        | <b>31.690</b>            | 1:12.228 (2)        | 69.28              | 2.134  | 11:53:03.143        |
| 5 -                       | 40.961        | 31.918                   | 1:12.879            | 68.66              | 2.785  | 11:54:16.022        |
| 6 -                       | <b>37.809</b> | 32.285                   | <b>1:10.094 (1)</b> | <b>71.39</b>       |        | <b>11:55:26.116</b> |
| 7 -                       | 41.829        | 36.217                   | 1:18.046            | 64.11              | 7.952  | 11:56:44.162        |
| 8 -                       | 41.942        | 33.998                   | 1:15.940            | 65.89              | 5.846  | 11:58:00.102        |
| 9 -                       | 41.452        | 32.930                   | 1:14.382            | 67.27              | 4.288  | 11:59:14.484        |

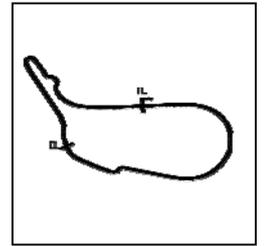
| P16 80 ALL Harry JACKSON  |          |                          | Kawasaki 600        |                    |       |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:00.320 |          | BEST LAP TIME : 1:00.551 |                     | DIFFERENCE : 0.231 |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |          | 27.973                   | 1:08.143            | 73.43              | 7.592 | 11:49:11.905        |
| 2 -                       | 34.241   | 27.517                   | 1:01.758            | 81.02              | 1.207 | 11:50:13.663        |
| 3 -                       | 34.004   | 27.352                   | 1:01.356            | 81.55              | 0.805 | 11:51:15.019        |
| 4 -                       | 33.823   | 27.450                   | 1:01.273            | 81.66              | 0.722 | 11:52:16.292        |
| 5 -                       | 34.118   | 27.153                   | 1:01.271            | 81.67              | 0.720 | 11:53:17.563        |
| 6 -                       | 33.979   | 26.994                   | 1:00.973 (3)        | 82.06              | 0.422 | 11:54:18.536        |
| 7 -                       | 34.288   | <b>26.943</b>            | 1:01.231            | 81.72              | 0.680 | 11:55:19.767        |
| 8 -                       | 33.716   | 27.058                   | 1:00.774 (2)        | 82.33              | 0.223 | 11:56:20.541        |
| 9 -                       | 33.586   | 26.965                   | <b>1:00.551 (1)</b> | <b>82.64</b>       |       | <b>11:57:21.092</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 11:48 Flag 11:58 End: 11:59

# JHP Ducati Coventry Allcomers

## 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

| <b>P17 561 ALL John INGRAM</b> |               | <b>BMW 1000</b>        |                   |              |       |                     |
|--------------------------------|---------------|------------------------|-------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 59.829        |               | BEST LAP TIME : 59.883 |                   |              |       |                     |
|                                |               | DIFFERENCE : 0.054     |                   |              |       |                     |
| LAP                            | SECTOR 1      | SECTOR 2               | LAP TIME          | MPH          | DIFF  | TIME OF DAY         |
| 1 -                            |               | 28.059                 | 1:06.786          | 74.92        | 6.903 | 11:49:10.548        |
| 2 -                            | 34.163        | 27.671                 | 1:01.834          | 80.92        | 1.951 | 11:50:12.382        |
| 3 -                            | 33.562        | 26.820                 | 1:00.382          | 82.87        | 0.499 | 11:51:12.764        |
| 4 -                            | <b>33.031</b> | 27.015                 | 1:00.046 (2)      | 83.33        | 0.163 | 11:52:12.810        |
| 5 -                            | 33.085        | <b>26.798</b>          | <b>59.883 (1)</b> | <b>83.56</b> |       | <b>11:53:12.693</b> |
| 6 -                            | 33.697        | 27.595                 | 1:01.292          | 81.64        | 1.409 | 11:54:13.985        |
| 7 -                            | 33.381        | 26.926                 | 1:00.307 (3)      | 82.97        | 0.424 | 11:55:14.292        |

| <b>P18 186 ALL Oliver DEAN</b> |               | <b>Yamaha 600</b>        |                     |              |       |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:12.123      |               | BEST LAP TIME : 1:12.149 |                     |              |       |                     |
|                                |               | DIFFERENCE : 0.026       |                     |              |       |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                            |               | 32.938                   | 1:21.159            | 61.65        | 9.010 | 11:49:24.921        |
| 2 -                            | 41.310        | 32.658                   | 1:13.968            | 67.65        | 1.819 | 11:50:38.889        |
| 3 -                            | 41.318        | 31.844                   | 1:13.162 (3)        | 68.39        | 1.013 | 11:51:52.051        |
| 4 -                            | 40.377        | <b>31.772</b>            | <b>1:12.149 (1)</b> | <b>69.35</b> |       | <b>11:53:04.200</b> |
| 5 -                            | <b>40.351</b> | 32.799                   | 1:13.150 (2)        | 68.40        | 1.001 | 11:54:17.350        |

| <b>P19 17 ALL Gary WOODWARD</b> |               | <b>BMW 1000</b>          |                     |              |       |                     |
|---------------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.983       |               | BEST LAP TIME : 1:07.983 |                     |              |       |                     |
|                                 |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                             | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                             |               | 31.132                   | 1:15.126 (3)        | 66.60        | 7.143 | 11:49:18.888        |
| 2 -                             | 38.492        | 31.265                   | 1:09.757 (2)        | 71.73        | 1.774 | 11:50:28.645        |
| 3 -                             | <b>37.408</b> | <b>30.575</b>            | <b>1:07.983 (1)</b> | <b>73.60</b> |       | <b>11:51:36.628</b> |

| <b>P20 69 ALL John ENGLAND</b> |          | <b>Yamaha 1000</b>       |                     |              |      |                     |
|--------------------------------|----------|--------------------------|---------------------|--------------|------|---------------------|
| IDEAL LAP TIME :               |          | BEST LAP TIME : 1:24.651 |                     |              |      |                     |
|                                |          | DIFFERENCE :             |                     |              |      |                     |
| LAP                            | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -                            |          | <b>36.142</b>            | <b>1:24.651 (1)</b> | <b>59.11</b> |      | <b>11:49:28.413</b> |

# JHP Ducati Coventry Allcomers

## Race 1 - LAP CHART

| LAP 1 @ 11:49:10.548 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 561 |        | 1:06.786 |
| 80  | 1.357  | 1:08.143 |
| 120 | 4.545  | 1:11.331 |
| 11  | 5.428  | 1:12.214 |
| 272 | 5.879  | 1:12.665 |
| 291 | 6.042  | 1:12.828 |
| 127 | 6.981  | 1:13.767 |
| 178 | 7.267  | 1:14.053 |
| 150 | 7.420  | 1:14.206 |
| 21  | 7.873  | 1:14.659 |
| 17  | 8.340  | 1:15.126 |
| 97  | 8.410  | 1:15.196 |
| 241 | 9.599  | 1:16.385 |
| 169 | 10.152 | 1:16.938 |
| 53  | 10.457 | 1:17.243 |
| 148 | 10.564 | 1:17.350 |
| 30  | 13.721 | 1:20.507 |
| 186 | 14.373 | 1:21.159 |
| 51  | 14.605 | 1:21.391 |
| 69  | 17.865 | 1:24.651 |

| LAP 2 @ 11:50:12.382 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 561 |        | 1:01.834 |
| 80  | 1.281  | 1:01.758 |
| 120 | 6.411  | 1:03.700 |
| 291 | 10.064 | 1:05.856 |
| 11  | 10.195 | 1:06.601 |
| 272 | 10.725 | 1:06.680 |
| 97  | 11.261 | 1:04.685 |
| 127 | 11.313 | 1:06.166 |
| 150 | 12.019 | 1:06.433 |
| 178 | 13.428 | 1:07.995 |
| 21  | 13.825 | 1:07.786 |
| 241 | 15.436 | 1:07.671 |
| 148 | 16.163 | 1:07.433 |
| 17  | 16.263 | 1:09.757 |
| 53  | 16.765 | 1:08.142 |
| 169 | 17.909 | 1:09.591 |
| 30  | 26.243 | 1:14.356 |
| 186 | 26.507 | 1:13.968 |
| 51  | 27.407 | 1:14.636 |

| LAP 3 @ 11:51:12.764 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 561 |        | 1:00.382 |
| 80  | 2.255  | 1:01.356 |
| 120 | 7.842  | 1:01.813 |
| 291 | 14.115 | 1:04.433 |
| 11  | 15.085 | 1:05.272 |
| 97  | 15.289 | 1:04.410 |
| 272 | 15.784 | 1:05.441 |
| 127 | 16.130 | 1:05.199 |
| 150 | 16.627 | 1:04.990 |
| 178 | 19.065 | 1:06.019 |
| 21  | 19.571 | 1:06.128 |
| 148 | 19.898 | 1:04.117 |
| 241 | 22.063 | 1:07.009 |
| 53  | 22.561 | 1:06.178 |
| 17  | 23.864 | 1:07.983 |
| 169 | 24.826 | 1:07.299 |

|     |        |          |
|-----|--------|----------|
| 30  | 38.151 | 1:12.290 |
| 51  | 38.799 | 1:11.774 |
| 186 | 39.287 | 1:13.162 |

| LAP 4 @ 11:52:12.810 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 561 |        | 1:00.046 |
| 80  | 3.482  | 1:01.273 |
| 120 | 8.504  | 1:00.708 |
| 291 | 17.798 | 1:03.729 |
| 97  | 18.485 | 1:03.242 |
| 11  | 19.480 | 1:04.441 |
| 127 | 20.654 | 1:04.570 |
| 272 | 21.045 | 1:05.307 |
| 150 | 21.419 | 1:04.838 |
| 148 | 23.387 | 1:03.535 |
| 178 | 24.406 | 1:05.387 |
| 21  | 24.957 | 1:05.432 |
| 241 | 28.087 | 1:06.070 |
| 53  | 28.765 | 1:06.250 |
| 169 | 32.317 | 1:07.537 |
| 30  | 50.333 | 1:12.228 |
| 51  | 50.936 | 1:12.183 |
| 186 | 51.390 | 1:12.149 |

| LAP 5 @ 11:53:12.693 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 561 |        | 59.883   |
| 80  | 4.870  | 1:01.271 |
| 120 | 9.284  | 1:00.663 |
| 291 | 21.187 | 1:03.272 |
| 97  | 21.337 | 1:02.735 |
| 11  | 22.531 | 1:02.934 |
| 127 | 24.665 | 1:03.894 |
| 150 | 25.287 | 1:03.751 |
| 272 | 26.025 | 1:04.863 |
| 148 | 26.142 | 1:02.638 |
| 21  | 29.969 | 1:04.895 |
| 178 | 30.529 | 1:06.006 |
| 241 | 33.798 | 1:05.594 |
| 53  | 34.200 | 1:05.318 |
| 169 | 38.091 | 1:05.657 |

| LAP 6 @ 11:54:13.985 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 561 |        | 1:01.292 |
| 51  | 1 Lap  | 1:11.622 |
| 30  | 1 Lap  | 1:12.879 |
| 186 | 1 Lap  | 1:13.150 |
| 80  | 4.551  | 1:00.973 |
| 120 | 8.081  | 1:00.089 |
| 97  | 22.630 | 1:02.585 |
| 291 | 23.282 | 1:03.387 |
| 11  | 23.772 | 1:02.533 |
| 127 | 26.399 | 1:03.026 |
| 150 | 26.642 | 1:02.647 |
| 148 | 28.001 | 1:03.151 |
| 272 | 29.041 | 1:04.308 |
| 21  | 33.121 | 1:04.444 |
| 178 | 34.699 | 1:05.462 |
| 53  | 38.029 | 1:05.121 |
| 241 | 38.565 | 1:06.059 |
| 169 | 41.581 | 1:04.782 |

| LAP 7 @ 11:55:14.292 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 561 |        | 1:00.307 |
| 80  | 5.475  | 1:01.231 |
| 120 | 8.584  | 1:00.810 |
| 51  | 1 Lap  | 1:10.386 |
| 30  | 1 Lap  | 1:10.094 |
| 97  | 23.778 | 1:01.455 |
| 11  | 25.992 | 1:02.527 |
| 291 | 26.286 | 1:03.311 |
| 150 | 29.608 | 1:03.273 |
| 127 | 29.864 | 1:03.772 |
| 148 | 29.933 | 1:02.239 |
| 272 | 32.157 | 1:03.423 |
| 21  | 36.888 | 1:04.074 |
| 178 | 39.853 | 1:05.461 |
| 53  | 43.186 | 1:05.464 |
| 241 | 43.941 | 1:05.683 |
| 169 | 45.953 | 1:04.679 |

| LAP 8 @ 11:56:20.541 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 80  |        | 1:00.774 |
| 120 | 1.688  | 59.353   |
| 51  | 1 Lap  | 1:09.857 |
| 97  | 23.462 | 1:05.933 |
| 30  | 1 Lap  | 1:18.046 |
| 11  | 23.655 | 1:03.912 |
| 291 | 23.968 | 1:03.931 |
| 148 | 26.534 | 1:02.850 |
| 150 | 28.124 | 1:04.765 |
| 127 | 28.607 | 1:04.992 |
| 272 | 29.984 | 1:04.076 |
| 21  | 34.726 | 1:04.087 |
| 178 | 39.297 | 1:05.693 |
| 53  | 41.883 | 1:04.946 |
| 241 | 43.483 | 1:05.791 |
| 169 | 44.510 | 1:04.806 |

| LAP 9 @ 11:57:21.092 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 80  |        | 1:00.551 |
| 120 | 0.436  | 59.299   |
| 51  | 1 Lap  | 1:09.615 |
| 97  | 24.827 | 1:01.916 |
| 11  | 25.787 | 1:02.683 |
| 291 | 26.947 | 1:03.530 |
| 148 | 28.118 | 1:02.135 |
| 150 | 30.590 | 1:03.017 |
| 127 | 33.531 | 1:05.475 |
| 272 | 33.802 | 1:04.369 |
| 21  | 38.244 | 1:04.069 |
| 30  | 1 Lap  | 1:15.940 |
| 178 | 44.603 | 1:05.857 |
| 53  | 45.944 | 1:04.612 |
| 241 | 47.867 | 1:04.935 |
| 169 | 50.320 | 1:06.361 |

| LAP 10 @ 11:58:20.441 |        |          |
|-----------------------|--------|----------|
| NO                    | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 120 |        | 58.913   |
| 97  | 26.903 | 1:01.425 |

|     |        |          |
|-----|--------|----------|
| 11  | 28.948 | 1:02.510 |
| 148 | 30.777 | 1:02.008 |
| 291 | 31.105 | 1:03.507 |
| 150 | 34.184 | 1:02.943 |
| 51  | 1 Lap  | 1:09.445 |
| 127 | 38.537 | 1:04.355 |
| 272 | 38.620 | 1:04.167 |
| 21  | 42.646 | 1:03.751 |
| 178 | 50.960 | 1:05.706 |
| 53  | 51.392 | 1:04.797 |
| 30  | 1 Lap  | 1:14.382 |
| 241 | 54.240 | 1:05.722 |
| 169 | 58.946 | 1:07.975 |

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 11:48 Flag 11:58 End: 11:59

Printed - 12:32 Monday, 03 May 2021

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## Race 2 - CLASSIFICATION

| POS | NO  | CL  | PIC NAME           | ENTRY        | LAPS | TIME      | GAP      | DIFF     | MPH   | BEST     | ON |
|-----|-----|-----|--------------------|--------------|------|-----------|----------|----------|-------|----------|----|
| 1   | 57  | SOM | 1 Alan MORETON     | Suzuki 500   | 10   | 11:21.443 |          |          | 73.43 | 1:05.476 | 9  |
| 2   | 102 | SOM | 2 Andrew WIDDOWSON | Honda 450    | 10   | 11:27.812 | 6.369    | 6.369    | 72.75 | 1:06.555 | 3  |
| 3   | 34  | SNG | 1 Lissy WHITMORE   | Yamaha 321   | 10   | 12:04.575 | 43.132   | 36.763   | 69.06 | 1:09.326 | 10 |
| 4   | 14  | GP1 | 1 Sam WARD         | Honda 125    | 10   | 12:06.702 | 45.259   | 2.127    | 68.85 | 1:10.537 | 10 |
| 5   | 84  | SNG | 2 Sam LAIDLAW      | Kawasaki 400 | 10   | 12:07.566 | 46.123   | 0.864    | 68.77 | 1:10.332 | 8  |
| 6   | 6   | GP1 | 2 Kimberley ROSE   | Honda 125    | 10   | 12:25.625 | 1:04.182 | 18.059   | 67.11 | 1:10.706 | 2  |
| 7   | 33  | SNG | 3 Shane HODGKINSON | Yamaha 320   | 9    | 11:32.772 | 1 Lap    | 1 Lap    | 65.00 | 1:14.473 | 5  |
| 8   | 246 | SOM | 3 Stu POULTON      | Yamaha 350   | 9    | 11:39.079 | 1 Lap    | 6.307    | 64.42 | 1:15.499 | 9  |
| 9   | 132 | SOM | 4 Paul WHITING     | Yamaha 250   | 9    | 11:42.003 | 1 Lap    | 2.924    | 64.15 | 1:15.853 | 7  |
| 10  | 150 | SOM | 5 John ADAMSON     | Yamaha 350   | 9    | 11:45.601 | 1 Lap    | 3.598    | 63.82 | 1:16.334 | 5  |
| 11  | 134 | SOM | 6 Rob STAFFORD     | Suzuki 250   | 9    | 12:06.712 | 1 Lap    | 21.111   | 61.97 | 1:18.333 | 5  |
| 12  | 181 | SNG | 4 Holly REEVES     | Kawasaki 300 | 9    | 12:25.349 | 1 Lap    | 18.637   | 60.42 | 1:19.260 | 9  |
| 13  | 342 | SNG | 5 Elaine MOODY     | Yamaha 300   | 9    | 12:29.134 | 1 Lap    | 3.785    | 60.11 | 1:19.040 | 5  |
| 14  | 4   | GP1 | 3 Kerry BURTON     | Gp80 85      | 8    | 11:24.416 | 2 Laps   | 1 Lap    | 58.49 | 1:23.354 | 3  |
| 15  | 571 | SOM | 7 Stephen DENMAN   | Yamaha 347   | 8    | 12:40.413 | 2 Laps   | 1:15.997 | 52.64 | 1:30.949 | 8  |

### NOT CLASSIFIED

|     |     |     |               |              |   |  |  |  |  |  |  |
|-----|-----|-----|---------------|--------------|---|--|--|--|--|--|--|
| DNF | 38  | SNG | Fabio LINARES | Aprillia 125 | 0 |  |  |  |  |  |  |
| DNF | 171 | SOM | Gary ARDEN    | Yamaha 250   | 0 |  |  |  |  |  |  |

### FASTEST LAP

|    |     |                |            |    |          |           |            |
|----|-----|----------------|------------|----|----------|-----------|------------|
| 57 | SOM | Alan MORETON   | Suzuki 500 | 9  | 1:05.476 | 76.42 mph | 122.99 kph |
| 34 | SNG | Lissy WHITMORE | Yamaha 321 | 10 | 1:09.326 | 72.18 mph | 116.16 kph |
| 14 | GP1 | Sam WARD       | Honda 125  | 10 | 1:10.537 | 70.94 mph | 114.16 kph |

Class SOM - 92.5% of Race Speed = 67.92 mph

Class SNG - 92.5% of Race Speed = 63.88 mph

Class GP1 - 92.5% of Race Speed = 63.68 mph

Weather / Track : Drizzle / Wet

Mallory Park: 1.3900 miles  
Race Distance: 10 Laps / 13.90 miles  
Start: 12:08 Flag 12:19 End: 12:21

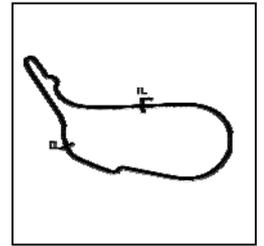
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 12:34 Monday, 03 May 2021



# Alamo Racing Sounds of Music & Huggies GP125-450cc

## 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 57 SOM Alan MORETON    |               |                          | Suzuki 500          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:05.395 |               | BEST LAP TIME : 1:05.476 |                     | DIFFERENCE : 0.081 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.037                   | 1:15.462            | 66.31              | 9.986 | 12:09:31.135        |
| 2 -                       | 38.820        | 30.697                   | 1:09.517            | 71.98              | 4.041 | 12:10:40.652        |
| 3 -                       | 38.389        | 30.070                   | 1:08.459            | 73.09              | 2.983 | 12:11:49.111        |
| 4 -                       | 40.094        | 30.343                   | 1:10.437            | 71.04              | 4.961 | 12:12:59.548        |
| 5 -                       | 37.390        | 29.194                   | 1:06.584            | 75.15              | 1.108 | 12:14:06.132        |
| 6 -                       | 37.254        | 29.195                   | 1:06.449            | 75.30              | 0.973 | 12:15:12.581        |
| 7 -                       | 36.823        | 29.315                   | 1:06.138 (2)        | 75.66              | 0.662 | 12:16:18.719        |
| 8 -                       | <b>36.566</b> | 29.966                   | 1:06.532            | 75.21              | 1.056 | 12:17:25.251        |
| 9 -                       | 36.647        | <b>28.829</b>            | <b>1:05.476 (1)</b> | <b>76.42</b>       |       | <b>12:18:30.727</b> |
| 10 -                      | 36.896        | 29.493                   | 1:06.389 (3)        | 75.37              | 0.913 | 12:19:37.116        |

| P2 102 SOM Andrew WIDDOWSON |               |                          | Honda 450           |                    |        |                     |
|-----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.300   |               | BEST LAP TIME : 1:06.555 |                     | DIFFERENCE : 0.255 |        |                     |
| LAP                         | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                         |               | 32.625                   | 1:19.165            | 63.20              | 12.610 | 12:09:34.838        |
| 2 -                         | 38.205        | 30.358                   | 1:08.563            | 72.98              | 2.008  | 12:10:43.401        |
| 3 -                         | 36.387        | 30.168                   | <b>1:06.555 (1)</b> | <b>75.18</b>       |        | <b>12:11:49.956</b> |
| 4 -                         | 37.680        | <b>29.972</b>            | 1:07.652            | 73.96              | 1.097  | 12:12:57.608        |
| 5 -                         | 36.767        | 29.973                   | 1:06.740 (3)        | 74.97              | 0.185  | 12:14:04.348        |
| 6 -                         | 37.332        | 30.548                   | 1:07.880            | 73.71              | 1.325  | 12:15:12.228        |
| 7 -                         | <b>36.328</b> | 30.377                   | 1:06.705 (2)        | 75.01              | 0.150  | 12:16:18.933        |
| 8 -                         | 36.998        | 30.566                   | 1:07.564            | 74.06              | 1.009  | 12:17:26.497        |
| 9 -                         | 36.631        | 30.501                   | 1:07.132            | 74.54              | 0.577  | 12:18:33.629        |
| 10 -                        | 38.588        | 31.268                   | 1:09.856            | 71.63              | 3.301  | 12:19:43.485        |

| P3 34 SNG Lissy WHITMORE  |               |                          | Yamaha 321          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.326 |               | BEST LAP TIME : 1:09.326 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.892                   | 1:20.296            | 62.31              | 10.970 | 12:09:35.969        |
| 2 -                       | 40.778        | 32.901                   | 1:13.679            | 67.91              | 4.353  | 12:10:49.648        |
| 3 -                       | 41.106        | 32.022                   | 1:13.128            | 68.42              | 3.802  | 12:12:02.776        |
| 4 -                       | 39.851        | 31.791                   | 1:11.642            | 69.84              | 2.316  | 12:13:14.418        |
| 5 -                       | 40.795        | 31.595                   | 1:12.390            | 69.12              | 3.064  | 12:14:26.808        |
| 6 -                       | 40.203        | 31.476                   | 1:11.679            | 69.81              | 2.353  | 12:15:38.487        |
| 7 -                       | 38.844        | 32.010                   | 1:10.854 (3)        | 70.62              | 1.528  | 12:16:49.341        |
| 8 -                       | 38.559        | 31.740                   | 1:10.299 (2)        | 71.18              | 0.973  | 12:17:59.640        |
| 9 -                       | 39.782        | 31.500                   | 1:11.282            | 70.20              | 1.956  | 12:19:10.922        |
| 10 -                      | <b>38.323</b> | <b>31.003</b>            | <b>1:09.326 (1)</b> | <b>72.18</b>       |        | <b>12:20:20.248</b> |

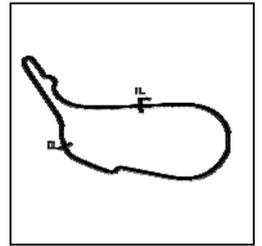
| P4 14 GP1 Sam WARD        |               |                          | Honda 125           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.417 |               | BEST LAP TIME : 1:10.537 |                     | DIFFERENCE : 0.120 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.927                   | 1:18.216            | 63.97              | 7.679 | 12:09:33.889        |
| 2 -                       | 40.216        | 33.093                   | 1:13.309            | 68.25              | 2.772 | 12:10:47.198        |
| 3 -                       | 39.951        | 32.610                   | 1:12.561            | 68.96              | 2.024 | 12:11:59.759        |
| 4 -                       | 39.178        | 32.363                   | 1:11.541 (3)        | 69.94              | 1.004 | 12:13:11.300        |
| 5 -                       | 39.801        | 32.523                   | 1:12.324            | 69.18              | 1.787 | 12:14:23.624        |
| 6 -                       | 39.827        | 32.340                   | 1:12.167            | 69.33              | 1.630 | 12:15:35.791        |
| 7 -                       | 38.737        | <b>32.087</b>            | 1:10.824 (2)        | 70.65              | 0.287 | 12:16:46.615        |
| 8 -                       | 39.427        | 33.225                   | 1:12.652            | 68.87              | 2.115 | 12:17:59.267        |
| 9 -                       | 40.435        | 32.136                   | 1:12.571            | 68.95              | 2.034 | 12:19:11.838        |
| 10 -                      | <b>38.330</b> | 32.207                   | <b>1:10.537 (1)</b> | <b>70.94</b>       |       | <b>12:20:22.375</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:08 Flag 12:19 End: 12:21

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## 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

| P5 84 SNG Sam LAIDLOW     |               |                          | Kawasaki 400        |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.310 |               | BEST LAP TIME : 1:10.332 |                     | DIFFERENCE : 0.022 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 33.181                   | 1:19.022            | 63.32              | 8.690 | 12:09:34.695        |
| 2 -                       | 41.532        | 32.535                   | 1:14.067            | 67.56              | 3.735 | 12:10:48.762        |
| 3 -                       | 41.949        | 32.488                   | 1:14.437            | 67.22              | 4.105 | 12:12:03.199        |
| 4 -                       | 40.193        | 31.365                   | 1:11.558            | 69.92              | 1.226 | 12:13:14.757        |
| 5 -                       | 40.746        | 31.457                   | 1:12.203            | 69.30              | 1.871 | 12:14:26.960        |
| 6 -                       | 40.440        | 31.264                   | 1:11.704            | 69.78              | 1.372 | 12:15:38.664        |
| 7 -                       | <b>39.385</b> | 31.554                   | 1:10.939 (2)        | 70.53              | 0.607 | 12:16:49.603        |
| 8 -                       | 39.407        | <b>30.925</b>            | <b>1:10.332 (1)</b> | <b>71.14</b>       |       | <b>12:17:59.935</b> |
| 9 -                       | 39.969        | 32.116                   | 1:12.085            | 69.41              | 1.753 | 12:19:12.020        |
| 10 -                      | 39.611        | 31.608                   | 1:11.219 (3)        | 70.26              | 0.887 | 12:20:23.239        |

| P6 6 GP1 Kimberley ROSE   |               |                          | Honda 125           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.596 |               | BEST LAP TIME : 1:10.706 |                     | DIFFERENCE : 0.110 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.645                   | 1:17.169            | 64.84              | 6.463 | 12:09:32.842        |
| 2 -                       | 38.965        | <b>31.741</b>            | <b>1:10.706 (1)</b> | <b>70.77</b>       |       | <b>12:10:43.548</b> |
| 3 -                       | 39.583        | 31.763                   | 1:11.346 (2)        | 70.13              | 0.640 | 12:11:54.894        |
| 4 -                       | <b>38.855</b> | 33.701                   | 1:12.556 (3)        | 68.96              | 1.850 | 12:13:07.450        |
| 5 -                       | 40.981        | 33.197                   | 1:14.178            | 67.45              | 3.472 | 12:14:21.628        |
| 6 -                       | 40.923        | 33.024                   | 1:13.947            | 67.67              | 3.241 | 12:15:35.575        |
| 7 -                       | 40.093        | 34.543                   | 1:14.636            | 67.04              | 3.930 | 12:16:50.211        |
| 8 -                       | 41.158        | 34.201                   | 1:15.359            | 66.40              | 4.653 | 12:18:05.570        |
| 9 -                       | 42.593        | 35.950                   | 1:18.543            | 63.71              | 7.837 | 12:19:24.113        |
| 10 -                      | 42.981        | 34.204                   | 1:17.185            | 64.83              | 6.479 | 12:20:41.298        |

| P7 33 SNG Shane HODGKINSON |               |                          | Yamaha 320          |                    |        |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:14.188  |               | BEST LAP TIME : 1:14.473 |                     | DIFFERENCE : 0.285 |        |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        |               | 35.321                   | 1:26.956            | 57.54              | 12.483 | 12:09:42.629        |
| 2 -                        | 43.053        | 34.511                   | 1:17.564            | 64.51              | 3.091  | 12:11:00.193        |
| 3 -                        | 42.899        | 33.991                   | 1:16.890            | 65.08              | 2.417  | 12:12:17.083        |
| 4 -                        | 42.238        | 33.951                   | 1:16.189            | 65.67              | 1.716  | 12:13:33.272        |
| 5 -                        | <b>41.384</b> | 33.089                   | <b>1:14.473 (1)</b> | <b>67.19</b>       |        | <b>12:14:47.745</b> |
| 6 -                        | 42.014        | 33.091                   | 1:15.105            | 66.62              | 0.632  | 12:16:02.850        |
| 7 -                        | 41.937        | 33.741                   | 1:15.678            | 66.12              | 1.205  | 12:17:18.528        |
| 8 -                        | 42.075        | <b>32.804</b>            | 1:14.879 (2)        | 66.82              | 0.406  | 12:18:33.407        |
| 9 -                        | 41.446        | 33.592                   | 1:15.038 (3)        | 66.68              | 0.565  | 12:19:48.445        |

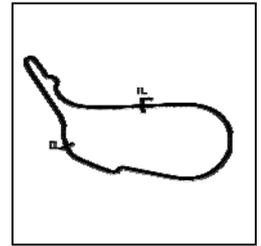
| P8 246 SOM Stu POULTON    |               |                          | Yamaha 350          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:15.345 |               | BEST LAP TIME : 1:15.499 |                     | DIFFERENCE : 0.154 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.291                   | 1:24.977            | 58.88              | 9.478 | 12:09:40.650        |
| 2 -                       | 43.713        | 34.423                   | 1:18.136            | 64.04              | 2.637 | 12:10:58.786        |
| 3 -                       | 43.206        | 33.984                   | 1:17.190            | 64.82              | 1.691 | 12:12:15.976        |
| 4 -                       | 42.688        | 33.646                   | 1:16.334 (3)        | 65.55              | 0.835 | 12:13:32.310        |
| 5 -                       | 43.306        | 34.478                   | 1:17.784            | 64.33              | 2.285 | 12:14:50.094        |
| 6 -                       | 42.861        | <b>33.534</b>            | 1:16.395            | 65.50              | 0.896 | 12:16:06.489        |
| 7 -                       | 42.374        | 33.799                   | 1:16.173 (2)        | 65.69              | 0.674 | 12:17:22.662        |
| 8 -                       | 42.954        | 33.637                   | 1:16.591            | 65.33              | 1.092 | 12:18:39.253        |
| 9 -                       | <b>41.811</b> | 33.688                   | <b>1:15.499 (1)</b> | <b>66.27</b>       |       | <b>12:19:54.752</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:08 Flag 12:19 End: 12:21

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## 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

| P9 132 SOM Paul WHITING   |               |                          | Yamaha 250          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:15.560 |               | BEST LAP TIME : 1:15.853 |                     | DIFFERENCE : 0.293 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 34.732                   | 1:25.505            | 58.52              | 9.652 | 12:09:41.178        |
| 2 -                       | 43.395        | 34.447                   | 1:17.842            | 64.28              | 1.989 | 12:10:59.020        |
| 3 -                       | 43.175        | 34.342                   | 1:17.517            | 64.55              | 1.664 | 12:12:16.537        |
| 4 -                       | 42.372        | <b>33.531</b>            | 1:15.903 (2)        | 65.92              | 0.050 | 12:13:32.440        |
| 5 -                       | 42.597        | 33.909                   | 1:16.506            | 65.40              | 0.653 | 12:14:48.946        |
| 6 -                       | 44.622        | 34.291                   | 1:18.913            | 63.41              | 3.060 | 12:16:07.859        |
| 7 -                       | 42.138        | 33.715                   | <b>1:15.853 (1)</b> | <b>65.97</b>       |       | <b>12:17:23.712</b> |
| 8 -                       | 42.497        | 33.697                   | 1:16.194 (3)        | 65.67              | 0.341 | 12:18:39.906        |
| 9 -                       | <b>42.029</b> | 35.741                   | 1:17.770            | 64.34              | 1.917 | 12:19:57.676        |

| P10 150 SOM John ADAMSON  |               |                          | Yamaha 350          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:16.334 |               | BEST LAP TIME : 1:16.334 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 34.703                   | 1:25.258            | 58.69              | 8.924 | 12:09:40.931        |
| 2 -                       | 44.088        | 34.219                   | 1:18.307            | 63.90              | 1.973 | 12:10:59.238        |
| 3 -                       | 43.502        | 35.011                   | 1:18.513            | 63.73              | 2.179 | 12:12:17.751        |
| 4 -                       | 42.679        | 34.344                   | 1:17.023 (2)        | 64.96              | 0.689 | 12:13:34.774        |
| 5 -                       | <b>42.506</b> | <b>33.828</b>            | <b>1:16.334 (1)</b> | <b>65.55</b>       |       | <b>12:14:51.108</b> |
| 6 -                       | 43.420        | 34.962                   | 1:18.382            | 63.84              | 2.048 | 12:16:09.490        |
| 7 -                       | 43.019        | 34.008                   | 1:17.027 (3)        | 64.96              | 0.693 | 12:17:26.517        |
| 8 -                       | 42.626        | 34.819                   | 1:17.445            | 64.61              | 1.111 | 12:18:43.962        |
| 9 -                       | 42.809        | 34.503                   | 1:17.312            | 64.72              | 0.978 | 12:20:01.274        |

| P11 134 SOM Rob STAFFORD  |               |                          | Suzuki 250          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:18.333 |               | BEST LAP TIME : 1:18.333 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 36.045                   | 1:28.467            | 56.56              | 10.134 | 12:09:44.140        |
| 2 -                       | 44.934        | 36.006                   | 1:20.940            | 61.82              | 2.607  | 12:11:05.080        |
| 3 -                       | 44.621        | 35.192                   | 1:19.813            | 62.69              | 1.480  | 12:12:24.893        |
| 4 -                       | 44.150        | 34.682                   | 1:18.832 (2)        | 63.47              | 0.499  | 12:13:43.725        |
| 5 -                       | <b>43.689</b> | <b>34.644</b>            | <b>1:18.333 (1)</b> | <b>63.88</b>       |        | <b>12:15:02.058</b> |
| 6 -                       | 44.190        | 35.308                   | 1:19.498 (3)        | 62.94              | 1.165  | 12:16:21.556        |
| 7 -                       | 44.017        | 35.851                   | 1:19.868            | 62.65              | 1.535  | 12:17:41.424        |
| 8 -                       | 44.667        | 35.889                   | 1:20.556            | 62.11              | 2.223  | 12:19:01.980        |
| 9 -                       | 44.688        | 35.717                   | 1:20.405            | 62.23              | 2.072  | 12:20:22.385        |

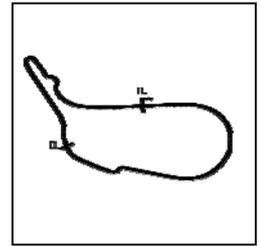
| P12 181 SNG Holly REEVES  |               |                          | Kawasaki 300        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:19.260 |               | BEST LAP TIME : 1:19.260 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 37.979                   | 1:32.335            | 54.19              | 13.075 | 12:09:48.008        |
| 2 -                       | 45.573        | 38.391                   | 1:23.964            | 59.59              | 4.704  | 12:11:11.972        |
| 3 -                       | 45.628        | 36.964                   | 1:22.592            | 60.58              | 3.332  | 12:12:34.564        |
| 4 -                       | 45.592        | 36.287                   | 1:21.879            | 61.11              | 2.619  | 12:13:56.443        |
| 5 -                       | 44.663        | 36.180                   | 1:20.843 (2)        | 61.89              | 1.583  | 12:15:17.286        |
| 6 -                       | 43.581        | 37.758                   | 1:21.339 (3)        | 61.52              | 2.079  | 12:16:38.625        |
| 7 -                       | 44.405        | 36.965                   | 1:21.370            | 61.49              | 2.110  | 12:17:59.995        |
| 8 -                       | 45.107        | 36.660                   | 1:21.767            | 61.19              | 2.507  | 12:19:21.762        |
| 9 -                       | <b>43.432</b> | <b>35.828</b>            | <b>1:19.260 (1)</b> | <b>63.13</b>       |        | <b>12:20:41.022</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:08 Flag 12:19 End: 12:21

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## 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

| P13 342 SNG Elaine MOODY  |               |                          | Yamaha 300          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:19.040 |               | BEST LAP TIME : 1:19.040 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 36.936                   | 1:32.732            | 53.96              | 13.692 | 12:09:48.405        |
| 2 -                       | 44.964        | 38.579                   | 1:23.543            | 59.89              | 4.503  | 12:11:11.948        |
| 3 -                       | 45.109        | 36.649                   | 1:21.758 (3)        | 61.20              | 2.718  | 12:12:33.706        |
| 4 -                       | 46.071        | 37.517                   | 1:23.588            | 59.86              | 4.548  | 12:13:57.294        |
| 5 -                       | <b>43.235</b> | <b>35.805</b>            | <b>1:19.040 (1)</b> | <b>63.31</b>       |        | <b>12:15:16.334</b> |
| 6 -                       | 44.204        | 37.629                   | 1:21.833            | 61.14              | 2.793  | 12:16:38.167        |
| 7 -                       | 44.377        | 37.260                   | 1:21.637 (2)        | 61.29              | 2.597  | 12:17:59.804        |
| 8 -                       | 44.940        | 37.819                   | 1:22.759            | 60.46              | 3.719  | 12:19:22.563        |
| 9 -                       | 44.301        | 37.943                   | 1:22.244            | 60.84              | 3.204  | 12:20:44.807        |

| P14 4 GP1 Kerry BURTON    |               |                          | Gp80 85             |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:22.558 |               | BEST LAP TIME : 1:23.354 |                     | DIFFERENCE : 0.796 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 37.455                   | 1:32.552            | 54.06              | 9.198 | 12:09:48.225        |
| 2 -                       | 46.425        | 38.031                   | 1:24.456 (3)        | 59.25              | 1.102 | 12:11:12.681        |
| 3 -                       | <b>45.974</b> | 37.380                   | <b>1:23.354 (1)</b> | <b>60.03</b>       |       | <b>12:12:36.035</b> |
| 4 -                       | 48.120        | <b>36.584</b>            | 1:24.704            | 59.07              | 1.350 | 12:14:00.739        |
| 5 -                       | 47.679        | 36.862                   | 1:24.541            | 59.19              | 1.187 | 12:15:25.280        |
| 6 -                       | 47.882        | 37.082                   | 1:24.964            | 58.89              | 1.610 | 12:16:50.244        |
| 7 -                       | 46.611        | 37.337                   | 1:23.948 (2)        | 59.60              | 0.594 | 12:18:14.192        |
| 8 -                       | 48.211        | 37.686                   | 1:25.897            | 58.25              | 2.543 | 12:19:40.089        |

| P15 571 SOM Stephen DENMAN |               |                          | Yamaha 347          |                    |        |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:30.356  |               | BEST LAP TIME : 1:30.949 |                     | DIFFERENCE : 0.593 |        |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        |               | 42.055                   | 1:43.046            | 48.56              | 12.097 | 12:09:58.719        |
| 2 -                        | 52.810        | 42.782                   | 1:35.592            | 52.34              | 4.643  | 12:11:34.311        |
| 3 -                        | 56.214        | 42.156                   | 1:38.370            | 50.86              | 7.421  | 12:13:12.681        |
| 4 -                        | 53.212        | 41.631                   | 1:34.843            | 52.76              | 3.894  | 12:14:47.524        |
| 5 -                        | 53.148        | 40.179                   | 1:33.327            | 53.61              | 2.378  | 12:16:20.851        |
| 6 -                        | 51.271        | 40.741                   | 1:32.012 (2)        | 54.38              | 1.063  | 12:17:52.863        |
| 7 -                        | 52.560        | <b>39.714</b>            | 1:32.274 (3)        | 54.23              | 1.325  | 12:19:25.137        |
| 8 -                        | <b>50.642</b> | 40.307                   | <b>1:30.949 (1)</b> | <b>55.02</b>       |        | <b>12:20:56.086</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 12:08 Flag 12:19 End: 12:21

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## Race 2 - LAP CHART

### LAP 1 @ 12:09:31.135

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 57  |        | 1:15.462 |
| 6   | 1.707  | 1:17.169 |
| 14  | 2.754  | 1:18.216 |
| 84  | 3.560  | 1:19.022 |
| 102 | 3.703  | 1:19.165 |
| 34  | 4.834  | 1:20.296 |
| 246 | 9.515  | 1:24.977 |
| 150 | 9.796  | 1:25.258 |
| 132 | 10.043 | 1:25.505 |
| 33  | 11.494 | 1:26.956 |
| 134 | 13.005 | 1:28.467 |
| 181 | 16.873 | 1:32.335 |
| 4   | 17.090 | 1:32.552 |
| 342 | 17.270 | 1:32.732 |
| 571 | 27.584 | 1:43.046 |

### LAP 2 @ 12:10:40.652

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 57  |        | 1:09.517 |
| 102 | 2.749  | 1:08.563 |
| 6   | 2.896  | 1:10.706 |
| 14  | 6.546  | 1:13.309 |
| 84  | 8.110  | 1:14.067 |
| 34  | 8.996  | 1:13.679 |
| 246 | 18.134 | 1:18.136 |
| 132 | 18.368 | 1:17.842 |
| 150 | 18.586 | 1:18.307 |
| 33  | 19.541 | 1:17.564 |
| 134 | 24.428 | 1:20.940 |
| 342 | 31.296 | 1:23.543 |
| 181 | 31.320 | 1:23.964 |
| 4   | 32.029 | 1:24.456 |
| 571 | 53.659 | 1:35.592 |

### LAP 3 @ 12:11:49.111

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 57  |        | 1:08.459 |
| 102 | 0.845  | 1:06.555 |
| 6   | 5.783  | 1:11.346 |
| 14  | 10.648 | 1:12.561 |
| 34  | 13.665 | 1:13.128 |
| 84  | 14.088 | 1:14.437 |
| 246 | 26.865 | 1:17.190 |
| 132 | 27.426 | 1:17.517 |
| 33  | 27.972 | 1:16.890 |
| 150 | 28.640 | 1:18.513 |
| 134 | 35.782 | 1:19.813 |
| 342 | 44.595 | 1:21.758 |
| 181 | 45.453 | 1:22.592 |
| 4   | 46.924 | 1:23.354 |

### LAP 4 @ 12:12:57.608

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 102 |        | 1:07.652 |
| 57  | 1.940  | 1:10.437 |
| 6   | 9.842  | 1:12.556 |
| 14  | 13.692 | 1:11.541 |
| 571 | 1 Lap  | 1:38.370 |
| 34  | 16.810 | 1:11.642 |
| 84  | 17.149 | 1:11.558 |

|     |          |          |
|-----|----------|----------|
| 246 | 34.702   | 1:16.334 |
| 132 | 34.832   | 1:15.903 |
| 33  | 35.664   | 1:16.189 |
| 150 | 37.166   | 1:17.023 |
| 134 | 46.117   | 1:18.832 |
| 181 | 58.835   | 1:21.879 |
| 342 | 59.686   | 1:23.588 |
| 4   | 1:03.131 | 1:24.704 |

### LAP 5 @ 12:14:04.348

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 102 |        | 1:06.740 |
| 57  | 1.784  | 1:06.584 |
| 6   | 17.280 | 1:14.178 |
| 14  | 19.276 | 1:12.324 |
| 34  | 22.460 | 1:12.390 |
| 84  | 22.612 | 1:12.203 |
| 571 | 1 Lap  | 1:34.843 |
| 33  | 43.397 | 1:14.473 |
| 132 | 44.598 | 1:16.506 |
| 246 | 45.746 | 1:17.784 |
| 150 | 46.760 | 1:16.334 |
| 134 | 57.710 | 1:18.333 |

### LAP 6 @ 12:15:12.228

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 102 |        | 1:07.880 |
| 57  | 0.353  | 1:06.449 |
| 342 | 1 Lap  | 1:19.040 |
| 181 | 1 Lap  | 1:20.843 |
| 4   | 1 Lap  | 1:24.541 |
| 6   | 23.347 | 1:13.947 |
| 14  | 23.563 | 1:12.167 |
| 34  | 26.259 | 1:11.679 |
| 84  | 26.436 | 1:11.704 |
| 33  | 50.622 | 1:15.105 |
| 246 | 54.261 | 1:16.395 |
| 132 | 55.631 | 1:18.913 |
| 150 | 57.262 | 1:18.382 |

### LAP 7 @ 12:16:18.719

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 57  |          | 1:06.138 |
| 102 | 0.214    | 1:06.705 |
| 571 | 2 Laps   | 1:33.327 |
| 134 | 1 Lap    | 1:19.498 |
| 342 | 1 Lap    | 1:21.833 |
| 181 | 1 Lap    | 1:21.339 |
| 14  | 27.896   | 1:10.824 |
| 34  | 30.622   | 1:10.854 |
| 84  | 30.884   | 1:10.939 |
| 6   | 31.492   | 1:14.636 |
| 4   | 1 Lap    | 1:24.964 |
| 33  | 59.809   | 1:15.678 |
| 246 | 1:03.943 | 1:16.173 |
| 132 | 1:04.993 | 1:15.853 |

### LAP 8 @ 12:17:25.251

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 57  |        | 1:06.532 |
| 102 | 1.246  | 1:07.564 |
| 150 | 1 Lap  | 1:17.027 |

|     |        |          |
|-----|--------|----------|
| 134 | 1 Lap  | 1:19.868 |
| 571 | 2 Laps | 1:32.012 |
| 14  | 34.016 | 1:12.652 |
| 34  | 34.389 | 1:10.299 |
| 342 | 1 Lap  | 1:21.637 |
| 84  | 34.684 | 1:10.332 |
| 181 | 1 Lap  | 1:21.370 |
| 6   | 40.319 | 1:15.359 |
| 4   | 1 Lap  | 1:23.948 |

### LAP 9 @ 12:18:30.727

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 57  |        | 1:05.476 |
| 33  | 1 Lap  | 1:14.879 |
| 102 | 2.902  | 1:07.132 |
| 246 | 1 Lap  | 1:16.591 |
| 132 | 1 Lap  | 1:16.194 |
| 150 | 1 Lap  | 1:17.445 |
| 134 | 1 Lap  | 1:20.556 |
| 34  | 40.195 | 1:11.282 |
| 14  | 41.111 | 1:12.571 |
| 84  | 41.293 | 1:12.085 |
| 181 | 1 Lap  | 1:21.767 |
| 342 | 1 Lap  | 1:22.759 |
| 6   | 53.386 | 1:18.543 |
| 571 | 2 Laps | 1:32.274 |

### LAP 10 @ 12:19:37.116

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 57  |          | 1:06.389 |
| 4   | 2 Laps   | 1:25.897 |
| 102 | 6.369    | 1:09.856 |
| 33  | 1 Lap    | 1:15.038 |
| 246 | 1 Lap    | 1:15.499 |
| 132 | 1 Lap    | 1:17.770 |
| 150 | 1 Lap    | 1:17.312 |
| 34  | 43.132   | 1:09.326 |
| 14  | 45.259   | 1:10.537 |
| 134 | 1 Lap    | 1:20.405 |
| 84  | 46.123   | 1:11.219 |
| 181 | 1 Lap    | 1:19.260 |
| 6   | 1:04.182 | 1:17.185 |
| 342 | 1 Lap    | 1:22.244 |
| 571 | 2 Laps   | 1:30.949 |

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:08 Flag 12:19 End: 12:21

Printed - 12:36 Monday, 03 May 2021

# Dunlop CB500

## Race 3 - CLASSIFICATION

| POS | NO  | NAME            | ENTRY     | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|-----------------|-----------|------|-----------|----------|--------|-------|----------|----|
| 1   | 13  | Richard BLUNT   | Honda 500 | 10   | 11:27.306 |          |        | 72.80 | 1:07.602 | 5  |
| 2   | 333 | Sam PALFREYMAN  | Honda 500 | 10   | 11:30.624 | 3.318    | 3.318  | 72.45 | 1:07.859 | 5  |
| 3   | 78  | Roger NEEP      | Honda 500 | 10   | 11:30.654 | 3.348    | 0.030  | 72.45 | 1:07.357 | 8  |
| 4   | 65  | Jamie PAGE      | Honda 500 | 10   | 11:30.894 | 3.588    | 0.240  | 72.42 | 1:07.443 | 8  |
| 5   | 285 | Terry ALLSOPP   | Honda 500 | 10   | 11:38.075 | 10.769   | 7.181  | 71.68 | 1:08.224 | 6  |
| 6   | 34  | Craig REILLY    | Honda 500 | 10   | 11:38.201 | 10.895   | 0.126  | 71.67 | 1:07.810 | 9  |
| 7   | 11  | Sam HAILSTONE   | Honda 500 | 10   | 11:52.884 | 25.578   | 14.683 | 70.19 | 1:09.126 | 10 |
| 8   | 113 | Steven KILPIN   | Honda 500 | 10   | 11:54.857 | 27.551   | 1.973  | 70.00 | 1:08.860 | 10 |
| 9   | 9   | Ellis HADLEY    | Honda 500 | 10   | 11:56.144 | 28.838   | 1.287  | 69.87 | 1:10.104 | 7  |
| 10  | 134 | Stephen SEWELL  | Honda 500 | 10   | 11:56.384 | 29.078   | 0.240  | 69.85 | 1:08.403 | 10 |
| 11  | 441 | Paul SAWYER     | Honda 500 | 10   | 12:09.087 | 41.781   | 12.703 | 68.63 | 1:10.978 | 6  |
| 12  | 117 | Ben JENNISON    | Honda 500 | 10   | 12:09.163 | 41.857   | 0.076  | 68.62 | 1:09.477 | 6  |
| 13  | 24  | Lewis BOOTH     | Honda 500 | 10   | 12:09.553 | 42.247   | 0.390  | 68.59 | 1:10.871 | 6  |
| 14  | 4   | Craig BASFORD   | Honda 500 | 10   | 12:09.702 | 42.396   | 0.149  | 68.57 | 1:09.997 | 6  |
| 15  | 274 | Wayne SUTTON    | Honda 500 | 10   | 12:10.038 | 42.732   | 0.336  | 68.54 | 1:10.690 | 6  |
| 16  | 181 | David DEGROOT   | Honda 500 | 10   | 12:15.998 | 48.692   | 5.960  | 67.98 | 1:11.462 | 2  |
| 17  | 185 | Roy WILSON      | Honda 500 | 10   | 12:16.373 | 49.067   | 0.375  | 67.95 | 1:11.780 | 10 |
| 18  | 84  | Ashley GOUGH    | Honda 500 | 10   | 12:17.704 | 50.398   | 1.331  | 67.83 | 1:11.149 | 8  |
| 19  | 710 | James BAILEY    | Honda 500 | 10   | 12:19.974 | 52.668   | 2.270  | 67.62 | 1:11.299 | 9  |
| 20  | 139 | Daniel NORTH    | Honda 500 | 10   | 12:29.171 | 1:01.865 | 9.197  | 66.79 | 1:10.381 | 10 |
| 21  | 142 | Mark SAWYER     | Honda 500 | 10   | 12:34.565 | 1:07.259 | 5.394  | 66.31 | 1:11.663 | 4  |
| 22  | 39  | Tom WALL        | Honda 500 | 10   | 12:37.805 | 1:10.499 | 3.240  | 66.03 | 1:12.706 | 7  |
| 23  | 58  | Jamie BADHAMS   | Honda 500 | 10   | 12:42.755 | 1:15.449 | 4.950  | 65.60 | 1:12.532 | 9  |
| 24  | 87  | Matthew GOODMAN | Honda 500 | 9    | 11:27.472 | 1 Lap    | 1 Lap  | 65.50 | 1:13.133 | 7  |
| 25  | 167 | Kyle JENKINS    | Honda 500 | 9    | 11:30.384 | 1 Lap    | 2.912  | 65.23 | 1:12.726 | 9  |
| 26  | 17  | Brandon WRIGHT  | Honda 500 | 9    | 12:08.887 | 1 Lap    | 38.503 | 61.78 | 1:16.833 | 9  |

### NOT CLASSIFIED

|     |     |               |           |   |          |        |        |       |          |   |
|-----|-----|---------------|-----------|---|----------|--------|--------|-------|----------|---|
| DNF | 10  | Martin GIBSON | Honda 500 | 8 | 9:32.514 | 2 Laps | 1 Lap  | 69.92 | 1:09.639 | 4 |
| DNF | 62  | Neil THOMPSON | Honda 500 | 4 | 5:16.469 | 6 Laps | 4 Laps | 63.24 | 1:15.880 | 2 |
| DNF | 211 | Dan BRETT     | Honda 500 | 2 | 2:35.553 | 8 Laps | 2 Laps | 64.33 | 1:14.189 | 2 |

### FASTEST LAP

|    |            |           |   |          |           |            |
|----|------------|-----------|---|----------|-----------|------------|
| 78 | Roger NEEP | Honda 500 | 8 | 1:07.357 | 74.29 mph | 119.55 kph |
|----|------------|-----------|---|----------|-----------|------------|

92.5% of Race Speed = 67.34 mph

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

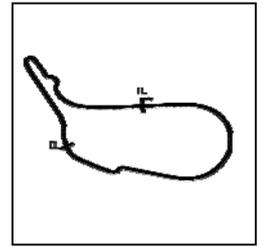
Mallory Park: 1.3900 miles  
Race Distance: 10 Laps / 13.90 miles  
Start: 12:25 Flag 12:36 End: 12:38

Printed - 12:39 Monday, 03 May 2021



# Dunlop CB500

## 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 13 CB Richard BLUNT    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.271 |               | BEST LAP TIME : 1:07.602 |                     | DIFFERENCE : 0.331 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               |                          | 1:12.533            | 68.98              | 4.931 | 12:26:15.811        |
| 2 -                       | 38.438        | 29.896                   | 1:08.334            | 73.22              | 0.732 | 12:27:24.145        |
| 3 -                       | 39.114        | 30.211                   | 1:09.325            | 72.18              | 1.723 | 12:28:33.470        |
| 4 -                       | 38.253        | <b>29.508</b>            | 1:07.761 (2)        | 73.84              | 0.159 | 12:29:41.231        |
| 5 -                       | <b>37.763</b> | 29.839                   | <b>1:07.602 (1)</b> | <b>74.02</b>       |       | <b>12:30:48.833</b> |
| 6 -                       | 37.915        | 29.942                   | 1:07.857            | 73.74              | 0.255 | 12:31:56.690        |
| 7 -                       | 38.211        | 29.862                   | 1:08.073            | 73.50              | 0.471 | 12:33:04.763        |
| 8 -                       | 37.909        | 29.931                   | 1:07.840 (3)        | 73.76              | 0.238 | 12:34:12.603        |
| 9 -                       | 37.917        | 30.237                   | 1:08.154            | 73.42              | 0.552 | 12:35:20.757        |
| 10 -                      | 38.412        | 31.415                   | 1:09.827            | 71.66              | 2.225 | 12:36:30.584        |

| P2 333 CB Sam PALFREYMAN  |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.817 |               | BEST LAP TIME : 1:07.859 |                     | DIFFERENCE : 0.042 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               |                          | 1:13.057            | 68.49              | 5.198 | 12:26:16.335        |
| 2 -                       | 38.913        | 30.621                   | 1:09.534            | 71.96              | 1.675 | 12:27:25.869        |
| 3 -                       | 38.553        | 30.050                   | 1:08.603            | 72.94              | 0.744 | 12:28:34.472        |
| 4 -                       | 38.330        | 30.202                   | 1:08.532            | 73.01              | 0.673 | 12:29:43.004        |
| 5 -                       | <b>37.776</b> | 30.083                   | <b>1:07.859 (1)</b> | <b>73.74</b>       |       | <b>12:30:50.863</b> |
| 6 -                       | 38.212        | 30.069                   | 1:08.281 (3)        | 73.28              | 0.422 | 12:31:59.144        |
| 7 -                       | 39.119        | <b>30.041</b>            | 1:09.160            | 72.35              | 1.301 | 12:33:08.304        |
| 8 -                       | 38.774        | 30.053                   | 1:08.827            | 72.70              | 0.968 | 12:34:17.131        |
| 9 -                       | 38.302        | 30.307                   | 1:08.609            | 72.93              | 0.750 | 12:35:25.740        |
| 10 -                      | 38.071        | 30.091                   | 1:08.162 (2)        | 73.41              | 0.303 | 12:36:33.902        |

| P3 78 CB Roger NEEP       |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.357 |               | BEST LAP TIME : 1:07.357 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               |                          | 1:15.037            | 66.68              | 7.680 | 12:26:18.315        |
| 2 -                       | 38.473        | 30.536                   | 1:09.009            | 72.51              | 1.652 | 12:27:27.324        |
| 3 -                       | 38.236        | 30.818                   | 1:09.054            | 72.46              | 1.697 | 12:28:36.378        |
| 4 -                       | 38.164        | 30.292                   | 1:08.456            | 73.09              | 1.099 | 12:29:44.834        |
| 5 -                       | 38.214        | 30.332                   | 1:08.546            | 73.00              | 1.189 | 12:30:53.380        |
| 6 -                       | 38.005        | 29.987                   | 1:07.992 (3)        | 73.59              | 0.635 | 12:32:01.372        |
| 7 -                       | 37.984        | 29.931                   | 1:07.915 (2)        | 73.68              | 0.558 | 12:33:09.287        |
| 8 -                       | <b>37.443</b> | <b>29.914</b>            | <b>1:07.357 (1)</b> | <b>74.29</b>       |       | <b>12:34:16.644</b> |
| 9 -                       | 38.284        | 30.038                   | 1:08.322            | 73.24              | 0.965 | 12:35:24.966        |
| 10 -                      | 38.421        | 30.545                   | 1:08.966            | 72.55              | 1.609 | 12:36:33.932        |

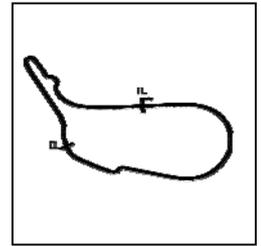
| P4 65 CB Jamie PAGE       |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.209 |               | BEST LAP TIME : 1:07.443 |                     | DIFFERENCE : 0.234 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.767                   | 1:16.526            | 65.38              | 9.083 | 12:26:19.804        |
| 2 -                       | 37.459        | 30.225                   | 1:07.684            | 73.93              | 0.241 | 12:27:27.488        |
| 3 -                       | <b>37.389</b> | 30.107                   | 1:07.496 (2)        | 74.13              | 0.053 | 12:28:34.984        |
| 4 -                       | 38.202        | 30.263                   | 1:08.465            | 73.08              | 1.022 | 12:29:43.449        |
| 5 -                       | 37.777        | 30.198                   | 1:07.975            | 73.61              | 0.532 | 12:30:51.424        |
| 6 -                       | 38.109        | 30.197                   | 1:08.306            | 73.25              | 0.863 | 12:31:59.730        |
| 7 -                       | 40.731        | 30.616                   | 1:11.347            | 70.13              | 3.904 | 12:33:11.077        |
| 8 -                       | 37.468        | 29.975                   | <b>1:07.443 (1)</b> | <b>74.19</b>       |       | <b>12:34:18.520</b> |
| 9 -                       | 37.719        | 29.931                   | 1:07.650 (3)        | 73.96              | 0.207 | 12:35:26.170        |
| 10 -                      | 38.182        | <b>29.820</b>            | 1:08.002            | 73.58              | 0.559 | 12:36:34.172        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:25 Flag 12:36 End: 12:38

# Dunlop CB500

## 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

| P5 285 CB Terry ALLSOPP   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.009 |               | BEST LAP TIME : 1:08.224 |                     | DIFFERENCE : 0.215 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.507                   | 1:16.558            | 65.36              | 8.334 | 12:26:19.836        |
| 2 -                       | 38.894        | 31.455                   | 1:10.349            | 71.13              | 2.125 | 12:27:30.185        |
| 3 -                       | 38.797        | 30.883                   | 1:09.680            | 71.81              | 1.456 | 12:28:39.865        |
| 4 -                       | 38.255        | <b>30.164</b>            | 1:08.419 (3)        | 73.13              | 0.195 | 12:29:48.284        |
| 5 -                       | 38.362        | 30.764                   | 1:09.126            | 72.38              | 0.902 | 12:30:57.410        |
| 6 -                       | <b>37.845</b> | 30.379                   | <b>1:08.224 (1)</b> | <b>73.34</b>       |       | <b>12:32:05.634</b> |
| 7 -                       | 38.308        | 31.376                   | 1:09.684            | 71.81              | 1.460 | 12:33:15.318        |
| 8 -                       | 37.932        | 30.421                   | 1:08.353 (2)        | 73.20              | 0.129 | 12:34:23.671        |
| 9 -                       | 38.072        | 30.633                   | 1:08.705            | 72.83              | 0.481 | 12:35:32.376        |
| 10 -                      | 38.219        | 30.758                   | 1:08.977            | 72.54              | 0.753 | 12:36:41.353        |

| P6 34 CB Craig REILLY     |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.559 |               | BEST LAP TIME : 1:07.810 |                     | DIFFERENCE : 0.251 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.962                   | 1:17.445            | 64.61              | 9.635 | 12:26:20.723        |
| 2 -                       | 38.784        | 31.171                   | 1:09.955            | 71.53              | 2.145 | 12:27:30.678        |
| 3 -                       | 39.115        | 31.145                   | 1:10.260            | 71.22              | 2.450 | 12:28:40.938        |
| 4 -                       | 39.002        | 30.842                   | 1:09.844            | 71.64              | 2.034 | 12:29:50.782        |
| 5 -                       | 38.506        | 30.389                   | 1:08.895            | 72.63              | 1.085 | 12:30:59.677        |
| 6 -                       | 38.093        | 30.334                   | 1:08.427            | 73.12              | 0.617 | 12:32:08.104        |
| 7 -                       | 38.123        | 30.302                   | 1:08.425 (3)        | 73.13              | 0.615 | 12:33:16.529        |
| 8 -                       | 38.319        | <b>29.940</b>            | 1:08.259 (2)        | 73.30              | 0.449 | 12:34:24.788        |
| 9 -                       | <b>37.619</b> | 30.191                   | <b>1:07.810 (1)</b> | <b>73.79</b>       |       | <b>12:35:32.598</b> |
| 10 -                      | 38.349        | 30.532                   | 1:08.881            | 72.64              | 1.071 | 12:36:41.479        |

| P7 11 CB Sam HAILSTONE    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.669 |               | BEST LAP TIME : 1:09.126 |                     | DIFFERENCE : 0.457 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.837                   | 1:18.381            | 63.84              | 9.255 | 12:26:21.659        |
| 2 -                       | 40.716        | 31.574                   | 1:12.290            | 69.22              | 3.164 | 12:27:33.949        |
| 3 -                       | 39.891        | 30.514                   | 1:10.405            | 71.07              | 1.279 | 12:28:44.354        |
| 4 -                       | 39.540        | 31.400                   | 1:10.940            | 70.53              | 1.814 | 12:29:55.294        |
| 5 -                       | 39.139        | 31.231                   | 1:10.370            | 71.11              | 1.244 | 12:31:05.664        |
| 6 -                       | 38.768        | 31.190                   | 1:09.958 (2)        | 71.52              | 0.832 | 12:32:15.622        |
| 7 -                       | 39.229        | 30.897                   | 1:10.126 (3)        | 71.35              | 1.000 | 12:33:25.748        |
| 8 -                       | <b>38.446</b> | 32.068                   | 1:10.514            | 70.96              | 1.388 | 12:34:36.262        |
| 9 -                       | 39.484        | 31.290                   | 1:10.774            | 70.70              | 1.648 | 12:35:47.036        |
| 10 -                      | 38.903        | <b>30.223</b>            | <b>1:09.126 (1)</b> | <b>72.38</b>       |       | <b>12:36:56.162</b> |

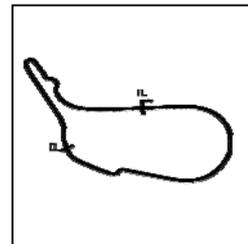
| P8 113 CB Steven KILPIN   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.860 |               | BEST LAP TIME : 1:08.860 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.451                   | 1:22.126            | 60.93              | 13.266 | 12:26:25.404        |
| 2 -                       | 40.605        | 30.868                   | 1:11.473            | 70.01              | 2.613  | 12:27:36.877        |
| 3 -                       | 40.318        | 32.103                   | 1:12.421            | 69.09              | 3.561  | 12:28:49.298        |
| 4 -                       | 40.497        | 30.994                   | 1:11.491            | 69.99              | 2.631  | 12:30:00.789        |
| 5 -                       | 39.168        | 30.828                   | 1:09.996            | 71.49              | 1.136  | 12:31:10.785        |
| 6 -                       | 38.797        | 30.672                   | 1:09.469            | 72.03              | 0.609  | 12:32:20.254        |
| 7 -                       | 38.868        | 30.413                   | 1:09.281 (2)        | 72.22              | 0.421  | 12:33:29.535        |
| 8 -                       | 38.667        | 30.801                   | 1:09.468 (3)        | 72.03              | 0.608  | 12:34:39.003        |
| 9 -                       | 39.137        | 31.135                   | 1:10.272            | 71.20              | 1.412  | 12:35:49.275        |
| 10 -                      | <b>38.571</b> | <b>30.289</b>            | <b>1:08.860 (1)</b> | <b>72.66</b>       |        | <b>12:36:58.135</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:25 Flag 12:36 End: 12:38

# Dunlop CB500

## 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

| P9 9 CB Ellis HADLEY      |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.947 |               | BEST LAP TIME : 1:10.104 |                     | DIFFERENCE : 0.157 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.181                   | 1:19.899            | 62.62              | 9.795 | 12:26:23.177        |
| 2 -                       | 39.576        | 31.999                   | 1:11.575            | 69.91              | 1.471 | 12:27:34.752        |
| 3 -                       | 39.520        | 31.631                   | 1:11.151            | 70.32              | 1.047 | 12:28:45.903        |
| 4 -                       | 39.228        | 31.634                   | 1:10.862            | 70.61              | 0.758 | 12:29:56.765        |
| 5 -                       | 38.737        | 32.460                   | 1:11.197            | 70.28              | 1.093 | 12:31:07.962        |
| 6 -                       | 38.678        | 31.556                   | 1:10.234 (3)        | 71.24              | 0.130 | 12:32:18.196        |
| 7 -                       | 38.740        | <b>31.364</b>            | <b>1:10.104 (1)</b> | <b>71.38</b>       |       | <b>12:33:28.300</b> |
| 8 -                       | 38.876        | 31.604                   | 1:10.480            | 70.99              | 0.376 | 12:34:38.780        |
| 9 -                       | 38.676        | 31.511                   | 1:10.187 (2)        | 71.29              | 0.083 | 12:35:48.967        |
| 10 -                      | <b>38.583</b> | 31.872                   | 1:10.455            | 71.02              | 0.351 | 12:36:59.422        |

| P10 134 CB Stephen SEWELL |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.092 |               | BEST LAP TIME : 1:08.403 |                     | DIFFERENCE : 0.311 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.202                   | 1:23.006            | 60.28              | 14.603 | 12:26:26.284        |
| 2 -                       | 41.520        | 31.374                   | 1:12.894            | 68.64              | 4.491  | 12:27:39.178        |
| 3 -                       | 40.449        | 31.670                   | 1:12.119            | 69.38              | 3.716  | 12:28:51.297        |
| 4 -                       | 39.489        | 31.700                   | 1:11.189            | 70.29              | 2.786  | 12:30:02.486        |
| 5 -                       | 39.465        | 31.359                   | 1:10.824            | 70.65              | 2.421  | 12:31:13.310        |
| 6 -                       | 39.961        | 30.997                   | 1:10.958            | 70.52              | 2.555  | 12:32:24.268        |
| 7 -                       | 38.481        | <b>30.636</b>            | 1:09.117            | 72.39              | 0.714  | 12:33:33.385        |
| 8 -                       | 38.099        | 30.678                   | 1:08.777 (2)        | 72.75              | 0.374  | 12:34:42.162        |
| 9 -                       | 38.367        | 30.730                   | 1:09.097 (3)        | 72.42              | 0.694  | 12:35:51.259        |
| 10 -                      | <b>37.456</b> | 30.947                   | <b>1:08.403 (1)</b> | <b>73.15</b>       |        | <b>12:36:59.662</b> |

| P11 441 CB Paul SAWYER    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.702 |               | BEST LAP TIME : 1:10.978 |                     | DIFFERENCE : 0.276 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.792                   | 1:17.476            | 64.58              | 6.498 | 12:26:20.754        |
| 2 -                       | 41.089        | 32.535                   | 1:13.624            | 67.96              | 2.646 | 12:27:34.378        |
| 3 -                       | 42.020        | 32.696                   | 1:14.716            | 66.97              | 3.738 | 12:28:49.094        |
| 4 -                       | 40.262        | 32.073                   | 1:12.335            | 69.17              | 1.357 | 12:30:01.429        |
| 5 -                       | 40.067        | 31.641                   | 1:11.708 (3)        | 69.78              | 0.730 | 12:31:13.137        |
| 6 -                       | <b>39.733</b> | 31.245                   | <b>1:10.978 (1)</b> | <b>70.50</b>       |       | <b>12:32:24.115</b> |
| 7 -                       | 40.309        | 31.992                   | 1:12.301            | 69.21              | 1.323 | 12:33:36.416        |
| 8 -                       | 40.390        | <b>30.969</b>            | 1:11.359 (2)        | 70.12              | 0.381 | 12:34:47.775        |
| 9 -                       | 40.236        | 32.240                   | 1:12.476            | 69.04              | 1.498 | 12:36:00.251        |
| 10 -                      | 39.797        | 32.317                   | 1:12.114            | 69.39              | 1.136 | 12:37:12.365        |

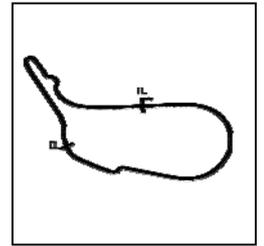
| P12 117 CB Ben JENNISON   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.477 |               | BEST LAP TIME : 1:09.477 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.098                   | 1:24.243            | 59.39              | 14.766 | 12:26:27.521        |
| 2 -                       | 41.695        | 33.843                   | 1:15.538            | 66.24              | 6.061  | 12:27:43.059        |
| 3 -                       | 40.297        | 33.112                   | 1:13.409            | 68.16              | 3.932  | 12:28:56.468        |
| 4 -                       | 39.463        | 31.716                   | 1:11.179            | 70.30              | 1.702  | 12:30:07.647        |
| 5 -                       | 39.404        | 31.440                   | 1:10.844 (3)        | 70.63              | 1.367  | 12:31:18.491        |
| 6 -                       | <b>38.580</b> | <b>30.897</b>            | <b>1:09.477 (1)</b> | <b>72.02</b>       |        | <b>12:32:27.968</b> |
| 7 -                       | 39.042        | 30.932                   | 1:09.974 (2)        | 71.51              | 0.497  | 12:33:37.942        |
| 8 -                       | 39.944        | 31.208                   | 1:11.152            | 70.32              | 1.675  | 12:34:49.094        |
| 9 -                       | 39.369        | 32.581                   | 1:11.950            | 69.54              | 2.473  | 12:36:01.044        |
| 10 -                      | 39.438        | 31.959                   | 1:11.397            | 70.08              | 1.920  | 12:37:12.441        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:25 Flag 12:36 End: 12:38

# Dunlop CB500

## 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

| P13 24 CB Lewis BOOTH     |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.525 |               | BEST LAP TIME : 1:10.871 |                     | DIFFERENCE : 0.346 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.912                   | 1:19.771            | 62.72              | 8.900 | 12:26:23.049        |
| 2 -                       | 40.884        | 32.386                   | 1:13.270            | 68.29              | 2.399 | 12:27:36.319        |
| 3 -                       | 41.511        | 31.876                   | 1:13.387            | 68.18              | 2.516 | 12:28:49.706        |
| 4 -                       | 40.419        | 31.643                   | 1:12.062            | 69.44              | 1.191 | 12:30:01.768        |
| 5 -                       | 40.641        | 31.409                   | 1:12.050 (3)        | 69.45              | 1.179 | 12:31:13.818        |
| 6 -                       | 39.691        | <b>31.180</b>            | <b>1:10.871 (1)</b> | <b>70.60</b>       |       | <b>12:32:24.689</b> |
| 7 -                       | <b>39.345</b> | 32.086                   | 1:11.431 (2)        | 70.05              | 0.560 | 12:33:36.120        |
| 8 -                       | 40.437        | 31.869                   | 1:12.306            | 69.20              | 1.435 | 12:34:48.426        |
| 9 -                       | 39.839        | 32.492                   | 1:12.331            | 69.18              | 1.460 | 12:36:00.757        |
| 10 -                      | 40.283        | 31.791                   | 1:12.074            | 69.42              | 1.203 | 12:37:12.831        |

| P14 4 CB Craig BASFORD    |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.995 |               | BEST LAP TIME : 1:09.997 |                     | DIFFERENCE : 0.002 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.520                   | 1:24.678            | 59.09              | 14.681 | 12:26:27.956        |
| 2 -                       | 40.743        | 34.155                   | 1:14.898            | 66.81              | 4.901  | 12:27:42.854        |
| 3 -                       | 40.335        | 32.784                   | 1:13.119            | 68.43              | 3.122  | 12:28:55.973        |
| 4 -                       | 39.121        | 31.860                   | 1:10.981            | 70.49              | 0.984  | 12:30:06.954        |
| 5 -                       | 39.524        | 31.887                   | 1:11.411            | 70.07              | 1.414  | 12:31:18.365        |
| 6 -                       | 38.943        | <b>31.054</b>            | <b>1:09.997 (1)</b> | <b>71.48</b>       |        | <b>12:32:28.362</b> |
| 7 -                       | 38.977        | 31.430                   | 1:10.407 (2)        | 71.07              | 0.410  | 12:33:38.769        |
| 8 -                       | 39.344        | 31.335                   | 1:10.679 (3)        | 70.79              | 0.682  | 12:34:49.448        |
| 9 -                       | 39.809        | 32.476                   | 1:12.285            | 69.22              | 2.288  | 12:36:01.733        |
| 10 -                      | <b>38.941</b> | 32.306                   | 1:11.247            | 70.23              | 1.250  | 12:37:12.980        |

| P15 274 CB Wayne SUTTON   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.201 |               | BEST LAP TIME : 1:10.690 |                     | DIFFERENCE : 0.489 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.695                   | 1:21.950            | 61.06              | 11.260 | 12:26:25.228        |
| 2 -                       | 41.806        | 31.925                   | 1:13.731            | 67.86              | 3.041  | 12:27:38.959        |
| 3 -                       | 39.712        | 31.672                   | 1:11.384 (3)        | 70.10              | 0.694  | 12:28:50.343        |
| 4 -                       | 40.846        | 31.899                   | 1:12.745            | 68.78              | 2.055  | 12:30:03.088        |
| 5 -                       | 40.288        | 31.752                   | 1:12.040            | 69.46              | 1.350  | 12:31:15.128        |
| 6 -                       | 39.728        | <b>30.962</b>            | <b>1:10.690 (1)</b> | <b>70.78</b>       |        | <b>12:32:25.818</b> |
| 7 -                       | <b>39.239</b> | 31.677                   | 1:10.916 (2)        | 70.56              | 0.226  | 12:33:36.734        |
| 8 -                       | 40.560        | 31.475                   | 1:12.035            | 69.46              | 1.345  | 12:34:48.769        |
| 9 -                       | 40.108        | 32.561                   | 1:12.669            | 68.86              | 1.979  | 12:36:01.438        |
| 10 -                      | 39.881        | 31.997                   | 1:11.878            | 69.61              | 1.188  | 12:37:13.316        |

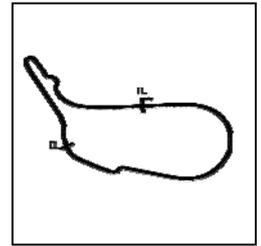
| P16 181 CB David DEGROOT  |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.885 |               | BEST LAP TIME : 1:11.462 |                     | DIFFERENCE : 0.577 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.669                   | 1:21.213            | 61.61              | 9.751 | 12:26:24.491        |
| 2 -                       | <b>39.684</b> | 31.778                   | <b>1:11.462 (1)</b> | <b>70.02</b>       |       | <b>12:27:35.953</b> |
| 3 -                       | 41.487        | 32.022                   | 1:13.509            | 68.07              | 2.047 | 12:28:49.462        |
| 4 -                       | 40.903        | 31.902                   | 1:12.805            | 68.73              | 1.343 | 12:30:02.267        |
| 5 -                       | 40.773        | 31.623                   | 1:12.396 (3)        | 69.12              | 0.934 | 12:31:14.663        |
| 6 -                       | 41.010        | <b>31.201</b>            | 1:12.211 (2)        | 69.29              | 0.749 | 12:32:26.874        |
| 7 -                       | 41.065        | 31.422                   | 1:12.487            | 69.03              | 1.025 | 12:33:39.361        |
| 8 -                       | 40.466        | 31.968                   | 1:12.434            | 69.08              | 0.972 | 12:34:51.795        |
| 9 -                       | 41.055        | 32.928                   | 1:13.983            | 67.63              | 2.521 | 12:36:05.778        |
| 10 -                      | 41.478        | 32.020                   | 1:13.498            | 68.08              | 2.036 | 12:37:19.276        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:25 Flag 12:36 End: 12:38

# Dunlop CB500

## 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 185 CB Roy WILSON     |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.780 |               | BEST LAP TIME : 1:11.780 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.334                   | 1:22.858            | 60.39              | 11.078 | 12:26:26.136        |
| 2 -                       | 42.213        | 32.082                   | 1:14.295            | 67.35              | 2.515  | 12:27:40.431        |
| 3 -                       | 41.004        | 31.886                   | 1:12.890            | 68.65              | 1.110  | 12:28:53.321        |
| 4 -                       | 40.575        | 31.681                   | 1:12.256            | 69.25              | 0.476  | 12:30:05.577        |
| 5 -                       | 40.710        | 31.797                   | 1:12.507            | 69.01              | 0.727  | 12:31:18.084        |
| 6 -                       | 41.236        | 31.898                   | 1:13.134            | 68.42              | 1.354  | 12:32:31.218        |
| 7 -                       | 40.549        | 31.559                   | 1:12.108 (2)        | 69.39              | 0.328  | 12:33:43.326        |
| 8 -                       | 40.585        | 31.642                   | 1:12.227 (3)        | 69.28              | 0.447  | 12:34:55.553        |
| 9 -                       | 40.658        | 31.660                   | 1:12.318            | 69.19              | 0.538  | 12:36:07.871        |
| 10 -                      | <b>40.337</b> | <b>31.443</b>            | <b>1:11.780 (1)</b> | <b>69.71</b>       |        | <b>12:37:19.651</b> |

| P18 84 CB Ashley GOUGH    |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.825 |               | BEST LAP TIME : 1:11.149 |                     | DIFFERENCE : 0.324 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.727                   | 1:25.176            | 58.74              | 14.027 | 12:26:28.454        |
| 2 -                       | 41.064        | 33.940                   | 1:15.004            | 66.71              | 3.855  | 12:27:43.458        |
| 3 -                       | 40.200        | 34.608                   | 1:14.808            | 66.89              | 3.659  | 12:28:58.266        |
| 4 -                       | 39.734        | 32.188                   | 1:11.922            | 69.57              | 0.773  | 12:30:10.188        |
| 5 -                       | 40.200        | 32.194                   | 1:12.394            | 69.12              | 1.245  | 12:31:22.582        |
| 6 -                       | 39.519        | 32.255                   | 1:11.774 (3)        | 69.71              | 0.625  | 12:32:34.356        |
| 7 -                       | 39.308        | 31.872                   | 1:11.180 (2)        | 70.30              | 0.031  | 12:33:45.536        |
| 8 -                       | <b>39.201</b> | 31.948                   | <b>1:11.149 (1)</b> | <b>70.33</b>       |        | <b>12:34:56.685</b> |
| 9 -                       | 39.829        | 32.139                   | 1:11.968            | 69.53              | 0.819  | 12:36:08.653        |
| 10 -                      | 40.705        | <b>31.624</b>            | 1:12.329            | 69.18              | 1.180  | 12:37:20.982        |

| P19 710 CB James BAILEY   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.966 |               | BEST LAP TIME : 1:11.299 |                     | DIFFERENCE : 0.333 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.894                   | 1:26.724            | 57.70              | 15.425 | 12:26:30.002        |
| 2 -                       | 42.981        | 33.650                   | 1:16.631            | 65.30              | 5.332  | 12:27:46.633        |
| 3 -                       | 40.570        | 32.174                   | 1:12.744            | 68.78              | 1.445  | 12:28:59.377        |
| 4 -                       | 39.994        | 32.049                   | 1:12.043            | 69.45              | 0.744  | 12:30:11.420        |
| 5 -                       | 39.627        | 32.034                   | 1:11.661 (3)        | 69.82              | 0.362  | 12:31:23.081        |
| 6 -                       | 39.525        | 32.076                   | 1:11.601 (2)        | 69.88              | 0.302  | 12:32:34.682        |
| 7 -                       | 39.590        | 32.995                   | 1:12.585            | 68.94              | 1.286  | 12:33:47.267        |
| 8 -                       | 40.075        | <b>31.597</b>            | 1:11.672            | 69.81              | 0.373  | 12:34:58.939        |
| 9 -                       | <b>39.369</b> | 31.930                   | <b>1:11.299 (1)</b> | <b>70.18</b>       |        | <b>12:36:10.238</b> |
| 10 -                      | 40.186        | 32.828                   | 1:13.014            | 68.53              | 1.715  | 12:37:23.252        |

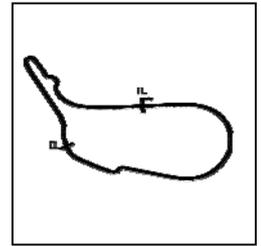
| P20 139 CB Daniel NORTH   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.381 |               | BEST LAP TIME : 1:10.381 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.268                   | 1:28.950            | 56.25              | 18.569 | 12:26:32.228        |
| 2 -                       | 43.174        | 33.982                   | 1:17.156            | 64.85              | 6.775  | 12:27:49.384        |
| 3 -                       | 41.964        | 33.301                   | 1:15.265            | 66.48              | 4.884  | 12:29:04.649        |
| 4 -                       | 41.210        | 33.161                   | 1:14.371            | 67.28              | 3.990  | 12:30:19.020        |
| 5 -                       | 40.963        | 32.288                   | 1:13.251            | 68.31              | 2.870  | 12:31:32.271        |
| 6 -                       | 40.603        | 32.480                   | 1:13.083            | 68.47              | 2.702  | 12:32:45.354        |
| 7 -                       | 39.986        | 32.134                   | 1:12.120 (3)        | 69.38              | 1.739  | 12:33:57.474        |
| 8 -                       | 40.522        | 32.108                   | 1:12.630            | 68.89              | 2.249  | 12:35:10.104        |
| 9 -                       | 39.882        | 32.082                   | 1:11.964 (2)        | 69.53              | 1.583  | 12:36:22.068        |
| 10 -                      | <b>38.632</b> | <b>31.749</b>            | <b>1:10.381 (1)</b> | <b>71.09</b>       |        | <b>12:37:32.449</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:25 Flag 12:36 End: 12:38

# Dunlop CB500

## 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

| P21 142 CB Mark SAWYER    |               |               | Honda 500                |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:11.663 |               |               | BEST LAP TIME : 1:11.663 |              | DIFFERENCE : 0.000 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 34.705        | 1:26.896                 | 57.58        | 15.233             | 12:26:30.174        |
| 2 -                       | 41.249        | 32.664        | 1:13.913                 | 67.70        | 2.250              | 12:27:44.087        |
| 3 -                       | 41.035        | 32.613        | 1:13.648                 | 67.94        | 1.985              | 12:28:57.735        |
| 4 -                       | <b>39.933</b> | <b>31.730</b> | <b>1:11.663 (1)</b>      | <b>69.82</b> |                    | <b>12:30:09.398</b> |
| 5 -                       | 42.971        | 33.105        | 1:16.076                 | 65.77        | 4.413              | 12:31:25.474        |
| 6 -                       | 41.227        | 32.381        | 1:13.608 (3)             | 67.98        | 1.945              | 12:32:39.082        |
| 7 -                       | 42.193        | 32.725        | 1:14.918                 | 66.79        | 3.255              | 12:33:54.000        |
| 8 -                       | 41.887        | 32.879        | 1:14.766                 | 66.92        | 3.103              | 12:35:08.766        |
| 9 -                       | 40.803        | 32.635        | 1:13.438 (2)             | 68.13        | 1.775              | 12:36:22.204        |
| 10 -                      | 42.212        | 33.427        | 1:15.639                 | 66.15        | 3.976              | 12:37:37.843        |

| P22 39 CB Tom WALL        |               |               | Honda 500                |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:12.517 |               |               | BEST LAP TIME : 1:12.706 |              | DIFFERENCE : 0.189 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 35.185        | 1:25.773                 | 58.34        | 13.067             | 12:26:29.051        |
| 2 -                       | 44.049        | 34.629        | 1:18.678                 | 63.60        | 5.972              | 12:27:47.729        |
| 3 -                       | 42.955        | 35.064        | 1:18.019                 | 64.13        | 5.313              | 12:29:05.748        |
| 4 -                       | 42.395        | 33.287        | 1:15.682                 | 66.11        | 2.976              | 12:30:21.430        |
| 5 -                       | 41.670        | 32.495        | 1:14.165                 | 67.47        | 1.459              | 12:31:35.595        |
| 6 -                       | 40.879        | 32.887        | 1:13.766                 | 67.83        | 1.060              | 12:32:49.361        |
| 7 -                       | <b>40.230</b> | <b>32.476</b> | <b>1:12.706 (1)</b>      | <b>68.82</b> |                    | <b>12:34:02.067</b> |
| 8 -                       | 40.579        | <b>32.287</b> | 1:12.866 (2)             | 68.67        | 0.160              | 12:35:14.933        |
| 9 -                       | 40.874        | 32.314        | 1:13.188                 | 68.37        | 0.482              | 12:36:28.121        |
| 10 -                      | 40.621        | 32.341        | 1:12.962 (3)             | 68.58        | 0.256              | 12:37:41.083        |

| P23 58 CB Jamie BADHAMS   |               |               | Honda 500                |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:12.266 |               |               | BEST LAP TIME : 1:12.532 |              | DIFFERENCE : 0.266 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 34.907        | 1:29.251                 | 56.06        | 16.719             | 12:26:32.529        |
| 2 -                       | 41.847        | 34.302        | 1:16.149                 | 65.71        | 3.617              | 12:27:48.678        |
| 3 -                       | 42.536        | 33.125        | 1:15.661                 | 66.13        | 3.129              | 12:29:04.339        |
| 4 -                       | 41.305        | 34.006        | 1:15.311                 | 66.44        | 2.779              | 12:30:19.650        |
| 5 -                       | 42.548        | 32.963        | 1:15.511                 | 66.26        | 2.979              | 12:31:35.161        |
| 6 -                       | 40.451        | 32.884        | 1:13.335                 | 68.23        | 0.803              | 12:32:48.496        |
| 7 -                       | <b>39.599</b> | 33.093        | 1:12.692 (2)             | 68.83        | 0.160              | 12:34:01.188        |
| 8 -                       | 40.259        | 32.694        | 1:12.953 (3)             | 68.59        | 0.421              | 12:35:14.141        |
| 9 -                       | 39.865        | <b>32.667</b> | <b>1:12.532 (1)</b>      | <b>68.99</b> |                    | <b>12:36:26.673</b> |
| 10 -                      | 45.494        | 33.866        | 1:19.360                 | 63.05        | 6.828              | 12:37:46.033        |

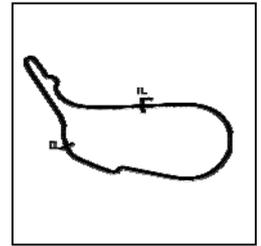
| P24 87 CB Matthew GOODMAN |               |               | Honda 500                |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:12.984 |               |               | BEST LAP TIME : 1:13.133 |              | DIFFERENCE : 0.149 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 35.433        | 1:28.751                 | 56.38        | 15.618             | 12:26:32.029        |
| 2 -                       | 41.803        | 34.711        | 1:16.514                 | 65.40        | 3.381              | 12:27:48.543        |
| 3 -                       | 40.932        | 34.029        | 1:14.961                 | 66.75        | 1.828              | 12:29:03.504        |
| 4 -                       | 41.503        | 34.400        | 1:15.903                 | 65.92        | 2.770              | 12:30:19.407        |
| 5 -                       | 41.888        | 33.826        | 1:15.714                 | 66.09        | 2.581              | 12:31:35.121        |
| 6 -                       | 42.120        | 33.494        | 1:15.614                 | 66.17        | 2.481              | 12:32:50.735        |
| 7 -                       | 40.175        | <b>32.958</b> | <b>1:13.133 (1)</b>      | <b>68.42</b> |                    | <b>12:34:03.868</b> |
| 8 -                       | 40.195        | 32.989        | 1:13.184 (2)             | 68.37        | 0.051              | 12:35:17.052        |
| 9 -                       | <b>40.026</b> | 33.672        | 1:13.698 (3)             | 67.89        | 0.565              | 12:36:30.750        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:25 Flag 12:36 End: 12:38

# Dunlop CB500

## 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

| P25 167 CB Kyle JENKINS   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.662 |               | BEST LAP TIME : 1:12.726 |                     | DIFFERENCE : 0.064 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.132                   | 1:28.228            | 56.71              | 15.502 | 12:26:31.506        |
| 2 -                       | 43.328        | 34.114                   | 1:17.442            | 64.61              | 4.716  | 12:27:48.948        |
| 3 -                       | 42.931        | 33.236                   | 1:16.167            | 65.69              | 3.441  | 12:29:05.115        |
| 4 -                       | 41.778        | 32.923                   | 1:14.701            | 66.98              | 1.975  | 12:30:19.816        |
| 5 -                       | 44.981        | 32.868                   | 1:17.849            | 64.27              | 5.123  | 12:31:37.665        |
| 6 -                       | 41.561        | 32.806                   | 1:14.367 (3)        | 67.28              | 1.641  | 12:32:52.032        |
| 7 -                       | 42.444        | 32.628                   | 1:15.072            | 66.65              | 2.346  | 12:34:07.104        |
| 8 -                       | 41.529        | <b>32.303</b>            | 1:13.832 (2)        | 67.77              | 1.106  | 12:35:20.936        |
| 9 -                       | <b>40.359</b> | 32.367                   | <b>1:12.726 (1)</b> | <b>68.80</b>       |        | <b>12:36:33.662</b> |

| P26 17 CB Brandon WRIGHT  |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:16.833 |               | BEST LAP TIME : 1:16.833 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 36.896                   | 1:33.162            | 53.71              | 16.329 | 12:26:36.440        |
| 2 -                       | 44.978        | 34.806                   | 1:19.784            | 62.71              | 2.951  | 12:27:56.224        |
| 3 -                       | 46.104        | 35.771                   | 1:21.875            | 61.11              | 5.042  | 12:29:18.099        |
| 4 -                       | 45.139        | 34.060                   | 1:19.199 (3)        | 63.18              | 2.366  | 12:30:37.298        |
| 5 -                       | 43.724        | 34.525                   | 1:18.249 (2)        | 63.95              | 1.416  | 12:31:55.547        |
| 6 -                       | 44.711        | 34.930                   | 1:19.641            | 62.83              | 2.808  | 12:33:15.188        |
| 7 -                       | 46.559        | 33.844                   | 1:20.403            | 62.23              | 3.570  | 12:34:35.591        |
| 8 -                       | 43.831        | 35.910                   | 1:19.741            | 62.75              | 2.908  | 12:35:55.332        |
| 9 -                       | <b>43.550</b> | <b>33.283</b>            | <b>1:16.833 (1)</b> | <b>65.12</b>       |        | <b>12:37:12.165</b> |

| P27 10 CB Martin GIBSON   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.401 |               | BEST LAP TIME : 1:09.639 |                     | DIFFERENCE : 0.238 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.784                   | 1:19.218            | 63.16              | 9.579 | 12:26:22.496        |
| 2 -                       | 40.055        | 32.073                   | 1:12.128            | 69.37              | 2.489 | 12:27:34.624        |
| 3 -                       | 39.370        | <b>31.032</b>            | 1:10.402            | 71.07              | 0.763 | 12:28:45.026        |
| 4 -                       | 38.475        | 31.164                   | <b>1:09.639 (1)</b> | <b>71.85</b>       |       | <b>12:29:54.665</b> |
| 5 -                       | 39.350        | 31.035                   | 1:10.385            | 71.09              | 0.746 | 12:31:05.050        |
| 6 -                       | 38.735        | 31.199                   | 1:09.934 (3)        | 71.55              | 0.295 | 12:32:14.984        |
| 7 -                       | 38.545        | 31.356                   | 1:09.901 (2)        | 71.58              | 0.262 | 12:33:24.885        |
| 8 -                       | <b>38.369</b> | 32.538                   | 1:10.907            | 70.57              | 1.268 | 12:34:35.792        |

| P28 62 CB Neil THOMPSON   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:15.830 |               | BEST LAP TIME : 1:15.880 |                     | DIFFERENCE : 0.050 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.960                   | 1:27.609            | 57.11              | 11.729 | 12:26:30.887        |
| 2 -                       | 41.702        | <b>34.178</b>            | <b>1:15.880 (1)</b> | <b>65.94</b>       |        | <b>12:27:46.767</b> |
| 3 -                       | 41.710        | 34.396                   | 1:16.106 (2)        | 65.75              | 0.226  | 12:29:02.873        |
| 4 -                       | <b>41.652</b> | 35.222                   | 1:16.874 (3)        | 65.09              | 0.994  | 12:30:19.747        |

| P29 211 CB Dan BRETT      |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:14.189 |               | BEST LAP TIME : 1:14.189 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 33.286                   | 1:21.364 (2)        | 61.50              | 7.175 | 12:26:24.642        |
| 2 -                       | <b>41.946</b> | <b>32.243</b>            | <b>1:14.189 (1)</b> | <b>67.44</b>       |       | <b>12:27:38.831</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:25 Flag 12:36 End: 12:38

# Dunlop CB500

## Race 3 - LAP CHART

| LAP 1 @ 12:26:15.811 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 13  |        | 1:12.533 |
| 333 | 0.524  | 1:13.057 |
| 78  | 2.504  | 1:15.037 |
| 65  | 3.993  | 1:16.526 |
| 285 | 4.025  | 1:16.558 |
| 34  | 4.912  | 1:17.445 |
| 441 | 4.943  | 1:17.476 |
| 11  | 5.848  | 1:18.381 |
| 10  | 6.685  | 1:19.218 |
| 24  | 7.238  | 1:19.771 |
| 9   | 7.366  | 1:19.899 |
| 181 | 8.680  | 1:21.213 |
| 211 | 8.831  | 1:21.364 |
| 274 | 9.417  | 1:21.950 |
| 113 | 9.593  | 1:22.126 |
| 185 | 10.325 | 1:22.858 |
| 134 | 10.473 | 1:23.006 |
| 117 | 11.710 | 1:24.243 |
| 4   | 12.145 | 1:24.678 |
| 84  | 12.643 | 1:25.176 |
| 39  | 13.240 | 1:25.773 |
| 710 | 14.191 | 1:26.724 |
| 142 | 14.363 | 1:26.896 |
| 62  | 15.076 | 1:27.609 |
| 167 | 15.695 | 1:28.228 |
| 87  | 16.218 | 1:28.751 |
| 139 | 16.417 | 1:28.950 |
| 58  | 16.718 | 1:29.251 |
| 17  | 20.629 | 1:33.162 |

| LAP 2 @ 12:27:24.145 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 13  |        | 1:08.334 |
| 333 | 1.724  | 1:09.534 |
| 78  | 3.179  | 1:09.009 |
| 65  | 3.343  | 1:07.684 |
| 285 | 6.040  | 1:10.349 |
| 34  | 6.533  | 1:09.955 |
| 11  | 9.804  | 1:12.290 |
| 441 | 10.233 | 1:13.624 |
| 10  | 10.479 | 1:12.128 |
| 9   | 10.607 | 1:11.575 |
| 181 | 11.808 | 1:11.462 |
| 24  | 12.174 | 1:13.270 |
| 113 | 12.732 | 1:11.473 |
| 211 | 14.686 | 1:14.189 |
| 274 | 14.814 | 1:13.731 |
| 134 | 15.033 | 1:12.894 |
| 185 | 16.286 | 1:14.295 |
| 4   | 18.709 | 1:14.898 |
| 117 | 18.914 | 1:15.538 |
| 84  | 19.313 | 1:15.004 |
| 142 | 19.942 | 1:13.913 |
| 710 | 22.488 | 1:16.631 |
| 62  | 22.622 | 1:15.880 |
| 39  | 23.584 | 1:18.678 |
| 87  | 24.398 | 1:16.514 |
| 58  | 24.533 | 1:16.149 |
| 167 | 24.803 | 1:17.442 |
| 139 | 25.239 | 1:17.156 |
| 17  | 32.079 | 1:19.784 |

| LAP 3 @ 12:28:33.470 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 13  |        | 1:09.325 |
| 333 | 1.002  | 1:08.603 |
| 65  | 1.514  | 1:07.496 |
| 78  | 2.908  | 1:09.054 |
| 285 | 6.395  | 1:09.680 |
| 34  | 7.468  | 1:10.260 |
| 11  | 10.884 | 1:10.405 |
| 10  | 11.556 | 1:10.402 |
| 9   | 12.433 | 1:11.151 |
| 441 | 15.624 | 1:14.716 |
| 113 | 15.828 | 1:12.421 |
| 181 | 15.992 | 1:13.509 |
| 24  | 16.236 | 1:13.387 |
| 274 | 16.873 | 1:11.384 |
| 134 | 17.827 | 1:12.119 |
| 185 | 19.851 | 1:12.890 |
| 4   | 22.503 | 1:13.119 |
| 117 | 22.998 | 1:13.409 |
| 142 | 24.265 | 1:13.648 |
| 84  | 24.796 | 1:14.808 |
| 710 | 25.907 | 1:12.744 |
| 62  | 29.403 | 1:16.106 |
| 87  | 30.034 | 1:14.961 |
| 58  | 30.869 | 1:15.661 |
| 139 | 31.179 | 1:15.265 |
| 167 | 31.645 | 1:16.167 |
| 39  | 32.278 | 1:18.019 |
| 17  | 44.629 | 1:21.875 |

| LAP 4 @ 12:29:41.231 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 13  |        | 1:07.761 |
| 333 | 1.773  | 1:08.532 |
| 65  | 2.218  | 1:08.465 |
| 78  | 3.603  | 1:08.456 |
| 285 | 7.053  | 1:08.419 |
| 34  | 9.551  | 1:09.844 |
| 10  | 13.434 | 1:09.639 |
| 11  | 14.063 | 1:10.940 |
| 9   | 15.534 | 1:10.862 |
| 113 | 19.558 | 1:11.491 |
| 441 | 20.198 | 1:12.335 |
| 24  | 20.537 | 1:12.062 |
| 181 | 21.036 | 1:12.805 |
| 134 | 21.255 | 1:11.189 |
| 274 | 21.857 | 1:12.745 |
| 185 | 24.346 | 1:12.256 |
| 4   | 25.723 | 1:10.981 |
| 117 | 26.416 | 1:11.179 |
| 142 | 28.167 | 1:11.663 |
| 84  | 28.957 | 1:11.922 |
| 710 | 30.189 | 1:12.043 |
| 139 | 37.789 | 1:14.371 |
| 87  | 38.176 | 1:15.903 |
| 58  | 38.419 | 1:15.311 |
| 62  | 38.516 | 1:16.874 |
| 167 | 38.585 | 1:14.701 |
| 39  | 40.199 | 1:15.682 |
| 17  | 56.067 | 1:19.199 |

| LAP 5 @ 12:30:48.833 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 13  |          | 1:07.602 |
| 333 | 2.030    | 1:07.859 |
| 65  | 2.591    | 1:07.975 |
| 78  | 4.547    | 1:08.546 |
| 285 | 8.577    | 1:09.126 |
| 34  | 10.844   | 1:10.895 |
| 10  | 16.217   | 1:10.385 |
| 11  | 16.831   | 1:10.370 |
| 9   | 19.129   | 1:11.197 |
| 113 | 21.952   | 1:09.996 |
| 441 | 24.304   | 1:11.708 |
| 134 | 24.477   | 1:10.824 |
| 24  | 24.985   | 1:12.050 |
| 181 | 25.830   | 1:12.396 |
| 274 | 26.295   | 1:12.040 |
| 185 | 29.251   | 1:12.507 |
| 4   | 29.532   | 1:11.411 |
| 117 | 29.658   | 1:10.844 |
| 84  | 33.749   | 1:12.394 |
| 710 | 34.248   | 1:11.661 |
| 142 | 36.641   | 1:16.076 |
| 139 | 43.438   | 1:13.251 |
| 87  | 46.288   | 1:15.714 |
| 58  | 46.328   | 1:15.511 |
| 39  | 46.762   | 1:14.165 |
| 167 | 48.832   | 1:17.849 |
| 17  | 1:06.714 | 1:18.249 |

| LAP 6 @ 12:31:56.690 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 13  |        | 1:07.857 |
| 333 | 2.454  | 1:08.281 |
| 65  | 3.040  | 1:08.306 |
| 78  | 4.682  | 1:07.992 |
| 285 | 8.944  | 1:08.224 |
| 34  | 11.414 | 1:08.427 |
| 10  | 18.294 | 1:09.934 |
| 11  | 18.932 | 1:09.958 |
| 9   | 21.506 | 1:10.234 |
| 113 | 23.564 | 1:09.469 |
| 441 | 27.425 | 1:10.978 |
| 134 | 27.578 | 1:10.958 |
| 24  | 27.999 | 1:10.871 |
| 274 | 29.128 | 1:10.690 |
| 181 | 30.184 | 1:12.211 |
| 117 | 31.278 | 1:09.477 |
| 4   | 31.672 | 1:09.997 |
| 185 | 34.528 | 1:13.134 |
| 84  | 37.666 | 1:11.774 |
| 710 | 37.992 | 1:11.601 |
| 142 | 42.392 | 1:13.608 |
| 139 | 48.664 | 1:13.083 |
| 58  | 51.806 | 1:13.335 |
| 39  | 52.671 | 1:13.766 |
| 87  | 54.045 | 1:15.614 |
| 167 | 55.342 | 1:14.367 |

| LAP 7 @ 12:33:04.763 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |       |          |
|-----|-------|----------|
| 13  |       | 1:08.073 |
| 333 | 3.541 | 1:09.160 |

|     |          |          |
|-----|----------|----------|
| 78  | 4.524    | 1:07.915 |
| 65  | 6.314    | 1:11.347 |
| 17  | 1 Lap    | 1:19.641 |
| 285 | 10.555   | 1:09.684 |
| 34  | 11.766   | 1:08.425 |
| 10  | 20.122   | 1:09.901 |
| 11  | 20.985   | 1:10.126 |
| 9   | 23.537   | 1:10.104 |
| 113 | 24.772   | 1:09.281 |
| 134 | 28.622   | 1:09.117 |
| 24  | 31.357   | 1:11.431 |
| 441 | 31.653   | 1:12.301 |
| 274 | 31.971   | 1:10.916 |
| 117 | 33.179   | 1:09.974 |
| 4   | 34.006   | 1:10.407 |
| 181 | 34.598   | 1:12.487 |
| 185 | 38.563   | 1:12.108 |
| 84  | 40.773   | 1:11.180 |
| 710 | 42.504   | 1:12.585 |
| 142 | 49.237   | 1:14.918 |
| 139 | 52.711   | 1:12.120 |
| 58  | 56.425   | 1:12.692 |
| 39  | 57.304   | 1:12.706 |
| 87  | 59.105   | 1:13.133 |
| 167 | 1:02.341 | 1:15.072 |

| LAP 8 @ 12:34:12.603 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 13  |          | 1:07.840 |
| 78  | 4.041    | 1:07.357 |
| 333 | 4.528    | 1:08.827 |
| 65  | 5.917    | 1:07.443 |
| 285 | 11.068   | 1:08.353 |
| 34  | 12.185   | 1:08.259 |
| 17  | 1 Lap    | 1:20.403 |
| 10  | 23.189   | 1:10.907 |
| 11  | 23.659   | 1:10.514 |
| 9   | 26.177   | 1:10.480 |
| 113 | 26.400   | 1:09.468 |
| 134 | 29.559   | 1:08.777 |
| 441 | 35.172   | 1:11.359 |
| 24  | 35.823   | 1:12.306 |
| 274 | 36.166   | 1:12.035 |
| 117 | 36.491   | 1:11.152 |
| 4   | 36.845   | 1:10.679 |
| 181 | 39.192   | 1:12.434 |
| 185 | 42.950   | 1:12.227 |
| 84  | 44.082   | 1:11.149 |
| 710 | 46.336   | 1:11.672 |
| 142 | 56.163   | 1:14.766 |
| 139 | 57.501   | 1:12.630 |
| 58  | 1:01.538 | 1:12.953 |
| 39  | 1:02.330 | 1:12.866 |
| 87  | 1:04.449 | 1:13.184 |

| LAP 9 @ 12:35:20.757 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 13  |        | 1:08.154 |
| 167 | 1 Lap  | 1:13.832 |
| 78  | 4.209  | 1:08.322 |
| 333 | 4.983  | 1:08.609 |
| 65  | 5.413  | 1:07.650 |
| 285 | 11.619 | 1:08.705 |
| 34  | 11.841 | 1:07.810 |

|     |          |          |
|-----|----------|----------|
| 11  | 26.279   | 1:10.774 |
| 9   | 28.210   | 1:10.187 |
| 113 | 28.518   | 1:10.272 |
| 134 | 30.502   | 1:09.097 |
| 17  | 1 Lap    | 1:19.741 |
| 441 | 39.494   | 1:12.476 |
| 24  | 40.000   | 1:12.331 |
| 117 | 40.287   | 1:11.950 |
| 274 | 40.681   | 1:12.669 |
| 4   | 40.976   | 1:12.285 |
| 181 | 45.021   | 1:13.983 |
| 185 | 47.114   | 1:12.318 |
| 84  | 47.896   | 1:11.968 |
| 710 | 49.481   | 1:11.299 |
| 139 | 1:01.311 | 1:11.964 |
| 142 | 1:01.447 | 1:13.438 |
| 58  | 1:05.916 | 1:12.532 |
| 39  | 1:07.364 | 1:13.188 |

| LAP 10 @ 12:36:30.584 |        |          |
|-----------------------|--------|----------|
| NO                    | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 13  |          | 1:09.827 |
| 87  | 1 Lap    | 1:13.698 |
| 167 | 1 Lap    | 1:12.726 |
| 333 | 3.318    | 1:08.162 |
| 78  | 3.348    | 1:08.966 |
| 65  | 3.588    | 1:08.002 |
| 285 | 10.769   | 1:08.977 |
| 34  | 10.895   | 1:08.881 |
| 11  | 25.578   | 1:09.126 |
| 113 | 27.551   | 1:08.860 |
| 9   | 28.838   | 1:10.455 |
| 134 | 29.078   | 1:08.403 |
| 17  | 1 Lap    | 1:16.833 |
| 441 | 41.781   | 1:12.114 |
| 117 | 41.857   | 1:11.397 |
| 24  | 42.247   | 1:12.074 |
| 4   | 42.396   | 1:11.247 |
| 274 | 42.732   | 1:11.878 |
| 181 | 48.692   | 1:13.498 |
| 185 | 49.067   | 1:11.780 |
| 84  | 50.398   | 1:12.329 |
| 710 | 52.668   | 1:13.014 |
| 139 | 1:01.865 | 1:10.381 |
| 142 | 1:07.259 | 1:15.639 |
| 39  | 1:10.499 | 1:12.962 |
| 58  | 1:15.449 | 1:19.360 |

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:25 Flag 12:36 End: 12:38

Printed - 12:41 Monday, 03 May 2021

# Properly Protected Pre-Injection & Earlystock

## Race 4 - CLASSIFICATION

| POS | NO  | CL   | PIC NAME           | ENTRY        | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|------|--------------------|--------------|------|-----------|----------|--------|-------|----------|----|
| 1   | 117 | PI1  | 1 Aaron STANIFORTH | Honda 600    | 9    | 10:32.065 |          |        | 71.25 | 1:07.794 | 2  |
| 2   | 64  | PI2  | 1 Martin TRANTER   | Kawasaki 900 | 9    | 10:51.748 | 19.683   | 19.683 | 69.10 | 1:09.426 | 3  |
| 3   | 6   | PI1  | 2 Mike HORBERRY    | Yamaha 600   | 9    | 11:07.711 | 35.646   | 15.963 | 67.44 | 1:12.252 | 3  |
| 4   | 25  | PI1  | 3 Sam NICHOLSON    | Yamaha 600   | 9    | 11:12.536 | 40.471   | 4.825  | 66.96 | 1:11.971 | 4  |
| 5   | 54  | PI1  | 4 Robert MAWBAY    | Yamaha 600   | 9    | 11:26.638 | 54.573   | 14.102 | 65.58 | 1:14.409 | 9  |
| 6   | 246 | ESTK | 1 Stu POULTON      | Yamaha 350   | 9    | 11:38.103 | 1:06.038 | 11.465 | 64.51 | 1:15.605 | 4  |
| 7   | 321 | PI1  | 5 Mark WALSH       | Yamaha 600   | 9    | 11:41.233 | 1:09.168 | 3.130  | 64.22 | 1:13.031 | 3  |
| 8   | 4   | BNDT | 1 Matthew STEVENS  | Suzuki 600   | 9    | 11:42.941 | 1:10.876 | 1.708  | 64.06 | 1:15.495 | 9  |
| 9   | 150 | ESTK | 2 John ADAMSON     | Yamaha 350   | 8    | 10:39.126 | 1 Lap    | 1 Lap  | 62.63 | 1:17.728 | 2  |
| 10  | 118 | PI2  | 2 Rodger WIBBERLEY | Suzuki 750   | 8    | 10:43.016 | 1 Lap    | 3.890  | 62.25 | 1:17.585 | 8  |
| 11  | 741 | PI1  | 6 Bryn ROONEY      | Kawasaki 600 | 8    | 11:18.042 | 1 Lap    | 35.026 | 59.04 | 1:21.724 | 6  |
| 12  | 40  | PI2  | 3 Gary YEWS        | Honda 900    | 8    | 11:20.947 | 1 Lap    | 2.905  | 51.44 | 1:21.602 | 6  |
| 13  | 151 | PI1  | 7 Steven ELLIS     | Yamaha 600   | 8    | 11:21.815 | 1 Lap    | 0.868  | 58.71 | 1:20.861 | 6  |
| 14  | 316 | ESTK | 3 Glen GRAY        | Yamaha 1100  | 8    | 11:53.727 | 1 Lap    | 31.912 | 56.08 | 1:25.371 | 8  |
| 15  | 286 | ESTK | 4 John CHAMBERS    | Honda 750    | 8    | 11:54.298 | 1 Lap    | 0.571  | 56.04 | 1:27.741 | 5  |
| 16  | 49  | PI2  | 4 Ben WORRALLO     | Kawasaki 750 | 7    | 10:39.432 | 2 Laps   | 1 Lap  | 54.78 | 1:27.714 | 5  |
| 17  | 277 | ESTK | 5 Mark DANIELS     | Suzuki 750   | 7    | 11:21.948 | 2 Laps   | 42.516 | 51.36 | 1:31.503 | 2  |

### NOT CLASSIFIED

|     |     |     |                 |            |   |          |        |        |       |          |   |
|-----|-----|-----|-----------------|------------|---|----------|--------|--------|-------|----------|---|
| DNF | 63  | PI1 | Anton BRETT     | Honda 600  | 5 | 7:04.182 | 4 Laps | 2 Laps | 58.98 | 1:19.159 | 3 |
| DNF | 191 | PI1 | Wayne KEMP      | Yamaha 600 | 5 | 7:21.234 | 4 Laps | 17.052 | 56.70 | 1:24.450 | 5 |
| DNF | 90  | PI1 | Thomas PICKFORD | Yamaha 600 | 0 |          |        |        |       |          |   |

### FASTEST LAP

|     |      |                  |              |   |          |           |            |
|-----|------|------------------|--------------|---|----------|-----------|------------|
| 117 | PI1  | Aaron STANIFORTH | Honda 600    | 2 | 1:07.794 | 73.81 mph | 118.78 kph |
| 64  | PI2  | Martin TRANTER   | Kawasaki 900 | 3 | 1:09.426 | 72.07 mph | 115.99 kph |
| 4   | BNDT | Matthew STEVENS  | Suzuki 600   | 9 | 1:15.495 | 66.28 mph | 106.67 kph |
| 246 | ESTK | Stu POULTON      | Yamaha 350   | 4 | 1:15.605 | 66.18 mph | 106.51 kph |

### #40, #321 No Working Transponder AMENDED RESULT

Class PI1 - 92.5% of Race Speed = 65.90 mph  
 Class PI2 - 92.5% of Race Speed = 63.91 mph  
 Class ESTK - 92.5% of Race Speed = 59.67 mph  
 Class BNDT - 92.5% of Race Speed = 59.25 mph

Weather / Track : Drizzle / Wet

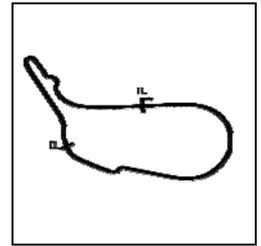
Mallory Park: 1.3900 miles  
 Race Distance: 9 Laps / 12.51 miles  
 Start: 12:42 Flag 12:52 End: 12:56

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 13:01 Monday, 03 May 2021

# Properly Protected Pre-Injection & Earlystock

## 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 117 PI1                |               | Aaron STANIFORTH         |                     | Honda 600          |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.794 |               | BEST LAP TIME : 1:07.794 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               |                          | 1:13.857            | 67.75              | 6.063 | 12:43:28.173        |
| 2 -                       | <b>37.466</b> | <b>30.328</b>            | <b>1:07.794 (1)</b> | <b>73.81</b>       |       | <b>12:44:35.967</b> |
| 3 -                       | 38.241        | 30.766                   | 1:09.007 (3)        | 72.51              | 1.213 | 12:45:44.974        |
| 4 -                       | 38.515        | 31.836                   | 1:10.351            | 71.12              | 2.557 | 12:46:55.325        |
| 5 -                       | 38.993        | 30.989                   | 1:09.982            | 71.50              | 2.188 | 12:48:05.307        |
| 6 -                       | 38.861        | 30.902                   | 1:09.763            | 71.72              | 1.969 | 12:49:15.070        |
| 7 -                       | 38.341        | 30.383                   | 1:08.724 (2)        | 72.81              | 0.930 | 12:50:23.794        |
| 8 -                       | 40.212        | 30.812                   | 1:11.024            | 70.45              | 3.230 | 12:51:34.818        |
| 9 -                       | 39.801        | 31.762                   | 1:11.563            | 69.92              | 3.769 | 12:52:46.381        |

| P2 64 PI2                 |               | Martin TRANTER           |                     | Kawasaki 900       |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.155 |               | BEST LAP TIME : 1:09.426 |                     | DIFFERENCE : 0.271 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               |                          | 1:21.720            | 61.23              | 12.294 | 12:43:36.036        |
| 2 -                       | 41.336        | 31.989                   | 1:13.325            | 68.24              | 3.899  | 12:44:49.361        |
| 3 -                       | 38.146        | <b>31.280</b>            | <b>1:09.426 (1)</b> | <b>72.07</b>       |        | <b>12:45:58.787</b> |
| 4 -                       | <b>37.875</b> | 31.598                   | 1:09.473 (2)        | 72.02              | 0.047  | 12:47:08.260        |
| 5 -                       | 40.669        | 31.541                   | 1:12.210            | 69.29              | 2.784  | 12:48:20.470        |
| 6 -                       | 39.364        | 31.838                   | 1:11.202 (3)        | 70.27              | 1.776  | 12:49:31.672        |
| 7 -                       | 39.638        | 31.871                   | 1:11.509            | 69.97              | 2.083  | 12:50:43.181        |
| 8 -                       | 39.691        | 31.811                   | 1:11.502            | 69.98              | 2.076  | 12:51:54.683        |
| 9 -                       | 39.426        | 31.955                   | 1:11.381            | 70.10              | 1.955  | 12:53:06.064        |

| P3 6 PI1                  |               | Mike HORBERRY            |                     | Yamaha 600         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:12.252 |               | BEST LAP TIME : 1:12.252 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               |                          | 1:19.460            | 62.97              | 7.208 | 12:43:33.776        |
| 2 -                       | 40.851        | 31.761                   | 1:12.612 (2)        | 68.91              | 0.360 | 12:44:46.388        |
| 3 -                       | <b>40.514</b> | <b>31.738</b>            | <b>1:12.252 (1)</b> | <b>69.25</b>       |       | <b>12:45:58.640</b> |
| 4 -                       | 40.737        | 32.399                   | 1:13.136 (3)        | 68.42              | 0.884 | 12:47:11.776        |
| 5 -                       | 41.087        | 32.615                   | 1:13.702            | 67.89              | 1.450 | 12:48:25.478        |
| 6 -                       | 41.104        | 32.164                   | 1:13.268            | 68.29              | 1.016 | 12:49:38.746        |
| 7 -                       | 41.166        | 32.331                   | 1:13.497            | 68.08              | 1.245 | 12:50:52.243        |
| 8 -                       | 41.795        | 32.962                   | 1:14.757            | 66.93              | 2.505 | 12:52:07.000        |
| 9 -                       | 41.813        | 33.214                   | 1:15.027            | 66.69              | 2.775 | 12:53:22.027        |

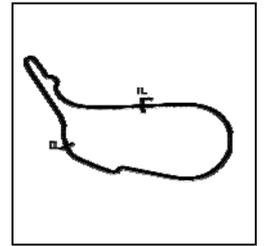
| P4 25 PI1                 |               | Sam NICHOLSON            |                     | Yamaha 600         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.971 |               | BEST LAP TIME : 1:11.971 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               |                          | 1:20.212            | 62.38              | 8.241 | 12:43:34.528        |
| 2 -                       | 42.412        | 32.215                   | 1:14.627            | 67.05              | 2.656 | 12:44:49.155        |
| 3 -                       | 41.309        | 31.723                   | 1:13.032 (2)        | 68.51              | 1.061 | 12:46:02.187        |
| 4 -                       | <b>40.381</b> | <b>31.590</b>            | <b>1:11.971 (1)</b> | <b>69.52</b>       |       | <b>12:47:14.158</b> |
| 5 -                       | 41.214        | 32.748                   | 1:13.962            | 67.65              | 1.991 | 12:48:28.120        |
| 6 -                       | 41.414        | 32.394                   | 1:13.808            | 67.79              | 1.837 | 12:49:41.928        |
| 7 -                       | 41.293        | 32.052                   | 1:13.345 (3)        | 68.22              | 1.374 | 12:50:55.273        |
| 8 -                       | 42.491        | 33.872                   | 1:16.363            | 65.52              | 4.392 | 12:52:11.636        |
| 9 -                       | 42.765        | 32.451                   | 1:15.216            | 66.52              | 3.245 | 12:53:26.852        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:42 Flag 12:52 End: 12:56

# Properly Protected Pre-Injection & Earlstock

## 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

| P5 54 P11 Robert MAWBEY   |               | Yamaha 600               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:13.893 |               | BEST LAP TIME : 1:14.409 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.516       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               |                          | 1:24.936            | 58.91        | 10.527 | 12:43:39.252        |
| 2 -                       | 44.509        | 33.221                   | 1:17.730            | 64.37        | 3.321  | 12:44:56.982        |
| 3 -                       | <b>42.162</b> | 32.553                   | 1:14.715            | 66.97        | 0.306  | 12:46:11.697        |
| 4 -                       | 42.576        | 31.939                   | 1:14.515 (3)        | 67.15        | 0.106  | 12:47:26.212        |
| 5 -                       | 42.355        | 32.142                   | 1:14.497 (2)        | 67.17        | 0.088  | 12:48:40.709        |
| 6 -                       | 42.417        | 32.421                   | 1:14.838            | 66.86        | 0.429  | 12:49:55.547        |
| 7 -                       | 42.907        | 32.358                   | 1:15.265            | 66.48        | 0.856  | 12:51:10.812        |
| 8 -                       | 42.797        | 32.936                   | 1:15.733            | 66.07        | 1.324  | 12:52:26.545        |
| 9 -                       | 42.678        | <b>31.731</b>            | <b>1:14.409 (1)</b> | <b>67.25</b> |        | <b>12:53:40.954</b> |

| P6 246 ESTK Stu POULTON   |               | Yamaha 350               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:15.517 |               | BEST LAP TIME : 1:15.605 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.088       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               |                          | 1:23.721            | 59.76        | 8.116 | 12:43:38.037        |
| 2 -                       | 42.780        | 33.687                   | 1:16.467            | 65.44        | 0.862 | 12:44:54.504        |
| 3 -                       | 42.476        | <b>33.467</b>            | 1:15.943 (3)        | 65.89        | 0.338 | 12:46:10.447        |
| 4 -                       | 42.067        | 33.538                   | <b>1:15.605 (1)</b> | <b>66.18</b> |       | <b>12:47:26.052</b> |
| 5 -                       | <b>42.050</b> | 33.830                   | 1:15.880 (2)        | 65.94        | 0.275 | 12:48:41.932        |
| 6 -                       | 42.548        | 33.897                   | 1:16.445            | 65.45        | 0.840 | 12:49:58.377        |
| 7 -                       | 42.902        | 34.188                   | 1:17.090            | 64.91        | 1.485 | 12:51:15.467        |
| 8 -                       | 43.487        | 35.240                   | 1:18.727            | 63.56        | 3.122 | 12:52:34.194        |
| 9 -                       | 43.675        | 34.550                   | 1:18.225            | 63.96        | 2.620 | 12:53:52.419        |

| P7 321 P11 Mark WALSH |          | Yamaha 600               |                     |              |        |                     |
|-----------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME :      |          | BEST LAP TIME : 1:13.031 |                     |              |        |                     |
|                       |          | DIFFERENCE :             |                     |              |        |                     |
| LAP                   | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                   |          |                          | 1:27.233            | 57.36        | 14.202 | 12:43:41.549        |
| 2 -                   |          |                          | 1:17.636            | 64.45        | 4.605  | 12:44:59.185        |
| 3 -                   |          |                          | <b>1:13.031 (1)</b> | <b>68.51</b> |        | <b>12:46:12.216</b> |
| 4 -                   |          |                          | 1:19.280            | 63.11        | 6.249  | 12:47:31.496        |
| 5 -                   |          |                          | 1:15.336 (2)        | 66.42        | 2.305  | 12:48:46.832        |
| 6 -                   |          |                          | 1:15.560 (3)        | 66.22        | 2.529  | 12:50:02.392        |
| 7 -                   |          |                          | 1:17.093            | 64.90        | 4.062  | 12:51:19.485        |
| 8 -                   |          |                          | 1:18.353            | 63.86        | 5.322  | 12:52:37.838        |
| 9 -                   |          |                          | 1:17.711            | 64.39        | 4.680  | 12:53:55.549        |

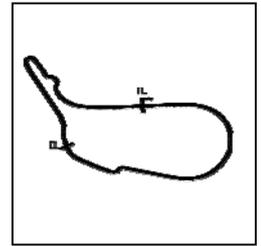
| P8 4 BNDT Matthew STEVENS |               | Suzuki 600               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:15.271 |               | BEST LAP TIME : 1:15.495 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.224       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               |                          | 1:27.757            | 57.02        | 12.262 | 12:43:42.073        |
| 2 -                       | 44.256        | 34.851                   | 1:19.107            | 63.25        | 3.612  | 12:45:01.180        |
| 3 -                       | 43.528        | 33.633                   | 1:17.161            | 64.85        | 1.666  | 12:46:18.341        |
| 4 -                       | <b>42.484</b> | 33.898                   | 1:16.382 (3)        | 65.51        | 0.887  | 12:47:34.723        |
| 5 -                       | 43.296        | 33.538                   | 1:16.834            | 65.12        | 1.339  | 12:48:51.557        |
| 6 -                       | 42.906        | 33.878                   | 1:16.784            | 65.17        | 1.289  | 12:50:08.341        |
| 7 -                       | 43.714        | 33.664                   | 1:17.378            | 64.66        | 1.883  | 12:51:25.719        |
| 8 -                       | 43.124        | 32.919                   | 1:16.043 (2)        | 65.80        | 0.548  | 12:52:41.762        |
| 9 -                       | 42.708        | <b>32.787</b>            | <b>1:15.495 (1)</b> | <b>66.28</b> |        | <b>12:53:57.257</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:42 Flag 12:52 End: 12:56

# Properly Protected Pre-Injection & Earlstock

## 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

| P9 150 ESTK John ADAMSON  |               |                          | Yamaha 350          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:17.527 |               | BEST LAP TIME : 1:17.728 |                     | DIFFERENCE : 0.201 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               |                          | 1:24.996            | 58.87              | 7.268 | 12:43:39.312        |
| 2 -                       | <b>42.940</b> | 34.788                   | <b>1:17.728 (1)</b> | <b>64.37</b>       |       | <b>12:44:57.040</b> |
| 3 -                       | 43.747        | 34.776                   | 1:18.523 (2)        | 63.72              | 0.795 | 12:46:15.563        |
| 4 -                       | 44.343        | 35.186                   | 1:19.529            | 62.92              | 1.801 | 12:47:35.092        |
| 5 -                       | 44.013        | 34.768                   | 1:18.781            | 63.51              | 1.053 | 12:48:53.873        |
| 6 -                       | 44.797        | 35.824                   | 1:20.621            | 62.06              | 2.893 | 12:50:14.494        |
| 7 -                       | 44.025        | <b>34.587</b>            | 1:18.612 (3)        | 63.65              | 0.884 | 12:51:33.106        |
| 8 -                       | 44.791        | 35.545                   | 1:20.336            | 62.28              | 2.608 | 12:52:53.442        |

| P10 118 PI2 Rodger WIBBERLEY |               |                          | Suzuki 750          |                    |       |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:17.585    |               | BEST LAP TIME : 1:17.585 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                          |               |                          | 1:27.432            | 57.23              | 9.847 | 12:43:41.748        |
| 2 -                          | 45.085        | 35.191                   | 1:20.276            | 62.33              | 2.691 | 12:45:02.024        |
| 3 -                          | 44.680        | 34.286                   | 1:18.966 (2)        | 63.36              | 1.381 | 12:46:20.990        |
| 4 -                          | 44.934        | 35.525                   | 1:20.459            | 62.19              | 2.874 | 12:47:41.449        |
| 5 -                          | 44.945        | 34.761                   | 1:19.706            | 62.78              | 2.121 | 12:49:01.155        |
| 6 -                          | 44.737        | 34.625                   | 1:19.362            | 63.05              | 1.777 | 12:50:20.517        |
| 7 -                          | 45.305        | 33.925                   | 1:19.230 (3)        | 63.15              | 1.645 | 12:51:39.747        |
| 8 -                          | <b>43.739</b> | <b>33.846</b>            | <b>1:17.585 (1)</b> | <b>64.49</b>       |       | <b>12:52:57.332</b> |

| P11 741 PI1 Bryn ROONEY   |               |                          | Kawasaki 600        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:21.724 |               | BEST LAP TIME : 1:21.724 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               |                          | 1:33.310            | 53.62              | 11.586 | 12:43:47.626        |
| 2 -                       | 47.461        | 36.840                   | 1:24.301            | 59.35              | 2.577  | 12:45:11.927        |
| 3 -                       | 47.538        | 37.642                   | 1:25.180            | 58.74              | 3.456  | 12:46:37.107        |
| 4 -                       | 47.992        | 37.450                   | 1:25.442            | 58.56              | 3.718  | 12:48:02.549        |
| 5 -                       | 46.435        | 36.752                   | 1:23.187            | 60.15              | 1.463  | 12:49:25.736        |
| 6 -                       | <b>45.588</b> | <b>36.136</b>            | <b>1:21.724 (1)</b> | <b>61.23</b>       |        | <b>12:50:47.460</b> |
| 7 -                       | 46.316        | 36.192                   | 1:22.508 (3)        | 60.64              | 0.784  | 12:52:09.968        |
| 8 -                       | 45.696        | 36.694                   | 1:22.390 (2)        | 60.73              | 0.666  | 12:53:32.358        |

| P12 40 PI2 Gary YEWS |          |                          | Honda 900           |              |          |                     |
|----------------------|----------|--------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME :     |          | BEST LAP TIME : 1:21.602 |                     | DIFFERENCE : |          |                     |
| LAP                  | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                  |          |                          | 3:00.806            | 27.67        | 1:39.204 | 12:45:15.122        |
| 2 -                  |          |                          | 1:26.706            | 57.71        | 5.104    | 12:46:41.828        |
| 3 -                  |          |                          | 1:24.154            | 59.46        | 2.552    | 12:48:05.982        |
| 4 -                  |          |                          | 1:22.376 (3)        | 60.74        | 0.774    | 12:49:28.358        |
| 5 -                  |          |                          | 1:21.934 (2)        | 61.07        | 0.332    | 12:50:50.292        |
| 6 -                  |          |                          | <b>1:21.602 (1)</b> | <b>61.32</b> |          | <b>12:52:11.894</b> |
| 7 -                  |          |                          | 1:23.369            | 60.02        | 1.767    | 12:53:35.263        |

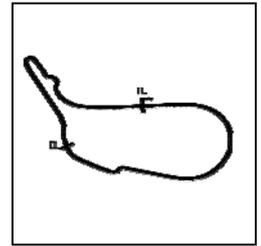
| P13 151 PI1 Steven ELLIS  |               |                          | Yamaha 600          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:19.551 |               | BEST LAP TIME : 1:20.861 |                     | DIFFERENCE : 1.310 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 39.658                   | 1:37.945            | 51.08              | 17.084 | 12:43:52.261        |
| 2 -                       | 48.248        | 37.092                   | 1:25.340            | 58.63              | 4.479  | 12:45:17.601        |
| 3 -                       | 47.801        | 37.302                   | 1:25.103            | 58.79              | 4.242  | 12:46:42.704        |
| 4 -                       | 49.915        | 37.659                   | 1:27.574            | 57.14              | 6.713  | 12:48:10.278        |
| 5 -                       | 45.876        | 35.989                   | 1:21.865 (3)        | 61.12              | 1.004  | 12:49:32.143        |
| 6 -                       | 45.726        | <b>35.135</b>            | <b>1:20.861 (1)</b> | <b>61.88</b>       |        | <b>12:50:53.004</b> |
| 7 -                       | <b>44.416</b> | 36.637                   | 1:21.053 (2)        | 61.73              | 0.192  | 12:52:14.057        |
| 8 -                       | 45.346        | 36.728                   | 1:22.074            | 60.96              | 1.213  | 12:53:36.131        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:42 Flag 12:52 End: 12:56

# Properly Protected Pre-Injection & Earlystock

## 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

| P14 316 ESTK Glen GRAY    |               |                          | Yamaha 1100         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:25.371 |               | BEST LAP TIME : 1:25.371 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 40.126                   | 1:37.081            | 51.54              | 11.710 | 12:43:51.397        |
| 2 -                       | 50.657        | 39.825                   | 1:30.482            | 55.30              | 5.111  | 12:45:21.879        |
| 3 -                       | 49.766        | 39.061                   | 1:28.827            | 56.33              | 3.456  | 12:46:50.706        |
| 4 -                       | 49.837        | 38.775                   | 1:28.612            | 56.47              | 3.241  | 12:48:19.318        |
| 5 -                       | 49.804        | 38.636                   | 1:28.440            | 56.58              | 3.069  | 12:49:47.758        |
| 6 -                       | 49.400        | 38.654                   | 1:28.054 (3)        | 56.82              | 2.683  | 12:51:15.812        |
| 7 -                       | 48.966        | 37.894                   | 1:26.860 (2)        | 57.61              | 1.489  | 12:52:42.672        |
| 8 -                       | <b>48.049</b> | <b>37.322</b>            | <b>1:25.371 (1)</b> | <b>58.61</b>       |        | <b>12:54:08.043</b> |

| P15 286 ESTK John CHAMBERS |               |                          | Honda 750           |                    |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.754  |               | BEST LAP TIME : 1:27.741 |                     | DIFFERENCE : 0.987 |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        |               |                          | 1:33.864            | 53.31              | 6.123 | 12:43:48.180        |
| 2 -                        | 50.026        | 39.637                   | 1:29.663            | 55.80              | 1.922 | 12:45:17.843        |
| 3 -                        | 50.329        | 38.225                   | 1:28.554            | 56.50              | 0.813 | 12:46:46.397        |
| 4 -                        | <b>48.957</b> | 38.788                   | 1:27.745 (2)        | 57.02              | 0.004 | 12:48:14.142        |
| 5 -                        | 49.944        | <b>37.797</b>            | <b>1:27.741 (1)</b> | <b>57.03</b>       |       | <b>12:49:41.883</b> |
| 6 -                        | 49.048        | 39.954                   | 1:29.002            | 56.22              | 1.261 | 12:51:10.885        |
| 7 -                        | 50.782        | 38.593                   | 1:29.375            | 55.98              | 1.634 | 12:52:40.260        |
| 8 -                        | 49.972        | 38.382                   | 1:28.354 (3)        | 56.63              | 0.613 | 12:54:08.614        |

| P16 49 PI2 Ben WORRALLO   |               |                          | Kawasaki 750        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:27.513 |               | BEST LAP TIME : 1:27.714 |                     | DIFFERENCE : 0.201 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 40.382                   | 1:42.171            | 48.97              | 14.457 | 12:43:56.487        |
| 2 -                       | 51.356        | <b>38.000</b>            | 1:29.356 (3)        | 56.00              | 1.642  | 12:45:25.843        |
| 3 -                       | 51.998        | 39.322                   | 1:31.320            | 54.79              | 3.606  | 12:46:57.163        |
| 4 -                       | 52.464        | 38.416                   | 1:30.880            | 55.06              | 3.166  | 12:48:28.043        |
| 5 -                       | <b>49.513</b> | 38.201                   | <b>1:27.714 (1)</b> | <b>57.04</b>       |        | <b>12:49:55.757</b> |
| 6 -                       | 49.579        | 38.799                   | 1:28.378 (2)        | 56.62              | 0.664  | 12:51:24.135        |
| 7 -                       | 50.164        | 39.449                   | 1:29.613            | 55.84              | 1.899  | 12:52:53.748        |

| P17 277 ESTK Mark DANIELS |               |                          | Suzuki 750          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:31.503 |               | BEST LAP TIME : 1:31.503 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 40.000                   | 1:37.652 (3)        | 51.24              | 6.149 | 12:43:51.968        |
| 2 -                       | <b>52.227</b> | <b>39.276</b>            | <b>1:31.503 (1)</b> | <b>54.68</b>       |       | <b>12:45:23.471</b> |
| 3 -                       | 53.643        | 39.681                   | 1:33.324 (2)        | 53.61              | 1.821 | 12:46:56.795        |
| 4 -                       | 55.342        | 42.894                   | 1:38.236            | 50.93              | 6.733 | 12:48:35.031        |
| 5 -                       | 57.772        | 42.797                   | 1:40.569            | 49.75              | 9.066 | 12:50:15.600        |
| 6 -                       | 57.993        | 43.395                   | 1:41.388            | 49.35              | 9.885 | 12:51:56.988        |
| 7 -                       | 57.028        | 42.248                   | 1:39.276            | 50.40              | 7.773 | 12:53:36.264        |

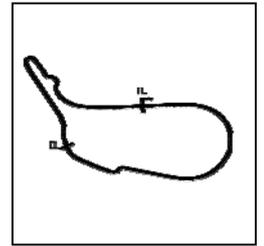
| P18 63 PI1 Anton BRETT    |               |                          | Honda 600           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:19.103 |               | BEST LAP TIME : 1:19.159 |                     | DIFFERENCE : 0.056 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 36.455                   | 1:33.625            | 53.44              | 14.466 | 12:43:47.941        |
| 2 -                       | 47.603        | <b>34.427</b>            | 1:22.030 (3)        | 61.00              | 2.871  | 12:45:09.971        |
| 3 -                       | <b>44.676</b> | 34.483                   | <b>1:19.159 (1)</b> | <b>63.21</b>       |        | <b>12:46:29.130</b> |
| 4 -                       | 45.692        | 36.334                   | 1:22.026 (2)        | 61.00              | 2.867  | 12:47:51.156        |
| 5 -                       | 49.293        | 38.049                   | 1:27.342            | 57.29              | 8.183  | 12:49:18.498        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:42 Flag 12:52 End: 12:56

# Properly Protected Pre-Injection & Earlystock

## 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

| P19 191 P11               |               | Wayne KEMP               |                     | Yamaha 600         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:23.713 |               | BEST LAP TIME : 1:24.450 |                     | DIFFERENCE : 0.737 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 38.636                   | 1:38.695            | 50.70              | 14.245 | 12:43:53.011        |
| 2 -                       | 49.455        | <b>36.199</b>            | 1:25.654 (3)        | 58.42              | 1.204  | 12:45:18.665        |
| 3 -                       | <b>47.514</b> | 37.224                   | 1:24.738 (2)        | 59.05              | 0.288  | 12:46:43.403        |
| 4 -                       | 48.144        | 39.553                   | 1:27.697            | 57.06              | 3.247  | 12:48:11.100        |
| 5 -                       | 48.203        | 36.247                   | <b>1:24.450 (1)</b> | <b>59.25</b>       |        | <b>12:49:35.550</b> |

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Page 5 of 5

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 12:42 Flag 12:52 End: 12:56

Printed - 13:01 Monday, 03 May 2021

# Properly Protected Pre-Injection & Earlystock

## Race 4 - LAP CHART

### LAP 1 @ 12:43:28.173

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 117 |        | 1:13.857 |
| 6   | 5.603  | 1:19.460 |
| 25  | 6.355  | 1:20.212 |
| 64  | 7.863  | 1:21.720 |
| 246 | 9.864  | 1:23.721 |
| 54  | 11.079 | 1:24.936 |
| 150 | 11.139 | 1:24.996 |
| 321 | 13.376 | 1:27.233 |
| 118 | 13.575 | 1:27.432 |
| 4   | 13.900 | 1:27.757 |
| 741 | 19.453 | 1:33.310 |
| 63  | 19.768 | 1:33.625 |
| 286 | 20.007 | 1:33.864 |
| 316 | 23.224 | 1:37.081 |
| 277 | 23.795 | 1:37.652 |
| 151 | 24.088 | 1:37.945 |
| 191 | 24.838 | 1:38.695 |
| 49  | 28.314 | 1:42.171 |

### LAP 2 @ 12:44:35.967

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 117 |        | 1:07.794 |
| 6   | 10.421 | 1:12.612 |
| 25  | 13.188 | 1:14.627 |
| 64  | 13.394 | 1:13.325 |
| 246 | 18.537 | 1:16.467 |
| 54  | 21.015 | 1:17.730 |
| 150 | 21.073 | 1:17.728 |
| 321 | 23.218 | 1:17.636 |
| 4   | 25.213 | 1:19.107 |
| 118 | 26.057 | 1:20.276 |
| 63  | 34.004 | 1:22.030 |
| 741 | 35.960 | 1:24.301 |
| 40  | 1 Lap  | 3:00.806 |
| 151 | 41.634 | 1:25.340 |
| 286 | 41.876 | 1:29.663 |
| 191 | 42.698 | 1:25.654 |
| 316 | 45.912 | 1:30.482 |
| 277 | 47.504 | 1:31.503 |
| 49  | 49.876 | 1:29.356 |

### LAP 3 @ 12:45:44.974

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 117 |          | 1:09.007 |
| 6   | 13.666   | 1:12.252 |
| 64  | 13.813   | 1:09.426 |
| 25  | 17.213   | 1:13.032 |
| 246 | 25.473   | 1:15.943 |
| 54  | 26.723   | 1:14.715 |
| 321 | 27.242   | 1:13.031 |
| 150 | 30.589   | 1:18.523 |
| 4   | 33.367   | 1:17.161 |
| 118 | 36.016   | 1:18.966 |
| 63  | 44.156   | 1:19.159 |
| 741 | 52.133   | 1:25.180 |
| 40  | 1 Lap    | 1:26.706 |
| 151 | 57.730   | 1:25.103 |
| 191 | 58.429   | 1:24.738 |
| 286 | 1:01.423 | 1:28.554 |
| 316 | 1:05.732 | 1:28.827 |

### LAP 4 @ 12:46:55.325

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 117 |          | 1:10.351 |
| 277 | 1 Lap    | 1:33.324 |
| 49  | 1 Lap    | 1:31.320 |
| 64  | 12.935   | 1:09.473 |
| 6   | 16.451   | 1:13.136 |
| 25  | 18.833   | 1:11.971 |
| 246 | 30.727   | 1:15.605 |
| 54  | 30.887   | 1:14.515 |
| 321 | 36.171   | 1:19.280 |
| 4   | 39.398   | 1:16.382 |
| 150 | 39.767   | 1:19.529 |
| 118 | 46.124   | 1:20.459 |
| 63  | 55.831   | 1:22.026 |
| 741 | 1:07.224 | 1:25.442 |

### LAP 5 @ 12:48:05.307

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 117 |        | 1:09.982 |
| 40  | 2 Laps | 1:24.154 |
| 151 | 1 Lap  | 1:27.574 |
| 191 | 1 Lap  | 1:27.697 |
| 286 | 1 Lap  | 1:27.745 |
| 316 | 1 Lap  | 1:28.612 |
| 64  | 15.163 | 1:12.210 |
| 6   | 20.171 | 1:13.702 |
| 49  | 1 Lap  | 1:30.880 |
| 25  | 22.813 | 1:13.962 |
| 277 | 1 Lap  | 1:38.236 |
| 54  | 35.402 | 1:14.497 |
| 246 | 36.625 | 1:15.880 |
| 321 | 41.525 | 1:15.336 |
| 4   | 46.250 | 1:16.834 |
| 150 | 48.566 | 1:18.781 |
| 118 | 55.848 | 1:19.706 |

### LAP 6 @ 12:49:15.070

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 117 |          | 1:09.763 |
| 63  | 1 Lap    | 1:27.342 |
| 741 | 1 Lap    | 1:23.187 |
| 40  | 2 Laps   | 1:22.376 |
| 64  | 16.602   | 1:11.202 |
| 151 | 1 Lap    | 1:21.865 |
| 191 | 1 Lap    | 1:24.450 |
| 6   | 23.676   | 1:13.268 |
| 286 | 1 Lap    | 1:27.741 |
| 25  | 26.858   | 1:13.808 |
| 316 | 1 Lap    | 1:28.440 |
| 54  | 40.477   | 1:14.838 |
| 49  | 1 Lap    | 1:27.714 |
| 246 | 43.307   | 1:16.445 |
| 321 | 47.322   | 1:15.560 |
| 4   | 53.271   | 1:16.784 |
| 150 | 59.424   | 1:20.621 |
| 277 | 1 Lap    | 1:40.569 |
| 118 | 1:05.447 | 1:19.362 |

### LAP 7 @ 12:50:23.794

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 117 |        | 1:08.724 |

|     |          |          |
|-----|----------|----------|
| 64  | 19.387   | 1:11.509 |
| 741 | 1 Lap    | 1:21.724 |
| 40  | 2 Laps   | 1:21.934 |
| 6   | 28.449   | 1:13.497 |
| 151 | 1 Lap    | 1:20.861 |
| 25  | 31.479   | 1:13.345 |
| 54  | 47.018   | 1:15.265 |
| 286 | 1 Lap    | 1:29.002 |
| 246 | 51.673   | 1:17.090 |
| 316 | 1 Lap    | 1:28.054 |
| 321 | 55.691   | 1:17.093 |
| 49  | 1 Lap    | 1:28.378 |
| 4   | 1:01.925 | 1:17.378 |
| 150 | 1:09.312 | 1:18.612 |

### LAP 8 @ 12:51:34.818

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 117 |          | 1:11.024 |
| 118 | 1 Lap    | 1:19.230 |
| 64  | 19.865   | 1:11.502 |
| 277 | 2 Laps   | 1:41.388 |
| 6   | 32.182   | 1:14.757 |
| 741 | 1 Lap    | 1:22.508 |
| 25  | 36.818   | 1:16.363 |
| 40  | 2 Laps   | 1:21.602 |
| 151 | 1 Lap    | 1:21.053 |
| 54  | 51.727   | 1:15.733 |
| 246 | 59.376   | 1:18.727 |
| 321 | 1:03.020 | 1:18.353 |
| 286 | 1 Lap    | 1:29.375 |
| 4   | 1:06.944 | 1:16.043 |
| 316 | 1 Lap    | 1:26.860 |

### LAP 9 @ 12:52:46.381

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 117 |          | 1:11.563 |
| 150 | 1 Lap    | 1:20.336 |
| 49  | 2 Laps   | 1:29.613 |
| 118 | 1 Lap    | 1:17.585 |
| 64  | 19.683   | 1:11.381 |
| 6   | 35.646   | 1:15.027 |
| 25  | 40.471   | 1:15.216 |
| 741 | 1 Lap    | 1:22.390 |
| 40  | 2 Laps   | 1:23.369 |
| 151 | 1 Lap    | 1:22.074 |
| 277 | 2 Laps   | 1:39.276 |
| 54  | 54.573   | 1:14.409 |
| 246 | 1:06.038 | 1:18.225 |
| 321 | 1:09.168 | 1:17.711 |
| 4   | 1:10.876 | 1:15.495 |
| 316 | 1 Lap    | 1:25.371 |
| 286 | 1 Lap    | 1:28.354 |

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 12:42 Flag 12:52 End: 12:56

Printed - 13:02 Monday, 03 May 2021

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## Race 5 - CLASSIFICATION

| POS | NO  | CL   | PIC NAME            | ENTRY        | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|------|---------------------|--------------|------|-----------|----------|--------|-------|----------|----|
| 1   | 97  | MAL2 | 1 Brent HARRAN      | Suzuki 1000  | 10   | 10:43.232 |          |        | 77.79 | 1:02.277 | 9  |
| 2   | 148 | MAL2 | 2 ASH BEECH         | Suzuki 1000  | 10   | 10:57.032 | 13.800   | 13.800 | 76.16 | 1:03.185 | 10 |
| 3   | 11  | MAL2 | 3 LOUIS DAWSON      | Aprilia 1000 | 10   | 11:07.338 | 24.106   | 10.306 | 74.98 | 1:04.759 | 7  |
| 4   | 21  | MAL2 | 4 Phil BROOKS       | Yamaha 1000  | 10   | 11:12.792 | 29.560   | 5.454  | 74.37 | 1:05.258 | 4  |
| 5   | 291 | MAL2 | 5 Andrew FISHER     | Suzuki 1000  | 10   | 11:17.440 | 34.208   | 4.648  | 73.86 | 1:05.118 | 6  |
| 6   | 150 | NP   | 1 Tom OLIVER        | Suzuki 1000  | 10   | 11:22.687 | 39.455   | 5.247  | 73.29 | 1:05.245 | 9  |
| 7   | 178 | MAL2 | 6 Ashley KING       | Yamaha 1000  | 10   | 11:32.240 | 49.008   | 9.553  | 72.28 | 1:07.094 | 8  |
| 8   | 272 | NP   | 2 Tom WARD          | Suzuki 1000  | 10   | 11:41.057 | 57.825   | 8.817  | 71.37 | 1:07.771 | 10 |
| 9   | 53  | MAL2 | 7 Russ BURROWS      | Suzuki 1000  | 10   | 11:41.471 | 58.239   | 0.414  | 71.33 | 1:07.917 | 10 |
| 10  | 56  | MAL1 | 1 Stuart REECE      | Kawasaki 600 | 10   | 11:52.062 | 1:08.830 | 10.591 | 70.27 | 1:07.810 | 8  |
| 11  | 617 | MAL2 | 8 Rich GIBSON       | Honda 1000   | 9    | 11:07.014 | 1 Lap    | 1 Lap  | 67.51 | 1:09.246 | 9  |
| 12  | 626 | MALL | 1 Jamie HORNER      | Kawasaki 600 | 9    | 11:11.043 | 1 Lap    | 4.029  | 67.11 | 1:10.578 | 8  |
| 13  | 146 | MAL1 | 2 Thomas GOLDTHORPE | Triumph 675  | 9    | 11:20.936 | 1 Lap    | 9.893  | 66.13 | 1:12.965 | 9  |
| 14  | 78  | MAL2 | 9 Mark MEAKIN       | Suzuki 1000  | 9    | 11:23.958 | 1 Lap    | 3.022  | 65.84 | 1:12.207 | 8  |

### NOT CLASSIFIED

|     |     |      |             |             |   |          |        |        |       |          |   |
|-----|-----|------|-------------|-------------|---|----------|--------|--------|-------|----------|---|
| DNF | 120 | MAL2 | Luke HEDGER | Suzuki 1000 | 7 | 7:48.681 | 3 Laps | 2 Laps | 74.73 | 1:03.517 | 6 |
| DNF | 561 | MAL2 | John INGRAM | BMW 1000    | 6 | 6:42.945 | 4 Laps | 1 Lap  | 74.51 | 1:04.269 | 3 |
| DNF | 303 | MAL1 | Stuart BELL | Suzuki 600  | 4 | 5:47.723 | 6 Laps | 2 Laps | 57.56 | 1:24.516 | 2 |
| DNF | 169 | MAL2 | Brad CLARKE | Suzuki 1000 | 0 |          |        |        |       |          |   |

### FASTEST LAP

|     |      |              |              |   |          |           |            |
|-----|------|--------------|--------------|---|----------|-----------|------------|
| 97  | MAL2 | Brent HARRAN | Suzuki 1000  | 9 | 1:02.277 | 80.35 mph | 129.31 kph |
| 150 | NP   | Tom OLIVER   | Suzuki 1000  | 9 | 1:05.245 | 76.69 mph | 123.43 kph |
| 56  | MAL1 | Stuart REECE | Kawasaki 600 | 8 | 1:07.810 | 73.79 mph | 118.76 kph |
| 626 | MALL | Jamie HORNER | Kawasaki 600 | 8 | 1:10.578 | 70.90 mph | 114.10 kph |

Class MAL2 - 92.5% of Race Speed = 71.95 mph

Class NP - 92.5% of Race Speed = 67.79 mph

Class MAL1 - 92.5% of Race Speed = 64.99 mph

Class MALL - 92.5% of Race Speed = 62.07 mph

Weather / Track : Drizzle / Wet

Mallory Park: 1.3900 miles  
Race Distance: 10 Laps / 13.90 miles  
Start: 14:02 Flag 14:13 End: 14:14

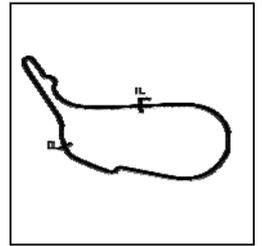
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 14:20 Monday, 03 May 2021



# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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 97 MAL2 Brent HARRAN   |               |                          | Suzuki 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:02.216 |               | BEST LAP TIME : 1:02.277 |                     | DIFFERENCE : 0.061 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 30.052                   | 1:13.477            | 68.10              | 11.200 | 14:03:49.232        |
| 2 -                       | 36.641        | 28.330                   | 1:04.971            | 77.01              | 2.694  | 14:04:54.203        |
| 3 -                       | 35.594        | 28.270                   | 1:03.864            | 78.35              | 1.587  | 14:05:58.067        |
| 4 -                       | 34.738        | 27.963                   | 1:02.701 (3)        | 79.80              | 0.424  | 14:07:00.768        |
| 5 -                       | 35.391        | 27.786                   | 1:03.177            | 79.20              | 0.900  | 14:08:03.945        |
| 6 -                       | 35.204        | 27.926                   | 1:03.130            | 79.26              | 0.853  | 14:09:07.075        |
| 7 -                       | 35.212        | 28.721                   | 1:03.933            | 78.26              | 1.656  | 14:10:11.008        |
| 8 -                       | <b>34.567</b> | 27.752                   | 1:02.319 (2)        | 80.29              | 0.042  | 14:11:13.327        |
| 9 -                       | 34.628        | <b>27.649</b>            | <b>1:02.277 (1)</b> | <b>80.35</b>       |        | <b>14:12:15.604</b> |
| 10 -                      | 35.047        | 28.336                   | 1:03.383            | 78.94              | 1.106  | 14:13:18.987        |

| P2 148 MAL2 ASH BEECH     |               |                          | Suzuki 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:02.987 |               | BEST LAP TIME : 1:03.185 |                     | DIFFERENCE : 0.198 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 30.655                   | 1:14.924            | 66.78              | 11.739 | 14:03:50.679        |
| 2 -                       | 37.572        | 29.706                   | 1:07.278            | 74.37              | 4.093  | 14:04:57.957        |
| 3 -                       | 36.072        | 29.164                   | 1:05.236            | 76.70              | 2.051  | 14:06:03.193        |
| 4 -                       | 36.206        | 28.747                   | 1:04.953            | 77.04              | 1.768  | 14:07:08.146        |
| 5 -                       | 35.911        | 28.954                   | 1:04.865            | 77.14              | 1.680  | 14:08:13.011        |
| 6 -                       | 35.532        | 28.078                   | 1:03.610 (2)        | 78.66              | 0.425  | 14:09:16.621        |
| 7 -                       | <b>35.020</b> | 29.219                   | 1:04.239 (3)        | 77.89              | 1.054  | 14:10:20.860        |
| 8 -                       | 35.621        | 28.849                   | 1:04.470            | 77.61              | 1.285  | 14:11:25.330        |
| 9 -                       | 36.241        | 28.031                   | 1:04.272            | 77.85              | 1.087  | 14:12:29.602        |
| 10 -                      | 35.218        | <b>27.967</b>            | <b>1:03.185 (1)</b> | <b>79.19</b>       |        | <b>14:13:32.787</b> |

| P3 11 MAL2 LOUIS DAWSON   |               |                          | Aprilia 1000        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:04.745 |               | BEST LAP TIME : 1:04.759 |                     | DIFFERENCE : 0.014 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 30.509                   | 1:15.691            | 66.11              | 10.932 | 14:03:51.446        |
| 2 -                       | 39.194        | 29.543                   | 1:08.737            | 72.79              | 3.978  | 14:05:00.183        |
| 3 -                       | 36.546        | 29.087                   | 1:05.633            | 76.24              | 0.874  | 14:06:05.816        |
| 4 -                       | 36.279        | 28.801                   | 1:05.080 (3)        | 76.89              | 0.321  | 14:07:10.896        |
| 5 -                       | 36.581        | 29.159                   | 1:05.740            | 76.11              | 0.981  | 14:08:16.636        |
| 6 -                       | 36.418        | 28.844                   | 1:05.262            | 76.67              | 0.503  | 14:09:21.898        |
| 7 -                       | <b>36.025</b> | 28.734                   | <b>1:04.759 (1)</b> | <b>77.27</b>       |        | <b>14:10:26.657</b> |
| 8 -                       | 36.676        | 29.243                   | 1:05.919            | 75.91              | 1.160  | 14:11:32.576        |
| 9 -                       | 36.248        | <b>28.720</b>            | 1:04.968 (2)        | 77.02              | 0.209  | 14:12:37.544        |
| 10 -                      | 36.572        | 28.977                   | 1:05.549            | 76.34              | 0.790  | 14:13:43.093        |

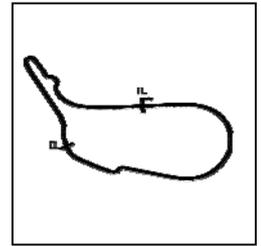
| P4 21 MAL2 Phil BROOKS    |               |                          | Yamaha 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:05.258 |               | BEST LAP TIME : 1:05.258 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 30.681                   | 1:16.284            | 65.59              | 11.026 | 14:03:52.039        |
| 2 -                       | 37.828        | 29.340                   | 1:07.168            | 74.50              | 1.910  | 14:04:59.207        |
| 3 -                       | 36.837        | 28.898                   | 1:05.735 (2)        | 76.12              | 0.477  | 14:06:04.942        |
| 4 -                       | <b>36.368</b> | <b>28.890</b>            | <b>1:05.258 (1)</b> | <b>76.68</b>       |        | <b>14:07:10.200</b> |
| 5 -                       | 36.780        | 29.118                   | 1:05.898 (3)        | 75.93              | 0.640  | 14:08:16.098        |
| 6 -                       | 37.291        | 29.121                   | 1:06.412            | 75.34              | 1.154  | 14:09:22.510        |
| 7 -                       | 36.800        | 29.450                   | 1:06.250            | 75.53              | 0.992  | 14:10:28.760        |
| 8 -                       | 37.068        | 29.928                   | 1:06.996            | 74.69              | 1.738  | 14:11:35.756        |
| 9 -                       | 37.039        | 29.302                   | 1:06.341            | 75.42              | 1.083  | 14:12:42.097        |
| 10 -                      | 37.074        | 29.376                   | 1:06.450            | 75.30              | 1.192  | 14:13:48.547        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:02 Flag 14:13 End: 14:14

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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

| P5 291 MAL2 Andrew FISHER |               |                          | Suzuki 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:05.027 |               | BEST LAP TIME : 1:05.118 |                     | DIFFERENCE : 0.091 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 30.746                   | 1:16.665            | 65.27              | 11.547 | 14:03:52.420        |
| 2 -                       | 39.495        | 30.561                   | 1:10.056            | 71.42              | 4.938  | 14:05:02.476        |
| 3 -                       | 38.662        | 30.040                   | 1:08.702            | 72.83              | 3.584  | 14:06:11.178        |
| 4 -                       | 37.006        | 28.983                   | 1:05.989            | 75.83              | 0.871  | 14:07:17.167        |
| 5 -                       | 37.067        | <b>28.503</b>            | 1:05.570 (3)        | 76.31              | 0.452  | 14:08:22.737        |
| 6 -                       | 36.576        | 28.542                   | <b>1:05.118 (1)</b> | <b>76.84</b>       |        | <b>14:09:27.855</b> |
| 7 -                       | <b>36.524</b> | 28.862                   | 1:05.386 (2)        | 76.53              | 0.268  | 14:10:33.241        |
| 8 -                       | 36.923        | 29.348                   | 1:06.271            | 75.50              | 1.153  | 14:11:39.512        |
| 9 -                       | 36.652        | 30.186                   | 1:06.838            | 74.86              | 1.720  | 14:12:46.350        |
| 10 -                      | 37.677        | 29.168                   | 1:06.845            | 74.86              | 1.727  | 14:13:53.195        |

| P6 150 NP Tom OLIVER      |               |                          | Suzuki 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:05.245 |               | BEST LAP TIME : 1:05.245 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 31.263                   | 1:17.682            | 64.41              | 12.437 | 14:03:53.437        |
| 2 -                       | 39.004        | 30.547                   | 1:09.551            | 71.94              | 4.306  | 14:05:02.988        |
| 3 -                       | 38.568        | 29.993                   | 1:08.561            | 72.98              | 3.316  | 14:06:11.549        |
| 4 -                       | 38.438        | 29.774                   | 1:08.212            | 73.35              | 2.967  | 14:07:19.761        |
| 5 -                       | 39.011        | 29.892                   | 1:08.903            | 72.62              | 3.658  | 14:08:28.664        |
| 6 -                       | 37.316        | 28.957                   | 1:06.273            | 75.50              | 1.028  | 14:09:34.937        |
| 7 -                       | 36.710        | 29.462                   | 1:06.172 (3)        | 75.62              | 0.927  | 14:10:41.109        |
| 8 -                       | 37.396        | 29.071                   | 1:06.467            | 75.28              | 1.222  | 14:11:47.576        |
| 9 -                       | <b>36.510</b> | <b>28.735</b>            | <b>1:05.245 (1)</b> | <b>76.69</b>       |        | <b>14:12:52.821</b> |
| 10 -                      | 36.540        | 29.081                   | 1:05.621 (2)        | 76.25              | 0.376  | 14:13:58.442        |

| P7 178 MAL2 Ashley KING   |               |                          | Yamaha 1000         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.088 |               | BEST LAP TIME : 1:07.094 |                     | DIFFERENCE : 0.006 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.231                   | 1:16.116            | 65.74              | 9.022 | 14:03:51.871        |
| 2 -                       | 39.877        | 30.715                   | 1:10.592            | 70.88              | 3.498 | 14:05:02.463        |
| 3 -                       | 38.374        | 30.498                   | 1:08.872            | 72.65              | 1.778 | 14:06:11.335        |
| 4 -                       | 38.169        | 30.075                   | 1:08.244            | 73.32              | 1.150 | 14:07:19.579        |
| 5 -                       | 38.786        | 30.079                   | 1:08.865            | 72.66              | 1.771 | 14:08:28.444        |
| 6 -                       | 38.610        | 30.069                   | 1:08.679            | 72.86              | 1.585 | 14:09:37.123        |
| 7 -                       | 38.432        | 29.819                   | 1:08.251            | 73.31              | 1.157 | 14:10:45.374        |
| 8 -                       | <b>37.504</b> | 29.590                   | <b>1:07.094 (1)</b> | <b>74.58</b>       |       | <b>14:11:52.468</b> |
| 9 -                       | 38.042        | 29.866                   | 1:07.908 (3)        | 73.68              | 0.814 | 14:13:00.376        |
| 10 -                      | 38.035        | <b>29.584</b>            | 1:07.619 (2)        | 74.00              | 0.525 | 14:14:07.995        |

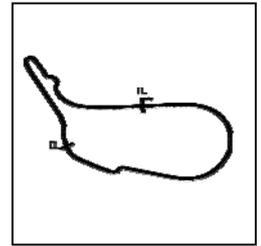
| P8 272 NP Tom WARD        |               |                          | Suzuki 1000         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.505 |               | BEST LAP TIME : 1:07.771 |                     | DIFFERENCE : 0.266 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.147                   | 1:15.024            | 66.69              | 7.253 | 14:03:50.779        |
| 2 -                       | 40.591        | 30.923                   | 1:11.514            | 69.97              | 3.743 | 14:05:02.293        |
| 3 -                       | 40.147        | 31.170                   | 1:11.317            | 70.16              | 3.546 | 14:06:13.610        |
| 4 -                       | 39.350        | 30.104                   | 1:09.454            | 72.04              | 1.683 | 14:07:23.064        |
| 5 -                       | 38.560        | <b>29.764</b>            | 1:08.324 (2)        | 73.23              | 0.553 | 14:08:31.388        |
| 6 -                       | 39.870        | 30.929                   | 1:10.799            | 70.67              | 3.028 | 14:09:42.187        |
| 7 -                       | 39.107        | 30.062                   | 1:09.169            | 72.34              | 1.398 | 14:10:51.356        |
| 8 -                       | 38.474        | 30.345                   | 1:08.819 (3)        | 72.71              | 1.048 | 14:12:00.175        |
| 9 -                       | 38.902        | 29.964                   | 1:08.866            | 72.66              | 1.095 | 14:13:09.041        |
| 10 -                      | <b>37.741</b> | 30.030                   | <b>1:07.771 (1)</b> | <b>73.83</b>       |       | <b>14:14:16.812</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:02 Flag 14:13 End: 14:14

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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

| P9 53 MAL2 Russ BURROWS   |               |                          | Suzuki 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:07.772 |               | BEST LAP TIME : 1:07.917 |                     | DIFFERENCE : 0.145 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 31.962                   | 1:18.767            | 63.52              | 10.850 | 14:03:54.522        |
| 2 -                       | 40.573        | 30.557                   | 1:11.130            | 70.35              | 3.213  | 14:05:05.652        |
| 3 -                       | 39.191        | 30.075                   | 1:09.266            | 72.24              | 1.349  | 14:06:14.918        |
| 4 -                       | 38.443        | 30.374                   | 1:08.817            | 72.71              | 0.900  | 14:07:23.735        |
| 5 -                       | 38.110        | <b>29.881</b>            | 1:07.991 (2)        | 73.59              | 0.074  | 14:08:31.726        |
| 6 -                       | 38.766        | 30.918                   | 1:09.684            | 71.81              | 1.767  | 14:09:41.410        |
| 7 -                       | 39.216        | 30.439                   | 1:09.655            | 71.84              | 1.738  | 14:10:51.065        |
| 8 -                       | 38.088        | 30.664                   | 1:08.752 (3)        | 72.78              | 0.835  | 14:11:59.817        |
| 9 -                       | 39.019        | 30.473                   | 1:09.492            | 72.00              | 1.575  | 14:13:09.309        |
| 10 -                      | <b>37.891</b> | 30.026                   | <b>1:07.917 (1)</b> | <b>73.67</b>       |        | <b>14:14:17.226</b> |

| P10 56 MAL1 Stuart REECE  |               |                          | Kawasaki 600        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:07.501 |               | BEST LAP TIME : 1:07.810 |                     | DIFFERENCE : 0.309 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.607                   | 1:21.756            | 61.20              | 13.946 | 14:03:57.511        |
| 2 -                       | 41.169        | 30.837                   | 1:12.006            | 69.49              | 4.196  | 14:05:09.517        |
| 3 -                       | 40.831        | 30.588                   | 1:11.419            | 70.06              | 3.609  | 14:06:20.936        |
| 4 -                       | 40.669        | 31.174                   | 1:11.843            | 69.65              | 4.033  | 14:07:32.779        |
| 5 -                       | 40.693        | 30.065                   | 1:10.758            | 70.72              | 2.948  | 14:08:43.537        |
| 6 -                       | 39.675        | 30.185                   | 1:09.860            | 71.62              | 2.050  | 14:09:53.397        |
| 7 -                       | 38.940        | 29.759                   | 1:08.699 (3)        | 72.83              | 0.889  | 14:11:02.096        |
| 8 -                       | <b>37.823</b> | 29.987                   | <b>1:07.810 (1)</b> | <b>73.79</b>       |        | <b>14:12:09.906</b> |
| 9 -                       | 38.358        | <b>29.678</b>            | 1:08.036 (2)        | 73.54              | 0.226  | 14:13:17.942        |
| 10 -                      | 38.685        | 31.190                   | 1:09.875            | 71.61              | 2.065  | 14:14:27.817        |

| P11 617 MAL2 Rich GIBSON  |               |                          | Honda 1000          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.889 |               | BEST LAP TIME : 1:09.246 |                     | DIFFERENCE : 0.357 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.445                   | 1:24.285            | 59.36              | 15.039 | 14:04:00.040        |
| 2 -                       | 42.553        | 32.911                   | 1:15.464            | 66.31              | 6.218  | 14:05:15.504        |
| 3 -                       | 42.040        | 33.751                   | 1:15.791            | 66.02              | 6.545  | 14:06:31.295        |
| 4 -                       | 41.911        | 32.973                   | 1:14.884            | 66.82              | 5.638  | 14:07:46.179        |
| 5 -                       | 41.427        | 32.609                   | 1:14.036            | 67.58              | 4.790  | 14:09:00.215        |
| 6 -                       | 40.631        | 31.963                   | 1:12.594            | 68.93              | 3.348  | 14:10:12.809        |
| 7 -                       | 39.812        | 31.419                   | 1:11.231 (3)        | 70.25              | 1.985  | 14:11:24.040        |
| 8 -                       | <b>38.628</b> | 30.855                   | 1:09.483 (2)        | 72.01              | 0.237  | 14:12:33.523        |
| 9 -                       | 38.985        | <b>30.261</b>            | <b>1:09.246 (1)</b> | <b>72.26</b>       |        | <b>14:13:42.769</b> |

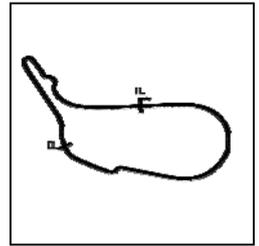
| P12 626 MALL Jamie HORNER |               |                          | Kawasaki 600        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.942 |               | BEST LAP TIME : 1:10.578 |                     | DIFFERENCE : 0.636 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.016                   | 1:26.400            | 57.91              | 15.822 | 14:04:02.155        |
| 2 -                       | 41.985        | 32.271                   | 1:14.256            | 67.38              | 3.678  | 14:05:16.411        |
| 3 -                       | 41.871        | 32.419                   | 1:14.290            | 67.35              | 3.712  | 14:06:30.701        |
| 4 -                       | 41.716        | 32.746                   | 1:14.462            | 67.20              | 3.884  | 14:07:45.163        |
| 5 -                       | 41.918        | 32.322                   | 1:14.240            | 67.40              | 3.662  | 14:08:59.403        |
| 6 -                       | 41.935        | 32.408                   | 1:14.343            | 67.30              | 3.765  | 14:10:13.746        |
| 7 -                       | 40.092        | 31.713                   | 1:11.805 (3)        | 69.68              | 1.227  | 14:11:25.551        |
| 8 -                       | <b>39.137</b> | 31.441                   | <b>1:10.578 (1)</b> | <b>70.90</b>       |        | <b>14:12:36.129</b> |
| 9 -                       | 39.864        | <b>30.805</b>            | 1:10.669 (2)        | 70.80              | 0.091  | 14:13:46.798        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:02 Flag 14:13 End: 14:14

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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

| P13 146 MAL1 Thomas GOLDTHORPE |               |                          | Triumph 675         |              |        |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.832      |               | BEST LAP TIME : 1:12.965 | DIFFERENCE : 0.133  |              |        |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                            |               | 33.360                   | 1:23.913            | 59.63        | 10.948 | 14:03:59.668        |
| 2 -                            | 42.778        | 33.763                   | 1:16.541            | 65.37        | 3.576  | 14:05:16.209        |
| 3 -                            | 43.441        | 33.131                   | 1:16.572            | 65.35        | 3.607  | 14:06:32.781        |
| 4 -                            | 42.263        | 32.416                   | 1:14.679            | 67.00        | 1.714  | 14:07:47.460        |
| 5 -                            | 42.740        | 32.932                   | 1:15.672            | 66.12        | 2.707  | 14:09:03.132        |
| 6 -                            | 41.767        | 32.174                   | 1:13.941            | 67.67        | 0.976  | 14:10:17.073        |
| 7 -                            | 41.295        | <b>31.958</b>            | 1:13.253 (2)        | 68.31        | 0.288  | 14:11:30.326        |
| 8 -                            | 41.395        | 32.005                   | 1:13.400 (3)        | 68.17        | 0.435  | 14:12:43.726        |
| 9 -                            | <b>40.874</b> | 32.091                   | <b>1:12.965 (1)</b> | <b>68.58</b> |        | <b>14:13:56.691</b> |

| P14 78 MAL2 Mark MEAKIN   |               |                          | Suzuki 1000         |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.194 |               | BEST LAP TIME : 1:12.207 | DIFFERENCE : 0.013  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.990                   | 1:25.678            | 58.40        | 13.471 | 14:04:01.433        |
| 2 -                       | 44.234        | 33.262                   | 1:17.496            | 64.57        | 5.289  | 14:05:18.929        |
| 3 -                       | 44.198        | 33.171                   | 1:17.369            | 64.67        | 5.162  | 14:06:36.298        |
| 4 -                       | 43.201        | 32.771                   | 1:15.972            | 65.86        | 3.765  | 14:07:52.270        |
| 5 -                       | 42.351        | 32.219                   | 1:14.570            | 67.10        | 2.363  | 14:09:06.840        |
| 6 -                       | 42.481        | 31.878                   | 1:14.359            | 67.29        | 2.152  | 14:10:21.199        |
| 7 -                       | 41.669        | <b>31.583</b>            | 1:13.252 (3)        | 68.31        | 1.045  | 14:11:34.451        |
| 8 -                       | <b>40.611</b> | 31.596                   | <b>1:12.207 (1)</b> | <b>69.30</b> |        | <b>14:12:46.658</b> |
| 9 -                       | 41.130        | 31.925                   | 1:13.055 (2)        | 68.49        | 0.848  | 14:13:59.713        |

| P15 120 MAL2 Luke HEDGER  |               |                          | Suzuki 1000         |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:03.009 |               | BEST LAP TIME : 1:03.517 | DIFFERENCE : 0.508  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 30.599                   | 1:14.428            | 67.23        | 10.911 | 14:03:50.183        |
| 2 -                       | 37.075        | 29.396                   | 1:06.471            | 75.28        | 2.954  | 14:04:56.654        |
| 3 -                       | 35.926        | 28.979                   | 1:04.905 (3)        | 77.09        | 1.388  | 14:06:01.559        |
| 4 -                       | 35.833        | 28.708                   | 1:04.541 (2)        | 77.53        | 1.024  | 14:07:06.100        |
| 5 -                       | 36.299        | 29.811                   | 1:06.110            | 75.69        | 2.593  | 14:08:12.210        |
| 6 -                       | 35.396        | <b>28.121</b>            | <b>1:03.517 (1)</b> | <b>78.78</b> |        | <b>14:09:15.727</b> |
| 7 -                       | <b>34.888</b> | 33.821                   | 1:08.709            | 72.82        | 5.192  | 14:10:24.436        |

| P16 561 MAL2 John INGRAM  |               |                          | BMW 1000            |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.269 |               | BEST LAP TIME : 1:04.269 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.734                   | 1:13.959            | 67.65        | 9.690 | 14:03:49.714        |
| 2 -                       | 37.159        | 28.590                   | 1:05.749            | 76.10        | 1.480 | 14:04:55.463        |
| 3 -                       | <b>35.860</b> | <b>28.409</b>            | <b>1:04.269 (1)</b> | <b>77.86</b> |       | <b>14:05:59.732</b> |
| 4 -                       | 36.349        | 28.781                   | 1:05.130 (3)        | 76.83        | 0.861 | 14:07:04.862        |
| 5 -                       | 37.602        | 31.249                   | 1:08.851            | 72.67        | 4.582 | 14:08:13.713        |
| 6 -                       | 36.423        | 28.564                   | 1:04.987 (2)        | 77.00        | 0.718 | 14:09:18.700        |

| P17 303 MAL1 Stuart BELL  |               |                          | Suzuki 600          |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:24.016 |               | BEST LAP TIME : 1:24.516 | DIFFERENCE : 0.500  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>36.887</b>            | 1:30.035            | 55.57        | 5.519 | 14:04:05.790        |
| 2 -                       | <b>47.129</b> | 37.387                   | <b>1:24.516 (1)</b> | <b>59.20</b> |       | <b>14:05:30.306</b> |
| 3 -                       | 48.284        | 37.932                   | 1:26.216 (2)        | 58.04        | 1.700 | 14:06:56.522        |
| 4 -                       | 47.131        | 39.825                   | 1:26.956 (3)        | 57.54        | 2.440 | 14:08:23.478        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:02 Flag 14:13 End: 14:14

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## Race 5 - LAP CHART

### LAP 1 @ 14:03:49.232

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 97  |        | 1:13.477 |
| 561 | 0.482  | 1:13.959 |
| 120 | 0.951  | 1:14.428 |
| 148 | 1.447  | 1:14.924 |
| 272 | 1.547  | 1:15.024 |
| 11  | 2.214  | 1:15.691 |
| 178 | 2.639  | 1:16.116 |
| 21  | 2.807  | 1:16.284 |
| 291 | 3.188  | 1:16.665 |
| 150 | 4.205  | 1:17.682 |
| 53  | 5.290  | 1:18.767 |
| 56  | 8.279  | 1:21.756 |
| 146 | 10.436 | 1:23.913 |
| 617 | 10.808 | 1:24.285 |
| 78  | 12.201 | 1:25.678 |
| 626 | 12.923 | 1:26.400 |
| 303 | 16.558 | 1:30.035 |

### LAP 2 @ 14:04:54.203

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 97  |        | 1:04.971 |
| 561 | 1.260  | 1:05.749 |
| 120 | 2.451  | 1:06.471 |
| 148 | 3.754  | 1:07.278 |
| 21  | 5.004  | 1:07.168 |
| 11  | 5.980  | 1:08.737 |
| 272 | 8.090  | 1:11.514 |
| 178 | 8.260  | 1:10.592 |
| 291 | 8.273  | 1:10.056 |
| 150 | 8.785  | 1:09.551 |
| 53  | 11.449 | 1:11.130 |
| 56  | 15.314 | 1:12.006 |
| 617 | 21.301 | 1:15.464 |
| 146 | 22.006 | 1:16.541 |
| 626 | 22.208 | 1:14.256 |
| 78  | 24.726 | 1:17.496 |
| 303 | 36.103 | 1:24.516 |

### LAP 3 @ 14:05:58.067

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 97  |        | 1:03.864 |
| 561 | 1.665  | 1:04.269 |
| 120 | 3.492  | 1:04.905 |
| 148 | 5.126  | 1:05.236 |
| 21  | 6.875  | 1:05.735 |
| 11  | 7.749  | 1:05.633 |
| 291 | 13.111 | 1:08.702 |
| 178 | 13.268 | 1:08.872 |
| 150 | 13.482 | 1:08.561 |
| 272 | 15.543 | 1:11.317 |
| 53  | 16.851 | 1:09.266 |
| 56  | 22.869 | 1:11.419 |
| 626 | 32.634 | 1:14.290 |
| 617 | 33.228 | 1:15.791 |
| 146 | 34.714 | 1:16.572 |
| 78  | 38.231 | 1:17.369 |
| 303 | 58.455 | 1:26.216 |

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

### LAP 4 @ 14:07:00.768

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 97  |        | 1:02.701 |
| 561 | 4.094  | 1:05.130 |
| 120 | 5.332  | 1:04.541 |
| 148 | 7.378  | 1:04.953 |
| 21  | 9.432  | 1:05.258 |
| 11  | 10.128 | 1:05.080 |
| 291 | 16.399 | 1:05.989 |
| 178 | 18.811 | 1:08.244 |
| 150 | 18.993 | 1:08.212 |
| 272 | 22.296 | 1:09.454 |
| 53  | 22.967 | 1:08.817 |
| 56  | 32.011 | 1:11.843 |
| 626 | 44.395 | 1:14.462 |
| 617 | 45.411 | 1:14.884 |
| 146 | 46.692 | 1:14.679 |
| 78  | 51.502 | 1:15.972 |

### LAP 5 @ 14:08:03.945

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 97  |          | 1:03.177 |
| 120 | 8.265    | 1:06.110 |
| 148 | 9.066    | 1:04.865 |
| 561 | 9.768    | 1:08.851 |
| 21  | 12.153   | 1:05.898 |
| 11  | 12.691   | 1:05.740 |
| 291 | 18.792   | 1:05.570 |
| 303 | 1 Lap    | 1:26.956 |
| 178 | 24.499   | 1:08.865 |
| 150 | 24.719   | 1:08.903 |
| 272 | 27.443   | 1:08.324 |
| 53  | 27.781   | 1:07.991 |
| 56  | 39.592   | 1:10.758 |
| 626 | 55.458   | 1:14.240 |
| 617 | 56.270   | 1:14.036 |
| 146 | 59.187   | 1:15.672 |
| 78  | 1:02.895 | 1:14.570 |

### LAP 6 @ 14:09:07.075

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 97  |        | 1:03.130 |
| 120 | 8.652  | 1:03.517 |
| 148 | 9.546  | 1:03.610 |
| 561 | 11.625 | 1:04.987 |
| 11  | 14.823 | 1:05.262 |
| 21  | 15.435 | 1:06.412 |
| 291 | 20.780 | 1:05.118 |
| 150 | 27.862 | 1:06.273 |
| 178 | 30.048 | 1:08.679 |
| 53  | 34.335 | 1:09.684 |
| 272 | 35.112 | 1:10.799 |
| 56  | 46.322 | 1:09.860 |

### LAP 7 @ 14:10:11.008

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 97  |        | 1:03.933 |
| 617 | 1 Lap  | 1:12.594 |
| 626 | 1 Lap  | 1:14.343 |
| 146 | 1 Lap  | 1:13.941 |
| 148 | 9.852  | 1:04.239 |
| 78  | 1 Lap  | 1:14.359 |

|     |        |          |
|-----|--------|----------|
| 120 | 13.428 | 1:08.709 |
| 11  | 15.649 | 1:04.759 |
| 21  | 17.752 | 1:06.250 |
| 291 | 22.233 | 1:05.386 |
| 150 | 30.101 | 1:06.172 |
| 178 | 34.366 | 1:08.251 |
| 53  | 40.057 | 1:09.655 |
| 272 | 40.348 | 1:09.169 |
| 56  | 51.088 | 1:08.699 |

### LAP 8 @ 14:11:13.327

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 97  |        | 1:02.319 |
| 617 | 1 Lap  | 1:11.231 |
| 148 | 12.003 | 1:04.470 |
| 626 | 1 Lap  | 1:11.805 |
| 146 | 1 Lap  | 1:13.253 |
| 11  | 19.249 | 1:05.919 |
| 78  | 1 Lap  | 1:13.252 |
| 21  | 22.429 | 1:06.996 |
| 291 | 26.185 | 1:06.271 |
| 150 | 34.249 | 1:06.467 |
| 178 | 39.141 | 1:07.094 |
| 53  | 46.490 | 1:08.752 |
| 272 | 46.848 | 1:08.819 |
| 56  | 56.579 | 1:07.810 |

### LAP 9 @ 14:12:15.604

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 97  |          | 1:02.277 |
| 148 | 13.998   | 1:04.272 |
| 617 | 1 Lap    | 1:09.483 |
| 626 | 1 Lap    | 1:10.578 |
| 11  | 21.940   | 1:04.968 |
| 21  | 26.493   | 1:06.341 |
| 146 | 1 Lap    | 1:13.400 |
| 291 | 30.746   | 1:06.838 |
| 78  | 1 Lap    | 1:12.207 |
| 150 | 37.217   | 1:05.245 |
| 178 | 44.772   | 1:07.908 |
| 272 | 53.437   | 1:08.866 |
| 53  | 53.705   | 1:09.492 |
| 56  | 1:02.338 | 1:08.036 |

### LAP 10 @ 14:13:18.987

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 97  |          | 1:03.383 |
| 148 | 13.800   | 1:03.185 |
| 617 | 1 Lap    | 1:09.246 |
| 11  | 24.106   | 1:05.549 |
| 626 | 1 Lap    | 1:10.669 |
| 21  | 29.560   | 1:06.450 |
| 291 | 34.208   | 1:06.845 |
| 146 | 1 Lap    | 1:12.965 |
| 150 | 39.455   | 1:05.621 |
| 78  | 1 Lap    | 1:13.055 |
| 178 | 49.008   | 1:07.619 |
| 272 | 57.825   | 1:07.771 |
| 53  | 58.239   | 1:07.917 |
| 56  | 1:08.830 | 1:09.875 |

Mallory Park

Circuit Length = 1.3900 miles

Start: 14:02 Flag 14:13 End: 14:14

Printed - 14:22 Monday, 03 May 2021

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## Race 6 - CLASSIFICATION

| POS | NO  | CL | PIC NAME           | ENTRY        | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|----|--------------------|--------------|------|-----------|----------|--------|-------|----------|----|
| 1   | 8   | MT | 1 Darren CORKETT   | Suzuki 650   | 10   | 11:17.668 |          |        | 73.84 | 1:05.414 | 10 |
| 2   | 142 | MT | 2 John BOLSOVER    | Suzuki 650   | 10   | 11:18.361 | 0.693    | 0.693  | 73.76 | 1:05.590 | 10 |
| 3   | 44  | MT | 3 Rhys FORREST     | Suzuki 650   | 10   | 11:32.722 | 15.054   | 14.361 | 72.23 | 1:06.353 | 10 |
| 4   | 66  | MT | 4 Richard SAUNDERS | Suzuki 650   | 10   | 11:33.845 | 16.177   | 1.123  | 72.12 | 1:07.047 | 10 |
| 5   | 86  | ST | 1 Jamie KELMAN     | Kramer 690   | 10   | 11:34.481 | 16.813   | 0.636  | 72.05 | 1:07.432 | 6  |
| 6   | 111 | F4 | 1 Jake BRADLEY     | Kawasaki 400 | 10   | 11:39.385 | 21.717   | 4.904  | 71.54 | 1:06.583 | 10 |
| 7   | 5   | MT | 5 Darren RAYBOULD  | Suzuki 650   | 10   | 11:40.040 | 22.372   | 0.655  | 71.48 | 1:05.933 | 8  |
| 8   | 18  | MT | 6 Marc BAYLISS     | Suzuki 650   | 10   | 11:42.771 | 25.103   | 2.731  | 71.20 | 1:08.404 | 8  |
| 9   | 42  | F4 | 2 Steve MOODY      | Suzuki 400   | 10   | 11:43.294 | 25.626   | 0.523  | 71.15 | 1:07.461 | 10 |
| 10  | 57  | MT | 7 Lee STANAWAY     | Suzuki 650   | 10   | 11:49.342 | 31.674   | 6.048  | 70.54 | 1:07.756 | 8  |
| 11  | 555 | MT | 8 Steve PRITCHARD  | Suzuki 650   | 10   | 12:01.299 | 43.631   | 11.957 | 69.37 | 1:09.063 | 9  |
| 12  | 101 | F4 | 3 Tony BRABAZON    | Kawasaki 400 | 10   | 12:01.833 | 44.165   | 0.534  | 69.32 | 1:09.549 | 4  |
| 13  | 114 | F4 | 4 Marcus TATCHELL  | Honda 400    | 10   | 12:22.807 | 1:05.139 | 20.974 | 67.36 | 1:09.898 | 10 |
| 14  | 89  | F4 | 5 Steve HAGUE      | Kawasaki 400 | 9    | 11:32.358 | 1 Lap    | 1 Lap  | 65.04 | 1:13.206 | 8  |
| 15  | 149 | MT | 9 Clive JARVIS     | SV 650 650   | 9    | 11:42.251 | 1 Lap    | 9.893  | 64.13 | 1:15.543 | 4  |
| 16  | 163 | F4 | 6 Gordon BECKETT   | Honda 400    | 9    | 11:42.637 | 1 Lap    | 0.386  | 64.09 | 1:13.004 | 9  |
| 17  | 175 | F4 | 7 Aaron LILLY      | Honda 400    | 9    | 11:58.425 | 1 Lap    | 15.788 | 62.68 | 1:17.488 | 2  |
| 18  | 53  | MT | 10 Simon BILLAM    | Suzuki 650   | 9    | 12:06.438 | 1 Lap    | 8.013  | 61.99 | 1:16.988 | 9  |
| 19  | 808 | MT | 11 Robert TEAHAN   | Suzuki 650   | 9    | 12:16.683 | 1 Lap    | 10.245 | 61.13 | 1:17.241 | 9  |
| 20  | 72  | F4 | 8 Thomas BRADSHAW  | Honda 400    | 8    | 12:17.320 | 2 Laps   | 1 Lap  | 54.29 | 1:28.145 | 6  |

### NOT CLASSIFIED

|     |     |    |                |              |   |          |        |        |       |          |   |
|-----|-----|----|----------------|--------------|---|----------|--------|--------|-------|----------|---|
| DNF | 63  | MT | Andrew LLOYD   | Suzuki 650   | 7 | 8:46.156 | 3 Laps | 1 Lap  | 66.57 | 1:11.804 | 7 |
| DNF | 171 | MT | Gary ARDEN     | Suzuki 650   | 6 | 7:05.472 | 4 Laps | 1 Lap  | 70.56 | 1:08.277 | 4 |
| DNF | 179 | MT | Stephen CULLEN | Suzuki 650   | 5 | 6:01.183 | 5 Laps | 1 Lap  | 69.27 | 1:08.618 | 4 |
| DNF | 131 | MT | Robert TAYLOR  | Suzuki 650   | 5 | 6:11.690 | 5 Laps | 10.507 | 67.31 | 1:10.249 | 4 |
| DNF | 107 | MT | Duane BLISS    | Kawasaki 650 | 4 | 5:16.885 | 6 Laps | 1 Lap  | 63.16 | 1:13.807 | 4 |
| DNF | 84  | F4 | Sam LAIDLAW    | Kawasaki 400 | 3 | 3:40.693 | 7 Laps | 1 Lap  | 68.02 | 1:10.200 | 3 |
| DNF | 76  | MT | Brad HARDMAN   | Suzuki 650   | 2 | 2:37.213 | 8 Laps | 1 Lap  | 63.65 | 1:14.081 | 2 |
| DNF | 213 | ST | Jack PETRIE    | Kawasaki 650 | 0 |          |        |        |       |          |   |

### FASTEST LAP

|     |    |                |              |    |          |           |            |
|-----|----|----------------|--------------|----|----------|-----------|------------|
| 8   | MT | Darren CORKETT | Suzuki 650   | 10 | 1:05.414 | 76.49 mph | 123.11 kph |
| 111 | F4 | Jake BRADLEY   | Kawasaki 400 | 10 | 1:06.583 | 75.15 mph | 120.94 kph |
| 86  | ST | Jamie KELMAN   | Kramer 690   | 6  | 1:07.432 | 74.20 mph | 119.42 kph |

Class MT - 92.5% of Race Speed = 68.30 mph

Class ST - 92.5% of Race Speed = 66.64 mph

Class F4 - 92.5% of Race Speed = 66.17 mph

Weather / Track : Rain / Wet

Mallory Park: 1.3900 miles  
Race Distance: 10 Laps / 13.90 miles  
Start: 14:18 Flag 14:29 End: 14:32

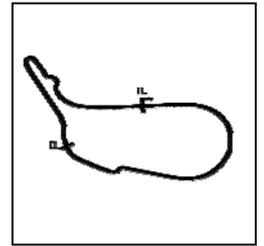
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 14:34 Monday, 03 May 2021



# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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                        |               | 8 MT                     |                     | Darren CORKETT     |       | Suzuki 650          |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:05.399 |               | BEST LAP TIME : 1:05.414 |                     | DIFFERENCE : 0.015 |       |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                       |               | 30.550                   | 1:13.841            | 67.76              | 8.427 | 14:19:55.078        |  |
| 2 -                       | 38.581        | 29.814                   | 1:08.395            | 73.16              | 2.981 | 14:21:03.473        |  |
| 3 -                       | 37.755        | 29.337                   | 1:07.092            | 74.58              | 1.678 | 14:22:10.565        |  |
| 4 -                       | 37.725        | 30.878                   | 1:08.603            | 72.94              | 3.189 | 14:23:19.168        |  |
| 5 -                       | 37.159        | 29.987                   | 1:07.146            | 74.52              | 1.732 | 14:24:26.314        |  |
| 6 -                       | 38.304        | 29.670                   | 1:07.974            | 73.61              | 2.560 | 14:25:34.288        |  |
| 7 -                       | 37.470        | 29.348                   | 1:06.818            | 74.89              | 1.404 | 14:26:41.106        |  |
| 8 -                       | 36.836        | 29.944                   | 1:06.780 (3)        | 74.93              | 1.366 | 14:27:47.886        |  |
| 9 -                       | <b>36.379</b> | 29.226                   | 1:05.605 (2)        | 76.27              | 0.191 | 14:28:53.491        |  |
| 10 -                      | 36.394        | <b>29.020</b>            | <b>1:05.414 (1)</b> | <b>76.49</b>       |       | <b>14:29:58.905</b> |  |

| P2                        |               | 142 MT                   |                     | John BOLSOVER      |       | Suzuki 650          |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:05.288 |               | BEST LAP TIME : 1:05.590 |                     | DIFFERENCE : 0.302 |       |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                       |               | 30.745                   | 1:13.705            | 67.89              | 8.115 | 14:19:54.942        |  |
| 2 -                       | 38.317        | 29.837                   | 1:08.154            | 73.42              | 2.564 | 14:21:03.096        |  |
| 3 -                       | 37.596        | 29.723                   | 1:07.319            | 74.33              | 1.729 | 14:22:10.415        |  |
| 4 -                       | 38.293        | 31.187                   | 1:09.480            | 72.02              | 3.890 | 14:23:19.895        |  |
| 5 -                       | 36.863        | 30.011                   | 1:06.874            | 74.82              | 1.284 | 14:24:26.769        |  |
| 6 -                       | 38.072        | 29.188                   | 1:07.260            | 74.39              | 1.670 | 14:25:34.029        |  |
| 7 -                       | 37.294        | 29.791                   | 1:07.085            | 74.59              | 1.495 | 14:26:41.114        |  |
| 8 -                       | 37.031        | 29.698                   | 1:06.729 (3)        | 74.99              | 1.139 | 14:27:47.843        |  |
| 9 -                       | 37.102        | <b>29.063</b>            | 1:06.165 (2)        | 75.62              | 0.575 | 14:28:54.008        |  |
| 10 -                      | <b>36.225</b> | 29.365                   | <b>1:05.590 (1)</b> | <b>76.29</b>       |       | <b>14:29:59.598</b> |  |

| P3                        |               | 44 MT                    |                     | Rhys FORREST       |        | Suzuki 650          |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:06.141 |               | BEST LAP TIME : 1:06.353 |                     | DIFFERENCE : 0.212 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       |               | 32.272                   | 1:17.751            | 64.35              | 11.398 | 14:19:58.988        |  |
| 2 -                       | 40.811        | 31.236                   | 1:12.047            | 69.45              | 5.694  | 14:21:11.035        |  |
| 3 -                       | 37.840        | 31.360                   | 1:09.200            | 72.31              | 2.847  | 14:22:20.235        |  |
| 4 -                       | 36.888        | 31.423                   | 1:08.311            | 73.25              | 1.958  | 14:23:28.546        |  |
| 5 -                       | 38.038        | 30.982                   | 1:09.020            | 72.50              | 2.667  | 14:24:37.566        |  |
| 6 -                       | 37.093        | 30.427                   | 1:07.520 (3)        | 74.11              | 1.167  | 14:25:45.086        |  |
| 7 -                       | 37.799        | 30.376                   | 1:08.175            | 73.39              | 1.822  | 14:26:53.261        |  |
| 8 -                       | 36.933        | <b>29.698</b>            | 1:06.631 (2)        | 75.10              | 0.278  | 14:27:59.892        |  |
| 9 -                       | 37.296        | 30.418                   | 1:07.714            | 73.89              | 1.361  | 14:29:07.606        |  |
| 10 -                      | <b>36.443</b> | 29.910                   | <b>1:06.353 (1)</b> | <b>75.41</b>       |        | <b>14:30:13.959</b> |  |

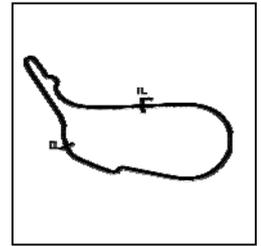
| P4                        |               | 66 MT                    |                     | Richard SAUNDERS   |        | Suzuki 650          |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:07.047 |               | BEST LAP TIME : 1:07.047 |                     | DIFFERENCE : 0.000 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       |               | 32.367                   | 1:17.570            | 64.50              | 10.523 | 14:19:58.807        |  |
| 2 -                       | 39.387        | 30.858                   | 1:10.245            | 71.23              | 3.198  | 14:21:09.052        |  |
| 3 -                       | 38.181        | 30.379                   | 1:08.560            | 72.98              | 1.513  | 14:22:17.612        |  |
| 4 -                       | 38.379        | 30.951                   | 1:09.330            | 72.17              | 2.283  | 14:23:26.942        |  |
| 5 -                       | 39.109        | 30.556                   | 1:09.665            | 71.82              | 2.618  | 14:24:36.607        |  |
| 6 -                       | 37.734        | 30.591                   | 1:08.325            | 73.23              | 1.278  | 14:25:44.932        |  |
| 7 -                       | 37.520        | 30.373                   | 1:07.893            | 73.70              | 0.846  | 14:26:52.825        |  |
| 8 -                       | 37.209        | 30.412                   | 1:07.621 (3)        | 74.00              | 0.574  | 14:28:00.446        |  |
| 9 -                       | 37.406        | 30.183                   | 1:07.589 (2)        | 74.03              | 0.542  | 14:29:08.035        |  |
| 10 -                      | <b>37.108</b> | <b>29.939</b>            | <b>1:07.047 (1)</b> | <b>74.63</b>       |        | <b>14:30:15.082</b> |  |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:18 Flag 14:29 End: 14:32

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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

| P5 86 ST                  |               | Jamie KELMAN             |                     | Kramer 690         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.379 |               | BEST LAP TIME : 1:07.432 |                     | DIFFERENCE : 0.053 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.487                   | 1:16.387            | 65.50              | 8.955 | 14:19:57.624        |
| 2 -                       | 39.610        | 30.366                   | 1:09.976            | 71.51              | 2.544 | 14:21:07.600        |
| 3 -                       | 39.014        | 30.201                   | 1:09.215            | 72.29              | 1.783 | 14:22:16.815        |
| 4 -                       | 39.470        | 30.362                   | 1:09.832            | 71.65              | 2.400 | 14:23:26.647        |
| 5 -                       | 38.576        | 29.538                   | 1:08.114            | 73.46              | 0.682 | 14:24:34.761        |
| 6 -                       | <b>37.899</b> | 29.533                   | <b>1:07.432 (1)</b> | <b>74.20</b>       |       | <b>14:25:42.193</b> |
| 7 -                       | 38.157        | 29.529                   | 1:07.686 (2)        | 73.93              | 0.254 | 14:26:49.879        |
| 8 -                       | 38.647        | 29.611                   | 1:08.258            | 73.31              | 0.826 | 14:27:58.137        |
| 9 -                       | 38.700        | 30.933                   | 1:09.633            | 71.86              | 2.201 | 14:29:07.770        |
| 10 -                      | 38.468        | <b>29.480</b>            | 1:07.948 (3)        | 73.64              | 0.516 | 14:30:15.718        |

| P6 111 F4                 |               | Jake BRADLEY             |                     | Kawasaki 400       |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.568 |               | BEST LAP TIME : 1:06.583 |                     | DIFFERENCE : 0.015 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.125                   | 1:16.787            | 65.16              | 10.204 | 14:19:58.024        |
| 2 -                       | 40.378        | 31.244                   | 1:11.622            | 69.86              | 5.039  | 14:21:09.646        |
| 3 -                       | 39.022        | 31.938                   | 1:10.960            | 70.51              | 4.377  | 14:22:20.606        |
| 4 -                       | 38.293        | 30.168                   | 1:08.461            | 73.09              | 1.878  | 14:23:29.067        |
| 5 -                       | 39.042        | 30.349                   | 1:09.391            | 72.11              | 2.808  | 14:24:38.458        |
| 6 -                       | 38.634        | <b>29.581</b>            | 1:08.215 (2)        | 73.35              | 1.632  | 14:25:46.673        |
| 7 -                       | 39.469        | 30.319                   | 1:09.788            | 71.70              | 3.205  | 14:26:56.461        |
| 8 -                       | 38.806        | 30.390                   | 1:09.196            | 72.31              | 2.613  | 14:28:05.657        |
| 9 -                       | 38.657        | 29.725                   | 1:08.382 (3)        | 73.17              | 1.799  | 14:29:14.039        |
| 10 -                      | <b>36.987</b> | 29.596                   | <b>1:06.583 (1)</b> | <b>75.15</b>       |        | <b>14:30:20.622</b> |

| P7 5 MT                   |               | Darren RAYBOULD          |                     | Suzuki 650         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:05.933 |               | BEST LAP TIME : 1:05.933 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.430                   | 1:22.651            | 60.54              | 16.718 | 14:20:03.888        |
| 2 -                       | 40.115        | 31.523                   | 1:11.638            | 69.85              | 5.705  | 14:21:15.526        |
| 3 -                       | 38.519        | 31.714                   | 1:10.233            | 71.24              | 4.300  | 14:22:25.759        |
| 4 -                       | 37.400        | 31.476                   | 1:08.876            | 72.65              | 2.943  | 14:23:34.635        |
| 5 -                       | 39.459        | 30.702                   | 1:10.161            | 71.32              | 4.228  | 14:24:44.796        |
| 6 -                       | 37.577        | 29.881                   | 1:07.458            | 74.17              | 1.525  | 14:25:52.254        |
| 7 -                       | 36.815        | 32.004                   | 1:08.819            | 72.71              | 2.886  | 14:27:01.073        |
| 8 -                       | <b>36.480</b> | <b>29.453</b>            | <b>1:05.933 (1)</b> | <b>75.89</b>       |        | <b>14:28:07.006</b> |
| 9 -                       | 36.867        | 30.028                   | 1:06.895 (2)        | 74.80              | 0.962  | 14:29:13.901        |
| 10 -                      | 37.441        | 29.935                   | 1:07.376 (3)        | 74.27              | 1.443  | 14:30:21.277        |

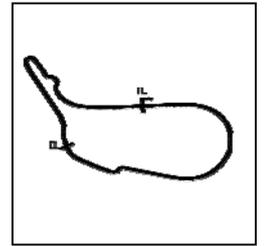
| P8 18 MT                  |               | Marc BAYLISS             |                     | Suzuki 650         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.081 |               | BEST LAP TIME : 1:08.404 |                     | DIFFERENCE : 0.323 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.479                   | 1:19.656            | 62.82              | 11.252 | 14:20:00.893        |
| 2 -                       | 39.553        | 31.710                   | 1:11.263            | 70.21              | 2.859  | 14:21:12.156        |
| 3 -                       | 38.662        | 30.944                   | 1:09.606            | 71.89              | 1.202  | 14:22:21.762        |
| 4 -                       | 38.741        | 30.377                   | 1:09.118            | 72.39              | 0.714  | 14:23:30.880        |
| 5 -                       | 38.895        | 30.672                   | 1:09.567            | 71.93              | 1.163  | 14:24:40.447        |
| 6 -                       | 38.474        | 30.273                   | 1:08.747            | 72.78              | 0.343  | 14:25:49.194        |
| 7 -                       | <b>38.343</b> | 30.364                   | 1:08.707 (3)        | 72.83              | 0.303  | 14:26:57.901        |
| 8 -                       | 38.666        | <b>29.738</b>            | <b>1:08.404 (1)</b> | <b>73.15</b>       |        | <b>14:28:06.305</b> |
| 9 -                       | 38.804        | 30.199                   | 1:09.003            | 72.51              | 0.599  | 14:29:15.308        |
| 10 -                      | 38.349        | 30.351                   | 1:08.700 (2)        | 72.83              | 0.296  | 14:30:24.008        |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:18 Flag 14:29 End: 14:32

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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

| P9 42 F4 Steve MOODY      |               |                          | Suzuki 400          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:07.209 |               | BEST LAP TIME : 1:07.461 |                     | DIFFERENCE : 0.252 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.534                   | 1:24.482            | 59.23              | 17.021 | 14:20:05.719        |
| 2 -                       | 40.016        | 30.416                   | 1:10.432            | 71.04              | 2.971  | 14:21:16.151        |
| 3 -                       | 38.039        | 30.696                   | 1:08.735            | 72.80              | 1.274  | 14:22:24.886        |
| 4 -                       | <b>37.247</b> | 33.043                   | 1:10.290            | 71.19              | 2.829  | 14:23:35.176        |
| 5 -                       | 38.966        | 30.805                   | 1:09.771            | 71.72              | 2.310  | 14:24:44.947        |
| 6 -                       | 37.951        | 30.088                   | 1:08.039            | 73.54              | 0.578  | 14:25:52.986        |
| 7 -                       | 37.355        | 31.090                   | 1:08.445            | 73.11              | 0.984  | 14:27:01.431        |
| 8 -                       | 37.694        | <b>29.962</b>            | 1:07.656 (2)        | 73.96              | 0.195  | 14:28:09.087        |
| 9 -                       | 37.529        | 30.454                   | 1:07.983 (3)        | 73.60              | 0.522  | 14:29:17.070        |
| 10 -                      | 37.438        | 30.023                   | <b>1:07.461 (1)</b> | <b>74.17</b>       |        | <b>14:30:24.531</b> |

| P10 57 MT Lee STANAWAY    |               |                          | Suzuki 650          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:07.378 |               | BEST LAP TIME : 1:07.756 |                     | DIFFERENCE : 0.378 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.246                   | 1:23.073            | 60.23              | 15.317 | 14:20:04.310        |
| 2 -                       | 42.529        | 31.631                   | 1:14.160            | 67.47              | 6.404  | 14:21:18.470        |
| 3 -                       | 38.577        | 30.141                   | 1:08.718 (3)        | 72.81              | 0.962  | 14:22:27.188        |
| 4 -                       | 38.187        | 31.482                   | 1:09.669            | 71.82              | 1.913  | 14:23:36.857        |
| 5 -                       | 39.028        | 31.429                   | 1:10.457            | 71.02              | 2.701  | 14:24:47.314        |
| 6 -                       | 39.014        | 30.406                   | 1:09.420            | 72.08              | 1.664  | 14:25:56.734        |
| 7 -                       | 37.975        | 30.216                   | 1:08.191 (2)        | 73.38              | 0.435  | 14:27:04.925        |
| 8 -                       | 37.956        | <b>29.800</b>            | <b>1:07.756 (1)</b> | <b>73.85</b>       |        | <b>14:28:12.681</b> |
| 9 -                       | <b>37.578</b> | 31.463                   | 1:09.041            | 72.47              | 1.285  | 14:29:21.722        |
| 10 -                      | 38.108        | 30.749                   | 1:08.857            | 72.67              | 1.101  | 14:30:30.579        |

| P11 555 MT Steve PRITCHARD |               |                          | Suzuki 650          |                    |        |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.063  |               | BEST LAP TIME : 1:09.063 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        |               | 33.032                   | 1:20.718            | 61.99              | 11.655 | 14:20:01.955        |
| 2 -                        | 40.691        | 31.871                   | 1:12.562            | 68.96              | 3.499  | 14:21:14.517        |
| 3 -                        | 39.191        | 31.272                   | 1:10.463            | 71.01              | 1.400  | 14:22:24.980        |
| 4 -                        | 39.347        | 32.201                   | 1:11.548            | 69.93              | 2.485  | 14:23:36.528        |
| 5 -                        | 40.365        | 32.196                   | 1:12.561            | 68.96              | 3.498  | 14:24:49.089        |
| 6 -                        | 41.830        | 31.666                   | 1:13.496            | 68.08              | 4.433  | 14:26:02.585        |
| 7 -                        | 39.210        | 31.486                   | 1:10.696            | 70.78              | 1.633  | 14:27:13.281        |
| 8 -                        | 39.219        | 31.021                   | 1:10.240 (3)        | 71.24              | 1.177  | 14:28:23.521        |
| 9 -                        | <b>38.489</b> | <b>30.574</b>            | <b>1:09.063 (1)</b> | <b>72.45</b>       |        | <b>14:29:32.584</b> |
| 10 -                       | 39.269        | 30.683                   | 1:09.952 (2)        | 71.53              | 0.889  | 14:30:42.536        |

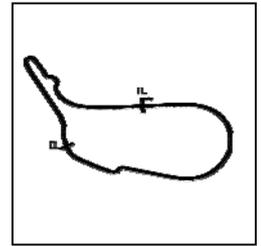
| P12 101 F4 Tony BRABAZON  |               |                          | Kawasaki 400        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.701 |               | BEST LAP TIME : 1:09.549 |                     | DIFFERENCE : 0.848 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.789                   | 1:26.807            | 57.64              | 17.258 | 14:20:08.044        |
| 2 -                       | 39.565        | 32.342                   | 1:11.907            | 69.59              | 2.358  | 14:21:19.951        |
| 3 -                       | 38.675        | 31.011                   | 1:09.686 (2)        | 71.80              | 0.137  | 14:22:29.637        |
| 4 -                       | <b>38.053</b> | 31.496                   | <b>1:09.549 (1)</b> | <b>71.94</b>       |        | <b>14:23:39.186</b> |
| 5 -                       | 38.862        | 32.275                   | 1:11.137            | 70.34              | 1.588  | 14:24:50.323        |
| 6 -                       | 39.676        | 31.914                   | 1:11.590            | 69.89              | 2.041  | 14:26:01.913        |
| 7 -                       | 38.488        | 31.482                   | 1:09.970            | 71.51              | 0.421  | 14:27:11.883        |
| 8 -                       | 38.822        | 32.419                   | 1:11.241            | 70.24              | 1.692  | 14:28:23.124        |
| 9 -                       | 39.392        | <b>30.648</b>            | 1:10.040            | 71.44              | 0.491  | 14:29:33.164        |
| 10 -                      | 39.030        | 30.876                   | 1:09.906 (3)        | 71.58              | 0.357  | 14:30:43.070        |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:18 Flag 14:29 End: 14:32

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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

| P13 114 F4 Marcus TATCHELL |               |                          | Honda 400           |                    |        |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.898  |               | BEST LAP TIME : 1:09.898 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        |               | 35.399                   | 1:22.237            | 60.84              | 12.339 | 14:20:03.474        |
| 2 -                        | 44.230        | 34.879                   | 1:19.109            | 63.25              | 9.211  | 14:21:22.583        |
| 3 -                        | 42.612        | 34.092                   | 1:16.704            | 65.23              | 6.806  | 14:22:39.287        |
| 4 -                        | 41.062        | 32.154                   | 1:13.216            | 68.34              | 3.318  | 14:23:52.503        |
| 5 -                        | 40.165        | 32.688                   | 1:12.853            | 68.68              | 2.955  | 14:25:05.356        |
| 6 -                        | 40.355        | 33.118                   | 1:13.473            | 68.10              | 3.575  | 14:26:18.829        |
| 7 -                        | 40.046        | 31.961                   | 1:12.007            | 69.49              | 2.109  | 14:27:30.836        |
| 8 -                        | 39.473        | 32.043                   | 1:11.516 (2)        | 69.97              | 1.618  | 14:28:42.352        |
| 9 -                        | 39.555        | 32.239                   | 1:11.794 (3)        | 69.69              | 1.896  | 14:29:54.146        |
| 10 -                       | <b>38.706</b> | <b>31.192</b>            | <b>1:09.898 (1)</b> | <b>71.59</b>       |        | <b>14:31:04.044</b> |

| P14 89 F4 Steve HAGUE     |               |                          | Kawasaki 400        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:13.206 |               | BEST LAP TIME : 1:13.206 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.825                   | 1:24.245            | 59.39              | 11.039 | 14:20:05.482        |
| 2 -                       | 44.110        | 33.134                   | 1:17.244            | 64.78              | 4.038  | 14:21:22.726        |
| 3 -                       | 42.990        | 33.337                   | 1:16.327            | 65.56              | 3.121  | 14:22:39.053        |
| 4 -                       | 41.990        | 33.237                   | 1:15.227 (3)        | 66.51              | 2.021  | 14:23:54.280        |
| 5 -                       | 45.414        | 33.953                   | 1:19.367            | 63.04              | 6.161  | 14:25:13.647        |
| 6 -                       | 42.942        | 33.460                   | 1:16.402            | 65.49              | 3.196  | 14:26:30.049        |
| 7 -                       | 43.230        | 32.777                   | 1:16.007            | 65.83              | 2.801  | 14:27:46.056        |
| 8 -                       | <b>41.045</b> | <b>32.161</b>            | <b>1:13.206 (1)</b> | <b>68.35</b>       |        | <b>14:28:59.262</b> |
| 9 -                       | 41.189        | 33.144                   | 1:14.333 (2)        | 67.31              | 1.127  | 14:30:13.595        |

| P15 149 MT Clive JARVIS   |               |                          | SV 650 650          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:14.914 |               | BEST LAP TIME : 1:15.543 |                     | DIFFERENCE : 0.629 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.719                   | 1:26.766            | 57.67              | 11.223 | 14:20:08.003        |
| 2 -                       | 44.122        | 33.833                   | 1:17.955            | 64.19              | 2.412  | 14:21:25.958        |
| 3 -                       | 42.756        | <b>33.014</b>            | 1:15.770            | 66.04              | 0.227  | 14:22:41.728        |
| 4 -                       | <b>41.900</b> | 33.643                   | <b>1:15.543 (1)</b> | <b>66.24</b>       |        | <b>14:23:57.271</b> |
| 5 -                       | 43.595        | 35.353                   | 1:18.948            | 63.38              | 3.405  | 14:25:16.219        |
| 6 -                       | 43.150        | 33.907                   | 1:17.057            | 64.93              | 1.514  | 14:26:33.276        |
| 7 -                       | 43.089        | 35.705                   | 1:18.794            | 63.50              | 3.251  | 14:27:52.070        |
| 8 -                       | 42.590        | 33.167                   | 1:15.757 (3)        | 66.05              | 0.214  | 14:29:07.827        |
| 9 -                       | 42.253        | 33.408                   | 1:15.661 (2)        | 66.13              | 0.118  | 14:30:23.488        |

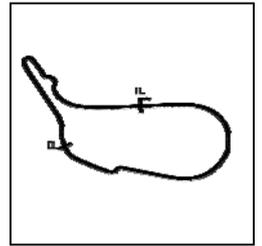
| P16 163 F4 Gordon BECKETT |               |                          | Honda 400           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:13.004 |               | BEST LAP TIME : 1:13.004 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 37.378                   | 1:31.590            | 54.63              | 18.586 | 14:20:12.827        |
| 2 -                       | 45.338        | 35.435                   | 1:20.773            | 61.95              | 7.769  | 14:21:33.600        |
| 3 -                       | 42.755        | 34.776                   | 1:17.531            | 64.54              | 4.527  | 14:22:51.131        |
| 4 -                       | 42.249        | 34.862                   | 1:17.111            | 64.89              | 4.107  | 14:24:08.242        |
| 5 -                       | 42.931        | 34.827                   | 1:17.758            | 64.35              | 4.754  | 14:25:26.000        |
| 6 -                       | 41.490        | 33.893                   | 1:15.383 (3)        | 66.38              | 2.379  | 14:26:41.383        |
| 7 -                       | 40.880        | 33.083                   | 1:13.963 (2)        | 67.65              | 0.959  | 14:27:55.346        |
| 8 -                       | 41.741        | 33.783                   | 1:15.524            | 66.25              | 2.520  | 14:29:10.870        |
| 9 -                       | <b>40.558</b> | <b>32.446</b>            | <b>1:13.004 (1)</b> | <b>68.54</b>       |        | <b>14:30:23.874</b> |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:18 Flag 14:29 End: 14:32

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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

| P17 175 F4 Aaron LILLY    |               |                          | Honda 400           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:17.184 |               | BEST LAP TIME : 1:17.488 |                     | DIFFERENCE : 0.304 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.168                   | 1:27.947            | 56.89              | 10.459 | 14:20:09.184        |
| 2 -                       | <b>43.357</b> | 34.131                   | <b>1:17.488 (1)</b> | <b>64.57</b>       |        | <b>14:21:26.672</b> |
| 3 -                       | 44.898        | 34.681                   | 1:19.579            | 62.88              | 2.091  | 14:22:46.251        |
| 4 -                       | 44.251        | 35.978                   | 1:20.229            | 62.37              | 2.741  | 14:24:06.480        |
| 5 -                       | 44.373        | 34.949                   | 1:19.322            | 63.08              | 1.834  | 14:25:25.802        |
| 6 -                       | 44.600        | 34.824                   | 1:19.424            | 63.00              | 1.936  | 14:26:45.226        |
| 7 -                       | 43.713        | <b>33.827</b>            | 1:17.540 (2)        | 64.53              | 0.052  | 14:28:02.766        |
| 8 -                       | 43.612        | 35.140                   | 1:18.752            | 63.54              | 1.264  | 14:29:21.518        |
| 9 -                       | 43.492        | 34.652                   | 1:18.144 (3)        | 64.03              | 0.656  | 14:30:39.662        |

| P18 53 MT Simon BILLAM    |               |                          | Suzuki 650          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:16.621 |               | BEST LAP TIME : 1:16.988 |                     | DIFFERENCE : 0.367 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 36.587                   | 1:33.396            | 53.57              | 16.408 | 14:20:14.633        |
| 2 -                       | 45.241        | 34.186                   | 1:19.427            | 63.00              | 2.439  | 14:21:34.060        |
| 3 -                       | 45.666        | 34.594                   | 1:20.260            | 62.34              | 3.272  | 14:22:54.320        |
| 4 -                       | <b>43.050</b> | 34.075                   | 1:17.125 (3)        | 64.88              | 0.137  | 14:24:11.445        |
| 5 -                       | 52.397        | 34.229                   | 1:26.626            | 57.76              | 9.638  | 14:25:38.071        |
| 6 -                       | 43.515        | <b>33.571</b>            | 1:17.086 (2)        | 64.91              | 0.098  | 14:26:55.157        |
| 7 -                       | 44.047        | 34.069                   | 1:18.116            | 64.05              | 1.128  | 14:28:13.273        |
| 8 -                       | 43.392        | 34.022                   | 1:17.414            | 64.63              | 0.426  | 14:29:30.687        |
| 9 -                       | 43.330        | 33.658                   | <b>1:16.988 (1)</b> | <b>64.99</b>       |        | <b>14:30:47.675</b> |

| P19 808 MT Robert TEAHAN  |               |                          | Suzuki 650          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:17.087 |               | BEST LAP TIME : 1:17.241 |                     | DIFFERENCE : 0.154 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 37.213                   | 1:30.770            | 55.12              | 13.529 | 14:20:12.007        |
| 2 -                       | 45.887        | 35.993                   | 1:21.880            | 61.11              | 4.639  | 14:21:33.887        |
| 3 -                       | 46.055        | 36.346                   | 1:22.401            | 60.72              | 5.160  | 14:22:56.288        |
| 4 -                       | 45.858        | 35.789                   | 1:21.647            | 61.28              | 4.406  | 14:24:17.935        |
| 5 -                       | 47.682        | 36.762                   | 1:24.444            | 59.25              | 7.203  | 14:25:42.379        |
| 6 -                       | 44.425        | 35.279                   | 1:19.704 (3)        | 62.78              | 2.463  | 14:27:02.083        |
| 7 -                       | 45.636        | 35.437                   | 1:21.073            | 61.72              | 3.832  | 14:28:23.156        |
| 8 -                       | 43.242        | <b>34.281</b>            | 1:17.523 (2)        | 64.54              | 0.282  | 14:29:40.679        |
| 9 -                       | <b>42.806</b> | 34.435                   | <b>1:17.241 (1)</b> | <b>64.78</b>       |        | <b>14:30:57.920</b> |

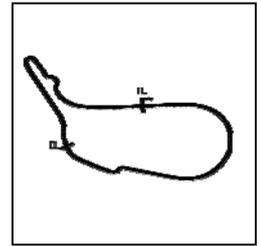
| P20 72 F4 Thomas BRADSHAW |               |                          | Honda 400           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:28.145 |               | BEST LAP TIME : 1:28.145 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 40.245                   | 1:38.070            | 51.02              | 9.925 | 14:20:19.307        |
| 2 -                       | 52.821        | 41.255                   | 1:34.076            | 53.19              | 5.931 | 14:21:53.383        |
| 3 -                       | 51.187        | 40.318                   | 1:31.505            | 54.68              | 3.360 | 14:23:24.888        |
| 4 -                       | 50.407        | 39.846                   | 1:30.253 (3)        | 55.44              | 2.108 | 14:24:55.141        |
| 5 -                       | 50.516        | 39.551                   | 1:30.067 (2)        | 55.55              | 1.922 | 14:26:25.208        |
| 6 -                       | <b>48.794</b> | <b>39.351</b>            | <b>1:28.145 (1)</b> | <b>56.77</b>       |       | <b>14:27:53.353</b> |
| 7 -                       | 50.287        | 43.030                   | 1:33.317            | 53.62              | 5.172 | 14:29:26.670        |
| 8 -                       | 50.765        | 41.122                   | 1:31.887            | 54.45              | 3.742 | 14:30:58.557        |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:18 Flag 14:29 End: 14:32

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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 63 MT Andrew LLOYD    |               | Suzuki 650               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.262 |               | BEST LAP TIME : 1:11.804 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.542       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.089                   | 1:24.211            | 59.42        | 12.407 | 14:20:05.448        |
| 2 -                       | 43.169        | 33.982                   | 1:17.151            | 64.86        | 5.347  | 14:21:22.599        |
| 3 -                       | 40.522        | <b>31.486</b>            | 1:12.008 (2)        | 69.49        | 0.204  | 14:22:34.607        |
| 4 -                       | 40.236        | 33.388                   | 1:13.624 (3)        | 67.96        | 1.820  | 14:23:48.231        |
| 5 -                       | 41.730        | 31.991                   | 1:13.721            | 67.87        | 1.917  | 14:25:01.952        |
| 6 -                       | 41.922        | 31.715                   | 1:13.637            | 67.95        | 1.833  | 14:26:15.589        |
| 7 -                       | <b>39.776</b> | 32.028                   | <b>1:11.804 (1)</b> | <b>69.69</b> |        | <b>14:27:27.393</b> |

| P22 171 MT Gary ARDEN     |               | Suzuki 650               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.277 |               | BEST LAP TIME : 1:08.277 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.718                   | 1:18.580            | 63.68        | 10.303 | 14:19:59.817        |
| 2 -                       | 39.060        | 31.450                   | 1:10.510            | 70.96        | 2.233  | 14:21:10.327        |
| 3 -                       | 38.153        | 30.535                   | 1:08.688 (2)        | 72.85        | 0.411  | 14:22:19.015        |
| 4 -                       | <b>37.806</b> | <b>30.471</b>            | <b>1:08.277 (1)</b> | <b>73.29</b> |        | <b>14:23:27.292</b> |
| 5 -                       | 39.075        | 30.545                   | 1:09.620 (3)        | 71.87        | 1.343  | 14:24:36.912        |
| 6 -                       | 38.498        | 31.299                   | 1:09.797            | 71.69        | 1.520  | 14:25:46.709        |

| P23 179 MT Stephen CULLEN |               | Suzuki 650               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.618 |               | BEST LAP TIME : 1:08.618 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.790                   | 1:18.913            | 63.41        | 10.295 | 14:20:00.150        |
| 2 -                       | 39.935        | 31.416                   | 1:11.351 (3)        | 70.13        | 2.733  | 14:21:11.501        |
| 3 -                       | 38.986        | 30.819                   | 1:09.805 (2)        | 71.68        | 1.187  | 14:22:21.306        |
| 4 -                       | <b>38.148</b> | <b>30.470</b>            | <b>1:08.618 (1)</b> | <b>72.92</b> |        | <b>14:23:29.924</b> |
| 5 -                       | 39.621        | 32.875                   | 1:12.496            | 69.02        | 3.878  | 14:24:42.420        |

| P24 131 MT Robert TAYLOR  |               | Suzuki 650               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.980 |               | BEST LAP TIME : 1:10.249 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.269       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.369                   | 1:27.008            | 57.51        | 16.759 | 14:20:08.245        |
| 2 -                       | 41.105        | 31.559                   | 1:12.664            | 68.86        | 2.415  | 14:21:20.909        |
| 3 -                       | 39.541        | <b>30.920</b>            | 1:10.461 (2)        | 71.01        | 0.212  | 14:22:31.370        |
| 4 -                       | 39.300        | 30.949                   | <b>1:10.249 (1)</b> | <b>71.23</b> |        | <b>14:23:41.619</b> |
| 5 -                       | <b>39.060</b> | 32.248                   | 1:11.308 (3)        | 70.17        | 1.059  | 14:24:52.927        |

| P25 107 MT Duane BLISS    |               | Kawasaki 650             |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:13.148 |               | BEST LAP TIME : 1:13.807 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.659       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.756                   | 1:31.905            | 54.44        | 18.098 | 14:20:13.142        |
| 2 -                       | 43.423        | <b>32.767</b>            | 1:16.190 (3)        | 65.67        | 2.383  | 14:21:29.332        |
| 3 -                       | 41.712        | 33.271                   | 1:14.983 (2)        | 66.73        | 1.176  | 14:22:44.315        |
| 4 -                       | <b>40.381</b> | 33.426                   | <b>1:13.807 (1)</b> | <b>67.79</b> |        | <b>14:23:58.122</b> |

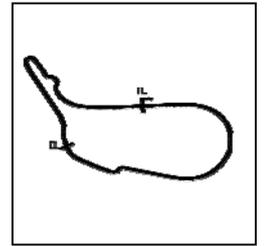
| P26 84 F4 Sam LAIDLAW     |          | Kawasaki 400             |                     |              |       |                     |
|---------------------------|----------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.764 |          | BEST LAP TIME : 1:10.200 |                     |              |       |                     |
|                           |          | DIFFERENCE : 0.436       |                     |              |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |          | 32.130                   | 1:19.127 (3)        | 63.24        | 8.927 | 14:20:00.364        |
| 2 -                       | 39.960   | 31.406                   | 1:11.366 (2)        | 70.11        | 1.166 | 14:21:11.730        |
| 3 -                       | 39.340   | <b>30.860</b>            | <b>1:10.200 (1)</b> | <b>71.28</b> |       | <b>14:22:21.930</b> |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:18 Flag 14:29 End: 14:32

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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

| P27 76 MT                 |               | Brad HARDMAN             |                     | Suzuki 650         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:14.081 |               | BEST LAP TIME : 1:14.081 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 34.087                   | 1:23.132 (2)        | 60.19              | 9.051 | 14:20:04.369        |
| 2 -                       | <b>42.002</b> | <b>32.079</b>            | <b>1:14.081 (1)</b> | <b>67.54</b>       |       | <b>14:21:18.450</b> |

Weather / Track : Rain / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Page 7 of 7

Mallory Park  
 Circuit Length = 1.3900 miles  
 Start: 14:18 Flag 14:29 End: 14:32

Printed - 14:37 Monday, 03 May 2021

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## Race 6 - LAP CHART

### LAP 1 @ 14:19:54.942

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 142 |        | 1:13.705 |
| 8   | 0.136  | 1:13.841 |
| 86  | 2.682  | 1:16.387 |
| 111 | 3.082  | 1:16.787 |
| 66  | 3.865  | 1:17.570 |
| 44  | 4.046  | 1:17.751 |
| 171 | 4.875  | 1:18.580 |
| 179 | 5.208  | 1:18.913 |
| 84  | 5.422  | 1:19.127 |
| 18  | 5.951  | 1:19.656 |
| 555 | 7.013  | 1:20.718 |
| 114 | 8.532  | 1:22.237 |
| 5   | 8.946  | 1:22.651 |
| 57  | 9.368  | 1:23.073 |
| 76  | 9.427  | 1:23.132 |
| 63  | 10.506 | 1:24.211 |
| 89  | 10.540 | 1:24.245 |
| 42  | 10.777 | 1:24.482 |
| 149 | 13.061 | 1:26.766 |
| 101 | 13.102 | 1:26.807 |
| 131 | 13.303 | 1:27.008 |
| 175 | 14.242 | 1:27.947 |
| 808 | 17.065 | 1:30.770 |
| 163 | 17.885 | 1:31.590 |
| 107 | 18.200 | 1:31.905 |
| 53  | 19.691 | 1:33.396 |
| 72  | 24.365 | 1:38.070 |

### LAP 2 @ 14:21:03.096

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 142 |        | 1:08.154 |
| 8   | 0.377  | 1:08.395 |
| 86  | 4.504  | 1:09.976 |
| 66  | 5.956  | 1:10.245 |
| 111 | 6.550  | 1:11.622 |
| 171 | 7.231  | 1:10.510 |
| 44  | 7.939  | 1:12.047 |
| 179 | 8.405  | 1:11.351 |
| 84  | 8.634  | 1:11.366 |
| 18  | 9.060  | 1:11.263 |
| 555 | 11.421 | 1:12.562 |
| 5   | 12.430 | 1:11.638 |
| 42  | 13.055 | 1:10.432 |
| 76  | 15.354 | 1:14.081 |
| 57  | 15.374 | 1:14.160 |
| 101 | 16.855 | 1:11.907 |
| 131 | 17.813 | 1:12.664 |
| 114 | 19.487 | 1:19.109 |
| 63  | 19.503 | 1:17.151 |
| 89  | 19.630 | 1:17.244 |
| 149 | 22.862 | 1:17.955 |
| 175 | 23.576 | 1:17.488 |
| 107 | 26.236 | 1:16.190 |
| 163 | 30.504 | 1:20.773 |
| 808 | 30.791 | 1:21.880 |
| 53  | 30.964 | 1:19.427 |
| 72  | 50.287 | 1:34.076 |

### LAP 3 @ 14:22:10.415

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 142 |        | 1:07.319 |

Weather / Track : Rain / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

|     |        |          |
|-----|--------|----------|
| 8   | 0.150  | 1:07.092 |
| 86  | 6.400  | 1:09.215 |
| 66  | 7.197  | 1:08.560 |
| 171 | 8.600  | 1:08.688 |
| 44  | 9.820  | 1:09.200 |
| 111 | 10.191 | 1:10.960 |
| 179 | 10.891 | 1:09.805 |
| 18  | 11.347 | 1:09.606 |
| 84  | 11.515 | 1:10.200 |
| 42  | 14.471 | 1:08.735 |
| 555 | 14.565 | 1:10.463 |
| 5   | 15.344 | 1:10.233 |
| 57  | 16.773 | 1:08.718 |
| 101 | 19.222 | 1:09.686 |
| 131 | 20.955 | 1:10.461 |
| 63  | 24.192 | 1:12.008 |
| 89  | 28.638 | 1:16.327 |
| 114 | 28.872 | 1:16.704 |
| 149 | 31.313 | 1:15.770 |
| 107 | 33.900 | 1:14.983 |
| 175 | 35.836 | 1:19.579 |
| 163 | 40.716 | 1:17.531 |
| 53  | 43.905 | 1:20.260 |
| 808 | 45.873 | 1:22.401 |

### LAP 4 @ 14:23:19.168

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 8   |        | 1:08.603 |
| 142 | 0.727  | 1:09.480 |
| 72  | 1 Lap  | 1:31.505 |
| 86  | 7.479  | 1:09.832 |
| 66  | 7.774  | 1:09.330 |
| 171 | 8.124  | 1:08.277 |
| 44  | 9.378  | 1:08.311 |
| 111 | 9.899  | 1:08.461 |
| 179 | 10.756 | 1:08.618 |
| 18  | 11.712 | 1:09.118 |
| 5   | 15.467 | 1:08.876 |
| 42  | 16.008 | 1:10.290 |
| 555 | 17.360 | 1:11.548 |
| 57  | 17.689 | 1:09.669 |
| 101 | 20.018 | 1:09.549 |
| 131 | 22.451 | 1:10.249 |
| 63  | 29.063 | 1:13.624 |
| 114 | 33.335 | 1:13.216 |
| 89  | 35.112 | 1:15.227 |
| 149 | 38.103 | 1:15.543 |
| 107 | 38.954 | 1:13.807 |
| 175 | 47.312 | 1:20.229 |
| 163 | 49.074 | 1:17.111 |
| 53  | 52.277 | 1:17.125 |
| 808 | 58.767 | 1:21.647 |

### LAP 5 @ 14:24:26.314

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 8   |        | 1:07.146 |
| 142 | 0.455  | 1:06.874 |
| 86  | 8.447  | 1:08.114 |
| 66  | 10.293 | 1:09.665 |
| 171 | 10.598 | 1:09.620 |
| 44  | 11.252 | 1:09.020 |
| 111 | 12.144 | 1:09.391 |
| 18  | 14.133 | 1:09.567 |
| 179 | 16.106 | 1:12.496 |

|     |        |          |
|-----|--------|----------|
| 5   | 18.482 | 1:10.161 |
| 42  | 18.633 | 1:09.771 |
| 57  | 21.000 | 1:10.457 |
| 555 | 22.775 | 1:12.561 |
| 101 | 24.009 | 1:11.137 |
| 131 | 26.613 | 1:11.308 |
| 72  | 1 Lap  | 1:30.253 |
| 63  | 35.638 | 1:13.721 |
| 114 | 39.042 | 1:12.853 |
| 89  | 47.333 | 1:19.367 |
| 149 | 49.905 | 1:18.948 |
| 175 | 59.488 | 1:19.322 |
| 163 | 59.686 | 1:17.758 |

### LAP 6 @ 14:25:34.029

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 142 |        | 1:07.260 |
| 8   | 0.259  | 1:07.974 |
| 53  | 1 Lap  | 1:26.626 |
| 86  | 8.164  | 1:07.432 |
| 808 | 1 Lap  | 1:24.444 |
| 66  | 10.903 | 1:08.325 |
| 44  | 11.057 | 1:07.520 |
| 111 | 12.644 | 1:08.215 |
| 171 | 12.680 | 1:09.797 |
| 18  | 15.165 | 1:08.747 |
| 5   | 18.225 | 1:07.458 |
| 42  | 18.957 | 1:08.039 |
| 57  | 22.705 | 1:09.420 |
| 101 | 27.884 | 1:11.590 |
| 555 | 28.556 | 1:13.496 |
| 63  | 41.560 | 1:13.637 |
| 114 | 44.800 | 1:13.473 |
| 72  | 1 Lap  | 1:30.067 |
| 89  | 56.020 | 1:16.402 |
| 149 | 59.247 | 1:17.057 |

### LAP 7 @ 14:26:41.106

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 8   |          | 1:06.818 |
| 142 | 0.008    | 1:07.085 |
| 163 | 1 Lap    | 1:15.383 |
| 175 | 1 Lap    | 1:19.424 |
| 86  | 8.773    | 1:07.686 |
| 66  | 11.719   | 1:07.893 |
| 44  | 12.155   | 1:08.175 |
| 53  | 1 Lap    | 1:17.086 |
| 111 | 15.355   | 1:09.788 |
| 18  | 16.795   | 1:08.707 |
| 5   | 19.967   | 1:08.819 |
| 42  | 20.325   | 1:08.445 |
| 808 | 1 Lap    | 1:19.704 |
| 57  | 23.819   | 1:08.191 |
| 101 | 30.777   | 1:09.970 |
| 555 | 32.175   | 1:10.696 |
| 63  | 46.287   | 1:11.804 |
| 114 | 49.730   | 1:12.007 |
| 89  | 1:04.950 | 1:16.007 |

### LAP 8 @ 14:27:47.843

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 142 |        | 1:06.729 |
| 8   | 0.043  | 1:06.780 |

|     |        |          |
|-----|--------|----------|
| 149 | 1 Lap  | 1:18.794 |
| 72  | 2 Laps | 1:28.145 |
| 163 | 1 Lap  | 1:13.963 |
| 86  | 10.294 | 1:08.258 |
| 44  | 12.049 | 1:06.631 |
| 66  | 12.603 | 1:07.621 |
| 175 | 1 Lap  | 1:17.540 |
| 111 | 17.814 | 1:09.196 |
| 18  | 18.462 | 1:08.404 |
| 5   | 19.163 | 1:05.933 |
| 42  | 21.244 | 1:07.656 |
| 57  | 24.838 | 1:07.756 |
| 53  | 1 Lap  | 1:18.116 |
| 101 | 35.281 | 1:11.241 |
| 808 | 1 Lap  | 1:21.073 |
| 555 | 35.678 | 1:10.240 |
| 114 | 54.509 | 1:11.516 |

### LAP 9 @ 14:28:53.491

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 8   |          | 1:05.605 |
| 142 | 0.517    | 1:06.165 |
| 89  | 1 Lap    | 1:13.206 |
| 44  | 14.115   | 1:07.714 |
| 86  | 14.279   | 1:09.633 |
| 149 | 1 Lap    | 1:15.757 |
| 66  | 14.544   | 1:07.589 |
| 163 | 1 Lap    | 1:15.524 |
| 5   | 20.410   | 1:06.895 |
| 111 | 20.548   | 1:08.382 |
| 18  | 21.817   | 1:09.003 |
| 42  | 23.579   | 1:07.983 |
| 175 | 1 Lap    | 1:18.752 |
| 57  | 28.231   | 1:09.041 |
| 72  | 2 Laps   | 1:33.317 |
| 53  | 1 Lap    | 1:17.414 |
| 555 | 39.093   | 1:09.063 |
| 101 | 39.673   | 1:10.040 |
| 808 | 1 Lap    | 1:17.523 |
| 114 | 1:00.655 | 1:11.794 |

### LAP 10 @ 14:29:58.905

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 8   |          | 1:05.414 |
| 142 | 0.693    | 1:05.590 |
| 89  | 1 Lap    | 1:14.333 |
| 44  | 15.054   | 1:06.353 |
| 66  | 16.177   | 1:07.047 |
| 86  | 16.813   | 1:07.948 |
| 111 | 21.717   | 1:06.583 |
| 5   | 22.372   | 1:07.376 |
| 149 | 1 Lap    | 1:15.661 |
| 163 | 1 Lap    | 1:13.004 |
| 18  | 25.103   | 1:08.700 |
| 42  | 25.626   | 1:07.461 |
| 57  | 31.674   | 1:08.857 |
| 175 | 1 Lap    | 1:18.144 |
| 555 | 43.631   | 1:09.952 |
| 101 | 44.165   | 1:09.906 |
| 53  | 1 Lap    | 1:16.988 |
| 808 | 1 Lap    | 1:17.241 |
| 72  | 2 Laps   | 1:31.887 |
| 114 | 1:05.139 | 1:09.898 |

Mallory Park

Circuit Length = 1.3900 miles

Start: 14:18 Flag 14:29 End: 14:32

Printed - 14:37 Monday, 03 May 2021

# Midland Superbike Performance Rookies

## Race 7 - CLASSIFICATION

| POS | NO  | CL  | PIC | NAME              | ENTRY        | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|-----|-----|-------------------|--------------|------|-----------|----------|--------|-------|----------|----|
| 1   | 312 | RK1 | 1   | Sam LEACH         | Honda 600    | 10   | 11:31.715 |          |        | 72.34 | 1:06.646 | 10 |
| 2   | 412 | RK1 | 2   | Kyle ABELL        | Triumph 675  | 10   | 12:10.523 | 38.808   | 38.808 | 68.49 | 1:11.033 | 9  |
| 3   | 78  | RK2 | 1   | Mark MEAKIN       | Suzuki 1000  | 10   | 12:11.538 | 39.823   | 1.015  | 68.40 | 1:09.432 | 8  |
| 4   | 16  | RK2 | 2   | Simon TAYLOR      | BMW 1000     | 10   | 12:26.420 | 54.705   | 14.882 | 67.04 | 1:09.838 | 10 |
| 5   | 167 | RK1 | 3   | Kyle JENKINS      | Honda 500    | 10   | 12:27.291 | 55.576   | 0.871  | 66.96 | 1:12.560 | 5  |
| 6   | 99  | RK1 | 4   | Amiee LEESON      | Yamaha 600   | 10   | 12:32.820 | 1:01.105 | 5.529  | 66.47 | 1:12.912 | 9  |
| 7   | 186 | RK1 | 5   | Paul SMITH        | Daytona 675  | 10   | 12:36.127 | 1:04.412 | 3.307  | 66.17 | 1:13.090 | 10 |
| 8   | 5   | RK2 | 3   | James GORMAN      | Ducati 848   | 10   | 12:36.738 | 1:05.023 | 0.611  | 59.51 | 1:12.317 | 9  |
| 9   | 88  | RK1 | 6   | Graeme COE        | Yamaha 600   | 10   | 12:46.961 | 1:15.246 | 10.223 | 65.24 | 1:14.486 | 9  |
| 10  | 9   | RK1 | 7   | Lewis HOBBIN      | Yamaha 600   | 9    | 11:35.305 | 1 Lap    | 1 Lap  | 64.77 | 1:15.189 | 4  |
| 11  | 184 | RK1 | 8   | Rich MCNAB        | Yamaha 600   | 9    | 11:41.910 | 1 Lap    | 6.605  | 64.16 | 1:11.845 | 9  |
| 12  | 808 | RK2 | 4   | Robert TEAHAN     | Suzuki 650   | 9    | 11:46.987 | 1 Lap    | 5.077  | 63.70 | 1:13.943 | 8  |
| 13  | 28  | RK2 | 5   | Oliver GREGORY    | Suzuki 1000  | 9    | 11:55.378 | 1 Lap    | 8.391  | 62.95 | 1:15.741 | 9  |
| 14  | 38  | RK1 | 9   | Angus GEDDES      | Kawasaki 636 | 9    | 12:01.896 | 1 Lap    | 6.518  | 62.38 | 1:15.755 | 9  |
| 15  | 144 | RK1 | 10  | Michael PARTRIDGE | Honda 600    | 9    | 12:11.852 | 1 Lap    | 9.956  | 61.53 | 1:17.017 | 8  |
| 16  | 4   | RK1 | 11  | Micheal HANRAHAN  | Yamaha 600   | 9    | 12:13.029 | 1 Lap    | 1.177  | 61.43 | 1:16.606 | 8  |
| 17  | 3   | RK1 | 12  | Jodie SHANN       | Suzuki 600   | 9    | 12:13.061 | 1 Lap    | 0.032  | 61.43 | 1:16.446 | 8  |
| 18  | 40  | RK2 | 6   | Gary YEWS         | Honda 900    | 9    | 12:22.152 | 1 Lap    | 9.091  | 60.68 | 1:18.750 | 9  |

### NOT CLASSIFIED

|     |     |     |  |                |             |   |           |        |        |       |          |   |
|-----|-----|-----|--|----------------|-------------|---|-----------|--------|--------|-------|----------|---|
| DNF | 444 | RK2 |  | Stephen WATSON | Yamaha 1000 | 7 | 10:29.964 | 3 Laps | 2 Laps | 55.60 | 1:25.944 | 7 |
| DNF | 51  | RK2 |  | Ryan SMITH     | BMW 1000    | 6 | 7:23.505  | 4 Laps | 1 Lap  | 67.69 | 1:11.578 | 4 |
| DNF | 30  | RK2 |  | David KORTEGAS | yamaha 1000 | 6 | 7:56.452  | 4 Laps | 32.947 | 63.01 | 1:15.731 | 4 |
| DNF | 91  | RK1 |  | Joe HIGHAM     | Triumph 675 | 4 | 4:34.868  | 6 Laps | 2 Laps | 72.82 | 1:07.239 | 2 |
| DNF | 104 | RK1 |  | Simon COOPER   | Triumph 765 | 1 | 1:17.003  | 9 Laps | 3 Laps | 64.98 | 1:17.003 | 1 |
| DNF | 617 | RK2 |  | Rich GIBSON    | Honda 1000  | 0 |           |        |        |       |          |   |

### FASTEST LAP

|     |     |             |             |    |          |           |            |
|-----|-----|-------------|-------------|----|----------|-----------|------------|
| 312 | RK1 | Sam LEACH   | Honda 600   | 10 | 1:06.646 | 75.08 mph | 120.83 kph |
| 78  | RK2 | Mark MEAKIN | Suzuki 1000 | 8  | 1:09.432 | 72.07 mph | 115.98 kph |

### #5 - No Working Transponder

Class RK1 - 92.5% of Race Speed = 66.91 mph

Class RK2 - 92.5% of Race Speed = 63.27 mph

Weather / Track : Cloudy / Wet

Mallory Park: 1.3900 miles  
Race Distance: 10 Laps / 13.90 miles  
Start: 14:38 Flag 14:49 End: 14:51

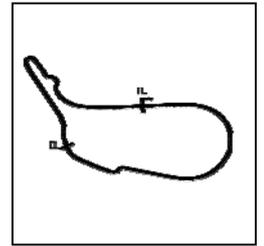
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 14:51 Monday, 03 May 2021



# Midland Superbike Performance Rookies

## 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 312 RK1 Sam LEACH      |               |                          | Honda 600           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.357 |               | BEST LAP TIME : 1:06.646 |                     | DIFFERENCE : 0.289 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 30.652                   | 1:17.561            | 64.51              | 10.915 | 14:39:33.116        |
| 2 -                       | 39.330        | 29.871                   | 1:09.201            | 72.31              | 2.555  | 14:40:42.317        |
| 3 -                       | 37.970        | 29.605                   | 1:07.575 (3)        | 74.05              | 0.929  | 14:41:49.892        |
| 4 -                       | <b>37.490</b> | 30.266                   | 1:07.756            | 73.85              | 1.110  | 14:42:57.648        |
| 5 -                       | 38.190        | 30.742                   | 1:08.932            | 72.59              | 2.286  | 14:44:06.580        |
| 6 -                       | 39.098        | 31.908                   | 1:11.006            | 70.47              | 4.360  | 14:45:17.586        |
| 7 -                       | 38.148        | 29.832                   | 1:07.980            | 73.61              | 1.334  | 14:46:25.566        |
| 8 -                       | 38.028        | 30.147                   | 1:08.175            | 73.39              | 1.529  | 14:47:33.741        |
| 9 -                       | 38.016        | <b>28.867</b>            | 1:06.883 (2)        | 74.81              | 0.237  | 14:48:40.624        |
| 10 -                      | 37.779        | <b>28.867</b>            | <b>1:06.646 (1)</b> | <b>75.08</b>       |        | <b>14:49:47.270</b> |

| P2 412 RK1 Kyle ABELL     |               |                          | Triumph 675         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.033 |               | BEST LAP TIME : 1:11.033 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.507                   | 1:16.355            | 65.53              | 5.322 | 14:39:31.910        |
| 2 -                       | 41.013        | 32.978                   | 1:13.991            | 67.63              | 2.958 | 14:40:45.901        |
| 3 -                       | 40.979        | 32.719                   | 1:13.698            | 67.89              | 2.665 | 14:41:59.599        |
| 4 -                       | 40.986        | 32.236                   | 1:13.222            | 68.34              | 2.189 | 14:43:12.821        |
| 5 -                       | 40.184        | 32.301                   | 1:12.485            | 69.03              | 1.452 | 14:44:25.306        |
| 6 -                       | 40.610        | 32.505                   | 1:13.115            | 68.44              | 2.082 | 14:45:38.421        |
| 7 -                       | 40.393        | 32.638                   | 1:13.031            | 68.51              | 1.998 | 14:46:51.452        |
| 8 -                       | 40.127        | 31.247                   | 1:11.374 (2)        | 70.10              | 0.341 | 14:48:02.826        |
| 9 -                       | <b>39.820</b> | <b>31.213</b>            | <b>1:11.033 (1)</b> | <b>70.44</b>       |       | <b>14:49:13.859</b> |
| 10 -                      | 40.558        | 31.661                   | 1:12.219 (3)        | 69.28              | 1.186 | 14:50:26.078        |

| P3 78 RK2 Mark MEAKIN     |               |                          | Suzuki 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.779 |               | BEST LAP TIME : 1:09.432 |                     | DIFFERENCE : 0.653 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.309                   | 1:25.147            | 58.76              | 15.715 | 14:39:40.702        |
| 2 -                       | 41.884        | 32.034                   | 1:13.918            | 67.69              | 4.486  | 14:40:54.620        |
| 3 -                       | 40.478        | 31.533                   | 1:12.011            | 69.48              | 2.579  | 14:42:06.631        |
| 4 -                       | 39.387        | 31.314                   | 1:10.701            | 70.77              | 1.269  | 14:43:17.332        |
| 5 -                       | 39.912        | 30.716                   | 1:10.628 (3)        | 70.85              | 1.196  | 14:44:27.960        |
| 6 -                       | 41.073        | 31.209                   | 1:12.282            | 69.22              | 2.850  | 14:45:40.242        |
| 7 -                       | 42.334        | 30.936                   | 1:13.270            | 68.29              | 3.838  | 14:46:53.512        |
| 8 -                       | <b>38.567</b> | 30.865                   | <b>1:09.432 (1)</b> | <b>72.07</b>       |        | <b>14:48:02.944</b> |
| 9 -                       | 39.934        | <b>30.212</b>            | 1:10.146 (2)        | 71.33              | 0.714  | 14:49:13.090        |
| 10 -                      | 41.478        | 32.525                   | 1:14.003            | 67.61              | 4.571  | 14:50:27.093        |

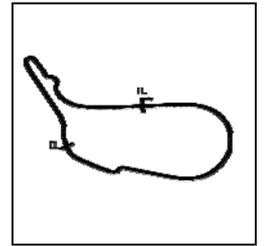
| P4 16 RK2 Simon TAYLOR    |               |                          | BMW 1000            |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.564 |               | BEST LAP TIME : 1:09.838 |                     | DIFFERENCE : 0.274 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.224                   | 1:25.609            | 58.45              | 15.771 | 14:39:41.164        |
| 2 -                       | 43.021        | 33.940                   | 1:16.961            | 65.02              | 7.123  | 14:40:58.125        |
| 3 -                       | 44.034        | 32.491                   | 1:16.525            | 65.39              | 6.687  | 14:42:14.650        |
| 4 -                       | 40.876        | 32.335                   | 1:13.211            | 68.35              | 3.373  | 14:43:27.861        |
| 5 -                       | 41.795        | 32.237                   | 1:14.032            | 67.59              | 4.194  | 14:44:41.893        |
| 6 -                       | 40.897        | 31.880                   | 1:12.777            | 68.75              | 2.939  | 14:45:54.670        |
| 7 -                       | 41.526        | 32.538                   | 1:14.064            | 67.56              | 4.226  | 14:47:08.734        |
| 8 -                       | <b>39.656</b> | 31.750                   | 1:11.406 (2)        | 70.07              | 1.568  | 14:48:20.140        |
| 9 -                       | 40.691        | 31.306                   | 1:11.997 (3)        | 69.50              | 2.159  | 14:49:32.137        |
| 10 -                      | 39.930        | <b>29.908</b>            | <b>1:09.838 (1)</b> | <b>71.65</b>       |        | <b>14:50:41.975</b> |

Weather / Track : Cloudy / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:38 Flag 14:49 End: 14:51

# Midland Superbike Performance Rookies

## 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

| P5 167 RK1 Kyle JENKINS   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:12.343 |               | BEST LAP TIME : 1:12.560 |                     | DIFFERENCE : 0.217 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.573                   | 1:20.910            | 61.84              | 8.350 | 14:39:36.465        |
| 2 -                       | 41.479        | 33.072                   | 1:14.551            | 67.12              | 1.991 | 14:40:51.016        |
| 3 -                       | 41.765        | <b>31.927</b>            | 1:13.692 (3)        | 67.90              | 1.132 | 14:42:04.708        |
| 4 -                       | 41.074        | 32.698                   | 1:13.772            | 67.83              | 1.212 | 14:43:18.480        |
| 5 -                       | <b>40.416</b> | 32.144                   | <b>1:12.560 (1)</b> | <b>68.96</b>       |       | <b>14:44:31.040</b> |
| 6 -                       | 42.952        | 33.008                   | 1:15.960            | 65.87              | 3.400 | 14:45:47.000        |
| 7 -                       | 41.573        | 32.535                   | 1:14.108            | 67.52              | 1.548 | 14:47:01.108        |
| 8 -                       | 41.745        | 32.642                   | 1:14.387            | 67.27              | 1.827 | 14:48:15.495        |
| 9 -                       | 42.157        | 32.100                   | 1:14.257            | 67.38              | 1.697 | 14:49:29.752        |
| 10 -                      | 40.756        | 32.338                   | 1:13.094 (2)        | 68.46              | 0.534 | 14:50:42.846        |

| P6 99 RK1 Amiee LEESON    |               |                          | Yamaha 600          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:12.749 |               | BEST LAP TIME : 1:12.912 |                     | DIFFERENCE : 0.163 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 33.146                   | 1:22.618            | 60.56              | 9.706 | 14:39:38.173        |
| 2 -                       | 42.447        | 34.081                   | 1:16.528            | 65.38              | 3.616 | 14:40:54.701        |
| 3 -                       | 42.255        | 32.935                   | 1:15.190            | 66.55              | 2.278 | 14:42:09.891        |
| 4 -                       | 41.529        | 33.097                   | 1:14.626            | 67.05              | 1.714 | 14:43:24.517        |
| 5 -                       | 41.365        | <b>32.864</b>            | 1:14.229            | 67.41              | 1.317 | 14:44:38.746        |
| 6 -                       | 42.870        | 33.210                   | 1:16.080            | 65.77              | 3.168 | 14:45:54.826        |
| 7 -                       | 40.939        | 32.928                   | 1:13.867            | 67.74              | 0.955 | 14:47:08.693        |
| 8 -                       | 40.676        | 33.040                   | 1:13.716 (3)        | 67.88              | 0.804 | 14:48:22.409        |
| 9 -                       | 40.008        | 32.904                   | <b>1:12.912 (1)</b> | <b>68.63</b>       |       | <b>14:49:35.321</b> |
| 10 -                      | <b>39.885</b> | 33.169                   | 1:13.054 (2)        | 68.49              | 0.142 | 14:50:48.375        |

| P7 186 RK1 Paul SMITH     |               |                          | Daytona 675         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.789 |               | BEST LAP TIME : 1:13.090 |                     | DIFFERENCE : 0.301 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.650                   | 1:24.395            | 59.29              | 11.305 | 14:39:39.950        |
| 2 -                       | 42.465        | 33.876                   | 1:16.341            | 65.54              | 3.251  | 14:40:56.291        |
| 3 -                       | 41.974        | 33.986                   | 1:15.960            | 65.87              | 2.870  | 14:42:12.251        |
| 4 -                       | 41.946        | 33.105                   | 1:15.051            | 66.67              | 1.961  | 14:43:27.302        |
| 5 -                       | 42.013        | 33.027                   | 1:15.040            | 66.68              | 1.950  | 14:44:42.342        |
| 6 -                       | 41.488        | 32.346                   | 1:13.834            | 67.77              | 0.744  | 14:45:56.176        |
| 7 -                       | 42.185        | 32.975                   | 1:15.160            | 66.57              | 2.070  | 14:47:11.336        |
| 8 -                       | 41.213        | 32.552                   | 1:13.765 (3)        | 67.83              | 0.675  | 14:48:25.101        |
| 9 -                       | 41.314        | <b>32.177</b>            | 1:13.491 (2)        | 68.09              | 0.401  | 14:49:38.592        |
| 10 -                      | <b>40.612</b> | 32.478                   | <b>1:13.090 (1)</b> | <b>68.46</b>       |        | <b>14:50:51.682</b> |

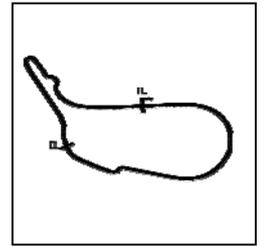
| P8 5 RK2 James GORMAN |          |                          | Ducati 848          |              |          |                     |
|-----------------------|----------|--------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME :      |          | BEST LAP TIME : 1:12.317 |                     | DIFFERENCE : |          |                     |
| LAP                   | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                   |          |                          | 1:24.991            | 58.87        | 12.674   | 14:39:40.546        |
| 2 -                   |          |                          | 1:17.495            | 64.57        | 5.178    | 14:40:58.041        |
| 3 -                   |          |                          | 1:14.448            | 67.21        | 2.131    | 14:42:12.489        |
| 4 -                   |          |                          | 2:30.886            | 33.16        | 1:18.569 | 14:44:43.375        |
| 5 -                   |          |                          | 1:14.562            | 67.11        | 2.245    | 14:45:57.937        |
| 6 -                   |          |                          | 1:15.900            | 65.92        | 3.583    | 14:47:13.837        |
| 7 -                   |          |                          | 1:13.417 (3)        | 68.15        | 1.100    | 14:48:27.254        |
| 8 -                   |          |                          | 1:12.722 (2)        | 68.81        | 0.405    | 14:49:39.976        |
| 9 -                   |          |                          | <b>1:12.317 (1)</b> | <b>69.19</b> |          | <b>14:50:52.293</b> |

Weather / Track : Cloudy / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:38 Flag 14:49 End: 14:51

# Midland Superbike Performance Rookies

## 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

| P9 88 RK1 Graeme COE      |               |               | Yamaha 600               |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:13.439 |               |               | BEST LAP TIME : 1:14.486 |              | DIFFERENCE : 1.047 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | <b>32.054</b> | 1:18.728                 | 63.56        | 4.242              | 14:39:34.283        |
| 2 -                       | 41.640        | 35.385        | 1:17.025                 | 64.96        | 2.539              | 14:40:51.308        |
| 3 -                       | 43.381        | 34.471        | 1:17.852                 | 64.27        | 3.366              | 14:42:09.160        |
| 4 -                       | 43.138        | 33.574        | 1:16.712                 | 65.23        | 2.226              | 14:43:25.872        |
| 5 -                       | 42.006        | 32.952        | 1:14.958 (2)             | 66.75        | 0.472              | 14:44:40.830        |
| 6 -                       | 41.751        | 33.470        | 1:15.221 (3)             | 66.52        | 0.735              | 14:45:56.051        |
| 7 -                       | 43.457        | 35.545        | 1:19.002                 | 63.34        | 4.516              | 14:47:15.053        |
| 8 -                       | 43.259        | 33.766        | 1:17.025                 | 64.96        | 2.539              | 14:48:32.078        |
| 9 -                       | <b>41.385</b> | 33.101        | <b>1:14.486 (1)</b>      | <b>67.18</b> |                    | <b>14:49:46.564</b> |
| 10 -                      | 42.257        | 33.695        | 1:15.952                 | 65.88        | 1.466              | 14:51:02.516        |

| P10 9 RK1 Lewis HOBBIN    |               |               | Yamaha 600               |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:15.089 |               |               | BEST LAP TIME : 1:15.189 |              | DIFFERENCE : 0.100 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 34.034        | 1:24.134                 | 59.47        | 8.945              | 14:39:39.689        |
| 2 -                       | 44.004        | 34.293        | 1:18.297                 | 63.91        | 3.108              | 14:40:57.986        |
| 3 -                       | 43.778        | 33.133        | 1:16.911                 | 65.06        | 1.722              | 14:42:14.897        |
| 4 -                       | <b>42.681</b> | 32.508        | <b>1:15.189 (1)</b>      | <b>66.55</b> |                    | <b>14:43:30.086</b> |
| 5 -                       | 43.744        | 32.594        | 1:16.338                 | 65.55        | 1.149              | 14:44:46.424        |
| 6 -                       | 42.959        | <b>32.408</b> | 1:15.367 (2)             | 66.39        | 0.178              | 14:46:01.791        |
| 7 -                       | 43.480        | 33.501        | 1:16.981                 | 65.00        | 1.792              | 14:47:18.772        |
| 8 -                       | 43.622        | 32.886        | 1:16.508                 | 65.40        | 1.319              | 14:48:35.280        |
| 9 -                       | 42.978        | 32.602        | 1:15.580 (3)             | 66.20        | 0.391              | 14:49:50.860        |

| P11 184 RK1 Rich MCNAB    |               |               | Yamaha 600               |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:11.845 |               |               | BEST LAP TIME : 1:11.845 |              | DIFFERENCE : 0.000 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 37.782        | 1:34.639                 | 52.87        | 22.794             | 14:39:50.194        |
| 2 -                       | 45.331        | 35.261        | 1:20.592                 | 62.09        | 8.747              | 14:41:10.786        |
| 3 -                       | 44.059        | 33.811        | 1:17.870                 | 64.26        | 6.025              | 14:42:28.656        |
| 4 -                       | 42.619        | 33.678        | 1:16.297                 | 65.58        | 4.452              | 14:43:44.953        |
| 5 -                       | 43.164        | 33.893        | 1:17.057                 | 64.93        | 5.212              | 14:45:02.010        |
| 6 -                       | 41.702        | 32.659        | 1:14.361 (3)             | 67.29        | 2.516              | 14:46:16.371        |
| 7 -                       | 42.806        | 33.483        | 1:16.289                 | 65.59        | 4.444              | 14:47:32.660        |
| 8 -                       | 40.634        | 32.326        | 1:12.960 (2)             | 68.58        | 1.115              | 14:48:45.620        |
| 9 -                       | <b>39.920</b> | <b>31.925</b> | <b>1:11.845 (1)</b>      | <b>69.65</b> |                    | <b>14:49:57.465</b> |

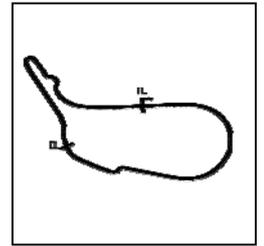
| P12 808 RK2 Robert TEAHAN |               |               | Suzuki 650               |              |                    |                     |
|---------------------------|---------------|---------------|--------------------------|--------------|--------------------|---------------------|
| IDEAL LAP TIME : 1:13.714 |               |               | BEST LAP TIME : 1:13.943 |              | DIFFERENCE : 0.229 |                     |
| LAP                       | SECTOR 1      | SECTOR 2      | LAP TIME                 | MPH          | DIFF               | TIME OF DAY         |
| 1 -                       |               | 37.601        | 1:32.669                 | 53.99        | 18.726             | 14:39:48.224        |
| 2 -                       | 45.661        | 34.411        | 1:20.072                 | 62.49        | 6.129              | 14:41:08.296        |
| 3 -                       | 42.987        | 33.556        | 1:16.543                 | 65.37        | 2.600              | 14:42:24.839        |
| 4 -                       | 43.136        | 33.544        | 1:16.680                 | 65.25        | 2.737              | 14:43:41.519        |
| 5 -                       | 42.732        | 34.085        | 1:16.817                 | 65.14        | 2.874              | 14:44:58.336        |
| 6 -                       | 42.299        | 33.838        | 1:16.137 (3)             | 65.72        | 2.194              | 14:46:14.473        |
| 7 -                       | 46.070        | 33.578        | 1:19.648                 | 62.82        | 5.705              | 14:47:34.121        |
| 8 -                       | <b>41.001</b> | 32.942        | <b>1:13.943 (1)</b>      | <b>67.67</b> |                    | <b>14:48:48.064</b> |
| 9 -                       | 41.765        | <b>32.713</b> | 1:14.478 (2)             | 67.18        | 0.535              | 14:50:02.542        |

Weather / Track : Cloudy / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:38 Flag 14:49 End: 14:51

# Midland Superbike Performance Rookies

## 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

| P13 28 RK2                |               | Oliver GREGORY           |                     | Suzuki 1000        |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:15.741 |               | BEST LAP TIME : 1:15.741 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 37.561                   | 1:32.065            | 54.35              | 16.324 | 14:39:47.620        |
| 2 -                       | 45.263        | 35.147                   | 1:20.410            | 62.23              | 4.669  | 14:41:08.030        |
| 3 -                       | 44.319        | 34.203                   | 1:18.522            | 63.72              | 2.781  | 14:42:26.552        |
| 4 -                       | 43.907        | 34.221                   | 1:18.128            | 64.04              | 2.387  | 14:43:44.680        |
| 5 -                       | 43.955        | 33.990                   | 1:17.945            | 64.19              | 2.204  | 14:45:02.625        |
| 6 -                       | 42.664        | 34.706                   | 1:17.370 (3)        | 64.67              | 1.629  | 14:46:19.995        |
| 7 -                       | 43.830        | 34.561                   | 1:18.391            | 63.83              | 2.650  | 14:47:38.386        |
| 8 -                       | 43.073        | 33.733                   | 1:16.806 (2)        | 65.15              | 1.065  | 14:48:55.192        |
| 9 -                       | <b>42.272</b> | <b>33.469</b>            | <b>1:15.741 (1)</b> | <b>66.06</b>       |        | <b>14:50:10.933</b> |

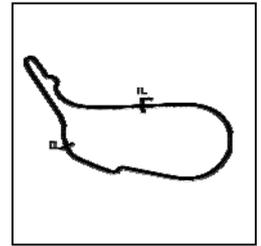
| P14 38 RK1                |               | Angus GEDDES             |                     | Kawasaki 636       |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:15.755 |               | BEST LAP TIME : 1:15.755 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 38.601                   | 1:32.224            | 54.25              | 16.469 | 14:39:47.779        |
| 2 -                       | 47.456        | 35.041                   | 1:22.497            | 60.65              | 6.742  | 14:41:10.276        |
| 3 -                       | 45.532        | 34.722                   | 1:20.254            | 62.35              | 4.499  | 14:42:30.530        |
| 4 -                       | 44.131        | 34.019                   | 1:18.150            | 64.03              | 2.395  | 14:43:48.680        |
| 5 -                       | 43.613        | 35.670                   | 1:19.283            | 63.11              | 3.528  | 14:45:07.963        |
| 6 -                       | 43.672        | 34.125                   | 1:17.797 (3)        | 64.32              | 2.042  | 14:46:25.760        |
| 7 -                       | 43.946        | 34.216                   | 1:18.162            | 64.02              | 2.407  | 14:47:43.922        |
| 8 -                       | 43.147        | 34.627                   | 1:17.774 (2)        | 64.34              | 2.019  | 14:49:01.696        |
| 9 -                       | <b>42.301</b> | <b>33.454</b>            | <b>1:15.755 (1)</b> | <b>66.05</b>       |        | <b>14:50:17.451</b> |

| P15 144 RK1               |               | Michael PARTRIDGE        |                     | Honda 600          |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:16.895 |               | BEST LAP TIME : 1:17.017 |                     | DIFFERENCE : 0.122 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 39.043                   | 1:35.209            | 52.55              | 18.192 | 14:39:50.764        |
| 2 -                       | 46.587        | 36.511                   | 1:23.098            | 60.21              | 6.081  | 14:41:13.862        |
| 3 -                       | 44.197        | 36.279                   | 1:20.476            | 62.18              | 3.459  | 14:42:34.338        |
| 4 -                       | 44.575        | 35.492                   | 1:20.067            | 62.49              | 3.050  | 14:43:54.405        |
| 5 -                       | 43.557        | 35.205                   | 1:18.762 (3)        | 63.53              | 1.745  | 14:45:13.167        |
| 6 -                       | 45.324        | 35.580                   | 1:20.904            | 61.85              | 3.887  | 14:46:34.071        |
| 7 -                       | 44.326        | 34.704                   | 1:19.030            | 63.31              | 2.013  | 14:47:53.101        |
| 8 -                       | 42.550        | <b>34.467</b>            | <b>1:17.017 (1)</b> | <b>64.97</b>       |        | <b>14:49:10.118</b> |
| 9 -                       | <b>42.428</b> | 34.861                   | 1:17.289 (2)        | 64.74              | 0.272  | 14:50:27.407        |

| P16 4 RK1                 |               | Micheal HANRAHAN         |                     | Yamaha 600         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:15.814 |               | BEST LAP TIME : 1:16.606 |                     | DIFFERENCE : 0.792 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 37.790                   | 1:36.085            | 52.07              | 19.479 | 14:39:51.640        |
| 2 -                       | 46.819        | 36.766                   | 1:23.585            | 59.86              | 6.979  | 14:41:15.225        |
| 3 -                       | 46.015        | 36.951                   | 1:22.966            | 60.31              | 6.360  | 14:42:38.191        |
| 4 -                       | 44.761        | 35.543                   | 1:20.304            | 62.31              | 3.698  | 14:43:58.495        |
| 5 -                       | 44.493        | 35.031                   | 1:19.524            | 62.92              | 2.918  | 14:45:18.019        |
| 6 -                       | 43.995        | 35.352                   | 1:19.347            | 63.06              | 2.741  | 14:46:37.366        |
| 7 -                       | 43.495        | 34.309                   | 1:17.804 (3)        | 64.31              | 1.198  | 14:47:55.170        |
| 8 -                       | 42.986        | <b>33.620</b>            | <b>1:16.606 (1)</b> | <b>65.32</b>       |        | <b>14:49:11.776</b> |
| 9 -                       | <b>42.194</b> | 34.614                   | 1:16.808 (2)        | 65.14              | 0.202  | 14:50:28.584        |

# Midland Superbike Performance Rookies

## 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 3 RK1 Jodie SHANN     |               |                          | Suzuki 600          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:16.174 |               | BEST LAP TIME : 1:16.446 |                     | DIFFERENCE : 0.272 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 40.050                   | 1:34.346            | 53.03              | 17.900 | 14:39:49.901        |
| 2 -                       | 46.741        | 38.470                   | 1:25.211            | 58.72              | 8.765  | 14:41:15.112        |
| 3 -                       | 45.429        | 37.004                   | 1:22.433            | 60.70              | 5.987  | 14:42:37.545        |
| 4 -                       | 44.721        | 36.384                   | 1:21.105            | 61.69              | 4.659  | 14:43:58.650        |
| 5 -                       | 43.692        | 35.272                   | 1:18.964            | 63.37              | 2.518  | 14:45:17.614        |
| 6 -                       | 43.781        | 35.321                   | 1:19.102            | 63.26              | 2.656  | 14:46:36.716        |
| 7 -                       | 43.240        | 34.729                   | 1:17.969 (3)        | 64.17              | 1.523  | 14:47:54.685        |
| 8 -                       | 42.350        | <b>34.096</b>            | <b>1:16.446 (1)</b> | <b>65.45</b>       |        | <b>14:49:11.131</b> |
| 9 -                       | <b>42.078</b> | 35.407                   | 1:17.485 (2)        | 64.58              | 1.039  | 14:50:28.616        |

| P18 40 RK2 Gary YEWS      |               |                          | Honda 900           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:18.750 |               | BEST LAP TIME : 1:18.750 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 37.559                   | 1:36.687            | 51.75              | 17.937 | 14:39:52.242        |
| 2 -                       | 46.888        | 37.083                   | 1:23.971            | 59.59              | 5.221  | 14:41:16.213        |
| 3 -                       | 47.015        | 35.803                   | 1:22.818            | 60.42              | 4.068  | 14:42:39.031        |
| 4 -                       | 45.953        | 35.298                   | 1:21.251            | 61.58              | 2.501  | 14:44:00.282        |
| 5 -                       | 44.960        | 34.768                   | 1:19.728 (3)        | 62.76              | 0.978  | 14:45:20.010        |
| 6 -                       | 44.914        | 34.915                   | 1:19.829            | 62.68              | 1.079  | 14:46:39.839        |
| 7 -                       | 44.993        | 34.799                   | 1:19.792            | 62.71              | 1.042  | 14:47:59.631        |
| 8 -                       | 44.794        | 34.532                   | 1:19.326 (2)        | 63.08              | 0.576  | 14:49:18.957        |
| 9 -                       | <b>44.387</b> | <b>34.363</b>            | <b>1:18.750 (1)</b> | <b>63.54</b>       |        | <b>14:50:37.707</b> |

| P19 444 RK2 Stephen WATSON |               |                          | Yamaha 1000         |                    |        |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:25.895  |               | BEST LAP TIME : 1:25.944 |                     | DIFFERENCE : 0.049 |        |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                        |               | 40.715                   | 1:39.334            | 50.37              | 13.390 | 14:39:54.889        |
| 2 -                        | 48.177        | 40.127                   | 1:28.304 (2)        | 56.66              | 2.360  | 14:41:23.193        |
| 3 -                        | 49.734        | <b>38.675</b>            | 1:28.409 (3)        | 56.60              | 2.465  | 14:42:51.602        |
| 4 -                        | 48.614        | 39.996                   | 1:28.610            | 56.47              | 2.666  | 14:44:20.212        |
| 5 -                        | 50.078        | 40.076                   | 1:30.154            | 55.50              | 4.210  | 14:45:50.366        |
| 6 -                        | 48.913        | 40.296                   | 1:29.209            | 56.09              | 3.265  | 14:47:19.575        |
| 7 -                        | <b>47.220</b> | 38.724                   | <b>1:25.944 (1)</b> | <b>58.22</b>       |        | <b>14:48:45.519</b> |

| P20 51 RK2 Ryan SMITH     |               |                          | BMW 1000            |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.371 |               | BEST LAP TIME : 1:11.578 |                     | DIFFERENCE : 0.207 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.531                   | 1:20.559            | 62.11              | 8.981 | 14:39:36.114        |
| 2 -                       | 41.002        | 33.168                   | 1:14.170            | 67.46              | 2.592 | 14:40:50.284        |
| 3 -                       | 39.974        | 32.163                   | 1:12.137 (3)        | 69.36              | 0.559 | 14:42:02.421        |
| 4 -                       | 39.863        | <b>31.715</b>            | <b>1:11.578 (1)</b> | <b>69.91</b>       |       | <b>14:43:13.999</b> |
| 5 -                       | <b>39.656</b> | 32.231                   | 1:11.887 (2)        | 69.60              | 0.309 | 14:44:25.886        |
| 6 -                       | 40.691        | 32.483                   | 1:13.174            | 68.38              | 1.596 | 14:45:39.060        |

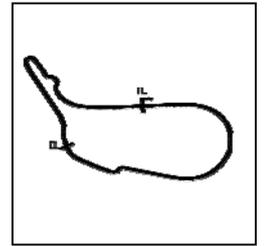
| P21 30 RK2 David KORTEGAS |               |                          | yamaha 1000         |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:15.365 |               | BEST LAP TIME : 1:15.731 |                     | DIFFERENCE : 0.366 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.704                   | 1:28.000            | 56.86              | 12.269 | 14:39:43.555        |
| 2 -                       | 44.388        | 35.467                   | 1:19.855            | 62.66              | 4.124  | 14:41:03.410        |
| 3 -                       | 43.457        | 34.627                   | 1:18.084 (3)        | 64.08              | 2.353  | 14:42:21.494        |
| 4 -                       | 42.147        | <b>33.584</b>            | <b>1:15.731 (1)</b> | <b>66.07</b>       |        | <b>14:43:37.225</b> |
| 5 -                       | <b>41.781</b> | 34.848                   | 1:16.629 (2)        | 65.30              | 0.898  | 14:44:53.854        |
| 6 -                       | 42.908        | 35.245                   | 1:18.153            | 64.02              | 2.422  | 14:46:12.007        |

Weather / Track : Cloudy / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:38 Flag 14:49 End: 14:51

# Midland Superbike Performance Rookies

## 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

| <b>P22 91 RK1 Joe HIGHAM</b> |               | <b>Triumph 675</b>       |                     |              |       |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.724    |               | BEST LAP TIME : 1:07.239 |                     |              |       |                     |
|                              |               | DIFFERENCE : 0.515       |                     |              |       |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                          |               | <b>29.276</b>            | 1:11.111            | 70.36        | 3.872 | 14:39:26.666        |
| 2 -                          | <b>37.448</b> | 29.791                   | <b>1:07.239 (1)</b> | <b>74.42</b> |       | <b>14:40:33.905</b> |
| 3 -                          | 37.727        | 30.459                   | 1:08.186 (2)        | 73.38        | 0.947 | 14:41:42.091        |
| 4 -                          | 37.474        | 30.858                   | 1:08.332 (3)        | 73.23        | 1.093 | 14:42:50.423        |

| <b>P23 104 RK1 Simon COOPER</b> |          | <b>Triumph 765</b>       |                     |              |      |                     |
|---------------------------------|----------|--------------------------|---------------------|--------------|------|---------------------|
| IDEAL LAP TIME : 1:11.844       |          | BEST LAP TIME : 1:17.003 |                     |              |      |                     |
|                                 |          | DIFFERENCE : 5.159       |                     |              |      |                     |
| LAP                             | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -                             |          | <b>31.200</b>            | <b>1:17.003 (1)</b> | <b>64.98</b> |      | <b>14:39:32.558</b> |

# Midland Superbike Performance Rookies

## Race 7 - LAP CHART

### LAP 1 @ 14:39:26.666

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 91  |        | 1:11.111 |
| 412 | 5.244  | 1:16.355 |
| 104 | 5.892  | 1:17.003 |
| 312 | 6.450  | 1:17.561 |
| 88  | 7.617  | 1:18.728 |
| 51  | 9.448  | 1:20.559 |
| 167 | 9.799  | 1:20.910 |
| 99  | 11.507 | 1:22.618 |
| 9   | 13.023 | 1:24.134 |
| 186 | 13.284 | 1:24.395 |
| 5   | 13.880 | 1:24.991 |
| 78  | 14.036 | 1:25.147 |
| 16  | 14.498 | 1:25.609 |
| 30  | 16.889 | 1:28.000 |
| 28  | 20.954 | 1:32.065 |
| 38  | 21.113 | 1:32.224 |
| 808 | 21.558 | 1:32.669 |
| 3   | 23.235 | 1:34.346 |
| 184 | 23.528 | 1:34.639 |
| 144 | 24.098 | 1:35.209 |
| 4   | 24.974 | 1:36.085 |
| 40  | 25.576 | 1:36.687 |
| 444 | 28.223 | 1:39.334 |

### LAP 2 @ 14:40:33.905

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 91  |        | 1:07.239 |
| 312 | 8.412  | 1:09.201 |
| 412 | 11.996 | 1:13.991 |
| 51  | 16.379 | 1:14.170 |
| 167 | 17.111 | 1:14.551 |
| 88  | 17.403 | 1:17.025 |
| 78  | 20.715 | 1:13.918 |
| 99  | 20.796 | 1:16.528 |
| 186 | 22.386 | 1:16.341 |
| 9   | 24.081 | 1:18.297 |
| 5   | 24.136 | 1:17.495 |
| 16  | 24.220 | 1:16.961 |
| 30  | 29.505 | 1:19.855 |
| 28  | 34.125 | 1:20.410 |
| 808 | 34.391 | 1:20.072 |
| 38  | 36.371 | 1:22.497 |
| 184 | 36.881 | 1:20.592 |
| 144 | 39.957 | 1:23.098 |
| 3   | 41.207 | 1:25.211 |
| 4   | 41.320 | 1:23.585 |
| 40  | 42.308 | 1:23.971 |
| 444 | 49.288 | 1:28.304 |

### LAP 3 @ 14:41:42.091

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 91  |        | 1:08.186 |
| 312 | 7.801  | 1:07.575 |
| 412 | 17.508 | 1:13.698 |
| 51  | 20.330 | 1:12.137 |
| 167 | 22.617 | 1:13.692 |
| 78  | 24.540 | 1:12.011 |
| 88  | 27.069 | 1:17.852 |
| 99  | 27.800 | 1:15.190 |
| 186 | 30.160 | 1:15.960 |
| 5   | 30.398 | 1:14.448 |

Weather / Track : Cloudy / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

|     |        |          |
|-----|--------|----------|
| 16  | 32.559 | 1:16.525 |
| 9   | 32.806 | 1:16.911 |
| 30  | 39.403 | 1:18.084 |
| 808 | 42.748 | 1:16.543 |
| 28  | 44.461 | 1:18.522 |
| 184 | 46.565 | 1:17.870 |
| 38  | 48.439 | 1:20.254 |
| 144 | 52.247 | 1:20.476 |
| 3   | 55.454 | 1:22.433 |
| 4   | 56.100 | 1:22.966 |
| 40  | 56.940 | 1:22.818 |

### LAP 4 @ 14:42:50.423

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 91  |          | 1:08.332 |
| 444 | 1 Lap    | 1:28.409 |
| 312 | 7.225    | 1:07.756 |
| 412 | 22.398   | 1:13.222 |
| 51  | 23.576   | 1:11.578 |
| 78  | 26.909   | 1:10.701 |
| 167 | 28.057   | 1:13.772 |
| 99  | 34.094   | 1:14.626 |
| 88  | 35.449   | 1:16.712 |
| 186 | 36.879   | 1:15.051 |
| 16  | 37.438   | 1:13.211 |
| 9   | 39.663   | 1:15.189 |
| 30  | 46.802   | 1:15.731 |
| 808 | 51.096   | 1:16.680 |
| 28  | 54.257   | 1:18.128 |
| 184 | 54.530   | 1:16.297 |
| 38  | 58.257   | 1:18.150 |
| 144 | 1:03.982 | 1:20.067 |
| 4   | 1:08.072 | 1:20.304 |
| 3   | 1:08.227 | 1:21.105 |
| 40  | 1:09.859 | 1:21.251 |

### LAP 5 @ 14:44:06.580

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 312 |          | 1:08.932 |
| 444 | 1 Lap    | 1:28.610 |
| 412 | 18.726   | 1:12.485 |
| 51  | 19.306   | 1:11.887 |
| 78  | 21.380   | 1:10.628 |
| 167 | 24.460   | 1:12.560 |
| 99  | 32.166   | 1:14.229 |
| 88  | 34.250   | 1:14.958 |
| 16  | 35.313   | 1:14.032 |
| 186 | 35.762   | 1:15.040 |
| 5   | 1 Lap    | 2:30.886 |
| 9   | 39.844   | 1:16.338 |
| 30  | 47.274   | 1:16.629 |
| 808 | 51.756   | 1:16.817 |
| 184 | 55.430   | 1:17.057 |
| 28  | 56.045   | 1:17.945 |
| 38  | 1:01.383 | 1:19.283 |
| 144 | 1:06.587 | 1:18.762 |

### LAP 6 @ 14:45:17.586

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 312 |        | 1:11.006 |
| 3   | 1 Lap  | 1:18.964 |
| 4   | 1 Lap  | 1:19.524 |
| 40  | 1 Lap  | 1:19.728 |

|     |          |          |
|-----|----------|----------|
| 412 | 20.835   | 1:13.115 |
| 51  | 21.474   | 1:13.174 |
| 78  | 22.656   | 1:12.282 |
| 167 | 29.414   | 1:15.960 |
| 444 | 1 Lap    | 1:30.154 |
| 16  | 37.084   | 1:12.777 |
| 99  | 37.240   | 1:16.080 |
| 88  | 38.465   | 1:15.221 |
| 186 | 38.590   | 1:13.834 |
| 5   | 1 Lap    | 1:14.562 |
| 9   | 44.205   | 1:15.367 |
| 30  | 54.421   | 1:18.153 |
| 808 | 56.887   | 1:16.137 |
| 184 | 58.785   | 1:14.361 |
| 28  | 1:02.409 | 1:17.370 |

### LAP 7 @ 14:46:25.566

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 312 |          | 1:07.980 |
| 38  | 1 Lap    | 1:17.797 |
| 144 | 1 Lap    | 1:20.904 |
| 3   | 1 Lap    | 1:19.102 |
| 4   | 1 Lap    | 1:19.347 |
| 40  | 1 Lap    | 1:19.829 |
| 412 | 25.886   | 1:13.031 |
| 78  | 27.946   | 1:13.270 |
| 167 | 35.542   | 1:14.108 |
| 99  | 43.127   | 1:13.867 |
| 16  | 43.168   | 1:14.064 |
| 186 | 45.770   | 1:15.160 |
| 5   | 1 Lap    | 1:15.900 |
| 88  | 49.487   | 1:19.002 |
| 9   | 53.206   | 1:16.981 |
| 444 | 1 Lap    | 1:29.209 |
| 184 | 1:07.094 | 1:16.289 |

### LAP 8 @ 14:47:33.741

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 312 |          | 1:08.175 |
| 808 | 1 Lap    | 1:19.648 |
| 28  | 1 Lap    | 1:18.391 |
| 38  | 1 Lap    | 1:18.162 |
| 144 | 1 Lap    | 1:19.030 |
| 3   | 1 Lap    | 1:17.969 |
| 4   | 1 Lap    | 1:17.804 |
| 40  | 1 Lap    | 1:19.792 |
| 412 | 29.085   | 1:11.374 |
| 78  | 29.203   | 1:09.432 |
| 167 | 41.754   | 1:14.387 |
| 16  | 46.399   | 1:11.406 |
| 99  | 48.668   | 1:13.716 |
| 186 | 51.360   | 1:13.765 |
| 5   | 1 Lap    | 1:13.417 |
| 88  | 58.337   | 1:17.025 |
| 9   | 1:01.539 | 1:16.508 |

### LAP 9 @ 14:48:40.624

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 312 |        | 1:06.883 |
| 444 | 2 Laps | 1:25.944 |
| 184 | 1 Lap  | 1:12.960 |
| 808 | 1 Lap  | 1:13.943 |
| 28  | 1 Lap  | 1:16.806 |

|     |          |          |
|-----|----------|----------|
| 38  | 1 Lap    | 1:17.774 |
| 144 | 1 Lap    | 1:17.017 |
| 3   | 1 Lap    | 1:16.446 |
| 4   | 1 Lap    | 1:16.606 |
| 78  | 32.466   | 1:10.146 |
| 412 | 33.235   | 1:11.033 |
| 40  | 1 Lap    | 1:19.326 |
| 167 | 49.128   | 1:14.257 |
| 16  | 51.513   | 1:11.997 |
| 99  | 54.697   | 1:12.912 |
| 186 | 57.968   | 1:13.491 |
| 5   | 1 Lap    | 1:12.722 |
| 88  | 1:05.940 | 1:14.486 |

### LAP 10 @ 14:49:47.270

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 312 |          | 1:06.646 |
| 9   | 1 Lap    | 1:15.580 |
| 184 | 1 Lap    | 1:11.845 |
| 808 | 1 Lap    | 1:14.478 |
| 28  | 1 Lap    | 1:15.741 |
| 38  | 1 Lap    | 1:15.755 |
| 412 | 38.808   | 1:12.219 |
| 78  | 39.823   | 1:14.003 |
| 144 | 1 Lap    | 1:17.289 |
| 4   | 1 Lap    | 1:16.808 |
| 3   | 1 Lap    | 1:17.485 |
| 40  | 1 Lap    | 1:18.750 |
| 16  | 54.705   | 1:09.838 |
| 167 | 55.576   | 1:13.094 |
| 99  | 1:01.105 | 1:13.054 |
| 186 | 1:04.412 | 1:13.090 |
| 5   | 1 Lap    | 1:12.317 |
| 88  | 1:15.246 | 1:15.952 |

Mallory Park

Circuit Length = 1.3900 miles

Start: 14:38 Flag 14:49 End: 14:51

Printed - 14:53 Monday, 03 May 2021

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar

## Race 8 - CLASSIFICATION

| POS | NO  | CL   | PIC NAME              | ENTRY                     | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|------|-----------------------|---------------------------|------|-----------|----------|--------|-------|----------|----|
| 1   | 10  | FSRA | 1 FISHER/STOKOE       | Baker Yamaha 600          | 10   | 11:41.153 |          |        | 71.36 | 1:08.110 | 4  |
| 2   | 39  | SC   | 1 MOORE/DODD          | Ireson 600                | 10   | 11:52.339 | 11.186   | 11.186 | 70.24 | 1:10.004 | 2  |
| 3   | 27  | SC   | 2 KIRBY/KIRBY         | ARS Yamaha 600            | 10   | 12:04.049 | 22.896   | 11.710 | 69.11 | 1:08.643 | 10 |
| 4   | 128 | FSRA | 2 HORTON/FORREST      | Wintec Suzuki 1100        | 10   | 12:04.243 | 23.090   | 0.194  | 69.09 | 1:10.467 | 10 |
| 5   | 74  | FSRA | 3 McCAIN/DAVIES       | Shelbourne Thundercat 600 | 10   | 12:07.899 | 26.746   | 3.656  | 68.74 | 1:10.721 | 10 |
| 6   | 58  | FSRA | 4 SAUNDERS/SAUNDERS   | Ireson Yamaha 600         | 10   | 12:38.147 | 56.994   | 30.248 | 66.00 | 1:13.359 | 8  |
| 7   | 97  | FSRA | 5 DAWSON/HULME        | Derbyshire Yamaha 600     | 10   | 12:38.546 | 57.393   | 0.399  | 65.96 | 1:12.964 | 9  |
| 8   | 6   | SC   | 3 BELLABY/GRISTWOOD   | DDM Suzuki 600            | 10   | 12:47.169 | 1:06.016 | 8.623  | 65.22 | 1:13.762 | 5  |
| 9   | 17  | SC   | 4 THOMAS/NIX          | Ireson Honda 600          | 10   | 12:54.583 | 1:13.430 | 7.414  | 64.60 | 1:15.917 | 7  |
| 10  | 181 | FSRA | 6 TIBBLES/GREENWOOD   | DDR Yamaha 1100           | 9    | 11:45.245 | 1 Lap    | 1 Lap  | 63.85 | 1:16.147 | 5  |
| 11  | 167 | FSRA | 7 PETTMAN/SAUNDERS    | Windle Yamaha 600         | 9    | 12:18.552 | 1 Lap    | 33.307 | 60.97 | 1:18.214 | 9  |
| 12  | 656 | SC   | 5 DAVENPORT/DAVENPORT | Honda 600                 | 9    | 12:28.076 | 1 Lap    | 9.524  | 60.20 | 1:19.447 | 5  |
| 13  | 188 | FSRA | 8 BEST/COLE           | Wintec Suzuki 1100        | 9    | 12:45.867 | 1 Lap    | 17.791 | 58.80 | 1:18.151 | 6  |

### NOT CLASSIFIED

|     |     |      |                  |                   |   |          |        |        |       |          |   |
|-----|-----|------|------------------|-------------------|---|----------|--------|--------|-------|----------|---|
| DNF | 161 | SC   | DOWNES/BARKER    | MRE Suzuki 600    | 6 | 7:40.382 | 4 Laps | 3 Laps | 65.21 | 1:14.203 | 4 |
| DNF | 7   | SC   | PEARSON/ROBINSON | LCR Suzuki 600    | 5 | 6:31.505 | 5 Laps | 1 Lap  | 63.90 | 1:14.260 | 4 |
| DNF | 14  | FSRA | BURNS/WINFROW    | Baker Yamaha 1000 | 5 | 6:52.374 | 5 Laps | 20.869 | 60.67 | 1:18.334 | 4 |
| DNF | 77  | FSRA | BROOKS/STELL     | ALM Honda 600     | 4 | 5:22.633 | 6 Laps | 1 Lap  | 62.03 | 1:17.441 | 3 |
| DNF | 25  | FSRA | SAUNDERS/TYRRELL | IRESON Honda 600  | 3 | 4:02.819 | 7 Laps | 1 Lap  | 61.82 | 1:18.245 | 2 |

### FASTEST LAP

|    |      |               |                  |    |          |           |            |
|----|------|---------------|------------------|----|----------|-----------|------------|
| 10 | FSRA | FISHER/STOKOE | Baker Yamaha 600 | 4  | 1:08.110 | 73.46 mph | 118.23 kph |
| 27 | SC   | KIRBY/KIRBY   | ARS Yamaha 600   | 10 | 1:08.643 | 72.89 mph | 117.32 kph |

Class FSRA - 92.5% of Race Speed = 66.00 mph

Class SC - 92.5% of Race Speed = 64.97 mph

Weather / Track : Cloudy / Wet

Mallory Park: 1.3900 miles  
Race Distance: 10 Laps / 13.90 miles  
Start: 14:57 Flag 15:09 End: 15:10

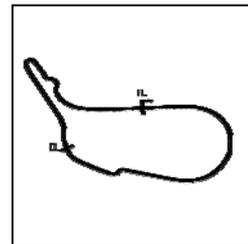
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:12 Monday, 03 May 2021



# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar

## 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 10 FSRA FISHER/STOKOE  |               | Baker Yamaha 600         |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.833 |               | BEST LAP TIME : 1:08.110 |                     | DIFFERENCE : 0.277 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.487                   | 1:16.423            | 65.47              | 8.313 | 14:58:49.041        |
| 2 -                       | 38.617        | 31.234                   | 1:09.851            | 71.63              | 1.741 | 14:59:58.892        |
| 3 -                       | 38.218        | <b>30.472</b>            | 1:08.690 (2)        | 72.84              | 0.580 | 15:01:07.582        |
| 4 -                       | <b>37.361</b> | 30.749                   | <b>1:08.110 (1)</b> | <b>73.46</b>       |       | <b>15:02:15.692</b> |
| 5 -                       | 37.974        | 31.283                   | 1:09.257            | 72.25              | 1.147 | 15:03:24.949        |
| 6 -                       | 38.750        | 31.006                   | 1:09.756            | 71.73              | 1.646 | 15:04:34.705        |
| 7 -                       | 39.758        | 30.539                   | 1:10.297            | 71.18              | 2.187 | 15:05:45.002        |
| 8 -                       | 38.135        | 31.097                   | 1:09.232 (3)        | 72.27              | 1.122 | 15:06:54.234        |
| 9 -                       | 38.282        | 31.254                   | 1:09.536            | 71.96              | 1.426 | 15:08:03.770        |
| 10 -                      | 38.711        | 31.290                   | 1:10.001            | 71.48              | 1.891 | 15:09:13.771        |

| P2 39 SC MOORE/DODD       |               | Ireson 600               |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.762 |               | BEST LAP TIME : 1:10.004 |                     | DIFFERENCE : 0.242 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.874                   | 1:16.272            | 65.60              | 6.268 | 14:58:48.890        |
| 2 -                       | <b>38.645</b> | 31.359                   | <b>1:10.004 (1)</b> | <b>71.48</b>       |       | <b>14:59:58.894</b> |
| 3 -                       | 38.982        | 31.670                   | 1:10.652            | 70.82              | 0.648 | 15:01:09.546        |
| 4 -                       | 38.718        | 31.490                   | 1:10.208 (3)        | 71.27              | 0.204 | 15:02:19.754        |
| 5 -                       | 38.677        | 31.762                   | 1:10.439            | 71.04              | 0.435 | 15:03:30.193        |
| 6 -                       | 38.905        | 31.382                   | 1:10.287            | 71.19              | 0.283 | 15:04:40.480        |
| 7 -                       | 39.178        | 33.433                   | 1:12.611            | 68.91              | 2.607 | 15:05:53.091        |
| 8 -                       | 38.728        | 31.990                   | 1:10.718            | 70.76              | 0.714 | 15:07:03.809        |
| 9 -                       | 38.953        | <b>31.117</b>            | 1:10.070 (2)        | 71.41              | 0.066 | 15:08:13.879        |
| 10 -                      | 39.100        | 31.978                   | 1:11.078            | 70.40              | 1.074 | 15:09:24.957        |

| P3 27 SC KIRBY/KIRBY      |               | ARS Yamaha 600           |                     |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.643 |               | BEST LAP TIME : 1:08.643 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.795                   | 1:24.636            | 59.12              | 15.993 | 14:58:57.254        |
| 2 -                       | 40.076        | 35.382                   | 1:15.458            | 66.31              | 6.815  | 15:00:12.712        |
| 3 -                       | 40.227        | 31.782                   | 1:12.009            | 69.49              | 3.366  | 15:01:24.721        |
| 4 -                       | 39.924        | 32.047                   | 1:11.971            | 69.52              | 3.328  | 15:02:36.692        |
| 5 -                       | 40.187        | 31.750                   | 1:11.937            | 69.56              | 3.294  | 15:03:48.629        |
| 6 -                       | 39.355        | 30.690                   | 1:10.045            | 71.44              | 1.402  | 15:04:58.674        |
| 7 -                       | 38.628        | 30.570                   | 1:09.198 (2)        | 72.31              | 0.555  | 15:06:07.872        |
| 8 -                       | 39.395        | 30.830                   | 1:10.225            | 71.25              | 1.582  | 15:07:18.097        |
| 9 -                       | 39.440        | 30.487                   | 1:09.927 (3)        | 71.56              | 1.284  | 15:08:28.024        |
| 10 -                      | <b>38.352</b> | <b>30.291</b>            | <b>1:08.643 (1)</b> | <b>72.89</b>       |        | <b>15:09:36.667</b> |

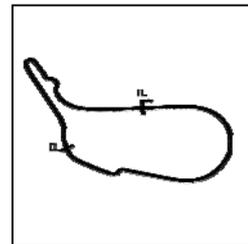
| P4 128 FSRA HORTON/FORREST |               | Wintec Suzuki 1100       |                     |                    |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.420  |               | BEST LAP TIME : 1:10.467 |                     | DIFFERENCE : 0.047 |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        |               | 32.993                   | 1:19.228            | 63.15              | 8.761 | 14:58:51.846        |
| 2 -                        | 40.302        | 33.014                   | 1:13.316            | 68.25              | 2.849 | 15:00:05.162        |
| 3 -                        | 40.123        | 31.853                   | 1:11.976            | 69.52              | 1.509 | 15:01:17.138        |
| 4 -                        | 39.600        | <b>31.565</b>            | 1:11.165 (3)        | 70.31              | 0.698 | 15:02:28.303        |
| 5 -                        | 39.985        | 31.901                   | 1:11.886            | 69.61              | 1.419 | 15:03:40.189        |
| 6 -                        | 39.074        | 31.796                   | 1:10.870 (2)        | 70.60              | 0.403 | 15:04:51.059        |
| 7 -                        | 39.657        | 31.762                   | 1:11.419            | 70.06              | 0.952 | 15:06:02.478        |
| 8 -                        | 39.315        | 32.346                   | 1:11.661            | 69.82              | 1.194 | 15:07:14.139        |
| 9 -                        | 40.176        | 32.079                   | 1:12.255            | 69.25              | 1.788 | 15:08:26.394        |
| 10 -                       | <b>38.855</b> | 31.612                   | <b>1:10.467 (1)</b> | <b>71.01</b>       |       | <b>15:09:36.861</b> |

Weather / Track : Cloudy / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:57 Flag 15:09 End: 15:10

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar

## 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

| P5 74 FSRA McCAIN/DAVIES  |               |                          | Shelbourne Thundercat 600 |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.098 |               | BEST LAP TIME : 1:10.721 |                           | DIFFERENCE : 0.623 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME                  | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.964                   | 1:19.034                  | 63.31              | 8.313 | 14:58:51.652        |
| 2 -                       | 40.165        | 35.417                   | 1:15.582                  | 66.20              | 4.861 | 15:00:07.234        |
| 3 -                       | 39.326        | 32.509                   | 1:11.835                  | 69.66              | 1.114 | 15:01:19.069        |
| 4 -                       | 40.062        | 33.011                   | 1:13.073                  | 68.47              | 2.352 | 15:02:32.142        |
| 5 -                       | 40.248        | 32.435                   | 1:12.683                  | 68.84              | 1.962 | 15:03:44.825        |
| 6 -                       | 39.329        | 32.166                   | 1:11.495                  | 69.99              | 0.774 | 15:04:56.320        |
| 7 -                       | 39.288        | 31.843                   | 1:11.131 (3)              | 70.34              | 0.410 | 15:06:07.451        |
| 8 -                       | 39.163        | 32.165                   | 1:11.328                  | 70.15              | 0.607 | 15:07:18.779        |
| 9 -                       | 39.493        | <b>31.524</b>            | 1:11.017 (2)              | 70.46              | 0.296 | 15:08:29.796        |
| 10 -                      | <b>38.574</b> | 32.147                   | <b>1:10.721 (1)</b>       | <b>70.75</b>       |       | <b>15:09:40.517</b> |

| P6 58 FSRA SAUNDERS/SAUNDERS |               |                          | Ireson Yamaha 600   |                    |       |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.103    |               | BEST LAP TIME : 1:13.359 |                     | DIFFERENCE : 0.256 |       |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                          |               | 34.200                   | 1:22.170            | 60.89              | 8.811 | 14:58:54.788        |
| 2 -                          | 41.514        | 34.189                   | 1:15.703            | 66.10              | 2.344 | 15:00:10.491        |
| 3 -                          | 41.877        | 34.247                   | 1:16.124            | 65.73              | 2.765 | 15:01:26.615        |
| 4 -                          | 40.920        | 34.124                   | 1:15.044            | 66.68              | 1.685 | 15:02:41.659        |
| 5 -                          | 41.577        | 34.245                   | 1:15.822            | 65.99              | 2.463 | 15:03:57.481        |
| 6 -                          | 41.945        | 33.934                   | 1:15.879            | 65.94              | 2.520 | 15:05:13.360        |
| 7 -                          | 41.391        | 34.298                   | 1:15.689            | 66.11              | 2.330 | 15:06:29.049        |
| 8 -                          | 40.487        | <b>32.872</b>            | <b>1:13.359 (1)</b> | <b>68.21</b>       |       | <b>15:07:42.408</b> |
| 9 -                          | 40.486        | 33.118                   | 1:13.604 (2)        | 67.98              | 0.245 | 15:08:56.012        |
| 10 -                         | <b>40.231</b> | 34.522                   | 1:14.753 (3)        | 66.94              | 1.394 | 15:10:10.765        |

| P7 97 FSRA DAWSON/HULME   |               |                          | Derbyshire Yamaha 600 |                    |        |                     |
|---------------------------|---------------|--------------------------|-----------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.354 |               | BEST LAP TIME : 1:12.964 |                       | DIFFERENCE : 0.610 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME              | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.598                   | 1:24.979              | 58.88              | 12.015 | 14:58:57.597        |
| 2 -                       | 41.870        | 35.081                   | 1:16.951              | 65.02              | 3.987  | 15:00:14.548        |
| 3 -                       | 41.289        | 33.854                   | 1:15.143              | 66.59              | 2.179  | 15:01:29.691        |
| 4 -                       | 41.574        | 32.825                   | 1:14.399 (3)          | 67.25              | 1.435  | 15:02:44.090        |
| 5 -                       | 41.836        | 33.245                   | 1:15.081              | 66.64              | 2.117  | 15:03:59.171        |
| 6 -                       | 41.541        | 33.371                   | 1:14.912              | 66.79              | 1.948  | 15:05:14.083        |
| 7 -                       | 41.395        | 34.988                   | 1:16.383              | 65.51              | 3.419  | 15:06:30.466        |
| 8 -                       | 40.816        | <b>32.270</b>            | 1:13.086 (2)          | 68.46              | 0.122  | 15:07:43.552        |
| 9 -                       | <b>40.084</b> | 32.880                   | <b>1:12.964 (1)</b>   | <b>68.58</b>       |        | <b>15:08:56.516</b> |
| 10 -                      | 40.339        | 34.309                   | 1:14.648              | 67.03              | 1.684  | 15:10:11.164        |

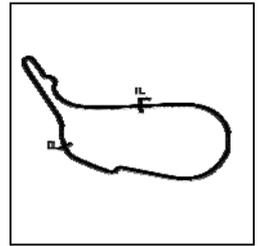
| P8 6 SC BELLABY/GRISTWOOD |               |                          | DDM Suzuki 600      |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:13.323 |               | BEST LAP TIME : 1:13.762 |                     | DIFFERENCE : 0.439 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.231                   | 1:18.328            | 63.88              | 4.566  | 14:58:50.946        |
| 2 -                       | <b>40.722</b> | 51.247                   | 1:31.969            | 54.40              | 18.207 | 15:00:22.915        |
| 3 -                       | 41.763        | 33.842                   | 1:15.605            | 66.18              | 1.843  | 15:01:38.520        |
| 4 -                       | 41.085        | 34.654                   | 1:15.739            | 66.06              | 1.977  | 15:02:54.259        |
| 5 -                       | 41.161        | <b>32.601</b>            | <b>1:13.762 (1)</b> | <b>67.84</b>       |        | <b>15:04:08.021</b> |
| 6 -                       | 41.381        | 33.051                   | 1:14.432            | 67.22              | 0.670  | 15:05:22.453        |
| 7 -                       | 41.192        | 33.486                   | 1:14.678            | 67.00              | 0.916  | 15:06:37.131        |
| 8 -                       | 41.089        | 32.698                   | 1:13.787 (2)        | 67.81              | 0.025  | 15:07:50.918        |
| 9 -                       | 41.104        | 32.829                   | 1:13.933 (3)        | 67.68              | 0.171  | 15:09:04.851        |
| 10 -                      | 41.299        | 33.637                   | 1:14.936            | 66.77              | 1.174  | 15:10:19.787        |

Weather / Track : Cloudy / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:57 Flag 15:09 End: 15:10

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar

## 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

| P9 17 SC THOMAS/NIX       |               | Ireson Honda 600         |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:14.894 |               | BEST LAP TIME : 1:15.917 |                     | DIFFERENCE : 1.023 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 34.226                   | 1:21.868            | 61.12              | 5.951 | 14:58:54.486        |
| 2 -                       | <b>41.316</b> | 37.354                   | 1:18.670            | 63.60              | 2.753 | 15:00:13.156        |
| 3 -                       | 41.895        | 34.490                   | 1:16.385 (2)        | 65.51              | 0.468 | 15:01:29.541        |
| 4 -                       | 41.976        | 34.534                   | 1:16.510            | 65.40              | 0.593 | 15:02:46.051        |
| 5 -                       | 42.051        | 34.591                   | 1:16.642            | 65.29              | 0.725 | 15:04:02.693        |
| 6 -                       | 43.498        | 34.391                   | 1:17.889            | 64.24              | 1.972 | 15:05:20.582        |
| 7 -                       | 41.979        | 33.938                   | <b>1:15.917 (1)</b> | <b>65.91</b>       |       | <b>15:06:36.499</b> |
| 8 -                       | 42.680        | 34.349                   | 1:17.029            | 64.96              | 1.112 | 15:07:53.528        |
| 9 -                       | 41.737        | 35.500                   | 1:17.237            | 64.78              | 1.320 | 15:09:10.765        |
| 10 -                      | 42.858        | <b>33.578</b>            | 1:16.436 (3)        | 65.46              | 0.519 | 15:10:27.201        |

| P10 181 FSRA TIBBLES/GREENWOOD |               | DDR Yamaha 1100          |                     |                    |        |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:16.135      |               | BEST LAP TIME : 1:16.147 |                     | DIFFERENCE : 0.012 |        |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |               | 36.333                   | 1:27.592            | 57.12              | 11.445 | 14:59:00.210        |
| 2 -                            | 43.438        | 35.827                   | 1:19.265            | 63.13              | 3.118  | 15:00:19.475        |
| 3 -                            | 43.157        | 34.984                   | 1:18.141            | 64.03              | 1.994  | 15:01:37.616        |
| 4 -                            | 42.753        | 34.745                   | 1:17.498            | 64.56              | 1.351  | 15:02:55.114        |
| 5 -                            | 42.144        | <b>34.003</b>            | <b>1:16.147 (1)</b> | <b>65.71</b>       |        | <b>15:04:11.261</b> |
| 6 -                            | <b>42.132</b> | 34.118                   | 1:16.250 (2)        | 65.62              | 0.103  | 15:05:27.511        |
| 7 -                            | 42.362        | 34.384                   | 1:16.746            | 65.20              | 0.599  | 15:06:44.257        |
| 8 -                            | 42.349        | 34.249                   | 1:16.598 (3)        | 65.32              | 0.451  | 15:08:00.855        |
| 9 -                            | 42.775        | 34.233                   | 1:17.008            | 64.98              | 0.861  | 15:09:17.863        |

| P11 167 FSRA PETTMAN/SAUNDERS |               | Windle Yamaha 600        |                     |                    |        |                     |
|-------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:18.214     |               | BEST LAP TIME : 1:18.214 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                           |               | 37.197                   | 1:31.695            | 54.57              | 13.481 | 14:59:04.313        |
| 2 -                           | 45.768        | 36.735                   | 1:22.503            | 60.65              | 4.289  | 15:00:26.816        |
| 3 -                           | 46.446        | 36.597                   | 1:23.043            | 60.25              | 4.829  | 15:01:49.859        |
| 4 -                           | 46.809        | 35.960                   | 1:22.769            | 60.45              | 4.555  | 15:03:12.628        |
| 5 -                           | 44.919        | 35.783                   | 1:20.702            | 62.00              | 2.488  | 15:04:33.330        |
| 6 -                           | 44.993        | 35.525                   | 1:20.518            | 62.14              | 2.304  | 15:05:53.848        |
| 7 -                           | 43.845        | 35.300                   | 1:19.145 (2)        | 63.22              | 0.931  | 15:07:12.993        |
| 8 -                           | 44.278        | 35.685                   | 1:19.963 (3)        | 62.57              | 1.749  | 15:08:32.956        |
| 9 -                           | <b>43.743</b> | <b>34.471</b>            | <b>1:18.214 (1)</b> | <b>63.97</b>       |        | <b>15:09:51.170</b> |

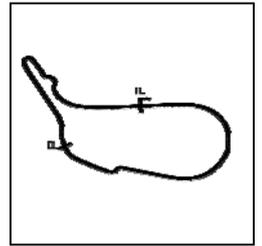
| P12 656 SC DAVENPORT/DAVENPORT |               | Honda 600                |                     |                    |        |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:19.447      |               | BEST LAP TIME : 1:19.447 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |               | 37.334                   | 1:33.718            | 53.39              | 14.271 | 14:59:06.336        |
| 2 -                            | 45.602        | 36.990                   | 1:22.592            | 60.58              | 3.145  | 15:00:28.928        |
| 3 -                            | 45.103        | 36.238                   | 1:21.341 (3)        | 61.51              | 1.894  | 15:01:50.269        |
| 4 -                            | 45.438        | 37.045                   | 1:22.483            | 60.66              | 3.036  | 15:03:12.752        |
| 5 -                            | <b>43.250</b> | <b>36.197</b>            | <b>1:19.447 (1)</b> | <b>62.98</b>       |        | <b>15:04:32.199</b> |
| 6 -                            | 45.199        | 37.573                   | 1:22.772            | 60.45              | 3.325  | 15:05:54.971        |
| 7 -                            | 44.094        | 36.213                   | 1:20.307 (2)        | 62.31              | 0.860  | 15:07:15.278        |
| 8 -                            | 44.862        | 37.040                   | 1:21.902            | 61.09              | 2.455  | 15:08:37.180        |
| 9 -                            | 45.056        | 38.458                   | 1:23.514            | 59.91              | 4.067  | 15:10:00.694        |

Weather / Track : Cloudy / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:57 Flag 15:09 End: 15:10

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar

## 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

| P13 188 FSRA BEST/COLE    |               |                          | Wintec Suzuki 1100  |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:17.165 |               | BEST LAP TIME : 1:18.151 | DIFFERENCE : 0.986  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.810                   | 1:28.190            | 56.74        | 10.039 | 14:59:00.808        |
| 2 -                       | 43.636        | 36.110                   | 1:19.746            | 62.74        | 1.595  | 15:00:20.554        |
| 3 -                       | 43.357        | 59.526                   | 1:42.883            | 48.63        | 24.732 | 15:02:03.437        |
| 4 -                       | 43.542        | 34.924                   | 1:18.466 (2)        | 63.77        | 0.315  | 15:03:21.903        |
| 5 -                       | 44.000        | <b>34.576</b>            | 1:18.576 (3)        | 63.68        | 0.425  | 15:04:40.479        |
| 6 -                       | 43.534        | 34.617                   | <b>1:18.151 (1)</b> | <b>64.03</b> |        | <b>15:05:58.630</b> |
| 7 -                       | 43.838        | 35.473                   | 1:19.311            | 63.09        | 1.160  | 15:07:17.941        |
| 8 -                       | 44.959        | 35.497                   | 1:20.456            | 62.19        | 2.305  | 15:08:38.397        |
| 9 -                       | <b>42.589</b> | 57.499                   | 1:40.088            | 49.99        | 21.937 | 15:10:18.485        |

| P14 161 SC DOWNES/BARKER  |               |                          | MRE Suzuki 600      |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.971 |               | BEST LAP TIME : 1:14.203 | DIFFERENCE : 0.232  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 34.266                   | 1:23.695            | 59.78        | 9.492 | 14:58:56.313        |
| 2 -                       | 41.985        | 34.937                   | 1:16.922            | 65.05        | 2.719 | 15:00:13.235        |
| 3 -                       | 40.858        | 34.703                   | 1:15.561            | 66.22        | 1.358 | 15:01:28.796        |
| 4 -                       | <b>40.554</b> | 33.649                   | <b>1:14.203 (1)</b> | <b>67.43</b> |       | <b>15:02:42.999</b> |
| 5 -                       | 40.940        | 34.592                   | 1:15.532 (3)        | 66.25        | 1.329 | 15:03:58.531        |
| 6 -                       | 41.052        | <b>33.417</b>            | 1:14.469 (2)        | 67.19        | 0.266 | 15:05:13.000        |

| P15 7 SC PEARSON/ROBINSON |               |                          | LCR Suzuki 600      |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:14.260 |               | BEST LAP TIME : 1:14.260 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.999                   | 1:26.314            | 57.97        | 12.054 | 14:58:58.932        |
| 2 -                       | 43.177        | 35.648                   | 1:18.825            | 63.48        | 4.565  | 15:00:17.757        |
| 3 -                       | 42.595        | 34.195                   | 1:16.790 (3)        | 65.16        | 2.530  | 15:01:34.547        |
| 4 -                       | <b>40.932</b> | <b>33.328</b>            | <b>1:14.260 (1)</b> | <b>67.38</b> |        | <b>15:02:48.807</b> |
| 5 -                       | 41.503        | 33.813                   | 1:15.316 (2)        | 66.44        | 1.056  | 15:04:04.123        |

| P16 14 FSRA BURNS/WINFROW |               |                          | Baker Yamaha 1000   |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:17.807 |               | BEST LAP TIME : 1:18.334 | DIFFERENCE : 0.527  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 36.704                   | 1:29.571            | 55.86        | 11.237 | 14:59:02.189        |
| 2 -                       | <b>42.787</b> | 37.396                   | 1:20.183 (3)        | 62.40        | 1.849  | 15:00:22.372        |
| 3 -                       | 43.089        | 35.483                   | 1:18.572 (2)        | 63.68        | 0.238  | 15:01:40.944        |
| 4 -                       | 43.314        | <b>35.020</b>            | <b>1:18.334 (1)</b> | <b>63.88</b> |        | <b>15:02:59.278</b> |
| 5 -                       | 47.331        | 38.383                   | 1:25.714            | 58.38        | 7.380  | 15:04:24.992        |

| P17 77 FSRA BROOKS/STELL  |               |                          | ALM Honda 600       |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:17.441 |               | BEST LAP TIME : 1:17.441 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.991                   | 1:25.152            | 58.76        | 7.711 | 14:58:57.770        |
| 2 -                       | 43.344        | 38.184                   | 1:21.528 (3)        | 61.37        | 4.087 | 15:00:19.298        |
| 3 -                       | <b>41.853</b> | <b>35.588</b>            | <b>1:17.441 (1)</b> | <b>64.61</b> |       | <b>15:01:36.739</b> |
| 4 -                       | 41.878        | 36.634                   | 1:18.512 (2)        | 63.73        | 1.071 | 15:02:55.251        |

| P18 25 FSRA SAUNDERS/TYRRELL |               |                          | IRESON Honda 600    |              |       |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:18.075    |               | BEST LAP TIME : 1:18.245 | DIFFERENCE : 0.170  |              |       |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                          |               | <b>35.295</b>            | 1:26.276 (3)        | 57.99        | 8.031 | 14:58:58.894        |
| 2 -                          | <b>42.780</b> | 35.465                   | <b>1:18.245 (1)</b> | <b>63.95</b> |       | <b>15:00:17.139</b> |
| 3 -                          | 42.785        | 35.513                   | 1:18.298 (2)        | 63.91        | 0.053 | 15:01:35.437        |

Weather / Track : Cloudy / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:57 Flag 15:09 End: 15:10

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar

## Race 8 - LAP CHART

### LAP 1 @ 14:58:48.890

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 39  |        | 1:16.272 |
| 10  | 0.151  | 1:16.423 |
| 6   | 2.056  | 1:18.328 |
| 74  | 2.762  | 1:19.034 |
| 128 | 2.956  | 1:19.228 |
| 17  | 5.596  | 1:21.868 |
| 58  | 5.898  | 1:22.170 |
| 161 | 7.423  | 1:23.695 |
| 27  | 8.364  | 1:24.636 |
| 97  | 8.707  | 1:24.979 |
| 77  | 8.880  | 1:25.152 |
| 25  | 10.004 | 1:26.276 |
| 7   | 10.042 | 1:26.314 |
| 181 | 11.320 | 1:27.592 |
| 188 | 11.918 | 1:28.190 |
| 14  | 13.299 | 1:29.571 |
| 167 | 15.423 | 1:31.695 |
| 656 | 17.446 | 1:33.718 |

### LAP 2 @ 14:59:58.892

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 10  |        | 1:09.851 |
| 39  | 0.002  | 1:10.004 |
| 128 | 6.270  | 1:13.316 |
| 74  | 8.342  | 1:15.582 |
| 58  | 11.599 | 1:15.703 |
| 27  | 13.820 | 1:15.458 |
| 17  | 14.264 | 1:18.670 |
| 161 | 14.343 | 1:16.922 |
| 97  | 15.656 | 1:16.951 |
| 25  | 18.247 | 1:18.245 |
| 7   | 18.865 | 1:18.825 |
| 77  | 20.406 | 1:21.528 |
| 181 | 20.583 | 1:19.265 |
| 188 | 21.662 | 1:19.746 |
| 14  | 23.480 | 1:20.183 |
| 6   | 24.023 | 1:31.969 |
| 167 | 27.924 | 1:22.503 |
| 656 | 30.036 | 1:22.592 |

### LAP 3 @ 15:01:07.582

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 10  |        | 1:08.690 |
| 39  | 1.964  | 1:10.652 |
| 128 | 9.556  | 1:11.976 |
| 74  | 11.487 | 1:11.835 |
| 27  | 17.139 | 1:12.009 |
| 58  | 19.033 | 1:16.124 |
| 161 | 21.214 | 1:15.561 |
| 17  | 21.959 | 1:16.385 |
| 97  | 22.109 | 1:15.143 |
| 7   | 26.965 | 1:16.790 |
| 25  | 27.855 | 1:18.298 |
| 77  | 29.157 | 1:17.441 |
| 181 | 30.034 | 1:18.141 |
| 6   | 30.938 | 1:15.605 |
| 14  | 33.362 | 1:18.572 |
| 167 | 42.277 | 1:23.043 |
| 656 | 42.687 | 1:21.341 |
| 188 | 55.855 | 1:42.883 |

### LAP 4 @ 15:02:15.692

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 10  |          | 1:08.110 |
| 39  | 4.062    | 1:10.208 |
| 128 | 12.611   | 1:11.165 |
| 74  | 16.450   | 1:13.073 |
| 27  | 21.000   | 1:11.971 |
| 58  | 25.967   | 1:15.044 |
| 161 | 27.307   | 1:14.203 |
| 97  | 28.398   | 1:14.399 |
| 17  | 30.359   | 1:16.510 |
| 7   | 33.115   | 1:14.260 |
| 6   | 38.567   | 1:15.739 |
| 181 | 39.422   | 1:17.498 |
| 77  | 39.559   | 1:18.512 |
| 14  | 43.586   | 1:18.334 |
| 167 | 56.936   | 1:22.769 |
| 656 | 57.060   | 1:22.483 |
| 188 | 1:06.211 | 1:18.466 |

### LAP 5 @ 15:03:24.949

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 10  |          | 1:09.257 |
| 39  | 5.244    | 1:10.439 |
| 128 | 15.240   | 1:11.886 |
| 74  | 19.876   | 1:12.683 |
| 27  | 23.680   | 1:11.937 |
| 58  | 32.532   | 1:15.822 |
| 161 | 33.582   | 1:15.532 |
| 97  | 34.222   | 1:15.081 |
| 17  | 37.744   | 1:16.642 |
| 7   | 39.174   | 1:15.316 |
| 6   | 43.072   | 1:13.762 |
| 181 | 46.312   | 1:16.147 |
| 14  | 1:00.043 | 1:25.714 |
| 656 | 1:07.250 | 1:19.447 |
| 167 | 1:08.381 | 1:20.702 |

### LAP 6 @ 15:04:34.705

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 10  |        | 1:09.756 |
| 188 | 1 Lap  | 1:18.576 |
| 39  | 5.775  | 1:10.287 |
| 128 | 16.354 | 1:10.870 |
| 74  | 21.615 | 1:11.495 |
| 27  | 23.969 | 1:10.045 |
| 161 | 38.295 | 1:14.469 |
| 58  | 38.655 | 1:15.879 |
| 97  | 39.378 | 1:14.912 |
| 17  | 45.877 | 1:17.889 |
| 6   | 47.748 | 1:14.432 |
| 181 | 52.806 | 1:16.250 |

### LAP 7 @ 15:05:45.002

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 10  |        | 1:10.297 |
| 39  | 8.089  | 1:12.611 |
| 167 | 1 Lap  | 1:20.518 |
| 656 | 1 Lap  | 1:22.772 |
| 188 | 1 Lap  | 1:18.151 |
| 128 | 17.476 | 1:11.419 |
| 74  | 22.449 | 1:11.131 |

|     |        |          |
|-----|--------|----------|
| 27  | 22.870 | 1:09.198 |
| 58  | 44.047 | 1:15.689 |
| 97  | 45.464 | 1:16.383 |
| 17  | 51.497 | 1:15.917 |
| 6   | 52.129 | 1:14.678 |
| 181 | 59.255 | 1:16.746 |

### LAP 8 @ 15:06:54.234

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 10  |          | 1:09.232 |
| 39  | 9.575    | 1:10.718 |
| 167 | 1 Lap    | 1:19.145 |
| 128 | 19.905   | 1:11.661 |
| 656 | 1 Lap    | 1:20.307 |
| 188 | 1 Lap    | 1:19.311 |
| 27  | 23.863   | 1:10.225 |
| 74  | 24.545   | 1:11.328 |
| 58  | 48.174   | 1:13.359 |
| 97  | 49.318   | 1:13.086 |
| 6   | 56.684   | 1:13.787 |
| 17  | 59.294   | 1:17.029 |
| 181 | 1:06.621 | 1:16.598 |

### LAP 9 @ 15:08:03.770

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 10  |          | 1:09.536 |
| 39  | 10.109   | 1:10.070 |
| 128 | 22.624   | 1:12.255 |
| 27  | 24.254   | 1:09.927 |
| 74  | 26.026   | 1:11.017 |
| 167 | 1 Lap    | 1:19.963 |
| 656 | 1 Lap    | 1:21.902 |
| 188 | 1 Lap    | 1:20.456 |
| 58  | 52.242   | 1:13.604 |
| 97  | 52.746   | 1:12.964 |
| 6   | 1:01.081 | 1:13.933 |
| 17  | 1:06.995 | 1:17.237 |

### LAP 10 @ 15:09:13.771

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 10  |          | 1:10.001 |
| 181 | 1 Lap    | 1:17.008 |
| 39  | 11.186   | 1:11.078 |
| 27  | 22.896   | 1:08.643 |
| 128 | 23.090   | 1:10.467 |
| 74  | 26.746   | 1:10.721 |
| 167 | 1 Lap    | 1:18.214 |
| 656 | 1 Lap    | 1:23.514 |
| 58  | 56.994   | 1:14.753 |
| 97  | 57.393   | 1:14.648 |
| 188 | 1 Lap    | 1:40.088 |
| 6   | 1:06.016 | 1:14.936 |
| 17  | 1:13.430 | 1:16.436 |

Weather / Track : Cloudy / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 14:57 Flag 15:09 End: 15:10

Printed - 15:14 Monday, 03 May 2021

# Tamworth Yamaha Open 600

## Race 9 - CLASSIFICATION

| POS | NO  | CL  | PIC | NAME              | ENTRY        | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|-----|-----|-------------------|--------------|------|-----------|----------|--------|-------|----------|----|
| 1   | 313 | OP6 | 1   | Douglas EDMONDSON | Triumph 675  | 10   | 10:50.069 |          |        | 76.97 | 1:03.832 | 10 |
| 2   | 312 | OP6 | 2   | Sam LEACH         | Honda 600    | 10   | 10:52.461 | 2.392    | 2.392  | 76.69 | 1:03.503 | 7  |
| 3   | 91  | OP6 | 3   | Joe HIGHAM        | Triumph 675  | 10   | 11:00.088 | 10.019   | 7.627  | 75.80 | 1:03.419 | 7  |
| 4   | 142 | OP6 | 4   | John BOLSOVER     | Triumph 675  | 10   | 11:00.266 | 10.197   | 0.178  | 75.78 | 1:04.829 | 7  |
| 5   | 134 | OP6 | 5   | Jed BIRD          | Kawasaki 600 | 10   | 11:05.976 | 15.907   | 5.710  | 75.13 | 1:03.090 | 10 |
| 6   | 212 | OP6 | 6   | Peter WESTON      | Yamaha 600   | 10   | 11:07.033 | 16.964   | 1.057  | 75.01 | 1:03.928 | 10 |
| 7   | 241 | OP6 | 7   | Russell BROOK     | Yamaha 600   | 10   | 11:19.410 | 29.341   | 12.377 | 73.65 | 1:06.051 | 7  |
| 8   | 56  | OP6 | 8   | Stuart REECE      | Kawasaki 600 | 10   | 11:23.269 | 33.200   | 3.859  | 73.23 | 1:05.538 | 4  |
| 9   | 626 | OP6 | 9   | Jamie HORNER      | Kawasaki 600 | 10   | 11:30.136 | 40.067   | 6.867  | 72.50 | 1:06.560 | 7  |
| 10  | 146 | OP6 | 10  | Thomas GOLDTHORPE | Triumph 675  | 10   | 11:30.976 | 40.907   | 0.840  | 72.41 | 1:06.634 | 9  |
| 11  | 213 | OP6 | 11  | Jack PETRIE       | Kawasaki 600 | 10   | 11:43.376 | 53.307   | 12.400 | 71.14 | 1:06.417 | 10 |
| 12  | 131 | NP  | 1   | Robert TAYLOR     | Suzuki 650   | 10   | 11:44.126 | 54.057   | 0.750  | 71.06 | 1:06.432 | 10 |
| 13  | 617 | OP6 | 12  | Martin ROBBINS    | Honda 600    | 10   | 11:46.854 | 56.785   | 2.728  | 70.79 | 1:08.297 | 4  |
| 14  | 29  | OP6 | 13  | David IBBOTSON    | Honda 600    | 10   | 11:47.258 | 57.189   | 0.404  | 70.75 | 1:08.567 | 10 |
| 15  | 114 | OP6 | 14  | Ricky MARTIN      | Kawasaki 600 | 10   | 11:48.327 | 58.258   | 1.069  | 70.64 | 1:07.376 | 10 |
| 16  | 99  | OP6 | 15  | Amiee LEESON      | Yamaha 600   | 10   | 11:54.047 | 1:03.978 | 5.720  | 70.07 | 1:09.544 | 7  |
| 17  | 2   | OP6 | 16  | Caleb SMITH       | Yamaha 600   | 9    | 10:59.663 | 1 Lap    | 1 Lap  | 68.27 | 1:10.965 | 7  |
| 18  | 186 | OP6 | 17  | Oliver DEAN       | Yamaha 600   | 9    | 10:59.955 | 1 Lap    | 0.292  | 68.24 | 1:11.289 | 2  |
| 19  | 184 | OP6 | 18  | Rich MCNAB        | Yamaha 600   | 9    | 11:01.077 | 1 Lap    | 1.122  | 68.12 | 1:08.612 | 9  |
| 20  | 412 | OP6 | 19  | Kyle ABELL        | Triumph 675  | 9    | 11:06.117 | 1 Lap    | 5.040  | 67.61 | 1:11.812 | 2  |
| 21  | 3   | OP6 | 20  | Jodie SHANN       | Suzuki 600   | 9    | 11:27.656 | 1 Lap    | 21.539 | 65.49 | 1:12.463 | 7  |
| 22  | 181 | OP6 | 21  | Jodie FIELDHOUSE  | Ariane2 600  | 8    | 11:36.589 | 2 Laps   | 1 Lap  | 57.46 | 1:23.087 | 7  |

### NOT CLASSIFIED

|     |     |     |  |             |            |   |          |        |        |       |          |   |
|-----|-----|-----|--|-------------|------------|---|----------|--------|--------|-------|----------|---|
| DNF | 303 | OP6 |  | Stuart BELL | Suzuki 600 | 4 | 5:50.535 | 6 Laps | 4 Laps | 57.10 | 1:22.538 | 2 |
| DNF | 199 | OP6 |  | Jake MASON  | Yamaha 600 | 3 | 3:48.376 | 7 Laps | 1 Lap  | 65.73 | 1:11.969 | 3 |

### FASTEST LAP

|     |     |               |              |    |          |           |            |
|-----|-----|---------------|--------------|----|----------|-----------|------------|
| 134 | OP6 | Jed BIRD      | Kawasaki 600 | 10 | 1:03.090 | 79.31 mph | 127.64 kph |
| 131 | NP  | Robert TAYLOR | Suzuki 650   | 10 | 1:06.432 | 75.32 mph | 121.22 kph |

### AMMENDED RESULT

Class OP6 - 92.5% of Race Speed = 71.19 mph

Class NP - 92.5% of Race Speed = 65.73 mph

Weather / Track : Drizzle / Wet

Mallory Park: 1.3900 miles  
Race Distance: 10 Laps / 13.90 miles  
Start: 15:16 Flag 15:26 End: 15:28

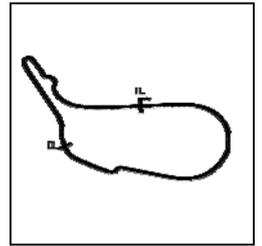
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:41 Monday, 03 May 2021



# Tamworth Yamaha Open 600

## 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 313 OP6 Douglas EDMONDSON |          |          | Triumph 675              |       |                    |              |
|------------------------------|----------|----------|--------------------------|-------|--------------------|--------------|
| IDEAL LAP TIME : 1:03.832    |          |          | BEST LAP TIME : 1:03.832 |       | DIFFERENCE : 0.000 |              |
| LAP                          | SECTOR 1 | SECTOR 2 | LAP TIME                 | MPH   | DIFF               | TIME OF DAY  |
| 1 -                          |          | 28.701   | 1:07.560                 | 74.06 | 3.728              | 15:17:09.805 |
| 2 -                          | 35.826   | 28.934   | 1:04.760                 | 77.27 | 0.928              | 15:18:14.565 |
| 3 -                          | 35.868   | 28.442   | 1:04.310 (2)             | 77.81 | 0.478              | 15:19:18.875 |
| 4 -                          | 36.204   | 28.454   | 1:04.658                 | 77.39 | 0.826              | 15:20:23.533 |
| 5 -                          | 36.236   | 28.656   | 1:04.892                 | 77.11 | 1.060              | 15:21:28.425 |
| 6 -                          | 36.309   | 29.387   | 1:05.696                 | 76.16 | 1.864              | 15:22:34.121 |
| 7 -                          | 36.018   | 28.632   | 1:04.650                 | 77.40 | 0.818              | 15:23:38.771 |
| 8 -                          | 36.601   | 28.800   | 1:05.401                 | 76.51 | 1.569              | 15:24:44.172 |
| 9 -                          | 35.600   | 28.710   | 1:04.310 (2)             | 77.81 | 0.478              | 15:25:48.482 |
| 10 -                         | 35.532   | 28.300   | 1:03.832 (1)             | 78.39 |                    | 15:26:52.314 |

| P2 312 OP6 Sam LEACH      |          |          | Honda 600                |       |                    |              |
|---------------------------|----------|----------|--------------------------|-------|--------------------|--------------|
| IDEAL LAP TIME : 1:03.176 |          |          | BEST LAP TIME : 1:03.503 |       | DIFFERENCE : 0.327 |              |
| LAP                       | SECTOR 1 | SECTOR 2 | LAP TIME                 | MPH   | DIFF               | TIME OF DAY  |
| 1 -                       |          | 29.971   | 1:14.547                 | 67.12 | 11.044             | 15:17:16.792 |
| 2 -                       | 36.922   | 29.024   | 1:05.946                 | 75.88 | 2.443              | 15:18:22.738 |
| 3 -                       | 36.056   | 28.320   | 1:04.376                 | 77.73 | 0.873              | 15:19:27.114 |
| 4 -                       | 35.717   | 28.211   | 1:03.928                 | 78.27 | 0.425              | 15:20:31.042 |
| 5 -                       | 35.597   | 28.075   | 1:03.672 (3)             | 78.59 | 0.169              | 15:21:34.714 |
| 6 -                       | 35.541   | 28.428   | 1:03.969                 | 78.22 | 0.466              | 15:22:38.683 |
| 7 -                       | 35.391   | 28.112   | 1:03.503 (1)             | 78.79 |                    | 15:23:42.186 |
| 8 -                       | 35.844   | 29.068   | 1:04.912                 | 77.08 | 1.409              | 15:24:47.098 |
| 9 -                       | 35.734   | 27.785   | 1:03.519 (2)             | 78.77 | 0.016              | 15:25:50.617 |
| 10 -                      | 36.006   | 28.083   | 1:04.089                 | 78.07 | 0.586              | 15:26:54.706 |

| P3 91 OP6 Joe HIGHAM      |          |          | Triumph 675              |       |                    |              |
|---------------------------|----------|----------|--------------------------|-------|--------------------|--------------|
| IDEAL LAP TIME : 1:03.419 |          |          | BEST LAP TIME : 1:03.419 |       | DIFFERENCE : 0.000 |              |
| LAP                       | SECTOR 1 | SECTOR 2 | LAP TIME                 | MPH   | DIFF               | TIME OF DAY  |
| 1 -                       |          | 33.796   | 1:15.076                 | 66.65 | 11.657             | 15:17:17.321 |
| 2 -                       | 37.822   | 29.772   | 1:07.594                 | 74.03 | 4.175              | 15:18:24.915 |
| 3 -                       | 35.943   | 29.106   | 1:05.049                 | 76.92 | 1.630              | 15:19:29.964 |
| 4 -                       | 35.768   | 29.104   | 1:04.872                 | 77.13 | 1.453              | 15:20:34.836 |
| 5 -                       | 35.903   | 29.277   | 1:05.180                 | 76.77 | 1.761              | 15:21:40.016 |
| 6 -                       | 35.299   | 28.638   | 1:03.937 (2)             | 78.26 | 0.518              | 15:22:43.953 |
| 7 -                       | 35.169   | 28.250   | 1:03.419 (1)             | 78.90 |                    | 15:23:47.372 |
| 8 -                       | 35.508   | 28.874   | 1:04.382 (3)             | 77.72 | 0.963              | 15:24:51.754 |
| 9 -                       | 36.081   | 28.418   | 1:04.499                 | 77.58 | 1.080              | 15:25:56.253 |
| 10 -                      | 36.284   | 29.796   | 1:06.080                 | 75.72 | 2.661              | 15:27:02.333 |

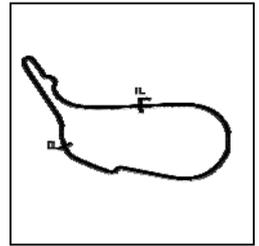
| P4 142 OP6 John BOLSOVER  |          |          | Triumph 675              |       |                    |              |
|---------------------------|----------|----------|--------------------------|-------|--------------------|--------------|
| IDEAL LAP TIME : 1:04.637 |          |          | BEST LAP TIME : 1:04.829 |       | DIFFERENCE : 0.192 |              |
| LAP                       | SECTOR 1 | SECTOR 2 | LAP TIME                 | MPH   | DIFF               | TIME OF DAY  |
| 1 -                       |          | 30.552   | 1:12.093                 | 69.41 | 7.264              | 15:17:14.338 |
| 2 -                       | 36.831   | 29.335   | 1:06.166                 | 75.62 | 1.337              | 15:18:20.504 |
| 3 -                       | 36.176   | 28.811   | 1:04.987 (3)             | 77.00 | 0.158              | 15:19:25.491 |
| 4 -                       | 36.250   | 29.219   | 1:05.469                 | 76.43 | 0.640              | 15:20:30.960 |
| 5 -                       | 36.181   | 28.736   | 1:04.917 (2)             | 77.08 | 0.088              | 15:21:35.877 |
| 6 -                       | 36.012   | 29.583   | 1:05.595                 | 76.28 | 0.766              | 15:22:41.472 |
| 7 -                       | 36.084   | 28.745   | 1:04.829 (1)             | 77.18 |                    | 15:23:46.301 |
| 8 -                       | 36.183   | 29.158   | 1:05.341                 | 76.58 | 0.512              | 15:24:51.642 |
| 9 -                       | 36.654   | 28.625   | 1:05.279                 | 76.65 | 0.450              | 15:25:56.921 |
| 10 -                      | 36.073   | 29.517   | 1:05.590                 | 76.29 | 0.761              | 15:27:02.511 |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:16 Flag 15:26 End: 15:28

# Tamworth Yamaha Open 600

## 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

| P5 134 OP6 Jed BIRD       |               |                          | Kawasaki 600        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:02.926 |               | BEST LAP TIME : 1:03.090 |                     | DIFFERENCE : 0.164 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 31.685                   | 1:15.896            | 65.93              | 12.806 | 15:17:18.141        |
| 2 -                       | 37.504        | 31.628                   | 1:09.132            | 72.38              | 6.042  | 15:18:27.273        |
| 3 -                       | 36.839        | 29.867                   | 1:06.706            | 75.01              | 3.616  | 15:19:33.979        |
| 4 -                       | 36.936        | 28.501                   | 1:05.437            | 76.47              | 2.347  | 15:20:39.416        |
| 5 -                       | 36.849        | 31.442                   | 1:08.291            | 73.27              | 5.201  | 15:21:47.707        |
| 6 -                       | 36.329        | 29.006                   | 1:05.335            | 76.59              | 2.245  | 15:22:53.042        |
| 7 -                       | 35.751        | <b>28.043</b>            | 1:03.794 (3)        | 78.44              | 0.704  | 15:23:56.836        |
| 8 -                       | 35.164        | 28.285                   | 1:03.449 (2)        | 78.86              | 0.359  | 15:25:00.285        |
| 9 -                       | 36.282        | 28.564                   | 1:04.846            | 77.16              | 1.756  | 15:26:05.131        |
| 10 -                      | <b>34.883</b> | 28.207                   | <b>1:03.090 (1)</b> | <b>79.31</b>       |        | <b>15:27:08.221</b> |

| P6 212 OP6 Peter WESTON   |               |                          | Yamaha 600          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.928 |               | BEST LAP TIME : 1:03.928 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 29.930                   | 1:11.023            | 70.45              | 7.095 | 15:17:13.268        |
| 2 -                       | 37.516        | 29.866                   | 1:07.382            | 74.26              | 3.454 | 15:18:20.650        |
| 3 -                       | 36.909        | 29.254                   | 1:06.163            | 75.63              | 2.235 | 15:19:26.813        |
| 4 -                       | 36.963        | 30.592                   | 1:07.555            | 74.07              | 3.627 | 15:20:34.368        |
| 5 -                       | 36.969        | 30.266                   | 1:07.235            | 74.42              | 3.307 | 15:21:41.603        |
| 6 -                       | 36.697        | 29.914                   | 1:06.611            | 75.12              | 2.683 | 15:22:48.214        |
| 7 -                       | 36.773        | 29.058                   | 1:05.831            | 76.01              | 1.903 | 15:23:54.045        |
| 8 -                       | 36.279        | 29.287                   | 1:05.566 (2)        | 76.32              | 1.638 | 15:24:59.611        |
| 9 -                       | 36.614        | 29.125                   | 1:05.739 (3)        | 76.11              | 1.811 | 15:26:05.350        |
| 10 -                      | <b>35.421</b> | <b>28.507</b>            | <b>1:03.928 (1)</b> | <b>78.27</b>       |       | <b>15:27:09.278</b> |

| P7 241 OP6 Russell BROOK  |               |                          | Yamaha 600          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:05.544 |               | BEST LAP TIME : 1:06.051 |                     | DIFFERENCE : 0.507 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.042                   | 1:16.311            | 65.57              | 10.260 | 15:17:18.556        |
| 2 -                       | 37.388        | 30.349                   | 1:07.737            | 73.87              | 1.686  | 15:18:26.293        |
| 3 -                       | 37.033        | <b>29.099</b>            | 1:06.132 (3)        | 75.66              | 0.081  | 15:19:32.425        |
| 4 -                       | 36.743        | 29.359                   | 1:06.102 (2)        | 75.70              | 0.051  | 15:20:38.527        |
| 5 -                       | 37.372        | 31.423                   | 1:08.795            | 72.73              | 2.744  | 15:21:47.322        |
| 6 -                       | 37.132        | 29.557                   | 1:06.689            | 75.03              | 0.638  | 15:22:54.011        |
| 7 -                       | <b>36.445</b> | 29.606                   | <b>1:06.051 (1)</b> | <b>75.76</b>       |        | <b>15:24:00.062</b> |
| 8 -                       | 36.777        | 30.787                   | 1:07.564            | 74.06              | 1.513  | 15:25:07.626        |
| 9 -                       | 37.121        | 30.069                   | 1:07.190            | 74.47              | 1.139  | 15:26:14.816        |
| 10 -                      | 36.969        | 29.870                   | 1:06.839            | 74.86              | 0.788  | 15:27:21.655        |

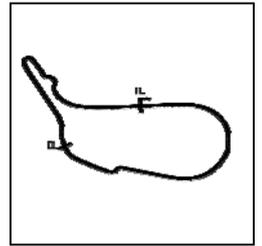
| P8 56 OP6 Stuart REECE    |               |                          | Kawasaki 600        |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:05.221 |               | BEST LAP TIME : 1:05.538 |                     | DIFFERENCE : 0.317 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.648                   | 1:13.240            | 68.32              | 7.702 | 15:17:15.485        |
| 2 -                       | 38.340        | 31.321                   | 1:09.661            | 71.83              | 4.123 | 15:18:25.146        |
| 3 -                       | 37.411        | <b>28.745</b>            | 1:06.156 (3)        | 75.63              | 0.618 | 15:19:31.302        |
| 4 -                       | 36.692        | 28.846                   | <b>1:05.538 (1)</b> | <b>76.35</b>       |       | <b>15:20:36.840</b> |
| 5 -                       | 38.081        | 31.312                   | 1:09.393            | 72.11              | 3.855 | 15:21:46.233        |
| 6 -                       | 37.081        | 29.367                   | 1:06.448            | 75.30              | 0.910 | 15:22:52.681        |
| 7 -                       | 37.240        | 29.411                   | 1:06.651            | 75.07              | 1.113 | 15:23:59.332        |
| 8 -                       | <b>36.476</b> | 29.515                   | 1:05.991 (2)        | 75.82              | 0.453 | 15:25:05.323        |
| 9 -                       | 38.984        | 31.158                   | 1:10.142            | 71.34              | 4.604 | 15:26:15.465        |
| 10 -                      | 39.922        | 30.127                   | 1:10.049            | 71.43              | 4.511 | 15:27:25.514        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:16 Flag 15:26 End: 15:28

# Tamworth Yamaha Open 600

## 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

| P9 626 OP6 Jamie HORNER   |               |                          | Kawasaki 600        |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.333 |               | BEST LAP TIME : 1:06.560 |                     | DIFFERENCE : 0.227 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.020                   | 1:14.101            | 67.52              | 7.541 | 15:17:16.346        |
| 2 -                       | 38.219        | 32.342                   | 1:10.561            | 70.91              | 4.001 | 15:18:26.907        |
| 3 -                       | 38.101        | 30.736                   | 1:08.837            | 72.69              | 2.277 | 15:19:35.744        |
| 4 -                       | 37.655        | 30.240                   | 1:07.895            | 73.70              | 1.335 | 15:20:43.639        |
| 5 -                       | 39.012        | 31.781                   | 1:10.793            | 70.68              | 4.233 | 15:21:54.432        |
| 6 -                       | 38.927        | 30.140                   | 1:09.067            | 72.45              | 2.507 | 15:23:03.499        |
| 7 -                       | 36.874        | <b>29.686</b>            | <b>1:06.560 (1)</b> | <b>75.18</b>       |       | <b>15:24:10.059</b> |
| 8 -                       | <b>36.647</b> | 30.833                   | 1:07.480            | 74.15              | 0.920 | 15:25:17.539        |
| 9 -                       | 37.397        | 30.000                   | 1:07.397 (2)        | 74.24              | 0.837 | 15:26:24.936        |
| 10 -                      | 37.023        | 30.422                   | 1:07.445 (3)        | 74.19              | 0.885 | 15:27:32.381        |

| P10 146 OP6 Thomas GOLDTHORPE |               |                          | Triumph 675         |                    |        |                     |
|-------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.549     |               | BEST LAP TIME : 1:06.634 |                     | DIFFERENCE : 0.085 |        |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                           |               | 32.595                   | 1:17.522            | 64.54              | 10.888 | 15:17:19.767        |
| 2 -                           | 38.325        | 30.293                   | 1:08.618            | 72.92              | 1.984  | 15:18:28.385        |
| 3 -                           | 37.964        | 30.270                   | 1:08.234            | 73.33              | 1.600  | 15:19:36.619        |
| 4 -                           | 37.480        | 30.058                   | 1:07.538 (3)        | 74.09              | 0.904  | 15:20:44.157        |
| 5 -                           | 38.324        | 30.975                   | 1:09.299            | 72.20              | 2.665  | 15:21:53.456        |
| 6 -                           | 38.631        | 30.935                   | 1:09.566            | 71.93              | 2.932  | 15:23:03.022        |
| 7 -                           | 38.273        | 30.071                   | 1:08.344            | 73.21              | 1.710  | 15:24:11.366        |
| 8 -                           | 37.797        | 30.176                   | 1:07.973            | 73.61              | 1.339  | 15:25:19.339        |
| 9 -                           | 37.004        | <b>29.630</b>            | <b>1:06.634 (1)</b> | <b>75.09</b>       |        | <b>15:26:25.973</b> |
| 10 -                          | <b>36.919</b> | 30.329                   | 1:07.248 (2)        | 74.41              | 0.614  | 15:27:33.221        |

| P11 213 OP6 Jack PETRIE   |               |                          | Kawasaki 600        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.417 |               | BEST LAP TIME : 1:06.417 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.383                   | 1:21.130            | 61.67              | 14.713 | 15:17:23.375        |
| 2 -                       | 39.521        | 31.944                   | 1:11.465            | 70.02              | 5.048  | 15:18:34.840        |
| 3 -                       | 38.439        | 30.713                   | 1:09.152            | 72.36              | 2.735  | 15:19:43.992        |
| 4 -                       | 37.714        | 31.081                   | 1:08.795            | 72.73              | 2.378  | 15:20:52.787        |
| 5 -                       | 38.669        | 32.284                   | 1:10.953            | 70.52              | 4.536  | 15:22:03.740        |
| 6 -                       | 39.484        | 31.689                   | 1:11.173            | 70.30              | 4.756  | 15:23:14.913        |
| 7 -                       | 37.656        | 31.942                   | 1:09.598            | 71.89              | 3.181  | 15:24:24.511        |
| 8 -                       | 36.726        | 30.249                   | 1:06.975 (2)        | 74.71              | 0.558  | 15:25:31.486        |
| 9 -                       | 37.437        | 30.281                   | 1:07.718 (3)        | 73.89              | 1.301  | 15:26:39.204        |
| 10 -                      | <b>36.607</b> | <b>29.810</b>            | <b>1:06.417 (1)</b> | <b>75.34</b>       |        | <b>15:27:45.621</b> |

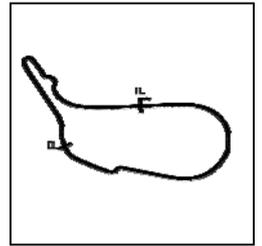
| P12 617 OP6 Martin ROBBINS |               |                          | Honda 600           |                    |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.297  |               | BEST LAP TIME : 1:08.297 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        |               | 33.460                   | 1:17.395            | 64.65              | 9.098 | 15:17:19.640        |
| 2 -                        | 39.106        | 31.905                   | 1:11.011            | 70.46              | 2.714 | 15:18:30.651        |
| 3 -                        | 38.453        | 30.582                   | 1:09.035            | 72.48              | 0.738 | 15:19:39.686        |
| 4 -                        | <b>37.808</b> | <b>30.489</b>            | <b>1:08.297 (1)</b> | <b>73.26</b>       |       | <b>15:20:47.983</b> |
| 5 -                        | 38.533        | 33.008                   | 1:11.541            | 69.94              | 3.244 | 15:21:59.524        |
| 6 -                        | 40.711        | 32.037                   | 1:12.748            | 68.78              | 4.451 | 15:23:12.272        |
| 7 -                        | 38.017        | 30.735                   | 1:08.752 (2)        | 72.78              | 0.455 | 15:24:21.024        |
| 8 -                        | 38.539        | 30.996                   | 1:09.535            | 71.96              | 1.238 | 15:25:30.559        |
| 9 -                        | 38.138        | 30.636                   | 1:08.774 (3)        | 72.76              | 0.477 | 15:26:39.333        |
| 10 -                       | 38.738        | 31.028                   | 1:09.766            | 71.72              | 1.469 | 15:27:49.099        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:16 Flag 15:26 End: 15:28

# Tamworth Yamaha Open 600

## 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

| P13 29 OP6 David IBBOTSON |               |                          | Honda 600           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.218 |               | BEST LAP TIME : 1:08.567 |                     | DIFFERENCE : 0.349 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.946                   | 1:18.622            | 63.64              | 10.055 | 15:17:20.867        |
| 2 -                       | 38.869        | 32.168                   | 1:11.037            | 70.44              | 2.470  | 15:18:31.904        |
| 3 -                       | 38.383        | 31.469                   | 1:09.852            | 71.63              | 1.285  | 15:19:41.756        |
| 4 -                       | 38.238        | 31.231                   | 1:09.469            | 72.03              | 0.902  | 15:20:51.225        |
| 5 -                       | 38.445        | 33.126                   | 1:11.571            | 69.91              | 3.004  | 15:22:02.796        |
| 6 -                       | 38.881        | 31.812                   | 1:10.693            | 70.78              | 2.126  | 15:23:13.489        |
| 7 -                       | 37.843        | 31.185                   | 1:09.028 (3)        | 72.49              | 0.461  | 15:24:22.517        |
| 8 -                       | 38.152        | <b>30.806</b>            | 1:08.958 (2)        | 72.56              | 0.391  | 15:25:31.475        |
| 9 -                       | 38.320        | 31.141                   | 1:09.461            | 72.04              | 0.894  | 15:26:40.936        |
| 10 -                      | <b>37.412</b> | 31.155                   | <b>1:08.567 (1)</b> | <b>72.98</b>       |        | <b>15:27:49.503</b> |

| P14 114 OP6 Ricky MARTIN  |               |                          | Kawasaki 600        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:07.376 |               | BEST LAP TIME : 1:07.376 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.362                   | 1:18.807            | 63.49              | 11.431 | 15:17:21.052        |
| 2 -                       | 40.202        | 31.907                   | 1:12.109            | 69.39              | 4.733  | 15:18:33.161        |
| 3 -                       | 40.302        | 31.251                   | 1:11.553            | 69.93              | 4.177  | 15:19:44.714        |
| 4 -                       | 39.102        | 30.557                   | 1:09.659            | 71.83              | 2.283  | 15:20:54.373        |
| 5 -                       | 38.579        | 31.551                   | 1:10.130            | 71.35              | 2.754  | 15:22:04.503        |
| 6 -                       | 39.424        | 31.655                   | 1:11.079            | 70.40              | 3.703  | 15:23:15.582        |
| 7 -                       | 38.349        | 31.242                   | 1:09.591            | 71.90              | 2.215  | 15:24:25.173        |
| 8 -                       | 37.988        | 31.205                   | 1:09.193 (3)        | 72.31              | 1.817  | 15:25:34.366        |
| 9 -                       | 38.499        | 30.331                   | 1:08.830 (2)        | 72.70              | 1.454  | 15:26:43.196        |
| 10 -                      | <b>37.454</b> | <b>29.922</b>            | <b>1:07.376 (1)</b> | <b>74.27</b>       |        | <b>15:27:50.572</b> |

| P15 99 OP6 Amiee LEESON   |               |                          | Yamaha 600          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.228 |               | BEST LAP TIME : 1:09.544 |                     | DIFFERENCE : 0.316 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.594                   | 1:17.928            | 64.21              | 8.384 | 15:17:20.173        |
| 2 -                       | 39.362        | 31.781                   | 1:11.143            | 70.33              | 1.599 | 15:18:31.316        |
| 3 -                       | 38.778        | <b>31.143</b>            | 1:09.921 (2)        | 71.56              | 0.377 | 15:19:41.237        |
| 4 -                       | 39.221        | 32.097                   | 1:11.318            | 70.16              | 1.774 | 15:20:52.555        |
| 5 -                       | 38.491        | 32.354                   | 1:10.845            | 70.63              | 1.301 | 15:22:03.400        |
| 6 -                       | 39.303        | 31.621                   | 1:10.924            | 70.55              | 1.380 | 15:23:14.324        |
| 7 -                       | <b>38.085</b> | 31.459                   | <b>1:09.544 (1)</b> | <b>71.95</b>       |       | <b>15:24:23.868</b> |
| 8 -                       | 38.471        | 31.626                   | 1:10.097 (3)        | 71.38              | 0.553 | 15:25:33.965        |
| 9 -                       | 38.584        | 32.886                   | 1:11.470            | 70.01              | 1.926 | 15:26:45.435        |
| 10 -                      | 39.536        | 31.321                   | 1:10.857            | 70.62              | 1.313 | 15:27:56.292        |

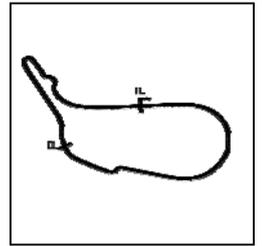
| P16 2 OP6 Caleb SMITH     |               |                          | Yamaha 600          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.605 |               | BEST LAP TIME : 1:10.965 |                     | DIFFERENCE : 0.360 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.381                   | 1:21.904            | 61.09              | 10.939 | 15:17:24.149        |
| 2 -                       | 41.158        | 32.372                   | 1:13.530            | 68.05              | 2.565  | 15:18:37.679        |
| 3 -                       | 40.796        | 31.768                   | 1:12.564            | 68.96              | 1.599  | 15:19:50.243        |
| 4 -                       | 40.061        | 32.131                   | 1:12.192            | 69.31              | 1.227  | 15:21:02.435        |
| 5 -                       | 39.754        | 32.426                   | 1:12.180            | 69.32              | 1.215  | 15:22:14.615        |
| 6 -                       | 39.858        | 32.960                   | 1:12.818            | 68.71              | 1.853  | 15:23:27.433        |
| 7 -                       | <b>39.267</b> | 31.698                   | <b>1:10.965 (1)</b> | <b>70.51</b>       |        | <b>15:24:38.398</b> |
| 8 -                       | 39.926        | 31.748                   | 1:11.674 (2)        | 69.81              | 0.709  | 15:25:50.072        |
| 9 -                       | 40.498        | <b>31.338</b>            | 1:11.836 (3)        | 69.65              | 0.871  | 15:27:01.908        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:16 Flag 15:26 End: 15:28

# Tamworth Yamaha Open 600

## 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

| P17 186 OP6 Oliver DEAN   |               |                          | Yamaha 600          |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.979 |               | BEST LAP TIME : 1:11.289 |                     | DIFFERENCE : 0.310 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 33.135                   | 1:20.031            | 62.52              | 8.742 | 15:17:22.276        |
| 2 -                       | 39.808        | 31.481                   | <b>1:11.289 (1)</b> | <b>70.19</b>       |       | <b>15:18:33.565</b> |
| 3 -                       | 40.941        | 31.900                   | 1:12.841            | 68.69              | 1.552 | 15:19:46.406        |
| 4 -                       | 39.613        | 31.740                   | 1:11.353 (2)        | 70.13              | 0.064 | 15:20:57.759        |
| 5 -                       | <b>39.575</b> | 32.542                   | 1:12.117            | 69.38              | 0.828 | 15:22:09.876        |
| 6 -                       | 41.553        | 34.015                   | 1:15.568            | 66.21              | 4.279 | 15:23:25.444        |
| 7 -                       | 40.108        | 32.342                   | 1:12.450            | 69.06              | 1.161 | 15:24:37.894        |
| 8 -                       | 40.053        | 32.754                   | 1:12.807            | 68.73              | 1.518 | 15:25:50.701        |
| 9 -                       | 40.095        | <b>31.404</b>            | 1:11.499 (3)        | 69.98              | 0.210 | 15:27:02.200        |

| P18 184 OP6 Rich MCNAB    |               |                          | Yamaha 600          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.181 |               | BEST LAP TIME : 1:08.612 |                     | DIFFERENCE : 0.431 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 37.914                   | 1:30.939            | 55.02              | 22.327 | 15:17:33.184        |
| 2 -                       | 40.844        | 32.655                   | 1:13.499            | 68.08              | 4.887  | 15:18:46.683        |
| 3 -                       | 39.890        | 32.490                   | 1:12.380            | 69.13              | 3.768  | 15:19:59.063        |
| 4 -                       | 39.410        | 32.446                   | 1:11.856            | 69.63              | 3.244  | 15:21:10.919        |
| 5 -                       | 39.717        | 32.607                   | 1:12.324            | 69.18              | 3.712  | 15:22:23.243        |
| 6 -                       | 39.565        | 31.423                   | 1:10.988 (3)        | 70.49              | 2.376  | 15:23:34.231        |
| 7 -                       | 40.127        | 31.325                   | 1:11.452            | 70.03              | 2.840  | 15:24:45.683        |
| 8 -                       | 38.462        | <b>30.565</b>            | 1:09.027 (2)        | 72.49              | 0.415  | 15:25:54.710        |
| 9 -                       | <b>37.616</b> | 30.996                   | <b>1:08.612 (1)</b> | <b>72.93</b>       |        | <b>15:27:03.322</b> |

| P19 412 OP6 Kyle ABELL    |               |                          | Triumph 675         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.604 |               | BEST LAP TIME : 1:11.812 |                     | DIFFERENCE : 0.208 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 33.417                   | 1:21.469            | 61.42              | 9.657 | 15:17:23.714        |
| 2 -                       | 39.893        | <b>31.919</b>            | <b>1:11.812 (1)</b> | <b>69.68</b>       |       | <b>15:18:35.526</b> |
| 3 -                       | <b>39.685</b> | 32.595                   | 1:12.280 (2)        | 69.23              | 0.468 | 15:19:47.806        |
| 4 -                       | 40.358        | 32.608                   | 1:12.966            | 68.58              | 1.154 | 15:21:00.772        |
| 5 -                       | 41.087        | 33.806                   | 1:14.893            | 66.81              | 3.081 | 15:22:15.665        |
| 6 -                       | 40.666        | 32.465                   | 1:13.131            | 68.42              | 1.319 | 15:23:28.796        |
| 7 -                       | 40.615        | 32.385                   | 1:13.000            | 68.54              | 1.188 | 15:24:41.796        |
| 8 -                       | 39.862        | 32.422                   | 1:12.284 (3)        | 69.22              | 0.472 | 15:25:54.080        |
| 9 -                       | 40.788        | 33.494                   | 1:14.282            | 67.36              | 2.470 | 15:27:08.362        |

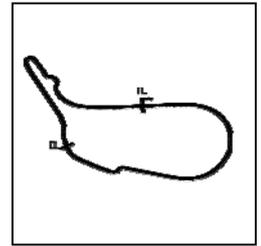
| P20 3 OP6 Jodie SHANN     |               |                          | Suzuki 600          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.463 |               | BEST LAP TIME : 1:12.463 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 36.974                   | 1:27.447            | 57.22              | 14.984 | 15:17:29.692        |
| 2 -                       | 41.949        | 34.152                   | 1:16.101            | 65.75              | 3.638  | 15:18:45.793        |
| 3 -                       | 40.552        | 33.708                   | 1:14.260 (3)        | 67.38              | 1.797  | 15:20:00.053        |
| 4 -                       | 40.863        | 33.863                   | 1:14.726            | 66.96              | 2.263  | 15:21:14.779        |
| 5 -                       | 40.884        | 35.709                   | 1:16.593            | 65.33              | 4.130  | 15:22:31.372        |
| 6 -                       | 40.573        | 33.402                   | 1:13.975 (2)        | 67.64              | 1.512  | 15:23:45.347        |
| 7 -                       | <b>39.586</b> | <b>32.877</b>            | <b>1:12.463 (1)</b> | <b>69.05</b>       |        | <b>15:24:57.810</b> |
| 8 -                       | 41.978        | 35.470                   | 1:17.448            | 64.61              | 4.985  | 15:26:15.258        |
| 9 -                       | 41.127        | 33.516                   | 1:14.643            | 67.03              | 2.180  | 15:27:29.901        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:16 Flag 15:26 End: 15:28

# Tamworth Yamaha Open 600

## 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 181 OP6 Jodie FIELDHOUSE |               |                          | Ariane2 600         |              |        |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:22.190    |               | BEST LAP TIME : 1:23.087 | DIFFERENCE : 0.897  |              |        |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                          |               | 39.548                   | 1:37.305            | 51.42        | 14.218 | 15:17:39.550        |
| 2 -                          | 51.814        | 37.931                   | 1:29.745            | 55.75        | 6.658  | 15:19:09.295        |
| 3 -                          | 49.221        | 36.925                   | 1:26.146            | 58.08        | 3.059  | 15:20:35.441        |
| 4 -                          | 50.347        | 37.201                   | 1:27.548            | 57.15        | 4.461  | 15:22:02.989        |
| 5 -                          | 48.120        | 36.389                   | 1:24.509            | 59.21        | 1.422  | 15:23:27.498        |
| 6 -                          | 47.663        | 36.290                   | 1:23.953 (2)        | 59.60        | 0.866  | 15:24:51.451        |
| 7 -                          | 48.072        | <b>35.015</b>            | <b>1:23.087 (1)</b> | <b>60.22</b> |        | <b>15:26:14.538</b> |
| 8 -                          | <b>47.175</b> | 37.121                   | 1:24.296 (3)        | 59.36        | 1.209  | 15:27:38.834        |

| P22 131 Robert TAYLOR     |               |                          | Suzuki 650          |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.432 |               | BEST LAP TIME : 1:06.432 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.100                   | 1:19.490            | 62.95        | 13.058 | 15:17:21.735        |
| 2 -                       | 39.188        | 31.192                   | 1:10.380            | 71.10        | 3.948  | 15:18:32.115        |
| 3 -                       | 39.045        | 30.899                   | 1:09.944            | 71.54        | 3.512  | 15:19:42.059        |
| 4 -                       | 39.004        | 30.616                   | 1:09.620            | 71.87        | 3.188  | 15:20:51.679        |
| 5 -                       | 38.864        | 32.628                   | 1:11.492            | 69.99        | 5.060  | 15:22:03.171        |
| 6 -                       | 39.777        | 31.576                   | 1:11.353            | 70.13        | 4.921  | 15:23:14.524        |
| 7 -                       | 38.375        | 31.271                   | 1:09.646            | 71.84        | 3.214  | 15:24:24.170        |
| 8 -                       | 38.392        | 30.251                   | 1:08.643 (3)        | 72.89        | 2.211  | 15:25:32.813        |
| 9 -                       | 37.553        | 29.573                   | 1:07.126 (2)        | 74.54        | 0.694  | 15:26:39.939        |
| 10 -                      | <b>37.185</b> | <b>29.247</b>            | <b>1:06.432 (1)</b> | <b>75.32</b> |        | <b>15:27:46.371</b> |

| P23 303 OP6 Stuart BELL   |               |                          | Suzuki 600          |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:22.538 |               | BEST LAP TIME : 1:22.538 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 38.834                   | 1:30.776            | 55.12        | 8.238 | 15:17:33.021        |
| 2 -                       | <b>45.532</b> | <b>37.006</b>            | <b>1:22.538 (1)</b> | <b>60.62</b> |       | <b>15:18:55.559</b> |
| 3 -                       | 49.776        | 39.046                   | 1:28.822 (3)        | 56.33        | 6.284 | 15:20:24.381        |
| 4 -                       | 47.878        | 40.521                   | 1:28.399 (2)        | 56.60        | 5.861 | 15:21:52.780        |

| P24 199 OP6 Jake MASON    |          |                          | Yamaha 600          |              |        |                     |
|---------------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.591 |          | BEST LAP TIME : 1:11.969 | DIFFERENCE : 1.378  |              |        |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |          | 33.775                   | 1:22.574 (3)        | 60.60        | 10.605 | 15:17:24.819        |
| 2 -                       | 40.701   | 33.132                   | 1:13.833 (2)        | 67.77        | 1.864  | 15:18:38.652        |
| 3 -                       | 39.925   | <b>32.044</b>            | <b>1:11.969 (1)</b> | <b>69.53</b> |        | <b>15:19:50.621</b> |

# Tamworth Yamaha Open 600

## Race 9 - LAP CHART

### LAP 1 @ 15:17:09.805

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 313 |        | 1:07.560 |
| 212 | 3.463  | 1:11.023 |
| 142 | 4.533  | 1:12.093 |
| 56  | 5.680  | 1:13.240 |
| 626 | 6.541  | 1:14.101 |
| 312 | 6.987  | 1:14.547 |
| 91  | 7.516  | 1:15.076 |
| 134 | 8.336  | 1:15.896 |
| 241 | 8.751  | 1:16.311 |
| 617 | 9.835  | 1:17.395 |
| 146 | 9.962  | 1:17.522 |
| 99  | 10.368 | 1:17.928 |
| 29  | 11.062 | 1:18.622 |
| 114 | 11.247 | 1:18.807 |
| 131 | 11.930 | 1:19.490 |
| 186 | 12.471 | 1:20.031 |
| 213 | 13.570 | 1:21.130 |
| 412 | 13.909 | 1:21.469 |
| 2   | 14.344 | 1:21.904 |
| 199 | 15.014 | 1:22.574 |
| 3   | 19.887 | 1:27.447 |
| 303 | 23.216 | 1:30.776 |
| 184 | 23.379 | 1:30.939 |
| 181 | 29.745 | 1:37.305 |

### LAP 2 @ 15:18:14.565

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 313 |        | 1:04.760 |
| 142 | 5.939  | 1:06.166 |
| 212 | 6.085  | 1:07.382 |
| 312 | 8.173  | 1:05.946 |
| 91  | 10.350 | 1:07.594 |
| 56  | 10.581 | 1:09.661 |
| 241 | 11.728 | 1:07.737 |
| 626 | 12.342 | 1:10.561 |
| 134 | 12.708 | 1:09.132 |
| 146 | 13.820 | 1:08.618 |
| 617 | 16.086 | 1:11.011 |
| 99  | 16.751 | 1:11.143 |
| 29  | 17.339 | 1:11.037 |
| 131 | 17.550 | 1:10.380 |
| 114 | 18.596 | 1:12.109 |
| 186 | 19.000 | 1:11.289 |
| 213 | 20.275 | 1:11.465 |
| 412 | 20.961 | 1:11.812 |
| 2   | 23.114 | 1:13.530 |
| 199 | 24.087 | 1:13.833 |
| 3   | 31.228 | 1:16.101 |
| 184 | 32.118 | 1:13.499 |
| 303 | 40.994 | 1:22.538 |
| 181 | 54.730 | 1:29.745 |

### LAP 3 @ 15:19:18.875

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 313 |        | 1:04.310 |
| 142 | 6.616  | 1:04.987 |
| 212 | 7.938  | 1:06.163 |
| 312 | 8.239  | 1:04.376 |
| 91  | 11.089 | 1:05.049 |
| 56  | 12.427 | 1:06.156 |
| 241 | 13.550 | 1:06.132 |

|     |        |          |
|-----|--------|----------|
| 134 | 15.104 | 1:06.706 |
| 626 | 16.869 | 1:08.837 |
| 146 | 17.744 | 1:08.234 |
| 617 | 20.811 | 1:09.035 |
| 99  | 22.362 | 1:09.921 |
| 29  | 22.881 | 1:09.852 |
| 131 | 23.184 | 1:09.944 |
| 213 | 25.117 | 1:09.152 |
| 114 | 25.839 | 1:11.553 |
| 186 | 27.531 | 1:12.841 |
| 412 | 28.931 | 1:12.280 |
| 2   | 31.368 | 1:12.564 |
| 199 | 31.746 | 1:11.969 |
| 184 | 40.188 | 1:12.380 |
| 3   | 41.178 | 1:14.260 |

### LAP 4 @ 15:20:23.533

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 313 |        | 1:04.658 |
| 303 | 1 Lap  | 1:28.822 |
| 142 | 7.427  | 1:05.469 |
| 312 | 7.509  | 1:03.928 |
| 212 | 10.835 | 1:07.555 |
| 91  | 11.303 | 1:04.872 |
| 181 | 1 Lap  | 1:26.146 |
| 56  | 13.307 | 1:05.538 |
| 241 | 14.994 | 1:06.102 |
| 134 | 15.883 | 1:05.437 |
| 626 | 20.106 | 1:07.895 |
| 146 | 20.624 | 1:07.538 |
| 617 | 24.450 | 1:08.297 |
| 29  | 27.692 | 1:09.469 |
| 131 | 28.146 | 1:09.620 |
| 99  | 29.022 | 1:11.318 |
| 213 | 29.254 | 1:08.795 |
| 114 | 30.840 | 1:09.659 |
| 186 | 34.226 | 1:11.353 |
| 412 | 37.239 | 1:12.966 |
| 2   | 38.902 | 1:12.192 |
| 184 | 47.386 | 1:11.856 |
| 3   | 51.246 | 1:14.726 |

### LAP 5 @ 15:21:28.425

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 313 |        | 1:04.892 |
| 312 | 6.289  | 1:03.672 |
| 142 | 7.452  | 1:04.917 |
| 91  | 11.591 | 1:05.180 |
| 212 | 13.178 | 1:07.235 |
| 56  | 17.808 | 1:09.393 |
| 241 | 18.897 | 1:08.795 |
| 134 | 19.282 | 1:08.291 |
| 303 | 1 Lap  | 1:28.399 |
| 146 | 25.031 | 1:09.299 |
| 626 | 26.007 | 1:10.793 |
| 617 | 31.099 | 1:11.541 |
| 29  | 34.371 | 1:11.571 |
| 181 | 1 Lap  | 1:27.548 |
| 131 | 34.746 | 1:11.492 |
| 99  | 34.975 | 1:10.845 |
| 213 | 35.315 | 1:10.953 |
| 114 | 36.078 | 1:10.130 |
| 186 | 41.451 | 1:12.117 |
| 2   | 46.190 | 1:12.180 |

|     |          |          |
|-----|----------|----------|
| 412 | 47.240   | 1:14.893 |
| 184 | 54.818   | 1:12.324 |
| 3   | 1:02.947 | 1:16.593 |

### LAP 6 @ 15:22:34.121

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 313 |          | 1:05.696 |
| 312 | 4.562    | 1:03.969 |
| 142 | 7.351    | 1:05.595 |
| 91  | 9.832    | 1:03.937 |
| 212 | 14.093   | 1:06.611 |
| 56  | 18.560   | 1:06.448 |
| 134 | 18.921   | 1:05.335 |
| 241 | 19.890   | 1:06.689 |
| 146 | 28.901   | 1:09.566 |
| 626 | 29.378   | 1:09.067 |
| 617 | 38.151   | 1:12.748 |
| 29  | 39.368   | 1:10.693 |
| 99  | 40.203   | 1:10.924 |
| 131 | 40.403   | 1:11.353 |
| 213 | 40.792   | 1:11.173 |
| 114 | 41.461   | 1:11.079 |
| 186 | 51.323   | 1:15.568 |
| 2   | 53.312   | 1:12.818 |
| 181 | 1 Lap    | 1:24.509 |
| 412 | 54.675   | 1:13.131 |
| 184 | 1:00.110 | 1:10.988 |

### LAP 7 @ 15:23:38.771

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 313 |          | 1:04.650 |
| 312 | 3.415    | 1:03.503 |
| 3   | 1 Lap    | 1:13.975 |
| 142 | 7.530    | 1:04.829 |
| 91  | 8.601    | 1:03.419 |
| 212 | 15.274   | 1:05.831 |
| 134 | 18.065   | 1:03.794 |
| 56  | 20.561   | 1:06.651 |
| 241 | 21.291   | 1:06.051 |
| 626 | 31.288   | 1:06.560 |
| 146 | 32.595   | 1:08.344 |
| 617 | 42.253   | 1:08.752 |
| 29  | 43.746   | 1:09.028 |
| 99  | 45.097   | 1:09.544 |
| 131 | 45.399   | 1:09.646 |
| 213 | 45.740   | 1:09.598 |
| 114 | 46.402   | 1:09.591 |
| 186 | 59.123   | 1:12.450 |
| 2   | 59.627   | 1:10.965 |
| 412 | 1:03.025 | 1:13.000 |

### LAP 8 @ 15:24:44.172

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 313 |        | 1:05.401 |
| 184 | 1 Lap  | 1:11.452 |
| 312 | 2.926  | 1:04.912 |
| 181 | 2 Laps | 1:23.953 |
| 142 | 7.470  | 1:05.341 |
| 91  | 7.582  | 1:04.382 |
| 3   | 1 Lap  | 1:12.463 |
| 212 | 15.439 | 1:05.566 |
| 134 | 16.113 | 1:03.449 |
| 56  | 21.151 | 1:05.991 |

|     |        |          |
|-----|--------|----------|
| 241 | 23.454 | 1:07.564 |
| 626 | 33.367 | 1:07.480 |
| 146 | 35.167 | 1:07.973 |
| 617 | 46.387 | 1:09.535 |
| 29  | 47.303 | 1:08.958 |
| 213 | 47.314 | 1:06.975 |
| 131 | 48.641 | 1:08.643 |
| 99  | 49.793 | 1:10.097 |
| 114 | 50.194 | 1:09.193 |

### LAP 9 @ 15:25:48.482

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 313 |        | 1:04.310 |
| 2   | 1 Lap  | 1:11.674 |
| 312 | 2.135  | 1:03.519 |
| 186 | 1 Lap  | 1:12.807 |
| 412 | 1 Lap  | 1:12.284 |
| 184 | 1 Lap  | 1:09.027 |
| 91  | 7.771  | 1:04.499 |
| 142 | 8.439  | 1:05.279 |
| 134 | 16.649 | 1:04.846 |
| 212 | 16.868 | 1:05.739 |
| 181 | 2 Laps | 1:23.087 |
| 241 | 26.334 | 1:07.190 |
| 3   | 1 Lap  | 1:17.448 |
| 56  | 26.983 | 1:10.142 |
| 626 | 36.454 | 1:07.397 |
| 146 | 37.491 | 1:06.634 |
| 213 | 50.722 | 1:07.718 |
| 617 | 50.851 | 1:08.774 |
| 131 | 51.457 | 1:07.126 |
| 29  | 52.454 | 1:09.461 |
| 114 | 54.714 | 1:08.830 |
| 99  | 56.953 | 1:11.470 |

### LAP 10 @ 15:26:52.314

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 313 |          | 1:03.832 |
| 312 | 2.392    | 1:04.089 |
| 2   | 1 Lap    | 1:11.836 |
| 186 | 1 Lap    | 1:11.499 |
| 91  | 10.019   | 1:06.080 |
| 142 | 10.197   | 1:05.590 |
| 184 | 1 Lap    | 1:08.612 |
| 134 | 15.907   | 1:03.090 |
| 412 | 1 Lap    | 1:14.282 |
| 212 | 16.964   | 1:03.928 |
| 241 | 29.341   | 1:06.839 |
| 56  | 33.200   | 1:10.049 |
| 3   | 1 Lap    | 1:14.643 |
| 626 | 40.067   | 1:07.445 |
| 146 | 40.907   | 1:07.248 |
| 181 | 2 Laps   | 1:24.296 |
| 213 | 53.307   | 1:06.417 |
| 131 | 54.057   | 1:06.432 |
| 617 | 56.785   | 1:09.766 |
| 29  | 57.189   | 1:08.567 |
| 114 | 58.258   | 1:07.376 |
| 99  | 1:03.978 | 1:10.857 |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:16 Flag 15:26 End: 15:28

# Marine Fabrications & DJ Emanuele Open 500

## Race 10 - CLASSIFICATION

| POS | NO  | NAME                 | ENTRY        | LAPS | TIME     | GAP    | DIFF   | MPH   | BEST     | ON |
|-----|-----|----------------------|--------------|------|----------|--------|--------|-------|----------|----|
| 1   | 13  | Richard BLUNT        | Honda 500    | 8    | 9:07.756 |        |        | 73.08 | 1:07.223 | 8  |
| 2   | 274 | Wayne SUTTON         | Honda 500    | 8    | 9:08.816 | 1.060  | 1.060  | 72.94 | 1:06.724 | 5  |
| 3   | 34  | Craig REILLY         | Honda 500    | 8    | 9:11.823 | 4.067  | 3.007  | 72.54 | 1:06.849 | 8  |
| 4   | 461 | Richard FRANKS       | Honda 500    | 8    | 9:13.077 | 5.321  | 1.254  | 72.38 | 1:07.764 | 4  |
| 5   | 65  | Jamie PAGE           | Honda 500    | 8    | 9:13.255 | 5.499  | 0.178  | 72.35 | 1:07.719 | 5  |
| 6   | 10  | Martin GIBSON        | Honda 500    | 8    | 9:15.853 | 8.097  | 2.598  | 72.01 | 1:07.670 | 5  |
| 7   | 333 | Sam PALFREYMAN       | Honda 500    | 8    | 9:15.885 | 8.129  | 0.032  | 72.01 | 1:07.569 | 8  |
| 8   | 113 | Steven KILPIN        | Honda 500    | 8    | 9:26.430 | 18.674 | 10.545 | 70.67 | 1:09.384 | 6  |
| 9   | 26  | Scott WALKER         | Honda 500    | 8    | 9:28.875 | 21.119 | 2.445  | 70.37 | 1:08.991 | 6  |
| 10  | 285 | Terry ALLSOPP        | Honda 500    | 8    | 9:31.680 | 23.924 | 2.805  | 70.02 | 1:09.352 | 8  |
| 11  | 117 | Ben JENNISON         | Honda 500    | 8    | 9:34.883 | 27.127 | 3.203  | 69.63 | 1:09.616 | 4  |
| 12  | 84  | Ashley GOUGH         | Honda 500    | 8    | 9:35.487 | 27.731 | 0.604  | 69.56 | 1:09.365 | 4  |
| 13  | 11  | Sam HAILSTONE        | Honda 500    | 8    | 9:36.363 | 28.607 | 0.876  | 69.45 | 1:10.257 | 4  |
| 14  | 710 | James BAILEY         | Honda 500    | 8    | 9:50.536 | 42.780 | 14.173 | 67.78 | 1:11.144 | 4  |
| 15  | 39  | Tom WALL             | Honda 500    | 8    | 9:52.178 | 44.422 | 1.642  | 67.60 | 1:10.585 | 8  |
| 16  | 88  | Daniel LOVE          | Honda 500    | 8    | 9:54.959 | 47.203 | 2.781  | 67.28 | 1:12.064 | 6  |
| 17  | 67  | Lee THRELLFALL       | Honda 500    | 8    | 9:56.538 | 48.782 | 1.579  | 67.10 | 1:10.580 | 8  |
| 18  | 185 | Roy WILSON           | Honda 500    | 8    | 9:58.163 | 50.407 | 1.625  | 66.92 | 1:12.211 | 8  |
| 19  | 175 | Aaron LILLY          | Honda 500    | 7    | 9:22.214 | 1 Lap  | 1 Lap  | 62.30 | 1:17.244 | 7  |
| 20  | 181 | Holly REEVES         | Kawasaki 300 | 7    | 9:36.170 | 1 Lap  | 13.956 | 60.79 | 1:20.274 | 5  |
| 21  | 79  | Reuben RHODES-LEADER | Honda 500    | 7    | 9:44.946 | 1 Lap  | 8.776  | 59.88 | 1:20.303 | 7  |

### NOT CLASSIFIED

|     |     |               |            |   |          |        |        |       |          |   |
|-----|-----|---------------|------------|---|----------|--------|--------|-------|----------|---|
| DNF | 4   | Craig BASFORD | Honda 500  | 5 | 5:59.382 | 3 Laps | 2 Laps | 69.61 | 1:10.172 | 5 |
| DNF | 181 | David DEGROOT | Honda 500  | 4 | 5:08.227 | 4 Laps | 1 Lap  | 64.93 | 1:13.820 | 3 |
| DNF | 9   | Ellis HADLEY  | Honda 500  | 3 | 3:47.870 | 5 Laps | 1 Lap  | 65.87 | 1:14.139 | 3 |
| DNF | 342 | Elaine MOODY  | Yamaha 300 | 1 | 1:32.306 | 7 Laps | 2 Laps | 54.21 | 1:32.306 | 1 |

### FASTEST LAP

|     |              |           |   |          |           |            |
|-----|--------------|-----------|---|----------|-----------|------------|
| 274 | Wayne SUTTON | Honda 500 | 5 | 1:06.724 | 74.99 mph | 120.69 kph |
|-----|--------------|-----------|---|----------|-----------|------------|

#13, #26, #67 - No Working Transponder  
AMENDED RESULT

92.5% of Race Speed = 67.59 mph

Weather / Track : Drizzle / Wet

Mallory Park: 1.3900 miles  
Race Distance: 8 Laps / 11.12 miles  
Start: 15:43 Flag 15:52 End: 15:53

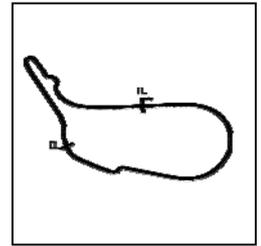
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 16:03 Monday, 03 May 2021



# Marine Fabrications & DJ Emanuele Open 500

## 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 13 OP5 Richard BLUNT   |               |                          | Honda 500           |                     |       |                     |
|---------------------------|---------------|--------------------------|---------------------|---------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.506 |               | BEST LAP TIME : 1:07.223 |                     | DIFFERENCE : -0.283 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                 | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.058                   | 1:11.542            | 69.94               | 4.319 | 15:44:40.752        |
| 2 -                       | 38.111        | <b>29.938</b>            | 1:08.049            | 73.53               | 0.826 | 15:45:48.801        |
| 3 -                       | 37.697        | 30.054                   | 1:07.751            | 73.85               | 0.528 | 15:46:56.552        |
| 4 -                       | <b>37.568</b> | 30.076                   | 1:07.644 (3)        | 73.97               | 0.421 | 15:48:04.196        |
| 5 -                       |               |                          | 1:07.478 (2)        | 74.15               | 0.255 | 15:49:11.674        |
| 6 -                       |               |                          | 1:08.225            | 73.34               | 1.002 | 15:50:19.899        |
| 7 -                       |               |                          | 1:09.844            | 71.64               | 2.621 | 15:51:29.743        |
| 8 -                       |               |                          | <b>1:07.223 (1)</b> | <b>74.43</b>        |       | <b>15:52:36.966</b> |

| P2 274 OP5 Wayne SUTTON   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.724 |               | BEST LAP TIME : 1:06.724 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.974                   | 1:15.204            | 66.53              | 8.480 | 15:44:44.414        |
| 2 -                       | 37.759        | 30.334                   | 1:08.093            | 73.48              | 1.369 | 15:45:52.507        |
| 3 -                       | 37.481        | 30.310                   | 1:07.791            | 73.81              | 1.067 | 15:47:00.298        |
| 4 -                       | 37.419        | 30.173                   | 1:07.592            | 74.03              | 0.868 | 15:48:07.890        |
| 5 -                       | <b>36.889</b> | <b>29.835</b>            | <b>1:06.724 (1)</b> | <b>74.99</b>       |       | <b>15:49:14.614</b> |
| 6 -                       | 37.100        | 30.029                   | 1:07.129 (2)        | 74.54              | 0.405 | 15:50:21.743        |
| 7 -                       | 38.559        | 30.594                   | 1:09.153            | 72.36              | 2.429 | 15:51:30.896        |
| 8 -                       | 37.047        | 30.083                   | 1:07.130 (3)        | 74.54              | 0.406 | 15:52:38.026        |

| P3 34 OP5 Craig REILLY    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.599 |               | BEST LAP TIME : 1:06.849 |                     | DIFFERENCE : 0.250 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.976                   | 1:14.746            | 66.94              | 7.897 | 15:44:43.956        |
| 2 -                       | 38.701        | 30.577                   | 1:09.278            | 72.23              | 2.429 | 15:45:53.234        |
| 3 -                       | 38.004        | 30.578                   | 1:08.582            | 72.96              | 1.733 | 15:47:01.816        |
| 4 -                       | 37.580        | 29.901                   | 1:07.481 (2)        | 74.15              | 0.632 | 15:48:09.297        |
| 5 -                       | 36.921        | 30.940                   | 1:07.861 (3)        | 73.73              | 1.012 | 15:49:17.158        |
| 6 -                       | 38.307        | <b>29.843</b>            | 1:08.150            | 73.42              | 1.301 | 15:50:25.308        |
| 7 -                       | 38.421        | 30.455                   | 1:08.876            | 72.65              | 2.027 | 15:51:34.184        |
| 8 -                       | <b>36.756</b> | 30.093                   | <b>1:06.849 (1)</b> | <b>74.85</b>       |       | <b>15:52:41.033</b> |

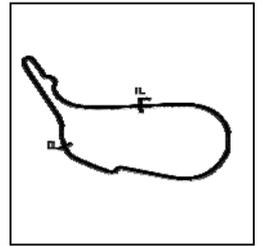
| P4 461 OP5 Richard FRANKS |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.347 |               | BEST LAP TIME : 1:07.764 |                     | DIFFERENCE : 0.417 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.683                   | 1:14.003            | 67.61              | 6.239 | 15:44:43.213        |
| 2 -                       | 38.152        | 30.433                   | 1:08.585            | 72.96              | 0.821 | 15:45:51.798        |
| 3 -                       | 37.864        | 30.476                   | 1:08.340            | 73.22              | 0.576 | 15:47:00.138        |
| 4 -                       | <b>37.242</b> | 30.522                   | <b>1:07.764 (1)</b> | <b>73.84</b>       |       | <b>15:48:07.902</b> |
| 5 -                       | 37.844        | <b>30.105</b>            | 1:07.949 (2)        | 73.64              | 0.185 | 15:49:15.851        |
| 6 -                       | 37.541        | 30.468                   | 1:08.009 (3)        | 73.57              | 0.245 | 15:50:23.860        |
| 7 -                       | 39.137        | 31.041                   | 1:10.178            | 71.30              | 2.414 | 15:51:34.038        |
| 8 -                       | 37.652        | 30.597                   | 1:08.249            | 73.32              | 0.485 | 15:52:42.287        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:43 Flag 15:52 End: 15:53

# Marine Fabrications & DJ Emanuele Open 500

## 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

| P5 65 OP5 Jamie PAGE      |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.466 |               | BEST LAP TIME : 1:07.719 |                     | DIFFERENCE : 0.253 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.336                   | 1:16.134            | 65.72              | 8.415 | 15:44:45.344        |
| 2 -                       | 38.295        | 30.401                   | 1:08.696            | 72.84              | 0.977 | 15:45:54.040        |
| 3 -                       | 37.434        | 30.826                   | 1:08.260            | 73.30              | 0.541 | 15:47:02.300        |
| 4 -                       | 37.481        | 30.414                   | 1:07.895 (3)        | 73.70              | 0.176 | 15:48:10.195        |
| 5 -                       | <b>37.403</b> | 30.316                   | <b>1:07.719 (1)</b> | <b>73.89</b>       |       | <b>15:49:17.914</b> |
| 6 -                       | 37.957        | 30.277                   | 1:08.234            | 73.33              | 0.515 | 15:50:26.148        |
| 7 -                       | 38.074        | 30.477                   | 1:08.551            | 72.99              | 0.832 | 15:51:34.699        |
| 8 -                       | 37.703        | <b>30.063</b>            | 1:07.766 (2)        | 73.84              | 0.047 | 15:52:42.465        |

| P6 10 OP5 Martin GIBSON   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.670 |               | BEST LAP TIME : 1:07.670 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.943                   | 1:15.977            | 65.86              | 8.307 | 15:44:45.187        |
| 2 -                       | 38.295        | 31.338                   | 1:09.633            | 71.86              | 1.963 | 15:45:54.820        |
| 3 -                       | 37.475        | 30.844                   | 1:08.319 (3)        | 73.24              | 0.649 | 15:47:03.139        |
| 4 -                       | 37.266        | 30.702                   | 1:07.968 (2)        | 73.62              | 0.298 | 15:48:11.107        |
| 5 -                       | <b>37.129</b> | <b>30.541</b>            | <b>1:07.670 (1)</b> | <b>73.94</b>       |       | <b>15:49:18.777</b> |
| 6 -                       | 37.582        | 31.135                   | 1:08.717            | 72.82              | 1.047 | 15:50:27.494        |
| 7 -                       | 38.451        | 30.631                   | 1:09.082            | 72.43              | 1.412 | 15:51:36.576        |
| 8 -                       | 37.675        | 30.812                   | 1:08.487            | 73.06              | 0.817 | 15:52:45.063        |

| P7 333 OP5 Sam PALFREYMAN |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.569 |               | BEST LAP TIME : 1:07.569 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.175                   | 1:17.440            | 64.61              | 9.871 | 15:44:46.650        |
| 2 -                       | 38.736        | 30.493                   | 1:09.229            | 72.28              | 1.660 | 15:45:55.879        |
| 3 -                       | 37.895        | 30.072                   | 1:07.967 (2)        | 73.62              | 0.398 | 15:47:03.846        |
| 4 -                       | 37.842        | 30.368                   | 1:08.210 (3)        | 73.36              | 0.641 | 15:48:12.056        |
| 5 -                       | 38.128        | 30.321                   | 1:08.449            | 73.10              | 0.880 | 15:49:20.505        |
| 6 -                       | 38.021        | 30.286                   | 1:08.307            | 73.25              | 0.738 | 15:50:28.812        |
| 7 -                       | 38.143        | 30.571                   | 1:08.714            | 72.82              | 1.145 | 15:51:37.526        |
| 8 -                       | <b>37.718</b> | <b>29.851</b>            | <b>1:07.569 (1)</b> | <b>74.05</b>       |       | <b>15:52:45.095</b> |

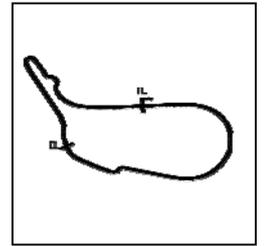
| P8 113 OP5 Steven KILPIN  |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.320 |               | BEST LAP TIME : 1:09.384 |                     | DIFFERENCE : 0.064 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.277                   | 1:16.478            | 65.43              | 7.094 | 15:44:45.688        |
| 2 -                       | 39.996        | 31.060                   | 1:11.056            | 70.42              | 1.672 | 15:45:56.744        |
| 3 -                       | 38.872        | 30.704                   | 1:09.576            | 71.92              | 0.192 | 15:47:06.320        |
| 4 -                       | 38.843        | 30.645                   | 1:09.488 (2)        | 72.01              | 0.104 | 15:48:15.808        |
| 5 -                       | <b>38.767</b> | 30.789                   | 1:09.556 (3)        | 71.94              | 0.172 | 15:49:25.364        |
| 6 -                       | 38.831        | <b>30.553</b>            | <b>1:09.384 (1)</b> | <b>72.12</b>       |       | <b>15:50:34.748</b> |
| 7 -                       | 39.905        | 30.786                   | 1:10.691            | 70.78              | 1.307 | 15:51:45.439        |
| 8 -                       | 39.446        | 30.755                   | 1:10.201            | 71.28              | 0.817 | 15:52:55.640        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:43 Flag 15:52 End: 15:53

# Marine Fabrications & DJ Emanuele Open 500

## 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

| P9 26 OP5 Scott WALKER |          |                          | Honda 500           |              |        |                     |
|------------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME :       |          | BEST LAP TIME : 1:08.991 | DIFFERENCE :        |              |        |                     |
| LAP                    | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                    |          |                          | 1:20.024            | 62.53        | 11.033 | 15:44:49.234        |
| 2 -                    |          |                          | 1:11.070            | 70.40        | 2.079  | 15:46:00.304        |
| 3 -                    |          |                          | 1:09.378 (2)        | 72.12        | 0.387  | 15:47:09.682        |
| 4 -                    |          |                          | 1:09.421 (3)        | 72.08        | 0.430  | 15:48:19.103        |
| 5 -                    |          |                          | 1:09.507            | 71.99        | 0.516  | 15:49:28.610        |
| 6 -                    |          |                          | <b>1:08.991 (1)</b> | <b>72.53</b> |        | <b>15:50:37.601</b> |
| 7 -                    |          |                          | 1:10.267            | 71.21        | 1.276  | 15:51:47.868        |
| 8 -                    |          |                          | 1:10.217            | 71.26        | 1.226  | 15:52:58.085        |

| P10 285 OP5 Terry ALLSOPP |               |                          | Honda 500           |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.037 |               | BEST LAP TIME : 1:09.352 | DIFFERENCE : 0.315  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.927                   | 1:18.766            | 63.52        | 9.414 | 15:44:47.976        |
| 2 -                       | 39.156        | 31.544                   | 1:10.700            | 70.77        | 1.348 | 15:45:58.676        |
| 3 -                       | 39.151        | 31.145                   | 1:10.296            | 71.18        | 0.944 | 15:47:08.972        |
| 4 -                       | 38.526        | 31.147                   | 1:09.673 (3)        | 71.82        | 0.321 | 15:48:18.645        |
| 5 -                       | 38.426        | <b>30.934</b>            | 1:09.360 (2)        | 72.14        | 0.008 | 15:49:28.005        |
| 6 -                       | 38.784        | 32.052                   | 1:10.836            | 70.64        | 1.484 | 15:50:38.841        |
| 7 -                       | 40.472        | 32.225                   | 1:12.697            | 68.83        | 3.345 | 15:51:51.538        |
| 8 -                       | <b>38.103</b> | 31.249                   | <b>1:09.352 (1)</b> | <b>72.15</b> |       | <b>15:53:00.890</b> |

| P11 117 OP5 Ben JENNISON  |               |                          | Honda 500           |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.417 |               | BEST LAP TIME : 1:09.616 | DIFFERENCE : 0.199  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.383                   | 1:19.649            | 62.82        | 10.033 | 15:44:48.859        |
| 2 -                       | 39.334        | 31.527                   | 1:10.861 (3)        | 70.61        | 1.245  | 15:45:59.720        |
| 3 -                       | 39.196        | 31.840                   | 1:11.036            | 70.44        | 1.420  | 15:47:10.756        |
| 4 -                       | 38.583        | <b>31.033</b>            | <b>1:09.616 (1)</b> | <b>71.88</b> |        | <b>15:48:20.372</b> |
| 5 -                       | <b>38.384</b> | 31.309                   | 1:09.693 (2)        | 71.80        | 0.077  | 15:49:30.065        |
| 6 -                       | 40.210        | 31.824                   | 1:12.034            | 69.46        | 2.418  | 15:50:42.099        |
| 7 -                       | 39.000        | 31.902                   | 1:10.902            | 70.57        | 1.286  | 15:51:53.001        |
| 8 -                       | 38.658        | 32.434                   | 1:11.092            | 70.38        | 1.476  | 15:53:04.093        |

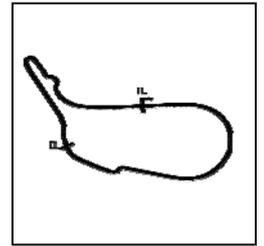
| P12 84 OP5 Ashley GOUGH   |               |                          | Honda 500           |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.365 |               | BEST LAP TIME : 1:09.365 | DIFFERENCE : 0.000  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.185                   | 1:20.298            | 62.31        | 10.933 | 15:44:49.508        |
| 2 -                       | 39.370        | 31.222                   | 1:10.592 (3)        | 70.88        | 1.227  | 15:46:00.100        |
| 3 -                       | 39.321        | 32.073                   | 1:11.394            | 70.09        | 2.029  | 15:47:11.494        |
| 4 -                       | <b>38.204</b> | <b>31.161</b>            | <b>1:09.365 (1)</b> | <b>72.14</b> |        | <b>15:48:20.859</b> |
| 5 -                       | 38.607        | 31.739                   | 1:10.346 (2)        | 71.13        | 0.981  | 15:49:31.205        |
| 6 -                       | 39.385        | 32.376                   | 1:11.761            | 69.73        | 2.396  | 15:50:42.966        |
| 7 -                       | 39.175        | 31.764                   | 1:10.939            | 70.53        | 1.574  | 15:51:53.905        |
| 8 -                       | 38.895        | 31.897                   | 1:10.792            | 70.68        | 1.427  | 15:53:04.697        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:43 Flag 15:52 End: 15:53

# Marine Fabrications & DJ Emanuele Open 500

## 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

| P13 11 OP5 Sam HAILSTONE  |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.257 |               | BEST LAP TIME : 1:10.257 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.554                   | 1:17.294            | 64.73              | 7.037 | 15:44:46.504        |
| 2 -                       | 39.979        | 31.568                   | 1:11.547            | 69.94              | 1.290 | 15:45:58.051        |
| 3 -                       | 40.108        | 31.138                   | 1:11.246            | 70.23              | 0.989 | 15:47:09.297        |
| <b>4 -</b>                | <b>39.418</b> | <b>30.839</b>            | <b>1:10.257 (1)</b> | <b>71.22</b>       |       | <b>15:48:19.554</b> |
| 5 -                       | 39.506        | 31.398                   | 1:10.904 (2)        | 70.57              | 0.647 | 15:49:30.458        |
| 6 -                       | 40.362        | 32.567                   | 1:12.929            | 68.61              | 2.672 | 15:50:43.387        |
| 7 -                       | 39.704        | 31.294                   | 1:10.998 (3)        | 70.48              | 0.741 | 15:51:54.385        |
| 8 -                       | 40.166        | 31.022                   | 1:11.188            | 70.29              | 0.931 | 15:53:05.573        |

| P14 710 OP5 James BAILEY  |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.143 |               | BEST LAP TIME : 1:11.144 |                     | DIFFERENCE : 0.001 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.882                   | 1:22.769            | 60.45              | 11.625 | 15:44:51.979        |
| 2 -                       | 40.635        | <b>32.017</b>            | 1:12.652            | 68.87              | 1.508  | 15:46:04.631        |
| 3 -                       | 39.909        | 32.199                   | 1:12.108 (2)        | 69.39              | 0.964  | 15:47:16.739        |
| <b>4 -</b>                | <b>39.126</b> | 32.018                   | <b>1:11.144 (1)</b> | <b>70.33</b>       |        | <b>15:48:27.883</b> |
| 5 -                       | 39.919        | 32.446                   | 1:12.365            | 69.14              | 1.221  | 15:49:40.248        |
| 6 -                       | 41.465        | 32.462                   | 1:13.927            | 67.68              | 2.783  | 15:50:54.175        |
| 7 -                       | 40.999        | 32.322                   | 1:13.321            | 68.24              | 2.177  | 15:52:07.496        |
| 8 -                       | 39.809        | 32.441                   | 1:12.250 (3)        | 69.25              | 1.106  | 15:53:19.746        |

| P15 39 OP5 Tom WALL       |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.585 |               | BEST LAP TIME : 1:10.585 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.653                   | 1:23.166            | 60.16              | 12.581 | 15:44:52.376        |
| 2 -                       | 40.996        | 32.476                   | 1:13.472            | 68.10              | 2.887  | 15:46:05.848        |
| 3 -                       | 40.863        | 32.987                   | 1:13.850            | 67.75              | 3.265  | 15:47:19.698        |
| 4 -                       | 40.408        | 32.448                   | 1:12.856            | 68.68              | 2.271  | 15:48:32.554        |
| 5 -                       | 39.603        | 32.417                   | 1:12.020 (2)        | 69.48              | 1.435  | 15:49:44.574        |
| 6 -                       | 41.201        | 32.711                   | 1:13.912            | 67.70              | 3.327  | 15:50:58.486        |
| 7 -                       | 40.201        | 32.116                   | 1:12.317 (3)        | 69.19              | 1.732  | 15:52:10.803        |
| <b>8 -</b>                | <b>38.813</b> | <b>31.772</b>            | <b>1:10.585 (1)</b> | <b>70.89</b>       |        | <b>15:53:21.388</b> |

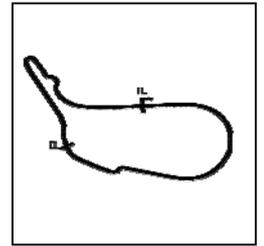
| P16 88 OP5 Daniel LOVE    |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.639 |               | BEST LAP TIME : 1:12.064 |                     | DIFFERENCE : 1.425 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.040                   | 1:24.949            | 58.90              | 12.885 | 15:44:54.159        |
| 2 -                       | 40.645        | 33.459                   | 1:14.104            | 67.52              | 2.040  | 15:46:08.263        |
| 3 -                       | 41.432        | 32.536                   | 1:13.968            | 67.65              | 1.904  | 15:47:22.231        |
| 4 -                       | 40.545        | 31.599                   | 1:12.144 (2)        | 69.36              | 0.080  | 15:48:34.375        |
| 5 -                       | 40.139        | 32.302                   | 1:12.441            | 69.07              | 0.377  | 15:49:46.816        |
| <b>6 -</b>                | <b>40.543</b> | <b>31.521</b>            | <b>1:12.064 (1)</b> | <b>69.43</b>       |        | <b>15:50:58.880</b> |
| 7 -                       | 40.172        | 32.165                   | 1:12.337 (3)        | 69.17              | 0.273  | 15:52:11.217        |
| 8 -                       | <b>39.118</b> | 33.834                   | 1:12.952            | 68.59              | 0.888  | 15:53:24.169        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:43 Flag 15:52 End: 15:53

# Marine Fabrications & DJ Emanuele Open 500

## 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

| P17 67 OP5 Lee THRELLFALL |          |                          | Honda 500           |              |        |                     |
|---------------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME :          |          | BEST LAP TIME : 1:10.580 | DIFFERENCE :        |              |        |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |          |                          | 1:23.475            | 59.94        | 12.895 | 15:44:52.685        |
| 2 -                       |          |                          | 1:15.605            | 66.18        | 5.025  | 15:46:08.290        |
| 3 -                       |          |                          | 1:14.275            | 67.37        | 3.695  | 15:47:22.565        |
| 4 -                       |          |                          | 1:13.092 (3)        | 68.46        | 2.512  | 15:48:35.657        |
| 5 -                       |          |                          | 1:12.374 (2)        | 69.14        | 1.794  | 15:49:48.031        |
| 6 -                       |          |                          | 1:13.720            | 67.87        | 3.140  | 15:51:01.751        |
| 7 -                       |          |                          | 1:13.417            | 68.15        | 2.837  | 15:52:15.168        |
| 8 -                       |          |                          | <b>1:10.580 (1)</b> | <b>70.89</b> |        | <b>15:53:25.748</b> |

| P18 185 OP5 Roy WILSON    |               |                          | Honda 500           |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.136 |               | BEST LAP TIME : 1:12.211 | DIFFERENCE : 0.075  |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.826                   | 1:24.420            | 59.27        | 12.209 | 15:44:53.630        |
| 2 -                       | 40.986        | 32.826                   | 1:13.812            | 67.79        | 1.601  | 15:46:07.442        |
| 3 -                       | 41.995        | 32.140                   | 1:14.135            | 67.49        | 1.924  | 15:47:21.577        |
| 4 -                       | 40.318        | <b>31.902</b>            | 1:12.220 (2)        | 69.28        | 0.009  | 15:48:33.797        |
| 5 -                       | 40.538        | 32.320                   | 1:12.858 (3)        | 68.68        | 0.647  | 15:49:46.655        |
| 6 -                       | 41.874        | 33.078                   | 1:14.952            | 66.76        | 2.741  | 15:51:01.607        |
| 7 -                       | 41.220        | 32.335                   | 1:13.555            | 68.03        | 1.344  | 15:52:15.162        |
| 8 -                       | <b>40.234</b> | 31.977                   | <b>1:12.211 (1)</b> | <b>69.29</b> |        | <b>15:53:27.373</b> |

| P19 175 OP5 Aaron LILLY   |               |                          | Honda 500           |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:17.069 |               | BEST LAP TIME : 1:17.244 | DIFFERENCE : 0.175  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.863                   | 1:26.204            | 58.04        | 8.960 | 15:44:55.414        |
| 2 -                       | 43.613        | 34.524                   | 1:18.137 (3)        | 64.04        | 0.893 | 15:46:13.551        |
| 3 -                       | 43.788        | 34.307                   | 1:18.095 (2)        | 64.07        | 0.851 | 15:47:31.646        |
| 4 -                       | 44.499        | 35.850                   | 1:20.349            | 62.27        | 3.105 | 15:48:51.995        |
| 5 -                       | 44.944        | 36.243                   | 1:21.187            | 61.63        | 3.943 | 15:50:13.182        |
| 6 -                       | 46.940        | <b>34.058</b>            | 1:20.998            | 61.77        | 3.754 | 15:51:34.180        |
| 7 -                       | <b>43.011</b> | 34.233                   | <b>1:17.244 (1)</b> | <b>64.78</b> |       | <b>15:52:51.424</b> |

| P20 181 OP5 Holly REEVES  |               |                          | Kawasaki 300        |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:19.706 |               | BEST LAP TIME : 1:20.274 | DIFFERENCE : 0.568  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 36.317                   | 1:28.735            | 56.39        | 8.461 | 15:44:57.945        |
| 2 -                       | 44.289        | 36.909                   | 1:21.198            | 61.62        | 0.924 | 15:46:19.143        |
| 3 -                       | 43.924        | 37.079                   | 1:21.003 (2)        | 61.77        | 0.729 | 15:47:40.146        |
| 4 -                       | 44.435        | 36.839                   | 1:21.274            | 61.56        | 1.000 | 15:49:01.420        |
| 5 -                       | <b>43.499</b> | 36.775                   | <b>1:20.274 (1)</b> | <b>62.33</b> |       | <b>15:50:21.694</b> |
| 6 -                       | 44.830        | <b>36.207</b>            | 1:21.037 (3)        | 61.74        | 0.763 | 15:51:42.731        |
| 7 -                       | 45.602        | 37.047                   | 1:22.649            | 60.54        | 2.375 | 15:53:05.380        |

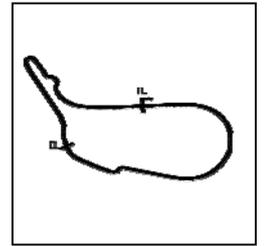
| P21 79 OP5 Reuben RHODES-LEADER |               |                          | Honda 500           |              |        |                     |
|---------------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:19.833       |               | BEST LAP TIME : 1:20.303 | DIFFERENCE : 0.470  |              |        |                     |
| LAP                             | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                             |               | 39.276                   | 1:33.616            | 53.45        | 13.313 | 15:45:02.826        |
| 2 -                             | 47.626        | 38.655                   | 1:26.281            | 57.99        | 5.978  | 15:46:29.107        |
| 3 -                             | 44.470        | 36.525                   | 1:20.995 (3)        | 61.78        | 0.692  | 15:47:50.102        |
| 4 -                             | 44.242        | 37.168                   | 1:21.410            | 61.46        | 1.107  | 15:49:11.512        |
| 5 -                             | 44.749        | 37.205                   | 1:21.954            | 61.05        | 1.651  | 15:50:33.466        |
| 6 -                             | 44.156        | <b>36.231</b>            | 1:20.387 (2)        | 62.24        | 0.084  | 15:51:53.853        |
| 7 -                             | <b>43.602</b> | 36.701                   | <b>1:20.303 (1)</b> | <b>62.31</b> |        | <b>15:53:14.156</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:43 Flag 15:52 End: 15:53

# Marine Fabrications & DJ Emanuele Open 500

## 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

| <b>P22 4 OP5 Craig BASFORD</b> |               | Honda 500                |                     |              |       |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.696      |               | BEST LAP TIME : 1:10.172 |                     |              |       |                     |
|                                |               | DIFFERENCE : 0.476       |                     |              |       |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                            |               | 32.036                   | 1:18.093            | 64.07        | 7.921 | 15:44:47.303        |
| 2 -                            | 39.032        | 31.622                   | 1:10.654            | 70.82        | 0.482 | 15:45:57.957        |
| 3 -                            | 38.718        | 31.529                   | 1:10.247 (3)        | 71.23        | 0.075 | 15:47:08.204        |
| 4 -                            | <b>38.494</b> | 31.722                   | 1:10.216 (2)        | 71.26        | 0.044 | 15:48:18.420        |
| 5 -                            | 38.970        | <b>31.202</b>            | <b>1:10.172 (1)</b> | <b>71.31</b> |       | <b>15:49:28.592</b> |

| <b>P23 181 OP5 David DEGROOT</b> |               | Honda 500                |                     |              |       |                     |
|----------------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.820        |               | BEST LAP TIME : 1:13.820 |                     |              |       |                     |
|                                  |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                              | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                              |               | 33.970                   | 1:22.483            | 60.66        | 8.663 | 15:44:51.693        |
| 2 -                              | 42.245        | 33.263                   | 1:15.508 (2)        | 66.27        | 1.688 | 15:46:07.201        |
| 3 -                              | <b>41.284</b> | <b>32.536</b>            | <b>1:13.820 (1)</b> | <b>67.78</b> |       | <b>15:47:21.021</b> |
| 4 -                              | 42.982        | 33.434                   | 1:16.416 (3)        | 65.48        | 2.596 | 15:48:37.437        |

| <b>P24 9 OP5 Ellis HADLEY</b> |               | Honda 500                |                     |              |       |                     |
|-------------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.219     |               | BEST LAP TIME : 1:14.139 |                     |              |       |                     |
|                               |               | DIFFERENCE : 0.920       |                     |              |       |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                           |               | <b>32.830</b>            | 1:19.520 (3)        | 62.92        | 5.381 | 15:44:48.730        |
| 2 -                           | 40.837        | 33.374                   | 1:14.211 (2)        | 67.42        | 0.072 | 15:46:02.941        |
| 3 -                           | <b>40.389</b> | 33.750                   | <b>1:14.139 (1)</b> | <b>67.49</b> |       | <b>15:47:17.080</b> |

| <b>P25 342 OP5 Elaine MOODY</b> |          | Yamaha 300               |                     |              |      |                     |
|---------------------------------|----------|--------------------------|---------------------|--------------|------|---------------------|
| IDEAL LAP TIME : 1:27.145       |          | BEST LAP TIME : 1:32.306 |                     |              |      |                     |
|                                 |          | DIFFERENCE : 5.161       |                     |              |      |                     |
| LAP                             | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF | TIME OF DAY         |
| 1 -                             |          | <b>38.585</b>            | <b>1:32.306 (1)</b> | <b>54.21</b> |      | <b>15:45:01.516</b> |

# Marine Fabrications & DJ Emanuele Open 500

## Race 10 - LAP CHART

### LAP 1 @ 15:44:40.752

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:11.542 |
| 461 | 2.461  | 1:14.003 |
| 34  | 3.204  | 1:14.746 |
| 274 | 3.662  | 1:15.204 |
| 10  | 4.435  | 1:15.977 |
| 65  | 4.592  | 1:16.134 |
| 113 | 4.936  | 1:16.478 |
| 11  | 5.752  | 1:17.294 |
| 333 | 5.898  | 1:17.440 |
| 4   | 6.551  | 1:18.093 |
| 285 | 7.224  | 1:18.766 |
| 9   | 7.978  | 1:19.520 |
| 117 | 8.107  | 1:19.649 |
| 26  | 8.482  | 1:20.024 |
| 84  | 8.756  | 1:20.298 |
| 181 | 10.941 | 1:22.483 |
| 710 | 11.227 | 1:22.769 |
| 39  | 11.624 | 1:23.166 |
| 67  | 11.933 | 1:23.475 |
| 185 | 12.878 | 1:24.420 |
| 88  | 13.407 | 1:24.949 |
| 175 | 14.662 | 1:26.204 |
| 181 | 17.193 | 1:28.735 |
| 342 | 20.764 | 1:32.306 |
| 79  | 22.074 | 1:33.616 |

### LAP 2 @ 15:45:48.801

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:08.049 |
| 461 | 2.997  | 1:08.585 |
| 274 | 3.706  | 1:08.093 |
| 34  | 4.433  | 1:09.278 |
| 65  | 5.239  | 1:08.696 |
| 10  | 6.019  | 1:09.633 |
| 333 | 7.078  | 1:09.229 |
| 113 | 7.943  | 1:11.056 |
| 4   | 9.156  | 1:10.654 |
| 11  | 9.250  | 1:11.547 |
| 285 | 9.875  | 1:10.700 |
| 117 | 10.919 | 1:10.861 |
| 84  | 11.299 | 1:10.592 |
| 26  | 11.503 | 1:11.070 |
| 9   | 14.140 | 1:14.211 |
| 710 | 15.830 | 1:12.652 |
| 39  | 17.047 | 1:13.472 |
| 181 | 18.400 | 1:15.508 |
| 185 | 18.641 | 1:13.812 |
| 88  | 19.462 | 1:14.104 |
| 67  | 19.489 | 1:15.605 |
| 175 | 24.750 | 1:18.137 |
| 181 | 30.342 | 1:21.198 |
| 79  | 40.306 | 1:26.281 |

### LAP 3 @ 15:46:56.552

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:07.751 |
| 461 | 3.586  | 1:08.340 |
| 274 | 3.746  | 1:07.791 |
| 34  | 5.264  | 1:08.582 |
| 65  | 5.748  | 1:08.260 |
| 10  | 6.587  | 1:08.319 |

|     |        |          |
|-----|--------|----------|
| 333 | 7.294  | 1:07.967 |
| 113 | 9.768  | 1:09.576 |
| 4   | 11.652 | 1:10.247 |
| 285 | 12.420 | 1:10.296 |
| 11  | 12.745 | 1:11.246 |
| 26  | 13.130 | 1:09.378 |
| 117 | 14.204 | 1:11.036 |
| 84  | 14.942 | 1:11.394 |
| 710 | 20.187 | 1:12.108 |
| 9   | 20.528 | 1:14.139 |
| 39  | 23.146 | 1:13.850 |
| 181 | 24.469 | 1:13.820 |
| 185 | 25.025 | 1:14.135 |
| 88  | 25.679 | 1:13.968 |
| 67  | 26.013 | 1:14.275 |
| 175 | 35.094 | 1:18.095 |
| 181 | 43.594 | 1:21.003 |
| 79  | 53.550 | 1:20.995 |

### LAP 4 @ 15:48:04.196

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 13  |          | 1:07.644 |
| 274 | 3.694    | 1:07.592 |
| 461 | 3.706    | 1:07.764 |
| 34  | 5.101    | 1:07.481 |
| 65  | 5.999    | 1:07.895 |
| 10  | 6.911    | 1:07.968 |
| 333 | 7.860    | 1:08.210 |
| 113 | 11.612   | 1:09.488 |
| 4   | 14.224   | 1:10.216 |
| 285 | 14.449   | 1:09.673 |
| 26  | 14.907   | 1:09.421 |
| 11  | 15.358   | 1:10.257 |
| 117 | 16.176   | 1:09.616 |
| 84  | 16.663   | 1:09.365 |
| 710 | 23.687   | 1:11.144 |
| 39  | 28.358   | 1:12.856 |
| 185 | 29.601   | 1:12.220 |
| 88  | 30.179   | 1:12.144 |
| 67  | 31.461   | 1:13.092 |
| 181 | 33.241   | 1:16.416 |
| 175 | 47.799   | 1:20.349 |
| 181 | 57.224   | 1:21.274 |
| 79  | 1:07.316 | 1:21.410 |

### LAP 5 @ 15:49:11.674

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:07.478 |
| 274 | 2.940  | 1:06.724 |
| 461 | 4.177  | 1:07.949 |
| 34  | 5.484  | 1:07.861 |
| 65  | 6.240  | 1:07.719 |
| 10  | 7.103  | 1:07.670 |
| 333 | 8.831  | 1:08.449 |
| 113 | 13.690 | 1:09.556 |
| 285 | 16.331 | 1:09.360 |
| 4   | 16.918 | 1:10.172 |
| 26  | 16.936 | 1:09.507 |
| 117 | 18.391 | 1:09.693 |
| 11  | 18.784 | 1:10.904 |
| 84  | 19.531 | 1:10.346 |
| 710 | 28.574 | 1:12.365 |
| 39  | 32.900 | 1:12.020 |
| 185 | 34.981 | 1:12.858 |

|     |          |          |
|-----|----------|----------|
| 88  | 35.142   | 1:12.441 |
| 67  | 36.357   | 1:12.374 |
| 175 | 1:01.508 | 1:21.187 |

### LAP 6 @ 15:50:19.899

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:08.225 |
| 181 | 1 Lap  | 1:20.274 |
| 274 | 1.844  | 1:07.129 |
| 461 | 3.961  | 1:08.009 |
| 34  | 5.409  | 1:08.150 |
| 65  | 6.249  | 1:08.234 |
| 10  | 7.595  | 1:08.717 |
| 333 | 8.913  | 1:08.307 |
| 79  | 1 Lap  | 1:21.954 |
| 113 | 14.849 | 1:09.384 |
| 26  | 17.702 | 1:08.991 |
| 285 | 18.942 | 1:10.836 |
| 117 | 22.200 | 1:12.034 |
| 84  | 23.067 | 1:11.761 |
| 11  | 23.488 | 1:12.929 |
| 710 | 34.276 | 1:13.927 |
| 39  | 38.587 | 1:13.912 |
| 88  | 38.981 | 1:12.064 |
| 185 | 41.708 | 1:14.952 |
| 67  | 41.852 | 1:13.720 |

### LAP 7 @ 15:51:29.743

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:09.844 |
| 274 | 1.153  | 1:09.153 |
| 461 | 4.295  | 1:10.178 |
| 175 | 1 Lap  | 1:20.998 |
| 34  | 4.441  | 1:08.876 |
| 65  | 4.956  | 1:08.551 |
| 10  | 6.833  | 1:09.082 |
| 333 | 7.783  | 1:08.714 |
| 181 | 1 Lap  | 1:21.037 |
| 113 | 15.696 | 1:10.691 |
| 26  | 18.125 | 1:10.267 |
| 285 | 21.795 | 1:12.697 |
| 117 | 23.258 | 1:10.902 |
| 79  | 1 Lap  | 1:20.387 |
| 84  | 24.162 | 1:10.939 |
| 11  | 24.642 | 1:10.998 |
| 710 | 37.753 | 1:13.321 |
| 39  | 41.060 | 1:12.317 |
| 88  | 41.474 | 1:12.337 |
| 185 | 45.419 | 1:13.555 |
| 67  | 45.425 | 1:13.417 |

### LAP 8 @ 15:52:36.966

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:07.223 |
| 274 | 1.060  | 1:07.130 |
| 34  | 4.067  | 1:06.849 |
| 461 | 5.321  | 1:08.249 |
| 65  | 5.499  | 1:07.766 |
| 10  | 8.097  | 1:08.487 |
| 333 | 8.129  | 1:07.569 |
| 175 | 1 Lap  | 1:17.244 |
| 113 | 18.674 | 1:10.201 |
| 26  | 21.119 | 1:10.217 |

|     |        |          |
|-----|--------|----------|
| 285 | 23.924 | 1:09.352 |
| 117 | 27.127 | 1:11.092 |
| 84  | 27.731 | 1:10.792 |
| 181 | 1 Lap  | 1:22.649 |
| 11  | 28.607 | 1:11.188 |
| 79  | 1 Lap  | 1:20.303 |
| 710 | 42.780 | 1:12.250 |
| 39  | 44.422 | 1:10.585 |
| 88  | 47.203 | 1:12.952 |
| 67  | 48.782 | 1:10.580 |
| 185 | 50.407 | 1:12.211 |

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:43 Flag 15:52 End: 15:53

Printed - 15:57 Monday, 03 May 2021

# JHP Ducati Coventry Allcomers

## Race 11 - CLASSIFICATION

| POS | NO  | CL  | PIC NAME          | ENTRY        | LAPS | TIME     | GAP    | DIFF   | MPH   | BEST     | ON |
|-----|-----|-----|-------------------|--------------|------|----------|--------|--------|-------|----------|----|
| 1   | 148 | ALL | 1 ASH BEECH       | Suzuki 1000  | 8    | 8:29.772 |        |        | 78.52 | 1:02.233 | 4  |
| 2   | 291 | ALL | 2 Andrew FISHER   | Suzuki 1000  | 8    | 8:29.838 | 0.066  | 0.066  | 78.51 | 1:01.949 | 6  |
| 3   | 11  | ALL | 3 LOUIS DAWSON    | Aprilia 1000 | 8    | 8:38.922 | 9.150  | 9.084  | 77.14 | 1:03.427 | 2  |
| 4   | 150 | NP  | 1 Tom OLIVER      | Suzuki 1000  | 8    | 8:49.442 | 19.670 | 10.520 | 75.61 | 1:04.765 | 5  |
| 5   | 21  | ALL | 4 Phil BROOKS     | Yamaha 1000  | 8    | 8:57.420 | 27.648 | 7.978  | 74.48 | 1:05.557 | 7  |
| 6   | 178 | ALL | 5 Ashley KING     | Yamaha 1000  | 8    | 8:59.875 | 30.103 | 2.455  | 74.15 | 1:06.296 | 4  |
| 7   | 53  | ALL | 6 Russ BURROWS    | Suzuki 1000  | 8    | 9:09.987 | 40.215 | 10.112 | 72.78 | 1:07.318 | 4  |
| 8   | 169 | ALL | 7 Brad CLARKE     | Suzuki 1000  | 7    | 8:30.052 | 1 Lap  | 1 Lap  | 68.67 | 1:11.386 | 3  |
| 9   | 114 | ALL | 8 Ricky MARTIN    | Kawasaki 600 | 7    | 8:34.995 | 1 Lap  | 4.943  | 68.01 | 1:10.760 | 6  |
| 10  | 51  | ALL | 9 Ryan SMITH      | BMW 1000     | 7    | 8:47.171 | 1 Lap  | 12.176 | 66.44 | 1:13.072 | 4  |
| 11  | 30  | ALL | 10 David KORTEGAS | Yamaha 1000  | 7    | 9:08.501 | 1 Lap  | 21.330 | 63.86 | 1:16.138 | 6  |

### NOT CLASSIFIED

|     |     |     |               |             |   |          |        |        |       |          |   |
|-----|-----|-----|---------------|-------------|---|----------|--------|--------|-------|----------|---|
| DNF | 272 | NP  | Tom WARD      | Suzuki 1000 | 5 | 5:42.550 | 3 Laps | 2 Laps | 73.04 | 1:06.160 | 4 |
| DNF | 186 | ALL | Oliver DEAN   | Yamaha 600  | 5 | 6:20.854 | 3 Laps | 38.304 | 65.69 | 1:13.796 | 2 |
| DNF | 241 | ALL | Russell BROOK | Yamaha 600  | 4 | 4:51.559 | 4 Laps | 1 Lap  | 68.65 | 1:08.127 | 2 |
| DNF | 120 | ALL | Luke HEDGER   | Suzuki 1000 | 2 | 2:30.384 | 6 Laps | 2 Laps | 66.54 | 1:10.172 | 2 |

### FASTEST LAP

|     |     |               |             |   |          |           |            |
|-----|-----|---------------|-------------|---|----------|-----------|------------|
| 291 | ALL | Andrew FISHER | Suzuki 1000 | 6 | 1:01.949 | 80.77 mph | 129.99 kph |
| 150 | NP  | Tom OLIVER    | Suzuki 1000 | 5 | 1:04.765 | 77.26 mph | 124.34 kph |

Class ALL - 92.5% of Race Speed = 72.63 mph

Class NP - 92.5% of Race Speed = 69.93 mph

Weather / Track : Drizzle / Wet

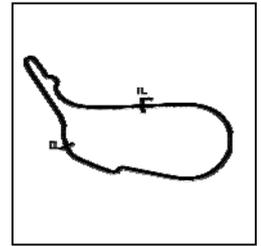
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park: 1.3900 miles  
Race Distance: 8 Laps / 11.12 miles  
Start: 15:57 Flag 16:06 End: 16:07

Printed - 16:09 Monday, 03 May 2021

# JHP Ducati Coventry Allcomers

## 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 148 ALL ASH BEECH      |               |                          | Suzuki 1000         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:01.767 |               | BEST LAP TIME : 1:02.233 |                     | DIFFERENCE : 0.466 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 28.512                   | 1:09.810            | 71.68              | 7.577 | 15:59:01.473        |
| 2 -                       | 35.464        | 28.035                   | 1:03.499            | 78.80              | 1.266 | 16:00:04.972        |
| 3 -                       | 34.657        | 27.965                   | 1:02.622 (3)        | 79.90              | 0.389 | 16:01:07.594        |
| 4 -                       | <b>34.615</b> | 27.618                   | <b>1:02.233 (1)</b> | <b>80.40</b>       |       | <b>16:02:09.827</b> |
| 5 -                       | 34.818        | 27.662                   | 1:02.480 (2)        | 80.09              | 0.247 | 16:03:12.307        |
| 6 -                       | 35.598        | <b>27.152</b>            | 1:02.750            | 79.74              | 0.517 | 16:04:15.057        |
| 7 -                       | 34.919        | 27.933                   | 1:02.852            | 79.61              | 0.619 | 16:05:17.909        |
| 8 -                       | 35.358        | 28.168                   | 1:03.526            | 78.77              | 1.293 | 16:06:21.435        |

| P2 291 ALL Andrew FISHER  |               |                          | Suzuki 1000         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:01.582 |               | BEST LAP TIME : 1:01.949 |                     | DIFFERENCE : 0.367 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 28.313                   | 1:09.260            | 72.24              | 7.311 | 15:59:00.923        |
| 2 -                       | 35.710        | 28.023                   | 1:03.733            | 78.51              | 1.784 | 16:00:04.656        |
| 3 -                       | 35.131        | 28.681                   | 1:03.812            | 78.41              | 1.863 | 16:01:08.468        |
| 4 -                       | 35.304        | 27.740                   | 1:03.044            | 79.37              | 1.095 | 16:02:11.512        |
| 5 -                       | 34.759        | 27.342                   | 1:02.101 (2)        | 80.57              | 0.152 | 16:03:13.613        |
| 6 -                       | 35.003        | <b>26.946</b>            | <b>1:01.949 (1)</b> | <b>80.77</b>       |       | <b>16:04:15.562</b> |
| 7 -                       | <b>34.636</b> | 27.866                   | 1:02.502 (3)        | 80.06              | 0.553 | 16:05:18.064        |
| 8 -                       | 35.532        | 27.905                   | 1:03.437            | 78.88              | 1.488 | 16:06:21.501        |

| P3 11 ALL LOUIS DAWSON    |               |                          | Aprilia 1000        |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:03.417 |               | BEST LAP TIME : 1:03.427 |                     | DIFFERENCE : 0.010 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 29.014                   | 1:09.130            | 72.38              | 5.703 | 15:59:00.793        |
| 2 -                       | 35.121        | <b>28.306</b>            | <b>1:03.427 (1)</b> | <b>78.89</b>       |       | <b>16:00:04.220</b> |
| 3 -                       | <b>35.111</b> | 29.263                   | 1:04.374            | 77.73              | 0.947 | 16:01:08.594        |
| 4 -                       | 35.942        | 28.660                   | 1:04.602            | 77.45              | 1.175 | 16:02:13.196        |
| 5 -                       | 35.121        | 28.696                   | 1:03.817 (3)        | 78.41              | 0.390 | 16:03:17.013        |
| 6 -                       | 35.968        | 29.064                   | 1:05.032            | 76.94              | 1.605 | 16:04:22.045        |
| 7 -                       | 35.200        | 28.604                   | 1:03.804 (2)        | 78.42              | 0.377 | 16:05:25.849        |
| 8 -                       | 35.913        | 28.823                   | 1:04.736            | 77.29              | 1.309 | 16:06:30.585        |

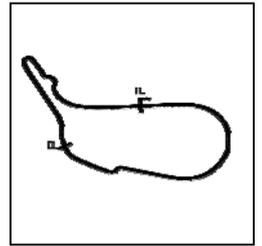
| P4 150 NP Tom OLIVER      |               |                          | Suzuki 1000         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.586 |               | BEST LAP TIME : 1:04.765 |                     | DIFFERENCE : 0.179 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 29.113                   | 1:11.811            | 69.68              | 7.046 | 15:59:03.474        |
| 2 -                       | 36.685        | 29.056                   | 1:05.741            | 76.11              | 0.976 | 16:00:09.215        |
| 3 -                       | 37.138        | <b>28.659</b>            | 1:05.797            | 76.05              | 1.032 | 16:01:15.012        |
| 4 -                       | 36.624        | 28.670                   | 1:05.294 (3)        | 76.63              | 0.529 | 16:02:20.306        |
| 5 -                       | <b>35.927</b> | 28.838                   | <b>1:04.765 (1)</b> | <b>77.26</b>       |       | <b>16:03:25.071</b> |
| 6 -                       | 36.747        | 28.783                   | 1:05.530            | 76.36              | 0.765 | 16:04:30.601        |
| 7 -                       | 36.446        | 28.988                   | 1:05.434            | 76.47              | 0.669 | 16:05:36.035        |
| 8 -                       | 36.281        | 28.789                   | 1:05.070 (2)        | 76.90              | 0.305 | 16:06:41.105        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:57 Flag 16:06 End: 16:07

# JHP Ducati Coventry Allcomers

## 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

| P5 21 ALL Phil BROOKS     |               |                          | Yamaha 1000         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:05.536 |               | BEST LAP TIME : 1:05.557 |                     | DIFFERENCE : 0.021 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.642                   | 1:13.645            | 67.94              | 8.088 | 15:59:05.308        |
| 2 -                       | 37.566        | 29.919                   | 1:07.485            | 74.15              | 1.928 | 16:00:12.793        |
| 3 -                       | 37.105        | 29.311                   | 1:06.416            | 75.34              | 0.859 | 16:01:19.209        |
| 4 -                       | 37.079        | 29.214                   | 1:06.293            | 75.48              | 0.736 | 16:02:25.502        |
| 5 -                       | 36.677        | 29.329                   | 1:06.006 (3)        | 75.81              | 0.449 | 16:03:31.508        |
| 6 -                       | 36.862        | 29.352                   | 1:06.214            | 75.57              | 0.657 | 16:04:37.722        |
| 7 -                       | <b>36.324</b> | 29.233                   | <b>1:05.557 (1)</b> | <b>76.33</b>       |       | <b>16:05:43.279</b> |
| 8 -                       | 36.592        | <b>29.212</b>            | 1:05.804 (2)        | 76.04              | 0.247 | 16:06:49.083        |

| P6 178 ALL Ashley KING    |               |                          | Yamaha 1000         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.120 |               | BEST LAP TIME : 1:06.296 |                     | DIFFERENCE : 0.176 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.813                   | 1:13.021            | 68.52              | 6.725 | 15:59:04.684        |
| 2 -                       | 37.348        | 29.566                   | 1:06.914            | 74.78              | 0.618 | 16:00:11.598        |
| 3 -                       | 37.283        | 29.387                   | 1:06.670            | 75.05              | 0.374 | 16:01:18.268        |
| 4 -                       | 36.971        | 29.325                   | <b>1:06.296 (1)</b> | <b>75.48</b>       |       | <b>16:02:24.564</b> |
| 5 -                       | <b>36.881</b> | 29.579                   | 1:06.460 (3)        | 75.29              | 0.164 | 16:03:31.024        |
| 6 -                       | 37.082        | <b>29.239</b>            | 1:06.321 (2)        | 75.45              | 0.025 | 16:04:37.345        |
| 7 -                       | 37.029        | 29.600                   | 1:06.629            | 75.10              | 0.333 | 16:05:43.974        |
| 8 -                       | 37.146        | 30.418                   | 1:07.564            | 74.06              | 1.268 | 16:06:51.538        |

| P7 53 ALL Russ BURROWS    |               |                          | Suzuki 1000         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.318 |               | BEST LAP TIME : 1:07.318 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.892                   | 1:14.157            | 67.47              | 6.839 | 15:59:05.820        |
| 2 -                       | 37.365        | 30.182                   | 1:07.547 (2)        | 74.08              | 0.229 | 16:00:13.367        |
| 3 -                       | 37.873        | 30.297                   | 1:08.170            | 73.40              | 0.852 | 16:01:21.537        |
| 4 -                       | <b>37.149</b> | <b>30.169</b>            | <b>1:07.318 (1)</b> | <b>74.33</b>       |       | <b>16:02:28.855</b> |
| 5 -                       | 37.201        | 30.601                   | 1:07.802 (3)        | 73.80              | 0.484 | 16:03:36.657        |
| 6 -                       | 37.973        | 30.348                   | 1:08.321            | 73.24              | 1.003 | 16:04:44.978        |
| 7 -                       | 38.085        | 30.455                   | 1:08.540            | 73.00              | 1.222 | 16:05:53.518        |
| 8 -                       | 37.864        | 30.268                   | 1:08.132            | 73.44              | 0.814 | 16:07:01.650        |

| P8 169 ALL Brad CLARKE    |               |                          | Suzuki 1000         |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.376 |               | BEST LAP TIME : 1:11.386 |                     | DIFFERENCE : 0.010 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.786                   | 1:18.559            | 63.69              | 7.173 | 15:59:10.222        |
| 2 -                       | 40.500        | 32.497                   | 1:12.997            | 68.55              | 1.611 | 16:00:23.219        |
| 3 -                       | <b>39.621</b> | 31.765                   | <b>1:11.386 (1)</b> | <b>70.09</b>       |       | <b>16:01:34.605</b> |
| 4 -                       | 39.978        | 31.916                   | 1:11.894            | 69.60              | 0.508 | 16:02:46.499        |
| 5 -                       | 40.074        | 31.788                   | 1:11.862            | 69.63              | 0.476 | 16:03:58.361        |
| 6 -                       | 39.811        | 31.948                   | 1:11.759 (3)        | 69.73              | 0.373 | 16:05:10.120        |
| 7 -                       | 39.840        | <b>31.755</b>            | 1:11.595 (2)        | 69.89              | 0.209 | 16:06:21.715        |

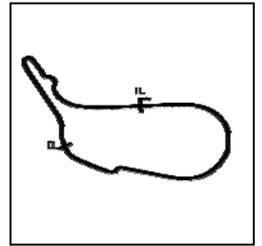
| P9 114 ALL Ricky MARTIN   |               |                          | Kawasaki 600        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.760 |               | BEST LAP TIME : 1:10.760 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.641                   | 1:22.842            | 60.40              | 12.082 | 15:59:14.505        |
| 2 -                       | 40.987        | 32.742                   | 1:13.729            | 67.87              | 2.969  | 16:00:28.234        |
| 3 -                       | 40.080        | 32.040                   | 1:12.120            | 69.38              | 1.360  | 16:01:40.354        |
| 4 -                       | 40.744        | 31.732                   | 1:12.476            | 69.04              | 1.716  | 16:02:52.830        |
| 5 -                       | 39.587        | 31.625                   | 1:11.212 (2)        | 70.26              | 0.452  | 16:04:04.042        |
| 6 -                       | <b>39.454</b> | <b>31.306</b>            | <b>1:10.760 (1)</b> | <b>70.71</b>       |        | <b>16:05:14.802</b> |
| 7 -                       | 39.559        | 32.297                   | 1:11.856 (3)        | 69.63              | 1.096  | 16:06:26.658        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:57 Flag 16:06 End: 16:07

# JHP Ducati Coventry Allcomers

## 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

| P10 51 ALL                |               | Ryan SMITH               |                     | BMW 1000           |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:12.674 |               | BEST LAP TIME : 1:13.072 |                     | DIFFERENCE : 0.398 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 33.460                   | 1:22.266            | 60.82              | 9.194 | 15:59:13.929        |
| 2 -                       | 41.232        | 33.246                   | 1:14.478            | 67.18              | 1.406 | 16:00:28.407        |
| 3 -                       | 41.602        | 32.270                   | 1:13.872 (3)        | 67.73              | 0.800 | 16:01:42.279        |
| 4 -                       | <b>40.498</b> | 32.574                   | <b>1:13.072 (1)</b> | <b>68.48</b>       |       | <b>16:02:55.351</b> |
| 5 -                       | 41.192        | <b>32.176</b>            | 1:13.368 (2)        | 68.20              | 0.296 | 16:04:08.719        |
| 6 -                       | 41.008        | 33.627                   | 1:14.635            | 67.04              | 1.563 | 16:05:23.354        |
| 7 -                       | 41.777        | 33.703                   | 1:15.480            | 66.29              | 2.408 | 16:06:38.834        |

| P11 30 ALL                |               | David KORTEGAS           |                     | Yamaha 1000        |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:15.905 |               | BEST LAP TIME : 1:16.138 |                     | DIFFERENCE : 0.233 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.866                   | 1:25.711            | 58.38              | 9.573 | 15:59:17.374        |
| 2 -                       | 42.691        | 34.104                   | 1:16.795 (3)        | 65.16              | 0.657 | 16:00:34.169        |
| 3 -                       | 43.663        | 34.450                   | 1:18.113            | 64.06              | 1.975 | 16:01:52.282        |
| 4 -                       | 43.087        | 34.769                   | 1:17.856            | 64.27              | 1.718 | 16:03:10.138        |
| 5 -                       | 43.620        | 34.128                   | 1:17.748            | 64.36              | 1.610 | 16:04:27.886        |
| 6 -                       | 42.463        | <b>33.675</b>            | <b>1:16.138 (1)</b> | <b>65.72</b>       |       | <b>16:05:44.024</b> |
| 7 -                       | <b>42.230</b> | 33.910                   | 1:16.140 (2)        | 65.72              | 0.002 | 16:07:00.164        |

| P12 272 NP                |               | Tom WARD                 |                     | Suzuki 1000        |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.070 |               | BEST LAP TIME : 1:06.160 |                     | DIFFERENCE : 0.090 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.782                   | 1:15.110            | 66.62              | 8.950 | 15:59:06.773        |
| 2 -                       | 37.258        | 29.398                   | 1:06.656 (3)        | 75.07              | 0.496 | 16:00:13.429        |
| 3 -                       | 37.149        | <b>29.083</b>            | 1:06.232 (2)        | 75.55              | 0.072 | 16:01:19.661        |
| 4 -                       | <b>36.987</b> | 29.173                   | <b>1:06.160 (1)</b> | <b>75.63</b>       |       | <b>16:02:25.821</b> |
| 5 -                       | 37.736        | 30.656                   | 1:08.392            | 73.16              | 2.232 | 16:03:34.213        |

| P13 186 ALL               |               | Oliver DEAN              |                     | Yamaha 600         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.349 |               | BEST LAP TIME : 1:13.796 |                     | DIFFERENCE : 0.447 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>32.820</b>            | 1:22.226            | 60.85              | 8.430 | 15:59:13.889        |
| 2 -                       | 40.938        | 32.858                   | <b>1:13.796 (1)</b> | <b>67.80</b>       |       | <b>16:00:27.685</b> |
| 3 -                       | 42.063        | 33.818                   | 1:15.881            | 65.94              | 2.085 | 16:01:43.566        |
| 4 -                       | <b>40.529</b> | 33.324                   | 1:13.853 (2)        | 67.75              | 0.057 | 16:02:57.419        |
| 5 -                       | 41.952        | 33.146                   | 1:15.098 (3)        | 66.63              | 1.302 | 16:04:12.517        |

| P14 241 ALL               |               | Russell BROOK            |                     | Yamaha 600         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.127 |               | BEST LAP TIME : 1:08.127 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 31.356                   | 1:16.698 (3)        | 65.24              | 8.571  | 15:59:08.361        |
| 2 -                       | <b>37.929</b> | <b>30.198</b>            | <b>1:08.127 (1)</b> | <b>73.45</b>       |        | <b>16:00:16.488</b> |
| 3 -                       | 38.203        | 30.305                   | 1:08.508 (2)        | 73.04              | 0.381  | 16:01:24.996        |
| 4 -                       | 39.151        | 39.075                   | 1:18.226            | 63.96              | 10.099 | 16:02:43.222        |

| P15 120 ALL               |               | Luke HEDGER              |                     | Suzuki 1000        |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.172 |               | BEST LAP TIME : 1:10.172 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.367                   | 1:20.212 (2)        | 62.38              | 10.040 | 15:59:11.875        |
| 2 -                       | <b>38.938</b> | <b>31.234</b>            | <b>1:10.172 (1)</b> | <b>71.31</b>       |        | <b>16:00:22.047</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:57 Flag 16:06 End: 16:07

# JHP Ducati Coventry Allcomers

## Race 11 - LAP CHART

### LAP 1 @ 15:59:00.793

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 11  |        | 1:09.130 |
| 291 | 0.130  | 1:09.260 |
| 148 | 0.680  | 1:09.810 |
| 150 | 2.681  | 1:11.811 |
| 178 | 3.891  | 1:13.021 |
| 21  | 4.515  | 1:13.645 |
| 53  | 5.027  | 1:14.157 |
| 272 | 5.980  | 1:15.110 |
| 241 | 7.568  | 1:16.698 |
| 169 | 9.429  | 1:18.559 |
| 120 | 11.082 | 1:20.212 |
| 186 | 13.096 | 1:22.226 |
| 51  | 13.136 | 1:22.266 |
| 114 | 13.712 | 1:22.842 |
| 30  | 16.581 | 1:25.711 |

|     |          |          |
|-----|----------|----------|
| 53  | 19.028   | 1:07.318 |
| 241 | 33.395   | 1:18.226 |
| 169 | 36.672   | 1:11.894 |
| 114 | 43.003   | 1:12.476 |
| 51  | 45.524   | 1:13.072 |
| 186 | 47.592   | 1:13.853 |
| 30  | 1:00.311 | 1:17.856 |

### LAP 5 @ 16:03:12.307

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 148 |          | 1:02.480 |
| 291 | 1.306    | 1:02.101 |
| 11  | 4.706    | 1:03.817 |
| 150 | 12.764   | 1:04.765 |
| 178 | 18.717   | 1:06.460 |
| 21  | 19.201   | 1:06.006 |
| 272 | 21.906   | 1:08.392 |
| 53  | 24.350   | 1:07.802 |
| 169 | 46.054   | 1:11.862 |
| 114 | 51.735   | 1:11.212 |
| 51  | 56.412   | 1:13.368 |
| 186 | 1:00.210 | 1:15.098 |

### LAP 2 @ 16:00:04.220

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 11  |        | 1:03.427 |
| 291 | 0.436  | 1:03.733 |
| 148 | 0.752  | 1:03.499 |
| 150 | 4.995  | 1:05.741 |
| 178 | 7.378  | 1:06.914 |
| 21  | 8.573  | 1:07.485 |
| 53  | 9.147  | 1:07.547 |
| 272 | 9.209  | 1:06.656 |
| 241 | 12.268 | 1:08.127 |
| 120 | 17.827 | 1:10.172 |
| 169 | 18.999 | 1:12.997 |
| 186 | 23.465 | 1:13.796 |
| 114 | 24.014 | 1:13.729 |
| 51  | 24.187 | 1:14.478 |
| 30  | 29.949 | 1:16.795 |

### LAP 6 @ 16:04:15.057

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 148 |        | 1:02.750 |
| 291 | 0.505  | 1:01.949 |
| 11  | 6.988  | 1:05.032 |
| 30  | 1 Lap  | 1:17.748 |
| 150 | 15.544 | 1:05.530 |
| 178 | 22.288 | 1:06.321 |
| 21  | 22.665 | 1:06.214 |
| 53  | 29.921 | 1:08.321 |
| 169 | 55.063 | 1:11.759 |
| 114 | 59.745 | 1:10.760 |

### LAP 3 @ 16:01:07.594

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 148 |        | 1:02.622 |
| 291 | 0.874  | 1:03.812 |
| 11  | 1.000  | 1:04.374 |
| 150 | 7.418  | 1:05.797 |
| 178 | 10.674 | 1:06.670 |
| 21  | 11.615 | 1:06.416 |
| 272 | 12.067 | 1:06.232 |
| 53  | 13.943 | 1:08.170 |
| 241 | 17.402 | 1:08.508 |
| 169 | 27.011 | 1:11.386 |
| 114 | 32.760 | 1:12.120 |
| 51  | 34.685 | 1:13.872 |
| 186 | 35.972 | 1:15.881 |
| 30  | 44.688 | 1:18.113 |

### LAP 7 @ 16:05:17.909

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 148 |        | 1:02.852 |
| 291 | 0.155  | 1:02.502 |
| 51  | 1 Lap  | 1:14.635 |
| 11  | 7.940  | 1:03.804 |
| 150 | 18.126 | 1:05.434 |
| 21  | 25.370 | 1:05.557 |
| 178 | 26.065 | 1:06.629 |
| 30  | 1 Lap  | 1:16.138 |
| 53  | 35.609 | 1:08.540 |

### LAP 8 @ 16:06:21.435

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 148 |        | 1:03.526 |
| 291 | 0.066  | 1:03.437 |
| 169 | 1 Lap  | 1:11.595 |
| 114 | 1 Lap  | 1:11.856 |
| 11  | 9.150  | 1:04.736 |
| 51  | 1 Lap  | 1:15.480 |
| 150 | 19.670 | 1:05.070 |
| 21  | 27.648 | 1:05.804 |
| 178 | 30.103 | 1:07.564 |
| 30  | 1 Lap  | 1:16.140 |
| 53  | 40.215 | 1:08.132 |

### LAP 4 @ 16:02:09.827

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 148 |        | 1:02.233 |
| 291 | 1.685  | 1:03.044 |
| 11  | 3.369  | 1:04.602 |
| 150 | 10.479 | 1:05.294 |
| 178 | 14.737 | 1:06.296 |
| 21  | 15.675 | 1:06.293 |
| 272 | 15.994 | 1:06.160 |

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 15:57 Flag 16:06 End: 16:07

Printed - 16:11 Monday, 03 May 2021

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## Race 12 - CLASSIFICATION

| POS | NO  | CL  | PIC NAME           | ENTRY        | LAPS | TIME     | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|-----|--------------------|--------------|------|----------|----------|--------|-------|----------|----|
| 1   | 57  | SOM | 1 Alan MORETON     | Suzuki 500   | 5    | 5:53.309 |          |        | 70.81 | 1:08.745 | 4  |
| 2   | 34  | SNG | 1 Lissy WHITMORE   | Yamaha 321   | 5    | 5:56.491 | 3.182    | 3.182  | 70.18 | 1:09.435 | 5  |
| 3   | 84  | SNG | 2 Sam LAIDLLOW     | Kawasaki 400 | 5    | 5:57.016 | 3.707    | 0.525  | 70.08 | 1:09.415 | 5  |
| 4   | 14  | GP1 | 1 Sam WARD         | Honda 125    | 5    | 6:22.699 | 29.390   | 25.683 | 65.37 | 1:13.565 | 2  |
| 5   | 33  | SNG | 3 Shane HODGKINSON | Yamaha 320   | 5    | 6:40.705 | 47.396   | 18.006 | 62.44 | 1:17.469 | 2  |
| 6   | 38  | SNG | 4 Fabio LINARES    | Aprillia 125 | 5    | 7:02.498 | 1:09.189 | 21.793 | 59.21 | 1:21.110 | 2  |
| 7   | 44  | GP1 | 2 Mitchell SEARLE  | Aprilia 125  | 5    | 7:05.179 | 1:11.870 | 2.681  | 58.84 | 1:20.069 | 5  |
| 8   | 181 | SNG | 5 Holly REEVES     | Kawasaki 300 | 5    | 7:08.001 | 1:14.692 | 2.822  | 58.45 | 1:22.793 | 4  |
| 9   | 4   | GP1 | 3 Kerry BURTON     | Gp80 85      | 5    | 7:09.214 | 1:15.905 | 1.213  | 58.29 | 1:23.517 | 5  |
| 10  | 132 | SOM | 2 Paul WHITING     | Yamaha 250   | 5    | 7:16.378 | 1:23.069 | 7.164  | 57.33 | 1:25.451 | 4  |

### FASTEST LAP

|    |     |              |              |   |          |           |            |
|----|-----|--------------|--------------|---|----------|-----------|------------|
| 57 | SOM | Alan MORETON | Suzuki 500   | 4 | 1:08.745 | 72.79 mph | 117.14 kph |
| 84 | SNG | Sam LAIDLLOW | Kawasaki 400 | 5 | 1:09.415 | 72.08 mph | 116.01 kph |
| 14 | GP1 | Sam WARD     | Honda 125    | 2 | 1:13.565 | 68.02 mph | 109.47 kph |

Class SOM - 92.5% of Race Speed = 65.49 mph

Class SNG - 92.5% of Race Speed = 64.91 mph

Class GP1 - 92.5% of Race Speed = 60.46 mph

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

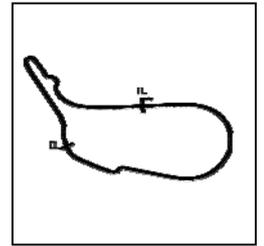
Mallory Park: 1.3900 miles  
Race Distance: 5 Laps / 6.95 miles  
Start: 16:25 Flag 16:31 End: 16:32

Printed - 16:33 Monday, 03 May 2021



# Alamo Racing Sounds of Music & Huggies GP125-450cc

## 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 57 SOM Alan MORETON    |               | Suzuki 500               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.473 |               | BEST LAP TIME : 1:08.745 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.272       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.820                   | 1:15.661            | 66.13        | 6.916 | 16:26:51.646        |
| 2 -                       | 39.087        | 31.026                   | 1:10.113            | 71.37        | 1.368 | 16:28:01.759        |
| 3 -                       | 38.901        | 30.988                   | 1:09.889 (3)        | 71.59        | 1.144 | 16:29:11.648        |
| 4 -                       | 38.650        | <b>30.095</b>            | <b>1:08.745 (1)</b> | <b>72.79</b> |       | <b>16:30:20.393</b> |
| 5 -                       | <b>38.378</b> | 30.523                   | 1:08.901 (2)        | 72.62        | 0.156 | 16:31:29.294        |

| P2 34 SNG Lissy WHITMORE  |               | Yamaha 321               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.435 |               | BEST LAP TIME : 1:09.435 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.481                   | 1:14.679            | 67.00        | 5.244 | 16:26:50.664        |
| 2 -                       | 39.326        | 31.089                   | 1:10.415 (3)        | 71.06        | 0.980 | 16:28:01.079        |
| 3 -                       | 39.446        | 32.192                   | 1:11.638            | 69.85        | 2.203 | 16:29:12.717        |
| 4 -                       | 39.036        | 31.288                   | 1:10.324 (2)        | 71.15        | 0.889 | 16:30:23.041        |
| 5 -                       | <b>38.727</b> | <b>30.708</b>            | <b>1:09.435 (1)</b> | <b>72.06</b> |       | <b>16:31:32.476</b> |

| P3 84 SNG Sam LAIDLAW     |               | Kawasaki 400             |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.415 |               | BEST LAP TIME : 1:09.415 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.704                   | 1:15.178            | 66.56        | 5.763 | 16:26:51.163        |
| 2 -                       | 39.204        | 31.300                   | 1:10.504 (3)        | 70.97        | 1.089 | 16:28:01.667        |
| 3 -                       | 39.347        | 32.260                   | 1:11.607            | 69.88        | 2.192 | 16:29:13.274        |
| 4 -                       | 39.370        | 30.942                   | 1:10.312 (2)        | 71.16        | 0.897 | 16:30:23.586        |
| 5 -                       | <b>38.744</b> | <b>30.671</b>            | <b>1:09.415 (1)</b> | <b>72.08</b> |       | <b>16:31:33.001</b> |

| P4 14 GP1 Sam WARD        |               | Honda 125                |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.314 |               | BEST LAP TIME : 1:13.565 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.251       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>33.018</b>            | 1:18.670            | 63.60        | 5.105 | 16:26:54.655        |
| 2 -                       | <b>40.296</b> | 33.269                   | <b>1:13.565 (1)</b> | <b>68.02</b> |       | <b>16:28:08.220</b> |
| 3 -                       | 41.246        | 33.628                   | 1:14.874 (2)        | 66.83        | 1.309 | 16:29:23.094        |
| 4 -                       | 41.139        | 34.014                   | 1:15.153 (3)        | 66.58        | 1.588 | 16:30:38.247        |
| 5 -                       | 43.703        | 36.734                   | 1:20.437            | 62.21        | 6.872 | 16:31:58.684        |

| P5 33 SNG Shane HODGKINSON |               | Yamaha 320               |                     |              |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:17.469  |               | BEST LAP TIME : 1:17.469 |                     |              |       |                     |
|                            |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                        |               | 34.331                   | 1:22.237            | 60.84        | 4.768 | 16:26:58.222        |
| 2 -                        | <b>43.433</b> | <b>34.036</b>            | <b>1:17.469 (1)</b> | <b>64.59</b> |       | <b>16:28:15.691</b> |
| 3 -                        | 44.302        | 34.857                   | 1:19.159 (2)        | 63.21        | 1.690 | 16:29:34.850        |
| 4 -                        | 44.732        | 35.101                   | 1:19.833 (3)        | 62.68        | 2.364 | 16:30:54.683        |
| 5 -                        | 45.544        | 36.463                   | 1:22.007            | 61.01        | 4.538 | 16:32:16.690        |

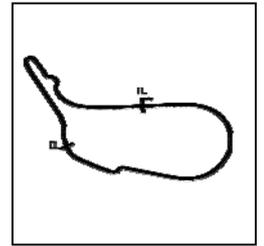
| P6 38 SNG Fabio LINARES   |               | Aprillia 125             |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:20.810 |               | BEST LAP TIME : 1:21.110 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.300       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 36.443                   | 1:29.177            | 56.11        | 8.067 | 16:27:05.162        |
| 2 -                       | 45.622        | <b>35.488</b>            | <b>1:21.110 (1)</b> | <b>61.69</b> |       | <b>16:28:26.272</b> |
| 3 -                       | <b>45.322</b> | 36.524                   | 1:21.846 (2)        | 61.13        | 0.736 | 16:29:48.118        |
| 4 -                       | 46.357        | 37.537                   | 1:23.894 (3)        | 59.64        | 2.784 | 16:31:12.012        |
| 5 -                       | 47.521        | 38.950                   | 1:26.471            | 57.86        | 5.361 | 16:32:38.483        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:25 Flag 16:31 End: 16:32

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## 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

| P7 44 GP1 Mitchell SEARLE |               | Aprilia 125              |                     |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:20.069 |               | BEST LAP TIME : 1:20.069 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 36.055                   | 1:33.594            | 53.46              | 13.525 | 16:27:09.579        |
| 2 -                       | 49.194        | 35.364                   | 1:24.558            | 59.17              | 4.489  | 16:28:34.137        |
| 3 -                       | 47.651        | 36.470                   | 1:24.121 (3)        | 59.48              | 4.052  | 16:29:58.258        |
| 4 -                       | 47.298        | 35.539                   | 1:22.837 (2)        | 60.40              | 2.768  | 16:31:21.095        |
| 5 -                       | <b>45.508</b> | <b>34.561</b>            | <b>1:20.069 (1)</b> | <b>62.49</b>       |        | <b>16:32:41.164</b> |

| P8 181 SNG Holly REEVES   |               | Kawasaki 300             |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:21.470 |               | BEST LAP TIME : 1:22.793 |                     | DIFFERENCE : 1.323 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 37.144                   | 1:30.448            | 55.32              | 7.655 | 16:27:06.433        |
| 2 -                       | 46.004        | 40.281                   | 1:26.285            | 57.99              | 3.492 | 16:28:32.718        |
| 3 -                       | 48.814        | <b>36.588</b>            | 1:25.402 (3)        | 58.59              | 2.609 | 16:29:58.120        |
| 4 -                       | <b>44.882</b> | 37.911                   | <b>1:22.793 (1)</b> | <b>60.44</b>       |       | <b>16:31:20.913</b> |
| 5 -                       | 45.977        | 37.096                   | 1:23.073 (2)        | 60.23              | 0.280 | 16:32:43.986        |

| P9 4 GP1 Kerry BURTON     |               | Gp80 85                  |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:23.073 |               | BEST LAP TIME : 1:23.517 |                     | DIFFERENCE : 0.444 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 36.928                   | 1:31.741            | 54.54              | 8.224 | 16:27:07.726        |
| 2 -                       | <b>46.528</b> | 37.521                   | 1:24.049 (2)        | 59.53              | 0.532 | 16:28:31.775        |
| 3 -                       | 48.571        | 36.663                   | 1:25.234            | 58.70              | 1.717 | 16:29:57.009        |
| 4 -                       | 47.819        | 36.854                   | 1:24.673 (3)        | 59.09              | 1.156 | 16:31:21.682        |
| 5 -                       | 46.972        | <b>36.545</b>            | <b>1:23.517 (1)</b> | <b>59.91</b>       |       | <b>16:32:45.199</b> |

| P10 132 SOM Paul WHITING  |               | Yamaha 250               |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:23.711 |               | BEST LAP TIME : 1:25.451 |                     | DIFFERENCE : 1.740 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>36.409</b>            | 1:28.529            | 56.52              | 3.078 | 16:27:04.514        |
| 2 -                       | 47.362        | 39.862                   | 1:27.224 (3)        | 57.36              | 1.773 | 16:28:31.738        |
| 3 -                       | 49.711        | 39.214                   | 1:28.925            | 56.27              | 3.474 | 16:30:00.663        |
| 4 -                       | 47.852        | 37.599                   | <b>1:25.451 (1)</b> | <b>58.56</b>       |       | <b>16:31:26.114</b> |
| 5 -                       | <b>47.302</b> | 38.947                   | 1:26.249 (2)        | 58.01              | 0.798 | 16:32:52.363        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:25 Flag 16:31 End: 16:32

# Alamo Racing Sounds of Music & Huggies GP125-450cc

## Race 12 - LAP CHART

| LAP 1 @ 16:26:50.664 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|            |          |          |
|------------|----------|----------|
| <b>181</b> | 1:14.692 | 1:23.073 |
| <b>4</b>   | 1:15.905 | 1:23.517 |
| <b>132</b> | 1:23.069 | 1:26.249 |

|            |        |          |
|------------|--------|----------|
| <b>34</b>  |        | 1:14.679 |
| <b>84</b>  | 0.499  | 1:15.178 |
| <b>57</b>  | 0.982  | 1:15.661 |
| <b>14</b>  | 3.991  | 1:18.670 |
| <b>33</b>  | 7.558  | 1:22.237 |
| <b>132</b> | 13.850 | 1:28.529 |
| <b>38</b>  | 14.498 | 1:29.177 |
| <b>181</b> | 15.769 | 1:30.448 |
| <b>4</b>   | 17.062 | 1:31.741 |
| <b>44</b>  | 18.915 | 1:33.594 |

| LAP 2 @ 16:28:01.079 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|            |        |          |
|------------|--------|----------|
| <b>34</b>  |        | 1:10.415 |
| <b>84</b>  | 0.588  | 1:10.504 |
| <b>57</b>  | 0.680  | 1:10.113 |
| <b>14</b>  | 7.141  | 1:13.565 |
| <b>33</b>  | 14.612 | 1:17.469 |
| <b>38</b>  | 25.193 | 1:21.110 |
| <b>132</b> | 30.659 | 1:27.224 |
| <b>4</b>   | 30.696 | 1:24.049 |
| <b>181</b> | 31.639 | 1:26.285 |
| <b>44</b>  | 33.058 | 1:24.558 |

| LAP 3 @ 16:29:11.648 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|            |        |          |
|------------|--------|----------|
| <b>57</b>  |        | 1:09.889 |
| <b>34</b>  | 1.069  | 1:11.638 |
| <b>84</b>  | 1.626  | 1:11.607 |
| <b>14</b>  | 11.446 | 1:14.874 |
| <b>33</b>  | 23.202 | 1:19.159 |
| <b>38</b>  | 36.470 | 1:21.846 |
| <b>4</b>   | 45.361 | 1:25.234 |
| <b>181</b> | 46.472 | 1:25.402 |
| <b>44</b>  | 46.610 | 1:24.121 |
| <b>132</b> | 49.015 | 1:28.925 |

| LAP 4 @ 16:30:20.393 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|            |          |          |
|------------|----------|----------|
| <b>57</b>  |          | 1:08.745 |
| <b>34</b>  | 2.648    | 1:10.324 |
| <b>84</b>  | 3.193    | 1:10.312 |
| <b>14</b>  | 17.854   | 1:15.153 |
| <b>33</b>  | 34.290   | 1:19.833 |
| <b>38</b>  | 51.619   | 1:23.894 |
| <b>181</b> | 1:00.520 | 1:22.793 |
| <b>44</b>  | 1:00.702 | 1:22.837 |
| <b>4</b>   | 1:01.289 | 1:24.673 |
| <b>132</b> | 1:05.721 | 1:25.451 |

| LAP 5 @ 16:31:29.294 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|           |          |          |
|-----------|----------|----------|
| <b>57</b> |          | 1:08.901 |
| <b>34</b> | 3.182    | 1:09.435 |
| <b>84</b> | 3.707    | 1:09.415 |
| <b>14</b> | 29.390   | 1:20.437 |
| <b>33</b> | 47.396   | 1:22.007 |
| <b>38</b> | 1:09.189 | 1:26.471 |
| <b>44</b> | 1:11.870 | 1:20.069 |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:25 Flag 16:31 End: 16:32

# Dunlop CB500

## Race 13 - CLASSIFICATION

| POS | NO  | NAME                 | ENTRY     | LAPS | TIME     | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|----------------------|-----------|------|----------|----------|--------|-------|----------|----|
| 1   | 13  | Richard BLUNT        | Honda 500 | 7    | 7:56.060 |          |        | 73.57 | 1:06.591 | 7  |
| 2   | 65  | Jamie PAGE           | Honda 500 | 7    | 7:59.302 | 3.242    | 3.242  | 73.08 | 1:06.782 | 5  |
| 3   | 134 | Stephen SEWELL       | Honda 500 | 7    | 8:10.836 | 14.776   | 11.534 | 71.36 | 1:08.048 | 3  |
| 4   | 274 | Wayne SUTTON         | Honda 500 | 7    | 8:23.635 | 27.575   | 12.799 | 69.55 | 1:10.118 | 7  |
| 5   | 113 | Steven KILPIN        | Honda 500 | 7    | 8:23.768 | 27.708   | 0.133  | 69.53 | 1:09.680 | 7  |
| 6   | 10  | Martin GIBSON        | Honda 500 | 7    | 8:25.911 | 29.851   | 2.143  | 69.23 | 1:09.400 | 4  |
| 7   | 117 | Ben JENNISON         | Honda 500 | 7    | 8:27.105 | 31.045   | 1.194  | 69.07 | 1:10.222 | 7  |
| 8   | 285 | Terry ALLSOPP        | Honda 500 | 7    | 8:31.815 | 35.755   | 4.710  | 68.43 | 1:09.459 | 4  |
| 9   | 211 | Dan BRETT            | Honda 500 | 7    | 8:37.322 | 41.262   | 5.507  | 67.71 | 1:11.339 | 6  |
| 10  | 185 | Roy WILSON           | Honda 500 | 7    | 8:40.309 | 44.249   | 2.987  | 67.32 | 1:11.372 | 6  |
| 11  | 461 | Richard FRANKS       | Honda 500 | 7    | 8:41.403 | 45.343   | 1.094  | 67.18 | 1:12.653 | 4  |
| 12  | 84  | Ashley GOUGH         | Honda 500 | 7    | 8:41.418 | 45.358   | 0.015  | 67.17 | 1:11.760 | 3  |
| 13  | 24  | Lewis BOOTH          | Honda 500 | 7    | 8:43.734 | 47.674   | 2.316  | 66.88 | 1:12.546 | 6  |
| 14  | 139 | Daniel NORTH         | Honda 500 | 7    | 8:47.855 | 51.795   | 4.121  | 66.35 | 1:12.710 | 6  |
| 15  | 39  | Tom WALL             | Honda 500 | 7    | 8:51.639 | 55.579   | 3.784  | 65.88 | 1:13.738 | 4  |
| 16  | 181 | David DEGROOT        | Honda 500 | 7    | 9:10.570 | 1:14.510 | 18.931 | 63.62 | 1:15.138 | 3  |
| 17  | 167 | Kyle JENKINS         | Honda 500 | 7    | 9:10.803 | 1:14.743 | 0.233  | 63.59 | 1:15.793 | 6  |
| 18  | 62  | Neil THOMPSON        | Honda 500 | 6    | 8:10.779 | 1 Lap    | 1 Lap  | 61.17 | 1:18.534 | 6  |
| 19  | 17  | Brandon WRIGHT       | Honda 500 | 6    | 8:13.449 | 1 Lap    | 2.670  | 60.84 | 1:18.299 | 3  |
| 20  | 79  | Reuben RHODES-LEADER | Honda 500 | 6    | 8:44.650 | 1 Lap    | 31.201 | 57.22 | 1:22.984 | 6  |

### NOT CLASSIFIED

|     |     |                 |           |   |          |        |          |       |          |   |
|-----|-----|-----------------|-----------|---|----------|--------|----------|-------|----------|---|
| DNF | 710 | James BAILEY    | Honda 500 | 6 | 7:33.304 | 1 Lap  |          | 66.23 | 1:11.781 | 6 |
| DNF | 11  | Sam HAILSTONE   | Honda 500 | 5 | 5:52.916 | 2 Laps | 1 Lap    | 70.89 | 1:08.316 | 4 |
| DNF | 333 | Sam PALFREYMAN  | Honda 500 | 4 | 4:38.584 | 3 Laps | 1 Lap    | 71.84 | 1:07.987 | 4 |
| DNF | 34  | Craig REILLY    | Honda 500 | 4 | 4:39.301 | 3 Laps | 0.717    | 71.66 | 1:08.388 | 4 |
| DNF | 142 | Mark SAWYER     | Honda 500 | 4 | 5:58.071 | 3 Laps | 1:18.770 | 55.89 | 1:26.472 | 3 |
| DNF | 441 | Paul SAWYER     | Honda 500 | 3 | 3:56.692 | 4 Laps | 1 Lap    | 63.42 | 1:14.076 | 3 |
| DNF | 87  | Matthew GOODMAN | Honda 500 | 2 | 2:51.900 | 5 Laps | 1 Lap    | 58.21 | 1:20.430 | 2 |

### FASTEST LAP

|    |               |           |   |          |           |            |
|----|---------------|-----------|---|----------|-----------|------------|
| 13 | Richard BLUNT | Honda 500 | 7 | 1:06.591 | 75.14 mph | 120.93 kph |
|----|---------------|-----------|---|----------|-----------|------------|

#13 - No Working Transponder

92.5% of Race Speed = 68.05 mph

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

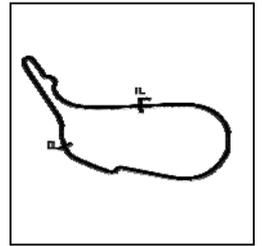
Mallory Park: 1.3900 miles  
Race Distance: 7 Laps / 9.73 miles  
Start: 16:36 Flag 16:44 End: 16:46

Printed - 16:48 Monday, 03 May 2021



# Dunlop CB500

## 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 13 CB Richard BLUNT |          |                          | Honda 500           |              |       |                     |
|------------------------|----------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME :       |          | BEST LAP TIME : 1:06.591 | DIFFERENCE :        |              |       |                     |
| LAP                    | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                    |          |                          | 1:11.544            | 69.94        | 4.953 | 16:37:54.145        |
| 2 -                    |          |                          | 1:08.050            | 73.53        | 1.459 | 16:39:02.195        |
| 3 -                    |          |                          | 1:07.601            | 74.02        | 1.010 | 16:40:09.796        |
| 4 -                    |          |                          | 1:07.191 (2)        | 74.47        | 0.600 | 16:41:16.987        |
| 5 -                    |          |                          | 1:07.732            | 73.87        | 1.141 | 16:42:24.719        |
| 6 -                    |          |                          | 1:07.351 (3)        | 74.29        | 0.760 | 16:43:32.070        |
| 7 -                    |          |                          | <b>1:06.591 (1)</b> | <b>75.14</b> |       | <b>16:44:38.661</b> |

| P2 65 CB Jamie PAGE       |               |                          | Honda 500           |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.587 |               | BEST LAP TIME : 1:06.782 | DIFFERENCE : 0.195  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.401                   | 1:14.528            | 67.14        | 7.746 | 16:37:57.129        |
| 2 -                       | 37.720        | 30.111                   | 1:07.831            | 73.77        | 1.049 | 16:39:04.960        |
| 3 -                       | 38.234        | 30.180                   | 1:08.414            | 73.14        | 1.632 | 16:40:13.374        |
| 4 -                       | 37.513        | <b>29.483</b>            | 1:06.996 (2)        | 74.69        | 0.214 | 16:41:20.370        |
| 5 -                       | 37.149        | 29.633                   | <b>1:06.782 (1)</b> | <b>74.93</b> |       | <b>16:42:27.152</b> |
| 6 -                       | <b>37.104</b> | 30.275                   | 1:07.379            | 74.26        | 0.597 | 16:43:34.531        |
| 7 -                       | 37.352        | 30.020                   | 1:07.372 (3)        | 74.27        | 0.590 | 16:44:41.903        |

| P3 134 CB Stephen SEWELL  |               |                          | Honda 500           |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.958 |               | BEST LAP TIME : 1:08.048 | DIFFERENCE : 0.090  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.023                   | 1:16.048            | 65.80        | 8.000 | 16:37:58.649        |
| 2 -                       | 38.765        | 30.602                   | 1:09.367 (3)        | 72.13        | 1.319 | 16:39:08.016        |
| 3 -                       | <b>37.811</b> | 30.237                   | <b>1:08.048 (1)</b> | <b>73.53</b> |       | <b>16:40:16.064</b> |
| 4 -                       | 37.913        | <b>30.147</b>            | 1:08.060 (2)        | 73.52        | 0.012 | 16:41:24.124        |
| 5 -                       | 38.798        | 30.677                   | 1:09.475            | 72.02        | 1.427 | 16:42:33.599        |
| 6 -                       | 38.584        | 30.994                   | 1:09.578            | 71.91        | 1.530 | 16:43:43.177        |
| 7 -                       | 38.863        | 31.397                   | 1:10.260            | 71.22        | 2.212 | 16:44:53.437        |

| P4 274 CB Wayne SUTTON    |               |                          | Honda 500           |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.652 |               | BEST LAP TIME : 1:10.118 | DIFFERENCE : 0.466  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.613                   | 1:17.945            | 64.19        | 7.827 | 16:38:00.546        |
| 2 -                       | 39.802        | 31.331                   | 1:11.133            | 70.34        | 1.015 | 16:39:11.679        |
| 3 -                       | 39.223        | 31.118                   | 1:10.341 (2)        | 71.13        | 0.223 | 16:40:22.020        |
| 4 -                       | 39.983        | <b>30.717</b>            | 1:10.700 (3)        | 70.77        | 0.582 | 16:41:32.720        |
| 5 -                       | 40.209        | 30.920                   | 1:11.129            | 70.35        | 1.011 | 16:42:43.849        |
| 6 -                       | 41.290        | 30.979                   | 1:12.269            | 69.24        | 2.151 | 16:43:56.118        |
| 7 -                       | <b>38.935</b> | 31.183                   | <b>1:10.118 (1)</b> | <b>71.36</b> |       | <b>16:45:06.236</b> |

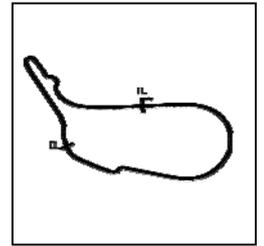
| P5 113 CB Steven KILPIN   |               |                          | Honda 500           |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.680 |               | BEST LAP TIME : 1:09.680 | DIFFERENCE : 0.000  |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.393                   | 1:17.087            | 64.91        | 7.407 | 16:37:59.688        |
| 2 -                       | 39.397        | 31.557                   | 1:10.954 (3)        | 70.52        | 1.274 | 16:39:10.642        |
| 3 -                       | 39.911        | 31.089                   | 1:11.000            | 70.47        | 1.320 | 16:40:21.642        |
| 4 -                       | 39.932        | 30.990                   | 1:10.922 (2)        | 70.55        | 1.242 | 16:41:32.564        |
| 5 -                       | 40.010        | 31.128                   | 1:11.138            | 70.34        | 1.458 | 16:42:43.702        |
| 6 -                       | 41.793        | 31.194                   | 1:12.987            | 68.56        | 3.307 | 16:43:56.689        |
| 7 -                       | <b>38.946</b> | <b>30.734</b>            | <b>1:09.680 (1)</b> | <b>71.81</b> |       | <b>16:45:06.369</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:36 Flag 16:44 End: 16:46

# Dunlop CB500

## 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

| P6 10 CB Martin GIBSON    |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.317 |               | BEST LAP TIME : 1:09.400 |                     | DIFFERENCE : 0.083 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.775                   | 1:21.226            | 61.60              | 11.826 | 16:38:03.827        |
| 2 -                       | 38.943        | 31.972                   | 1:10.915            | 70.56              | 1.515  | 16:39:14.742        |
| 3 -                       | 38.676        | <b>30.863</b>            | 1:09.539 (2)        | 71.96              | 0.139  | 16:40:24.281        |
| 4 -                       | <b>38.454</b> | 30.946                   | <b>1:09.400 (1)</b> | <b>72.10</b>       |        | <b>16:41:33.681</b> |
| 5 -                       | 39.620        | 31.573                   | 1:11.193            | 70.28              | 1.793  | 16:42:44.874        |
| 6 -                       | 40.987        | 32.361                   | 1:13.348            | 68.22              | 3.948  | 16:43:58.222        |
| 7 -                       | 38.678        | 31.612                   | 1:10.290 (3)        | 71.19              | 0.890  | 16:45:08.512        |

| P7 117 CB Ben JENNISON    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.222 |               | BEST LAP TIME : 1:10.222 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.864                   | 1:19.995            | 62.55              | 9.773 | 16:38:02.596        |
| 2 -                       | 40.055        | 31.832                   | 1:11.887            | 69.60              | 1.665 | 16:39:14.483        |
| 3 -                       | 40.149        | 32.183                   | 1:12.332            | 69.18              | 2.110 | 16:40:26.815        |
| 4 -                       | 39.164        | 31.562                   | 1:10.726 (2)        | 70.75              | 0.504 | 16:41:37.541        |
| 5 -                       | 39.165        | 31.582                   | 1:10.747 (3)        | 70.73              | 0.525 | 16:42:48.288        |
| 6 -                       | 39.645        | 31.551                   | 1:11.196            | 70.28              | 0.974 | 16:43:59.484        |
| 7 -                       | <b>38.696</b> | <b>31.526</b>            | <b>1:10.222 (1)</b> | <b>71.26</b>       |       | <b>16:45:09.706</b> |

| P8 285 CB Terry ALLSOPP   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:09.297 |               | BEST LAP TIME : 1:09.459 |                     | DIFFERENCE : 0.162 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.360                   | 1:22.878            | 60.37              | 13.419 | 16:38:05.479        |
| 2 -                       | 40.545        | <b>30.739</b>            | 1:11.284            | 70.19              | 1.825  | 16:39:16.763        |
| 3 -                       | 38.747        | 31.456                   | 1:10.203 (2)        | 71.27              | 0.744  | 16:40:26.966        |
| 4 -                       | <b>38.558</b> | 30.901                   | <b>1:09.459 (1)</b> | <b>72.04</b>       |        | <b>16:41:36.425</b> |
| 5 -                       | 39.358        | 31.300                   | 1:10.658 (3)        | 70.82              | 1.199  | 16:42:47.083        |
| 6 -                       | 42.899        | 32.872                   | 1:15.771            | 66.04              | 6.312  | 16:44:02.854        |
| 7 -                       | 39.619        | 31.943                   | 1:11.562            | 69.92              | 2.103  | 16:45:14.416        |

| P9 211 CB Dan BRETT       |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.168 |               | BEST LAP TIME : 1:11.339 |                     | DIFFERENCE : 0.171 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.997                   | 1:21.826            | 61.15              | 10.487 | 16:38:04.427        |
| 2 -                       | 41.262        | 32.044                   | 1:13.306            | 68.26              | 1.967  | 16:39:17.733        |
| 3 -                       | 40.698        | 33.040                   | 1:13.738            | 67.86              | 2.399  | 16:40:31.471        |
| 4 -                       | 40.524        | 31.559                   | 1:12.083 (3)        | 69.42              | 0.744  | 16:41:43.554        |
| 5 -                       | 41.427        | 32.062                   | 1:13.489            | 68.09              | 2.150  | 16:42:57.043        |
| 6 -                       | 40.172        | <b>31.167</b>            | <b>1:11.339 (1)</b> | <b>70.14</b>       |        | <b>16:44:08.382</b> |
| 7 -                       | <b>40.001</b> | 31.540                   | 1:11.541 (2)        | 69.94              | 0.202  | 16:45:19.923        |

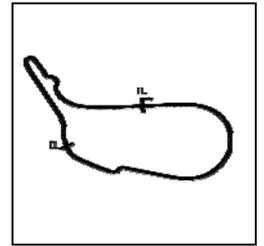
| P10 185 CB Roy WILSON     |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.372 |               | BEST LAP TIME : 1:11.372 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.042                   | 1:22.826            | 60.41              | 11.454 | 16:38:05.427        |
| 2 -                       | 42.018        | 32.704                   | 1:14.722            | 66.96              | 3.350  | 16:39:20.149        |
| 3 -                       | 40.387        | 32.227                   | 1:12.614 (2)        | 68.91              | 1.242  | 16:40:32.763        |
| 4 -                       | 40.858        | 32.025                   | 1:12.883            | 68.65              | 1.511  | 16:41:45.646        |
| 5 -                       | 40.751        | 32.434                   | 1:13.185            | 68.37              | 1.813  | 16:42:58.831        |
| 6 -                       | <b>40.056</b> | <b>31.316</b>            | <b>1:11.372 (1)</b> | <b>70.11</b>       |        | <b>16:44:10.203</b> |
| 7 -                       | 40.712        | 31.995                   | 1:12.707 (3)        | 68.82              | 1.335  | 16:45:22.910        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:36 Flag 16:44 End: 16:46

# Dunlop CB500

## 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

| P11 461 CB Richard FRANKS |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.624 |               | BEST LAP TIME : 1:12.653 |                     | DIFFERENCE : 0.029 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.160                   | 1:23.158            | 60.17              | 10.505 | 16:38:05.759        |
| 2 -                       | 41.029        | 32.281                   | 1:13.310            | 68.25              | 0.657  | 16:39:19.069        |
| 3 -                       | <b>40.629</b> | 32.155                   | 1:12.784 (3)        | 68.75              | 0.131  | 16:40:31.853        |
| 4 -                       | 40.658        | <b>31.995</b>            | <b>1:12.653 (1)</b> | <b>68.87</b>       |        | <b>16:41:44.506</b> |
| 5 -                       | 41.024        | 32.276                   | 1:13.300            | 68.26              | 0.647  | 16:42:57.806        |
| 6 -                       | 40.713        | 32.000                   | 1:12.713 (2)        | 68.81              | 0.060  | 16:44:10.519        |
| 7 -                       | 40.800        | 32.685                   | 1:13.485            | 68.09              | 0.832  | 16:45:24.004        |

| P12 84 CB Ashley GOUGH    |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.185 |               | BEST LAP TIME : 1:11.760 |                     | DIFFERENCE : 0.575 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 33.568                   | 1:21.679            | 61.26              | 9.919 | 16:38:04.280        |
| 2 -                       | 42.037        | 32.308                   | 1:14.345            | 67.30              | 2.585 | 16:39:18.625        |
| 3 -                       | 40.107        | <b>31.653</b>            | <b>1:11.760 (1)</b> | <b>69.73</b>       |       | <b>16:40:30.385</b> |
| 4 -                       | <b>39.532</b> | 32.336                   | 1:11.868 (2)        | 69.62              | 0.108 | 16:41:42.253        |
| 5 -                       | 42.576        | 32.003                   | 1:14.579            | 67.09              | 2.819 | 16:42:56.832        |
| 6 -                       | 41.079        | 31.913                   | 1:12.992 (3)        | 68.55              | 1.232 | 16:44:09.824        |
| 7 -                       | 40.558        | 33.637                   | 1:14.195            | 67.44              | 2.435 | 16:45:24.019        |

| P13 24 CB Lewis BOOTH     |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:12.546 |               | BEST LAP TIME : 1:12.546 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 33.605                   | 1:21.139            | 61.67              | 8.593 | 16:38:03.740        |
| 2 -                       | 41.550        | 33.191                   | 1:14.741            | 66.95              | 2.195 | 16:39:18.481        |
| 3 -                       | 40.900        | 33.081                   | 1:13.981            | 67.63              | 1.435 | 16:40:32.462        |
| 4 -                       | 40.567        | 33.101                   | 1:13.668 (3)        | 67.92              | 1.122 | 16:41:46.130        |
| 5 -                       | 40.601        | 33.009                   | 1:13.610 (2)        | 67.98              | 1.064 | 16:42:59.740        |
| 6 -                       | <b>40.042</b> | <b>32.504</b>            | <b>1:12.546 (1)</b> | <b>68.97</b>       |       | <b>16:44:12.286</b> |
| 7 -                       | 40.474        | 33.575                   | 1:14.049            | 67.57              | 1.503 | 16:45:26.335        |

| P14 139 CB Daniel NORTH   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.560 |               | BEST LAP TIME : 1:12.710 |                     | DIFFERENCE : 0.150 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.899                   | 1:24.979            | 58.88              | 12.269 | 16:38:07.580        |
| 2 -                       | 41.749        | 33.172                   | 1:14.921            | 66.79              | 2.211  | 16:39:22.501        |
| 3 -                       | 41.239        | 32.932                   | 1:14.171            | 67.46              | 1.461  | 16:40:36.672        |
| 4 -                       | 40.965        | 33.009                   | 1:13.974            | 67.64              | 1.264  | 16:41:50.646        |
| 5 -                       | 41.084        | 32.752                   | 1:13.836 (3)        | 67.77              | 1.126  | 16:43:04.482        |
| 6 -                       | 40.465        | <b>32.245</b>            | <b>1:12.710 (1)</b> | <b>68.82</b>       |        | <b>16:44:17.192</b> |
| 7 -                       | <b>40.315</b> | 32.949                   | 1:13.264 (2)        | 68.30              | 0.554  | 16:45:30.456        |

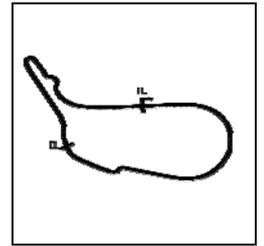
| P15 39 CB Tom WALL        |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:13.598 |               | BEST LAP TIME : 1:13.738 |                     | DIFFERENCE : 0.140 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.552                   | 1:23.850            | 59.67              | 10.112 | 16:38:06.451        |
| 2 -                       | 41.864        | 33.102                   | 1:14.966            | 66.75              | 1.228  | 16:39:21.417        |
| 3 -                       | 41.351        | 32.709                   | 1:14.060 (2)        | 67.56              | 0.322  | 16:40:35.477        |
| 4 -                       | <b>40.917</b> | 32.821                   | <b>1:13.738 (1)</b> | <b>67.86</b>       |        | <b>16:41:49.215</b> |
| 5 -                       | 41.745        | <b>32.681</b>            | 1:14.426 (3)        | 67.23              | 0.688  | 16:43:03.641        |
| 6 -                       | 41.678        | 33.056                   | 1:14.734            | 66.95              | 0.996  | 16:44:18.375        |
| 7 -                       | 41.666        | 34.199                   | 1:15.865            | 65.95              | 2.127  | 16:45:34.240        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:36 Flag 16:44 End: 16:46

# Dunlop CB500

## 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

| P16 181 CB David DEGROOT  |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:14.694 |               | BEST LAP TIME : 1:15.138 |                     | DIFFERENCE : 0.444 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.214                   | 1:25.729            | 58.36              | 10.591 | 16:38:08.330        |
| 2 -                       | 43.387        | 33.117                   | 1:16.504 (3)        | 65.40              | 1.366  | 16:39:24.834        |
| 3 -                       | 42.769        | <b>32.369</b>            | <b>1:15.138 (1)</b> | <b>66.59</b>       |        | <b>16:40:39.972</b> |
| 4 -                       | <b>42.325</b> | 33.463                   | 1:15.788 (2)        | 66.02              | 0.650  | 16:41:55.760        |
| 5 -                       | 44.596        | 34.079                   | 1:18.675            | 63.60              | 3.537  | 16:43:14.435        |
| 6 -                       | 43.936        | 34.448                   | 1:18.384            | 63.83              | 3.246  | 16:44:32.819        |
| 7 -                       | 45.244        | 35.108                   | 1:20.352            | 62.27              | 5.214  | 16:45:53.171        |

| P17 167 CB Kyle JENKINS   |               |                          | Honda 500           |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:15.793 |               | BEST LAP TIME : 1:15.793 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.830                   | 1:28.462            | 56.56              | 12.669 | 16:38:11.063        |
| 2 -                       | 43.969        | 33.648                   | 1:17.617            | 64.47              | 1.824  | 16:39:28.680        |
| 3 -                       | 42.692        | 33.532                   | 1:16.224 (2)        | 65.64              | 0.431  | 16:40:44.904        |
| 4 -                       | 43.347        | 33.509                   | 1:16.856 (3)        | 65.10              | 1.063  | 16:42:01.760        |
| 5 -                       | 44.216        | 33.924                   | 1:18.140            | 64.03              | 2.347  | 16:43:19.900        |
| 6 -                       | <b>42.647</b> | <b>33.146</b>            | <b>1:15.793 (1)</b> | <b>66.02</b>       |        | <b>16:44:35.693</b> |
| 7 -                       | 42.859        | 34.852                   | 1:17.711            | 64.39              | 1.918  | 16:45:53.404        |

| P18 62 CB Neil THOMPSON   |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:18.484 |               | BEST LAP TIME : 1:18.534 |                     | DIFFERENCE : 0.050 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.674                   | 1:27.615            | 57.11              | 9.081 | 16:38:10.216        |
| 2 -                       | 44.985        | 35.563                   | 1:20.548 (3)        | 62.12              | 2.014 | 16:39:30.764        |
| 3 -                       | 45.171        | 35.490                   | 1:20.661            | 62.03              | 2.127 | 16:40:51.425        |
| 4 -                       | 47.561        | 36.280                   | 1:23.841            | 59.68              | 5.307 | 16:42:15.266        |
| 5 -                       | 44.335        | <b>35.245</b>            | 1:19.580 (2)        | 62.88              | 1.046 | 16:43:34.846        |
| 6 -                       | <b>43.239</b> | 35.295                   | <b>1:18.534 (1)</b> | <b>63.71</b>       |       | <b>16:44:53.380</b> |

| P19 17 CB Brandon WRIGHT  |               |                          | Honda 500           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:17.561 |               | BEST LAP TIME : 1:18.299 |                     | DIFFERENCE : 0.738 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.147                   | 1:27.989            | 56.87              | 9.690 | 16:38:10.590        |
| 2 -                       | 45.270        | 35.217                   | 1:20.487 (3)        | 62.17              | 2.188 | 16:39:31.077        |
| 3 -                       | <b>42.930</b> | 35.369                   | <b>1:18.299 (1)</b> | <b>63.90</b>       |       | <b>16:40:49.376</b> |
| 4 -                       | 50.567        | 36.067                   | 1:26.634            | 57.76              | 8.335 | 16:42:16.010        |
| 5 -                       | 45.963        | <b>34.631</b>            | 1:20.594            | 62.08              | 2.295 | 16:43:36.604        |
| 6 -                       | 44.228        | 35.218                   | 1:19.446 (2)        | 62.98              | 1.147 | 16:44:56.050        |

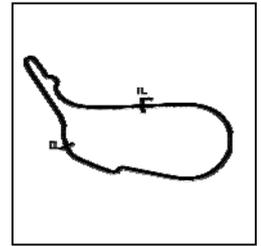
| P20 79 CB Reuben RHODES-LEADER |               |                          | Honda 500           |                    |        |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:22.738      |               | BEST LAP TIME : 1:22.984 |                     | DIFFERENCE : 0.246 |        |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                            |               | 41.787                   | 1:40.079            | 50.00              | 17.095 | 16:38:22.680        |
| 2 -                            | 47.282        | 38.786                   | 1:26.068            | 58.14              | 3.084  | 16:39:48.748        |
| 3 -                            | 48.019        | <b>37.860</b>            | 1:25.879            | 58.26              | 2.895  | 16:41:14.627        |
| 4 -                            | 46.589        | 37.976                   | 1:24.565 (2)        | 59.17              | 1.581  | 16:42:39.192        |
| 5 -                            | 46.612        | 38.463                   | 1:25.075 (3)        | 58.81              | 2.091  | 16:44:04.267        |
| 6 -                            | <b>44.878</b> | 38.106                   | <b>1:22.984 (1)</b> | <b>60.30</b>       |        | <b>16:45:27.251</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:36 Flag 16:44 End: 16:46

# Dunlop CB500

## 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

| P21 710 CB James BAILEY   |          | Honda 500                |                     |              |        |                     |
|---------------------------|----------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.340 |          | BEST LAP TIME : 1:11.781 |                     |              |        |                     |
|                           |          | DIFFERENCE : 0.441       |                     |              |        |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |          | 33.808                   | 1:25.918            | 58.24        | 14.137 | 16:38:08.519        |
| 2 -                       | 41.358   | 32.616                   | 1:13.974            | 67.64        | 2.193  | 16:39:22.493        |
| 3 -                       | 40.655   | 32.564                   | 1:13.219 (2)        | 68.34        | 1.438  | 16:40:35.712        |
| 4 -                       | 41.270   | 32.467                   | 1:13.737 (3)        | 67.86        | 1.956  | 16:41:49.449        |
| 5 -                       | 41.917   | 32.758                   | 1:14.675            | 67.01        | 2.894  | 16:43:04.124        |
| 6 -                       | 40.165   | <b>31.616</b>            | <b>1:11.781 (1)</b> | <b>69.71</b> |        | <b>16:44:15.905</b> |

| P22 11 CB Sam HAILSTONE   |               | Honda 500                |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.316 |               | BEST LAP TIME : 1:08.316 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.264                   | 1:16.005            | 65.83        | 7.689 | 16:37:58.606        |
| 2 -                       | 39.221        | 30.708                   | 1:09.929 (3)        | 71.55        | 1.613 | 16:39:08.535        |
| 3 -                       | 38.388        | 30.168                   | 1:08.556 (2)        | 72.99        | 0.240 | 16:40:17.091        |
| 4 -                       | <b>38.191</b> | <b>30.125</b>            | <b>1:08.316 (1)</b> | <b>73.24</b> |       | <b>16:41:25.407</b> |
| 5 -                       | 38.878        | 31.232                   | 1:10.110            | 71.37        | 1.794 | 16:42:35.517        |

| P23 333 CB Sam PALFREYMAN |               | Honda 500                |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.987 |               | BEST LAP TIME : 1:07.987 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.542                   | 1:12.640            | 68.88        | 4.653 | 16:37:55.241        |
| 2 -                       | 38.337        | 30.528                   | 1:08.865 (2)        | 72.66        | 0.878 | 16:39:04.106        |
| 3 -                       | 38.641        | 30.451                   | 1:09.092 (3)        | 72.42        | 1.105 | 16:40:13.198        |
| 4 -                       | <b>38.144</b> | <b>29.843</b>            | <b>1:07.987 (1)</b> | <b>73.60</b> |       | <b>16:41:21.185</b> |

| P24 34 CB Craig REILLY    |               | Honda 500                |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.320 |               | BEST LAP TIME : 1:08.388 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.068       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.346                   | 1:13.247            | 68.31        | 4.859 | 16:37:55.848        |
| 2 -                       | 38.514        | 30.098                   | 1:08.612 (2)        | 72.93        | 0.224 | 16:39:04.460        |
| 3 -                       | 39.130        | <b>29.924</b>            | 1:09.054 (3)        | 72.46        | 0.666 | 16:40:13.514        |
| 4 -                       | <b>38.396</b> | 29.992                   | <b>1:08.388 (1)</b> | <b>73.17</b> |       | <b>16:41:21.902</b> |

| P25 142 CB Mark SAWYER    |               | Honda 500                |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.106 |               | BEST LAP TIME : 1:26.472 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.366       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 38.693                   | 1:36.374            | 51.92        | 9.902 | 16:38:18.975        |
| 2 -                       | 49.349        | 38.628                   | 1:27.977 (3)        | 56.87        | 1.505 | 16:39:46.952        |
| 3 -                       | 49.089        | <b>37.383</b>            | <b>1:26.472 (1)</b> | <b>57.86</b> |       | <b>16:41:13.424</b> |
| 4 -                       | <b>48.723</b> | 38.525                   | 1:27.248 (2)        | 57.35        | 0.776 | 16:42:40.672        |

| P26 441 CB Paul SAWYER    |               | Honda 500                |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:14.076 |               | BEST LAP TIME : 1:14.076 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.623                   | 1:27.843 (3)        | 56.96        | 13.767 | 16:38:10.444        |
| 2 -                       | 42.315        | 32.458                   | 1:14.773 (2)        | 66.92        | 0.697  | 16:39:25.217        |
| 3 -                       | <b>41.662</b> | <b>32.414</b>            | <b>1:14.076 (1)</b> | <b>67.55</b> |        | <b>16:40:39.293</b> |

| P27 87 CB Matthew GOODMAN |               | Honda 500                |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:20.430 |               | BEST LAP TIME : 1:20.430 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 36.856                   | 1:31.470 (2)        | 54.70        | 11.040 | 16:38:14.071        |
| 2 -                       | <b>44.986</b> | <b>35.444</b>            | <b>1:20.430 (1)</b> | <b>62.21</b> |        | <b>16:39:34.501</b> |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:36 Flag 16:44 End: 16:46

# Dunlop CB500

## Race 13 - LAP CHART

### LAP 1 @ 16:37:54.145

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:11.544 |
| 333 | 1.096  | 1:12.640 |
| 34  | 1.703  | 1:13.247 |
| 65  | 2.984  | 1:14.528 |
| 11  | 4.461  | 1:16.005 |
| 134 | 4.504  | 1:16.048 |
| 113 | 5.543  | 1:17.087 |
| 274 | 6.401  | 1:17.945 |
| 117 | 8.451  | 1:19.995 |
| 24  | 9.595  | 1:21.139 |
| 10  | 9.682  | 1:21.226 |
| 84  | 10.135 | 1:21.679 |
| 211 | 10.282 | 1:21.826 |
| 185 | 11.282 | 1:22.826 |
| 285 | 11.334 | 1:22.878 |
| 461 | 11.614 | 1:23.158 |
| 39  | 12.306 | 1:23.850 |
| 139 | 13.435 | 1:24.979 |
| 181 | 14.185 | 1:25.729 |
| 710 | 14.374 | 1:25.918 |
| 62  | 16.071 | 1:27.615 |
| 441 | 16.299 | 1:27.843 |
| 17  | 16.445 | 1:27.989 |
| 167 | 16.918 | 1:28.462 |
| 87  | 19.926 | 1:31.470 |
| 142 | 24.830 | 1:36.374 |
| 79  | 28.535 | 1:40.079 |

### LAP 2 @ 16:39:02.195

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:08.050 |
| 333 | 1.911  | 1:08.865 |
| 34  | 2.265  | 1:08.612 |
| 65  | 2.765  | 1:07.831 |
| 134 | 5.821  | 1:09.367 |
| 11  | 6.340  | 1:09.929 |
| 113 | 8.447  | 1:10.954 |
| 274 | 9.484  | 1:11.133 |
| 117 | 12.288 | 1:11.887 |
| 10  | 12.547 | 1:10.915 |
| 285 | 14.568 | 1:11.284 |
| 211 | 15.538 | 1:13.306 |
| 24  | 16.286 | 1:14.741 |
| 84  | 16.430 | 1:14.345 |
| 461 | 16.874 | 1:13.310 |
| 185 | 17.954 | 1:14.722 |
| 39  | 19.222 | 1:14.966 |
| 710 | 20.298 | 1:13.974 |
| 139 | 20.306 | 1:14.921 |
| 181 | 22.639 | 1:16.504 |
| 441 | 23.022 | 1:14.773 |
| 167 | 26.485 | 1:17.617 |
| 62  | 28.569 | 1:20.548 |
| 17  | 28.882 | 1:20.487 |
| 87  | 32.306 | 1:20.430 |
| 142 | 44.757 | 1:27.977 |
| 79  | 46.553 | 1:26.068 |

### LAP 3 @ 16:40:09.796

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 13 |        | 1:07.601 |

|     |          |          |
|-----|----------|----------|
| 333 | 3.402    | 1:09.092 |
| 65  | 3.578    | 1:08.414 |
| 34  | 3.718    | 1:09.054 |
| 134 | 6.268    | 1:08.048 |
| 11  | 7.295    | 1:08.556 |
| 113 | 11.846   | 1:11.000 |
| 274 | 12.224   | 1:10.341 |
| 10  | 14.485   | 1:09.539 |
| 117 | 17.019   | 1:12.332 |
| 285 | 17.170   | 1:10.203 |
| 84  | 20.589   | 1:11.760 |
| 211 | 21.675   | 1:13.738 |
| 461 | 22.057   | 1:12.784 |
| 24  | 22.666   | 1:13.981 |
| 185 | 22.967   | 1:12.614 |
| 39  | 25.681   | 1:14.060 |
| 710 | 25.916   | 1:13.219 |
| 139 | 26.876   | 1:14.171 |
| 441 | 29.497   | 1:14.076 |
| 181 | 30.176   | 1:15.138 |
| 167 | 35.108   | 1:16.224 |
| 17  | 39.580   | 1:18.299 |
| 62  | 41.629   | 1:20.661 |
| 142 | 1:03.628 | 1:26.472 |
| 79  | 1:04.831 | 1:25.879 |

### LAP 4 @ 16:41:16.987

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:07.191 |
| 65  | 3.383  | 1:06.996 |
| 333 | 4.198  | 1:07.987 |
| 34  | 4.915  | 1:08.388 |
| 134 | 7.137  | 1:08.060 |
| 11  | 8.420  | 1:08.316 |
| 113 | 15.577 | 1:10.922 |
| 274 | 15.733 | 1:10.700 |
| 10  | 16.694 | 1:09.400 |
| 285 | 19.438 | 1:09.459 |
| 117 | 20.554 | 1:10.726 |
| 84  | 25.266 | 1:11.868 |
| 211 | 26.567 | 1:12.083 |
| 461 | 27.519 | 1:12.653 |
| 185 | 28.659 | 1:12.883 |
| 24  | 29.143 | 1:13.668 |
| 39  | 32.228 | 1:13.738 |
| 710 | 32.462 | 1:13.737 |
| 139 | 33.659 | 1:13.974 |
| 181 | 38.773 | 1:15.788 |
| 167 | 44.773 | 1:16.856 |
| 62  | 58.279 | 1:23.841 |
| 17  | 59.023 | 1:26.634 |

### LAP 5 @ 16:42:24.719

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 13  |        | 1:07.732 |
| 65  | 2.433  | 1:06.782 |
| 134 | 8.880  | 1:09.475 |
| 11  | 10.798 | 1:10.110 |
| 79  | 1 Lap  | 1:24.565 |
| 142 | 1 Lap  | 1:27.248 |
| 113 | 18.983 | 1:11.138 |
| 274 | 19.130 | 1:11.129 |
| 10  | 20.155 | 1:11.193 |
| 285 | 22.364 | 1:10.658 |

|     |        |          |
|-----|--------|----------|
| 117 | 23.569 | 1:10.747 |
| 84  | 32.113 | 1:14.579 |
| 211 | 32.324 | 1:13.489 |
| 461 | 33.087 | 1:13.300 |
| 185 | 34.112 | 1:13.185 |
| 24  | 35.021 | 1:13.610 |
| 39  | 38.922 | 1:14.426 |
| 710 | 39.405 | 1:14.675 |
| 139 | 39.763 | 1:13.836 |
| 181 | 49.716 | 1:18.675 |
| 167 | 55.181 | 1:18.140 |

### LAP 6 @ 16:43:32.070

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 13  |          | 1:07.351 |
| 65  | 2.461    | 1:07.379 |
| 62  | 1 Lap    | 1:19.580 |
| 17  | 1 Lap    | 1:20.594 |
| 134 | 11.107   | 1:09.578 |
| 274 | 24.048   | 1:12.269 |
| 113 | 24.619   | 1:12.987 |
| 10  | 26.152   | 1:13.348 |
| 117 | 27.414   | 1:11.196 |
| 285 | 30.784   | 1:15.771 |
| 79  | 1 Lap    | 1:25.075 |
| 211 | 36.312   | 1:11.339 |
| 84  | 37.754   | 1:12.992 |
| 185 | 38.133   | 1:11.372 |
| 461 | 38.449   | 1:12.713 |
| 24  | 40.216   | 1:12.546 |
| 710 | 43.835   | 1:11.781 |
| 139 | 45.122   | 1:12.710 |
| 39  | 46.305   | 1:14.734 |
| 181 | 1:00.749 | 1:18.384 |
| 167 | 1:03.623 | 1:15.793 |

### LAP 7 @ 16:44:38.661

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 13  |          | 1:06.591 |
| 65  | 3.242    | 1:07.372 |
| 62  | 1 Lap    | 1:18.534 |
| 134 | 14.776   | 1:10.260 |
| 17  | 1 Lap    | 1:19.446 |
| 274 | 27.575   | 1:10.118 |
| 113 | 27.708   | 1:09.680 |
| 10  | 29.851   | 1:10.290 |
| 117 | 31.045   | 1:10.222 |
| 285 | 35.755   | 1:11.562 |
| 211 | 41.262   | 1:11.541 |
| 185 | 44.249   | 1:12.707 |
| 461 | 45.343   | 1:13.485 |
| 84  | 45.358   | 1:14.195 |
| 24  | 47.674   | 1:14.049 |
| 79  | 1 Lap    | 1:22.984 |
| 139 | 51.795   | 1:13.264 |
| 39  | 55.579   | 1:15.865 |
| 181 | 1:14.510 | 1:20.352 |
| 167 | 1:14.743 | 1:17.711 |

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:36 Flag 16:44 End: 16:46

Printed - 16:49 Monday, 03 May 2021

# Properly Protected Pre-Injection & Earlystock

## Race 14 - CLASSIFICATION

| POS | NO  | CL   | PIC NAME           | ENTRY        | LAPS | TIME     | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|------|--------------------|--------------|------|----------|----------|--------|-------|----------|----|
| 1   | 117 | PI1  | 1 Aaron STANIFORTH | Honda 600    | 7    | 8:03.828 |          |        | 72.39 | 1:05.893 | 3  |
| 2   | 90  | PI1  | 2 Thomas PICKFORD  | Yamaha 600   | 7    | 8:36.406 | 32.578   | 32.578 | 67.83 | 1:09.923 | 2  |
| 3   | 64  | PI2  | 1 Martin TRANTER   | Kawasaki 900 | 7    | 8:40.281 | 36.453   | 3.875  | 67.32 | 1:11.972 | 4  |
| 4   | 54  | PI1  | 3 Robert MAWBEEY   | Yamaha 600   | 7    | 8:47.594 | 43.766   | 7.313  | 66.39 | 1:13.977 | 4  |
| 5   | 6   | PI1  | 4 Mike HORBERRY    | Yamaha 600   | 7    | 9:06.619 | 1:02.791 | 19.025 | 64.08 | 1:15.984 | 3  |
| 6   | 25  | PI1  | 5 Sam NICHOLSON    | Yamaha 600   | 7    | 9:06.779 | 1:02.951 | 0.160  | 64.06 | 1:16.190 | 3  |
| 7   | 246 | ESTK | 1 Stu POULTON      | Yamaha 350   | 6    | 8:03.154 | 1 Lap    | 1 Lap  | 62.14 | 1:18.137 | 5  |
| 8   | 150 | ESTK | 2 John ADAMSON     | Yamaha 350   | 6    | 8:08.432 | 1 Lap    | 5.278  | 61.47 | 1:19.372 | 2  |
| 9   | 4   | BNDT | 1 Matthew STEVENS  | Suzuki 600   | 6    | 8:14.184 | 1 Lap    | 5.752  | 60.75 | 1:19.875 | 5  |
| 10  | 741 | PI1  | 6 Bryn ROONEY      | Kawasaki 600 | 6    | 8:23.893 | 1 Lap    | 9.709  | 59.58 | 1:22.618 | 3  |
| 11  | 118 | PI2  | 2 Rodger WIBBERLEY | Suzuki 750   | 6    | 8:25.597 | 1 Lap    | 1.704  | 59.38 | 1:16.761 | 2  |
| 12  | 40  | PI2  | 3 Gary YEWS        | Honda 900    | 6    | 8:25.974 | 1 Lap    | 0.377  | 59.33 | 1:22.134 | 4  |
| 13  | 151 | PI1  | 7 Steven ELLIS     | Yamaha 600   | 6    | 9:02.429 | 1 Lap    | 36.455 | 55.35 | 1:26.084 | 6  |
| 14  | 316 | ESTK | 3 Glen GRAY        | Yamaha 1100  | 6    | 9:09.394 | 1 Lap    | 6.965  | 54.64 | 1:29.275 | 4  |
| 15  | 49  | PI2  | 4 Ben WORRALLO     | Kawasaki 750 | 5    | 8:08.487 | 2 Laps   | 1 Lap  | 51.21 | 1:34.914 | 3  |

NOT CLASSIFIED

|     |     |     |            |            |   |          |        |       |       |          |   |
|-----|-----|-----|------------|------------|---|----------|--------|-------|-------|----------|---|
| DNF | 191 | PI1 | Wayne KEMP | Yamaha 600 | 4 | 5:59.190 | 3 Laps | 1 Lap | 55.72 | 1:26.226 | 3 |
|-----|-----|-----|------------|------------|---|----------|--------|-------|-------|----------|---|

FASTEST LAP

|     |      |                  |              |   |          |           |            |
|-----|------|------------------|--------------|---|----------|-----------|------------|
| 117 | PI1  | Aaron STANIFORTH | Honda 600    | 3 | 1:05.893 | 75.94 mph | 122.21 kph |
| 64  | PI2  | Martin TRANTER   | Kawasaki 900 | 4 | 1:11.972 | 69.52 mph | 111.89 kph |
| 246 | ESTK | Stu POULTON      | Yamaha 350   | 5 | 1:18.137 | 64.04 mph | 103.06 kph |
| 4   | BNDT | Matthew STEVENS  | Suzuki 600   | 5 | 1:19.875 | 62.64 mph | 100.82 kph |

### AMENDED RESULT

Class PI1 - 92.5% of Race Speed = 66.96 mph  
 Class PI2 - 92.5% of Race Speed = 62.27 mph  
 Class ESTK - 92.5% of Race Speed = 57.47 mph  
 Class BNDT - 92.5% of Race Speed = 56.19 mph

Weather / Track : Drizzle / Wet

Mallory Park: 1.3900 miles  
 Race Distance: 7 Laps / 9.73 miles  
 Start: 16:51 Flag 16:59 End: 17:01

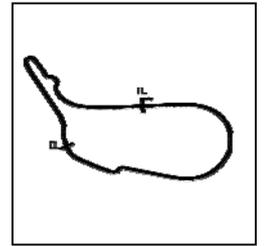
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 17:48 Monday, 03 May 2021



# Properly Protected Pre-Injection & Earlystock

## 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 117 PI1                |               | Aaron STANIFORTH         |                     | Honda 600          |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:05.893 |               | BEST LAP TIME : 1:05.893 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 29.736                   | 1:11.898            | 69.59              | 6.005 | 16:52:25.430        |
| 2 -                       | 37.055        | 29.535                   | 1:06.590 (2)        | 75.14              | 0.697 | 16:53:32.020        |
| 3 -                       | <b>36.616</b> | <b>29.277</b>            | <b>1:05.893 (1)</b> | <b>75.94</b>       |       | <b>16:54:37.913</b> |
| 4 -                       | 37.543        | 30.746                   | 1:08.289 (3)        | 73.27              | 2.396 | 16:55:46.202        |
| 5 -                       | 38.488        | 30.169                   | 1:08.657            | 72.88              | 2.764 | 16:56:54.859        |
| 6 -                       | 38.776        | 30.941                   | 1:09.717            | 71.77              | 3.824 | 16:58:04.576        |
| 7 -                       | 38.442        | 34.342                   | 1:12.784            | 68.75              | 6.891 | 16:59:17.360        |

| P2 90 PI1                 |               | Thomas PICKFORD          |                     | Yamaha 600         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.728 |               | BEST LAP TIME : 1:09.923 |                     | DIFFERENCE : 0.195 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.752                   | 1:16.380            | 65.51              | 6.457 | 16:52:29.912        |
| 2 -                       | <b>38.080</b> | 31.843                   | <b>1:09.923 (1)</b> | <b>71.56</b>       |       | <b>16:53:39.835</b> |
| 3 -                       | 39.306        | <b>31.648</b>            | 1:10.954 (2)        | 70.52              | 1.031 | 16:54:50.789        |
| 4 -                       | 39.483        | 33.504                   | 1:12.987 (3)        | 68.56              | 3.064 | 16:56:03.776        |
| 5 -                       | 41.789        | 35.949                   | 1:17.738            | 64.37              | 7.815 | 16:57:21.514        |
| 6 -                       | 42.194        | 32.555                   | 1:14.749            | 66.94              | 4.826 | 16:58:36.263        |
| 7 -                       | 41.197        | 32.478                   | 1:13.675            | 67.92              | 3.752 | 16:59:49.938        |

| P3 64 PI2                 |               | Martin TRANTER           |                     | Kawasaki 900       |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.662 |               | BEST LAP TIME : 1:11.972 |                     | DIFFERENCE : 0.310 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.889                   | 1:19.502            | 62.94              | 7.530 | 16:52:33.034        |
| 2 -                       | 41.698        | 32.635                   | 1:14.333            | 67.31              | 2.361 | 16:53:47.367        |
| 3 -                       | 39.950        | <b>32.109</b>            | 1:12.059 (2)        | 69.44              | 0.087 | 16:54:59.426        |
| 4 -                       | <b>39.553</b> | 32.419                   | <b>1:11.972 (1)</b> | <b>69.52</b>       |       | <b>16:56:11.398</b> |
| 5 -                       | 41.488        | 32.560                   | 1:14.048            | 67.57              | 2.076 | 16:57:25.446        |
| 6 -                       | 42.215        | 33.101                   | 1:15.316            | 66.44              | 3.344 | 16:58:40.762        |
| 7 -                       | 40.199        | 32.852                   | 1:13.051 (3)        | 68.50              | 1.079 | 16:59:53.813        |

| P4 54 PI1                 |               | Robert MAWBEY            |                     | Yamaha 600         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.977 |               | BEST LAP TIME : 1:13.977 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.770                   | 1:18.532            | 63.71              | 4.555 | 16:52:32.064        |
| 2 -                       | 42.394        | 32.866                   | 1:15.260            | 66.48              | 1.283 | 16:53:47.324        |
| 3 -                       | 41.957        | 32.295                   | 1:14.252 (2)        | 67.39              | 0.275 | 16:55:01.576        |
| 4 -                       | <b>41.929</b> | <b>32.048</b>            | <b>1:13.977 (1)</b> | <b>67.64</b>       |       | <b>16:56:15.553</b> |
| 5 -                       | 42.441        | 32.802                   | 1:15.243            | 66.50              | 1.266 | 16:57:30.796        |
| 6 -                       | 42.307        | 32.416                   | 1:14.723 (3)        | 66.96              | 0.746 | 16:58:45.519        |
| 7 -                       | 42.491        | 33.116                   | 1:15.607            | 66.18              | 1.630 | 17:00:01.126        |

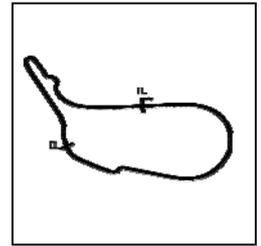
| P5 6 PI1                  |               | Mike HORBERRY            |                     | Yamaha 600         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:15.949 |               | BEST LAP TIME : 1:15.984 |                     | DIFFERENCE : 0.035 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 33.840                   | 1:21.242            | 61.59              | 5.258 | 16:52:34.774        |
| 2 -                       | 43.875        | 33.155                   | 1:17.030 (2)        | 64.96              | 1.046 | 16:53:51.804        |
| 3 -                       | 42.972        | <b>33.012</b>            | <b>1:15.984 (1)</b> | <b>65.85</b>       |       | <b>16:55:07.788</b> |
| 4 -                       | <b>42.937</b> | 34.314                   | 1:17.251 (3)        | 64.77              | 1.267 | 16:56:25.039        |
| 5 -                       | 43.725        | 34.259                   | 1:17.984            | 64.16              | 2.000 | 16:57:43.023        |
| 6 -                       | 43.624        | 34.334                   | 1:17.958            | 64.18              | 1.974 | 16:59:00.981        |
| 7 -                       | 44.530        | 34.640                   | 1:19.170            | 63.20              | 3.186 | 17:00:20.151        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:51 Flag 16:59 End: 17:01

# Properly Protected Pre-Injection & Earlystock

## 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

| P6 25 PI1                 |               | Sam NICHOLSON            |                     | Yamaha 600         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:16.088 |               | BEST LAP TIME : 1:16.190 |                     | DIFFERENCE : 0.102 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 33.897                   | 1:22.051            | 60.98              | 5.861 | 16:52:35.583        |
| 2 -                       | 43.817        | <b>33.047</b>            | 1:16.864 (3)        | 65.10              | 0.674 | 16:53:52.447        |
| 3 -                       | 43.091        | 33.099                   | <b>1:16.190 (1)</b> | <b>65.67</b>       |       | <b>16:55:08.637</b> |
| 4 -                       | <b>43.041</b> | 33.620                   | 1:16.661 (2)        | 65.27              | 0.471 | 16:56:25.298        |
| 5 -                       | 44.133        | 33.755                   | 1:17.888            | 64.24              | 1.698 | 16:57:43.186        |
| 6 -                       | 44.112        | 33.939                   | 1:18.051            | 64.11              | 1.861 | 16:59:01.237        |
| 7 -                       | 44.621        | 34.453                   | 1:19.074            | 63.28              | 2.884 | 17:00:20.311        |

| P7 150 ESTK               |               | John ADAMSON             |                     | Yamaha 350         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:19.079 |               | BEST LAP TIME : 1:19.372 |                     | DIFFERENCE : 0.293 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.476                   | 1:26.710            | 57.70              | 7.338 | 16:52:40.242        |
| 2 -                       | 44.834        | <b>34.538</b>            | <b>1:19.372 (1)</b> | <b>63.04</b>       |       | <b>16:53:59.614</b> |
| 3 -                       | 44.991        | 35.292                   | 1:20.283 (3)        | 62.32              | 0.911 | 16:55:19.897        |
| 4 -                       | <b>44.541</b> | 35.552                   | 1:20.093 (2)        | 62.47              | 0.721 | 16:56:39.990        |
| 5 -                       | 44.564        | 36.032                   | 1:20.596            | 62.08              | 1.224 | 16:58:00.586        |
| 6 -                       | 45.584        | 35.794                   | 1:21.378            | 61.49              | 2.006 | 16:59:21.964        |

| P8 4 BNDT                 |               | Matthew STEVENS          |                     | Suzuki 600         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:18.654 |               | BEST LAP TIME : 1:19.875 |                     | DIFFERENCE : 1.221 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 36.073                   | 1:28.391            | 56.61              | 8.516 | 16:52:41.923        |
| 2 -                       | 46.876        | 36.905                   | 1:23.781            | 59.72              | 3.906 | 16:54:05.704        |
| 3 -                       | 45.852        | 34.989                   | 1:20.841            | 61.89              | 0.966 | 16:55:26.545        |
| 4 -                       | 44.692        | 35.946                   | 1:20.638 (2)        | 62.05              | 0.763 | 16:56:47.183        |
| 5 -                       | 45.462        | <b>34.413</b>            | <b>1:19.875 (1)</b> | <b>62.64</b>       |       | <b>16:58:07.058</b> |
| 6 -                       | <b>44.241</b> | 36.417                   | 1:20.658 (3)        | 62.04              | 0.783 | 16:59:27.716        |

| P9 741 PI1                |               | Bryn ROONEY              |                     | Kawasaki 600       |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:22.258 |               | BEST LAP TIME : 1:22.618 |                     | DIFFERENCE : 0.360 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 36.565                   | 1:28.465            | 56.56              | 5.847 | 16:52:41.997        |
| 2 -                       | 46.356        | 36.990                   | 1:23.346            | 60.03              | 0.728 | 16:54:05.343        |
| 3 -                       | <b>45.798</b> | 36.820                   | <b>1:22.618 (1)</b> | <b>60.56</b>       |       | <b>16:55:27.961</b> |
| 4 -                       | 46.284        | 37.469                   | 1:23.753            | 59.74              | 1.135 | 16:56:51.714        |
| 5 -                       | 46.290        | <b>36.460</b>            | 1:22.750 (2)        | 60.47              | 0.132 | 16:58:14.464        |
| 6 -                       | 45.872        | 37.089                   | 1:22.961 (3)        | 60.31              | 0.343 | 16:59:37.425        |

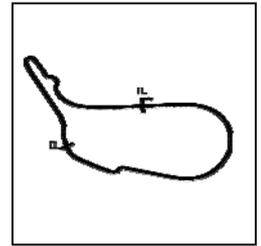
| P10 118 PI2               |               | Rodger WIBBERLEY         |                     | Suzuki 750         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:16.761 |               | BEST LAP TIME : 1:16.761 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.964                   | 1:24.211 (3)        | 59.42              | 7.450  | 16:52:37.743        |
| 2 -                       | <b>43.306</b> | <b>33.455</b>            | <b>1:16.761 (1)</b> | <b>65.18</b>       |        | <b>16:53:54.504</b> |
| 3 -                       | 46.373        | 38.681                   | 1:25.054            | 58.83              | 8.293  | 16:55:19.558        |
| 4 -                       | 50.293        | 38.640                   | 1:28.933            | 56.26              | 12.172 | 16:56:48.491        |
| 5 -                       | 48.626        | 38.230                   | 1:26.856            | 57.61              | 10.095 | 16:58:15.347        |
| 6 -                       | 47.023        | 36.759                   | 1:23.782 (2)        | 59.72              | 7.021  | 16:59:39.129        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:51 Flag 16:59 End: 17:01

# Properly Protected Pre-Injection & Earlystock

## 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

| P11 40 PI2                |               | Gary YEWS                |                     | Honda 900          |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:21.774 |               | BEST LAP TIME : 1:22.134 |                     | DIFFERENCE : 0.360 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 36.533                   | 1:30.697            | 55.17              | 8.563 | 16:52:44.229        |
| 2 -                       | 47.510        | 35.963                   | 1:23.473            | 59.94              | 1.339 | 16:54:07.702        |
| 3 -                       | 47.142        | 37.585                   | 1:24.727            | 59.06              | 2.593 | 16:55:32.429        |
| 4 -                       | 46.388        | <b>35.746</b>            | <b>1:22.134 (1)</b> | <b>60.92</b>       |       | <b>16:56:54.563</b> |
| 5 -                       | 46.800        | 35.907                   | 1:22.707 (3)        | 60.50              | 0.573 | 16:58:17.270        |
| 6 -                       | <b>46.028</b> | 36.208                   | 1:22.236 (2)        | 60.84              | 0.102 | 16:59:39.506        |

| P12 151 PI1               |               | Steven ELLIS             |                     | Yamaha 600         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:26.084 |               | BEST LAP TIME : 1:26.084 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 40.441                   | 1:38.122            | 50.99              | 12.038 | 16:52:51.654        |
| 2 -                       | 53.569        | 39.840                   | 1:33.409            | 53.57              | 7.325  | 16:54:25.063        |
| 3 -                       | 50.089        | 38.727                   | 1:28.816            | 56.34              | 2.732  | 16:55:53.879        |
| 4 -                       | 50.150        | 38.516                   | 1:28.666 (3)        | 56.43              | 2.582  | 16:57:22.545        |
| 5 -                       | 49.416        | 37.916                   | 1:27.332 (2)        | 57.29              | 1.248  | 16:58:49.877        |
| 6 -                       | <b>48.441</b> | <b>37.643</b>            | <b>1:26.084 (1)</b> | <b>58.12</b>       |        | <b>17:00:15.961</b> |

| P13 316 ESTK              |               | Glen GRAY                |                     | Yamaha 1100        |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:28.616 |               | BEST LAP TIME : 1:29.275 |                     | DIFFERENCE : 0.659 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 39.477                   | 1:36.386            | 51.91              | 7.111 | 16:52:49.918        |
| 2 -                       | 50.617        | 40.146                   | 1:30.763            | 55.13              | 1.488 | 16:54:20.681        |
| 3 -                       | 51.045        | <b>39.097</b>            | 1:30.142 (2)        | 55.51              | 0.867 | 16:55:50.823        |
| 4 -                       | <b>49.519</b> | 39.756                   | <b>1:29.275 (1)</b> | <b>56.05</b>       |       | <b>16:57:20.098</b> |
| 5 -                       | 50.794        | 39.674                   | 1:30.468 (3)        | 55.31              | 1.193 | 16:58:50.566        |
| 6 -                       | 51.609        | 40.751                   | 1:32.360            | 54.17              | 3.085 | 17:00:22.926        |

| P14 49 PI2                |               | Ben WORRALLO             |                     | Kawasaki 750       |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:34.096 |               | BEST LAP TIME : 1:34.914 |                     | DIFFERENCE : 0.818 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 40.969                   | 1:41.702            | 49.20              | 6.788 | 16:52:55.234        |
| 2 -                       | 54.471        | <b>40.878</b>            | 1:35.349 (2)        | 52.48              | 0.435 | 16:54:30.583        |
| 3 -                       | <b>53.218</b> | 41.696                   | <b>1:34.914 (1)</b> | <b>52.72</b>       |       | <b>16:56:05.497</b> |
| 4 -                       | 56.071        | 42.402                   | 1:38.473            | 50.81              | 3.559 | 16:57:43.970        |
| 5 -                       | 55.035        | 43.014                   | 1:38.049 (3)        | 51.03              | 3.135 | 16:59:22.019        |

| P15 246 ESTK              |               | Stu POULTON              |                     | Yamaha 350         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:18.137 |               | BEST LAP TIME : 1:18.137 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.876                   | 1:25.823            | 58.30              | 7.686 | 16:52:39.355        |
| 2 -                       | 44.417        | 35.362                   | 1:19.779 (3)        | 62.72              | 1.642 | 16:53:59.134        |
| 3 -                       | 44.701        | 35.420                   | 1:20.121            | 62.45              | 1.984 | 16:55:19.255        |
| 4 -                       | 44.264        | 35.059                   | 1:19.323 (2)        | 63.08              | 1.186 | 16:56:38.578        |
| 5 -                       | <b>43.378</b> | <b>34.759</b>            | <b>1:18.137 (1)</b> | <b>64.04</b>       |       | <b>16:57:56.715</b> |
| 6 -                       | 43.864        | 36.107                   | 1:19.971            | 62.57              | 1.834 | 16:59:16.686        |

| P16 191 PI1               |               | Wayne KEMP               |                     | Yamaha 600         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:25.406 |               | BEST LAP TIME : 1:26.226 |                     | DIFFERENCE : 0.820 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 38.649                   | 1:36.671            | 51.76              | 10.445 | 16:52:50.203        |
| 2 -                       | 50.788        | 37.515                   | 1:28.303 (3)        | 56.66              | 2.077  | 16:54:18.506        |
| 3 -                       | 49.221        | <b>37.005</b>            | <b>1:26.226 (1)</b> | <b>58.03</b>       |        | <b>16:55:44.732</b> |
| 4 -                       | <b>48.401</b> | 39.589                   | 1:27.990 (2)        | 56.87              | 1.764  | 16:57:12.722        |

Weather / Track : Drizzle / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:51 Flag 16:59 End: 17:01

# Properly Protected Pre-Injection & Earlstock

## Race 14 - LAP CHART

| LAP 1 @ 16:52:25.430 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 117 |        | 1:11.898 |
| 90  | 4.482  | 1:16.380 |
| 54  | 6.634  | 1:18.532 |
| 64  | 7.604  | 1:19.502 |
| 6   | 9.344  | 1:21.242 |
| 25  | 10.153 | 1:22.051 |
| 118 | 12.313 | 1:24.211 |
| 246 | 13.925 | 1:25.823 |
| 150 | 14.812 | 1:26.710 |
| 4   | 16.493 | 1:28.391 |
| 741 | 16.567 | 1:28.465 |
| 40  | 18.799 | 1:30.697 |
| 316 | 24.488 | 1:36.386 |
| 191 | 24.773 | 1:36.671 |
| 151 | 26.224 | 1:38.122 |
| 49  | 29.804 | 1:41.702 |

| LAP 2 @ 16:53:32.020 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 117 |        | 1:06.590 |
| 90  | 7.815  | 1:09.923 |
| 54  | 15.304 | 1:15.260 |
| 64  | 15.347 | 1:14.333 |
| 6   | 19.784 | 1:17.030 |
| 25  | 20.427 | 1:16.864 |
| 118 | 22.484 | 1:16.761 |
| 246 | 27.114 | 1:19.779 |
| 150 | 27.594 | 1:19.372 |
| 741 | 33.323 | 1:23.346 |
| 4   | 33.684 | 1:23.781 |
| 40  | 35.682 | 1:23.473 |
| 191 | 46.486 | 1:28.303 |
| 316 | 48.661 | 1:30.763 |
| 151 | 53.043 | 1:33.409 |
| 49  | 58.563 | 1:35.349 |

| LAP 3 @ 16:54:37.913 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 117 |          | 1:05.893 |
| 90  | 12.876   | 1:10.954 |
| 64  | 21.513   | 1:12.059 |
| 54  | 23.663   | 1:14.252 |
| 6   | 29.875   | 1:15.984 |
| 25  | 30.724   | 1:16.190 |
| 246 | 41.342   | 1:20.121 |
| 118 | 41.645   | 1:25.054 |
| 150 | 41.984   | 1:20.283 |
| 4   | 48.632   | 1:20.841 |
| 741 | 50.048   | 1:22.618 |
| 40  | 54.516   | 1:24.727 |
| 191 | 1:06.819 | 1:26.226 |

| LAP 4 @ 16:55:46.202 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 117 |        | 1:08.289 |
| 316 | 1 Lap  | 1:30.142 |
| 151 | 1 Lap  | 1:28.816 |
| 90  | 17.574 | 1:12.987 |
| 49  | 1 Lap  | 1:34.914 |
| 64  | 25.196 | 1:11.972 |

|     |          |          |
|-----|----------|----------|
| 54  | 29.351   | 1:13.977 |
| 6   | 38.837   | 1:17.251 |
| 25  | 39.096   | 1:16.661 |
| 246 | 52.376   | 1:19.323 |
| 150 | 53.788   | 1:20.093 |
| 4   | 1:00.981 | 1:20.638 |
| 118 | 1:02.289 | 1:28.933 |
| 741 | 1:05.512 | 1:23.753 |
| 40  | 1:08.361 | 1:22.134 |

| LAP 5 @ 16:56:54.859 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 117 |          | 1:08.657 |
| 191 | 1 Lap    | 1:27.990 |
| 316 | 1 Lap    | 1:29.275 |
| 90  | 26.655   | 1:17.738 |
| 151 | 1 Lap    | 1:28.666 |
| 64  | 30.587   | 1:14.048 |
| 54  | 35.937   | 1:15.243 |
| 6   | 48.164   | 1:17.984 |
| 25  | 48.327   | 1:17.888 |
| 49  | 1 Lap    | 1:38.473 |
| 246 | 1:01.856 | 1:18.137 |
| 150 | 1:05.727 | 1:20.596 |

| LAP 6 @ 16:58:04.576 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 117 |          | 1:09.717 |
| 4   | 1 Lap    | 1:19.875 |
| 741 | 1 Lap    | 1:22.750 |
| 118 | 1 Lap    | 1:26.856 |
| 40  | 1 Lap    | 1:22.707 |
| 90  | 31.687   | 1:14.749 |
| 64  | 36.186   | 1:15.316 |
| 54  | 40.943   | 1:14.723 |
| 151 | 1 Lap    | 1:27.332 |
| 316 | 1 Lap    | 1:30.468 |
| 6   | 56.405   | 1:17.958 |
| 25  | 56.661   | 1:18.051 |
| 246 | 1:12.110 | 1:19.971 |

| LAP 7 @ 16:59:17.360 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 117 |          | 1:12.784 |
| 150 | 1 Lap    | 1:21.378 |
| 49  | 2 Laps   | 1:38.049 |
| 4   | 1 Lap    | 1:20.658 |
| 741 | 1 Lap    | 1:22.961 |
| 118 | 1 Lap    | 1:23.782 |
| 40  | 1 Lap    | 1:22.236 |
| 90  | 32.578   | 1:13.675 |
| 64  | 36.453   | 1:13.051 |
| 54  | 43.766   | 1:15.607 |
| 151 | 1 Lap    | 1:26.084 |
| 6   | 1:02.791 | 1:19.170 |
| 25  | 1:02.951 | 1:19.074 |
| 316 | 1 Lap    | 1:32.360 |

Weather / Track : Drizzle / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 16:51 Flag 16:59 End: 17:01

Printed - 17:51 Monday, 03 May 2021

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## Race 15 - CLASSIFICATION

| POS | NO  | CL   | PIC NAME            | ENTRY        | LAPS | TIME     | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|------|---------------------|--------------|------|----------|----------|--------|-------|----------|----|
| 1   | 291 | MAL2 | 1 Andrew FISHER     | Suzuki 1000  | 6    | 6:35.737 |          |        | 75.86 | 1:04.684 | 5  |
| 2   | 11  | MAL2 | 2 LOUIS DAWSON      | Aprilia 1000 | 6    | 6:50.288 | 14.551   | 14.551 | 73.17 | 1:06.907 | 3  |
| 3   | 21  | MAL2 | 3 Phil BROOKS       | Yamaha 1000  | 6    | 6:59.016 | 23.279   | 8.728  | 71.65 | 1:08.661 | 2  |
| 4   | 56  | MAL1 | 1 Stuart REECE      | Kawasaki 600 | 6    | 7:23.866 | 48.129   | 24.850 | 67.64 | 1:12.613 | 3  |
| 5   | 146 | MAL1 | 2 Thomas GOLDTHORPE | Triumph 675  | 6    | 7:29.483 | 53.746   | 5.617  | 66.79 | 1:13.331 | 4  |
| 6   | 617 | MAL2 | 4 Rich GIBSON       | Honda 1000   | 6    | 7:36.121 | 1:00.384 | 6.638  | 65.82 | 1:13.803 | 6  |

NOT CLASSIFIED

|     |     |      |              |              |   |          |        |        |       |          |   |
|-----|-----|------|--------------|--------------|---|----------|--------|--------|-------|----------|---|
| DNF | 626 | MALL | Jamie HORNER | Kawasaki 600 | 1 | 1:32.342 | 5 Laps | 5 Laps | 54.18 | 1:32.342 | 1 |
|-----|-----|------|--------------|--------------|---|----------|--------|--------|-------|----------|---|

FASTEST LAP

|     |      |               |              |   |          |           |            |
|-----|------|---------------|--------------|---|----------|-----------|------------|
| 291 | MAL2 | Andrew FISHER | Suzuki 1000  | 5 | 1:04.684 | 77.36 mph | 124.50 kph |
| 56  | MAL1 | Stuart REECE  | Kawasaki 600 | 3 | 1:12.613 | 68.91 mph | 110.90 kph |
| 626 | MALL | Jamie HORNER  | Kawasaki 600 | 1 | 1:32.342 | 54.18 mph | 87.21 kph  |

Class MAL2 - 92.5% of Race Speed = 70.17 mph  
 Class MAL1 - 92.5% of Race Speed = 62.56 mph

Weather / Track : Rain / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

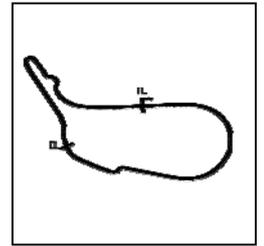
Mallory Park: 1.3900 miles  
 Race Distance: 6 Laps / 8.34 miles  
 Start: 17:04 Flag 17:11 End: 17:13

Printed - 17:14 Monday, 03 May 2021



# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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 291 MAL2 Andrew FISHER |               | Suzuki 1000              |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.281 |               | BEST LAP TIME : 1:04.684 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.403       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 28.970                   | 1:10.825            | 70.65        | 6.141 | 17:05:47.141        |
| 2 -                       | 36.772        | 28.648                   | 1:05.420            | 76.49        | 0.736 | 17:06:52.561        |
| 3 -                       | 36.485        | 28.495                   | 1:04.980 (3)        | 77.00        | 0.296 | 17:07:57.541        |
| 4 -                       | 36.352        | <b>28.404</b>            | 1:04.756 (2)        | 77.27        | 0.072 | 17:09:02.297        |
| 5 -                       | <b>35.877</b> | 28.807                   | <b>1:04.684 (1)</b> | <b>77.36</b> |       | <b>17:10:06.981</b> |
| 6 -                       | 36.009        | 29.063                   | 1:05.072            | 76.89        | 0.388 | 17:11:12.053        |

| P2 11 MAL2 LOUIS DAWSON   |               | Aprilia 1000             |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.778 |               | BEST LAP TIME : 1:06.907 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.129       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.086                   | 1:12.509            | 69.01        | 5.602 | 17:05:48.825        |
| 2 -                       | 37.249        | 30.355                   | 1:07.604 (3)        | 74.01        | 0.697 | 17:06:56.429        |
| 3 -                       | 37.129        | <b>29.778</b>            | <b>1:06.907 (1)</b> | <b>74.79</b> |       | <b>17:08:03.336</b> |
| 4 -                       | <b>37.000</b> | 30.124                   | 1:07.124 (2)        | 74.54        | 0.217 | 17:09:10.460        |
| 5 -                       | 37.619        | 30.352                   | 1:07.971            | 73.62        | 1.064 | 17:10:18.431        |
| 6 -                       | 37.883        | 30.290                   | 1:08.173            | 73.40        | 1.266 | 17:11:26.604        |

| P3 21 MAL2 Phil BROOKS    |               | Yamaha 1000              |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.362 |               | BEST LAP TIME : 1:08.661 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.299       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.653                   | 1:14.173            | 67.46        | 5.512 | 17:05:50.489        |
| 2 -                       | 38.513        | <b>30.148</b>            | <b>1:08.661 (1)</b> | <b>72.88</b> |       | <b>17:06:59.150</b> |
| 3 -                       | 38.477        | 30.804                   | 1:09.281            | 72.22        | 0.620 | 17:08:08.431        |
| 4 -                       | 38.455        | 30.862                   | 1:09.317            | 72.19        | 0.656 | 17:09:17.748        |
| 5 -                       | 38.360        | 30.469                   | 1:08.829 (3)        | 72.70        | 0.168 | 17:10:26.577        |
| 6 -                       | <b>38.214</b> | 30.541                   | 1:08.755 (2)        | 72.78        | 0.094 | 17:11:35.332        |

| P4 56 MAL1 Stuart REECE   |               | Kawasaki 600             |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:12.288 |               | BEST LAP TIME : 1:12.613 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.325       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>31.615</b>            | 1:18.951            | 63.38        | 6.338 | 17:05:55.267        |
| 2 -                       | <b>40.673</b> | 32.306                   | 1:12.979 (3)        | 68.56        | 0.366 | 17:07:08.246        |
| 3 -                       | 40.849        | 31.764                   | <b>1:12.613 (1)</b> | <b>68.91</b> |       | <b>17:08:20.859</b> |
| 4 -                       | 41.271        | 32.218                   | 1:13.489            | 68.09        | 0.876 | 17:09:34.348        |
| 5 -                       | 41.216        | 31.636                   | 1:12.852 (2)        | 68.68        | 0.239 | 17:10:47.200        |
| 6 -                       | 41.199        | 31.783                   | 1:12.982            | 68.56        | 0.369 | 17:12:00.182        |

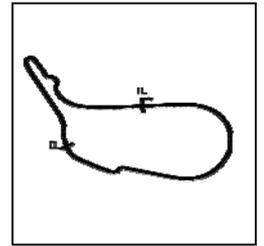
| P5 146 MAL1 Thomas GOLDTHORPE |               | Triumph 675              |                     |              |       |                     |
|-------------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.294     |               | BEST LAP TIME : 1:13.331 |                     |              |       |                     |
|                               |               | DIFFERENCE : 0.037       |                     |              |       |                     |
| LAP                           | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                           |               | 32.545                   | 1:20.958            | 61.80        | 7.627 | 17:05:57.274        |
| 2 -                           | <b>41.333</b> | 32.163                   | 1:13.496 (2)        | 68.08        | 0.165 | 17:07:10.770        |
| 3 -                           | 41.374        | 32.133                   | 1:13.507 (3)        | 68.07        | 0.176 | 17:08:24.277        |
| 4 -                           | 41.370        | <b>31.961</b>            | <b>1:13.331 (1)</b> | <b>68.23</b> |       | <b>17:09:37.608</b> |
| 5 -                           | 41.418        | 32.265                   | 1:13.683            | 67.91        | 0.352 | 17:10:51.291        |
| 6 -                           | 42.322        | 32.186                   | 1:14.508            | 67.16        | 1.177 | 17:12:05.799        |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:04 Flag 17:11 End: 17:13

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## 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

| P6 617 MAL2 Rich GIBSON   |               |                          | Honda 1000          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:13.369 |               | BEST LAP TIME : 1:13.803 |                     | DIFFERENCE : 0.434 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.314                   | 1:23.829            | 59.69              | 10.026 | 17:06:00.145        |
| 2 -                       | 41.586        | 33.366                   | 1:14.952            | 66.76              | 1.149  | 17:07:15.097        |
| 3 -                       | 41.614        | 32.994                   | 1:14.608 (3)        | 67.07              | 0.805  | 17:08:29.705        |
| 4 -                       | 41.705        | 33.371                   | 1:15.076            | 66.65              | 1.273  | 17:09:44.781        |
| 5 -                       | 41.478        | <b>32.375</b>            | 1:13.853 (2)        | 67.75              | 0.050  | 17:10:58.634        |
| 6 -                       | <b>40.994</b> | 32.809                   | <b>1:13.803 (1)</b> | <b>67.80</b>       |        | <b>17:12:12.437</b> |

| P7 626 MALL Jamie HORNER  |          |                          | Kawasaki 600        |                    |      |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------|------|---------------------|
| IDEAL LAP TIME : 1:24.205 |          | BEST LAP TIME : 1:32.342 |                     | DIFFERENCE : 8.137 |      |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF | TIME OF DAY         |
| 1 -                       |          | <b>38.266</b>            | <b>1:32.342 (1)</b> | <b>54.18</b>       |      | <b>17:06:08.658</b> |

# Chase Accident Repair, King Dick Tools & Dunlop Mallory Trophy

## Race 15 - LAP CHART

### LAP 1 @ 17:05:47.141

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 291 |        | 1:10.825 |
| 11  | 1.684  | 1:12.509 |
| 21  | 3.348  | 1:14.173 |
| 56  | 8.126  | 1:18.951 |
| 146 | 10.133 | 1:20.958 |
| 617 | 13.004 | 1:23.829 |
| 626 | 21.517 | 1:32.342 |

### LAP 2 @ 17:06:52.561

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 291 |        | 1:05.420 |
| 11  | 3.868  | 1:07.604 |
| 21  | 6.589  | 1:08.661 |
| 56  | 15.685 | 1:12.979 |
| 146 | 18.209 | 1:13.496 |
| 617 | 22.536 | 1:14.952 |

### LAP 3 @ 17:07:57.541

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 291 |        | 1:04.980 |
| 11  | 5.795  | 1:06.907 |
| 21  | 10.890 | 1:09.281 |
| 56  | 23.318 | 1:12.613 |
| 146 | 26.736 | 1:13.507 |
| 617 | 32.164 | 1:14.608 |

### LAP 4 @ 17:09:02.297

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 291 |        | 1:04.756 |
| 11  | 8.163  | 1:07.124 |
| 21  | 15.451 | 1:09.317 |
| 56  | 32.051 | 1:13.489 |
| 146 | 35.311 | 1:13.331 |
| 617 | 42.484 | 1:15.076 |

### LAP 5 @ 17:10:06.981

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 291 |        | 1:04.684 |
| 11  | 11.450 | 1:07.971 |
| 21  | 19.596 | 1:08.829 |
| 56  | 40.219 | 1:12.852 |
| 146 | 44.310 | 1:13.683 |
| 617 | 51.653 | 1:13.853 |

### LAP 6 @ 17:11:12.053

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 291 |          | 1:05.072 |
| 11  | 14.551   | 1:08.173 |
| 21  | 23.279   | 1:08.755 |
| 56  | 48.129   | 1:12.982 |
| 146 | 53.746   | 1:14.508 |
| 617 | 1:00.384 | 1:13.803 |

Weather / Track : Rain / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:04 Flag 17:11 End: 17:13

Printed - 17:16 Monday, 03 May 2021

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## Race 16 - CLASSIFICATION

| POS | NO  | CL | PIC NAME           | ENTRY        | LAPS | TIME     | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|----|--------------------|--------------|------|----------|----------|--------|-------|----------|----|
| 1   | 142 | MT | 1 John BOLSOVER    | Suzuki 650   | 5    | 5:43.817 |          |        | 72.77 | 1:06.760 | 5  |
| 2   | 8   | MT | 2 Darren CORKETT   | Suzuki 650   | 5    | 5:46.017 | 2.200    | 2.200  | 72.30 | 1:07.105 | 5  |
| 3   | 44  | MT | 3 Rhys FORREST     | Suzuki 650   | 5    | 5:49.021 | 5.204    | 3.004  | 71.68 | 1:07.797 | 4  |
| 4   | 111 | F4 | 1 Jake BRADLEY     | Kawasaki 400 | 5    | 5:53.839 | 10.022   | 4.818  | 70.71 | 1:06.720 | 5  |
| 5   | 114 | F4 | 2 Marcus TATCHELL  | Honda 400    | 5    | 5:54.119 | 10.302   | 0.280  | 70.65 | 1:08.247 | 5  |
| 6   | 5   | MT | 4 Darren RAYBOULD  | Suzuki 650   | 5    | 5:58.714 | 14.897   | 4.595  | 69.74 | 1:09.058 | 4  |
| 7   | 86  | ST | 1 Jamie KELMAN     | Kramer 690   | 5    | 6:01.182 | 17.365   | 2.468  | 69.27 | 1:11.041 | 3  |
| 8   | 131 | MT | 5 Robert TAYLOR    | Suzuki 650   | 5    | 6:01.307 | 17.490   | 0.125  | 69.24 | 1:08.949 | 5  |
| 9   | 18  | MT | 6 Marc BAYLISS     | Suzuki 650   | 5    | 6:03.147 | 19.330   | 1.840  | 68.89 | 1:09.735 | 4  |
| 10  | 57  | MT | 7 Lee STANAWAY     | Suzuki 650   | 5    | 6:05.136 | 21.319   | 1.989  | 68.52 | 1:10.504 | 3  |
| 11  | 66  | MT | 8 Richard SAUNDERS | Suzuki 650   | 5    | 6:05.297 | 21.480   | 0.161  | 68.49 | 1:11.260 | 5  |
| 12  | 171 | MT | 9 Gary ARDEN       | Suzuki 650   | 5    | 6:06.011 | 22.194   | 0.714  | 68.35 | 1:08.016 | 3  |
| 13  | 101 | F4 | 3 Tony BRABAZON    | Kawasaki 400 | 5    | 6:07.968 | 24.151   | 1.957  | 67.99 | 1:10.524 | 5  |
| 14  | 555 | MT | 10 Steve PRITCHARD | Suzuki 650   | 5    | 6:18.075 | 34.258   | 10.107 | 66.17 | 1:13.635 | 4  |
| 15  | 89  | F4 | 4 Steve HAGUE      | Kawasaki 400 | 5    | 6:18.615 | 34.798   | 0.540  | 66.08 | 1:11.877 | 5  |
| 16  | 63  | MT | 11 Andrew LLOYD    | Suzuki 650   | 5    | 6:20.861 | 37.044   | 2.246  | 65.69 | 1:12.336 | 3  |
| 17  | 84  | F4 | 5 Sam LAIDLAW      | Kawasaki 400 | 5    | 6:23.518 | 39.701   | 2.657  | 65.23 | 1:14.027 | 3  |
| 18  | 175 | F4 | 6 Aaron LILLY      | Honda 400    | 5    | 6:40.299 | 56.482   | 16.781 | 62.50 | 1:16.920 | 2  |
| 19  | 53  | MT | 12 Simon BILLAM    | Suzuki 650   | 5    | 6:57.949 | 1:14.132 | 17.650 | 59.86 | 1:19.300 | 5  |
| 20  | 808 | MT | 13 Robert TEAHAN   | Suzuki 650   | 5    | 7:04.862 | 1:21.045 | 6.913  | 58.88 | 1:21.770 | 5  |

### NOT CLASSIFIED

|     |     |    |                |            |   |          |        |        |       |          |   |
|-----|-----|----|----------------|------------|---|----------|--------|--------|-------|----------|---|
| DNF | 179 | MT | Stephen CULLEN | Suzuki 650 | 2 | 2:41.289 | 3 Laps | 3 Laps | 62.05 | 1:15.897 | 2 |
| DNF | 149 | MT | Clive JARVIS   | SV 650 650 | 0 |          |        |        |       |          |   |

### FASTEST LAP

|     |    |               |              |   |          |           |            |
|-----|----|---------------|--------------|---|----------|-----------|------------|
| 111 | F4 | Jake BRADLEY  | Kawasaki 400 | 5 | 1:06.720 | 75.00 mph | 120.70 kph |
| 142 | MT | John BOLSOVER | Suzuki 650   | 5 | 1:06.760 | 74.95 mph | 120.62 kph |
| 86  | ST | Jamie KELMAN  | Kramer 690   | 3 | 1:11.041 | 70.43 mph | 113.35 kph |

Class MT - 92.5% of Race Speed = 67.31 mph

Class F4 - 92.5% of Race Speed = 65.40 mph

Class ST - 92.5% of Race Speed = 64.07 mph

Weather / Track : Rain / Wet

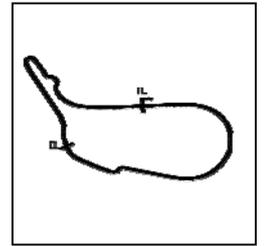
Mallory Park: 1.3900 miles  
Race Distance: 5 Laps / 6.95 miles  
Start: 17:20 Flag 17:26 End: 17:27

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 17:28 Monday, 03 May 2021

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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 142 MT John BOLSOVER   |               | Suzuki 650               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:06.653 |               | BEST LAP TIME : 1:06.760 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.107       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.314                   | 1:13.872            | 67.73        | 7.112 | 17:21:40.280        |
| 2 -                       | 38.135        | 30.174                   | 1:08.309            | 73.25        | 1.549 | 17:22:48.589        |
| 3 -                       | 37.703        | 30.163                   | 1:07.866 (3)        | 73.73        | 1.106 | 17:23:56.455        |
| 4 -                       | 37.493        | <b>29.517</b>            | 1:07.010 (2)        | 74.67        | 0.250 | 17:25:03.465        |
| 5 -                       | <b>37.136</b> | 29.624                   | <b>1:06.760 (1)</b> | <b>74.95</b> |       | <b>17:26:10.225</b> |

| P2 8 MT Darren CORKETT    |               | Suzuki 650               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.105 |               | BEST LAP TIME : 1:07.105 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 30.732                   | 1:15.033            | 66.69        | 7.928 | 17:21:41.441        |
| 2 -                       | 37.916        | 30.008                   | 1:07.924 (3)        | 73.67        | 0.819 | 17:22:49.365        |
| 3 -                       | 37.788        | 30.297                   | 1:08.085            | 73.49        | 0.980 | 17:23:57.450        |
| 4 -                       | 37.740        | 30.130                   | 1:07.870 (2)        | 73.72        | 0.765 | 17:25:05.320        |
| 5 -                       | <b>37.282</b> | <b>29.823</b>            | <b>1:07.105 (1)</b> | <b>74.57</b> |       | <b>17:26:12.425</b> |

| P3 44 MT Rhys FORREST     |               | Suzuki 650               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:07.577 |               | BEST LAP TIME : 1:07.797 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.220       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.133                   | 1:14.888            | 66.81        | 7.091 | 17:21:41.296        |
| 2 -                       | 38.466        | 30.961                   | 1:09.427            | 72.07        | 1.630 | 17:22:50.723        |
| 3 -                       | 37.426        | 31.541                   | 1:08.967 (3)        | 72.55        | 1.170 | 17:23:59.690        |
| 4 -                       | <b>36.853</b> | 30.944                   | <b>1:07.797 (1)</b> | <b>73.80</b> |       | <b>17:25:07.487</b> |
| 5 -                       | 37.218        | <b>30.724</b>            | 1:07.942 (2)        | 73.65        | 0.145 | 17:26:15.429        |

| P4 111 F4 Jake BRADLEY    |               | Kawasaki 400             |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:06.720 |               | BEST LAP TIME : 1:06.720 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.008                   | 1:18.524            | 63.72        | 11.804 | 17:21:44.932        |
| 2 -                       | 40.193        | 30.971                   | 1:11.164            | 70.31        | 4.444  | 17:22:56.096        |
| 3 -                       | 38.769        | 30.164                   | 1:08.933 (3)        | 72.59        | 2.213  | 17:24:05.029        |
| 4 -                       | 38.311        | 30.187                   | 1:08.498 (2)        | 73.05        | 1.778  | 17:25:13.527        |
| 5 -                       | <b>37.580</b> | <b>29.140</b>            | <b>1:06.720 (1)</b> | <b>75.00</b> |        | <b>17:26:20.247</b> |

| P5 114 F4 Marcus TATCHELL |               | Honda 400                |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:08.247 |               | BEST LAP TIME : 1:08.247 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 31.090                   | 1:17.882            | 64.25        | 9.635 | 17:21:44.290        |
| 2 -                       | 38.302        | 31.303                   | 1:09.605            | 71.89        | 1.358 | 17:22:53.895        |
| 3 -                       | 38.677        | 30.916                   | 1:09.593 (3)        | 71.90        | 1.346 | 17:24:03.488        |
| 4 -                       | 37.955        | 30.837                   | 1:08.792 (2)        | 72.74        | 0.545 | 17:25:12.280        |
| 5 -                       | <b>37.641</b> | <b>30.606</b>            | <b>1:08.247 (1)</b> | <b>73.32</b> |       | <b>17:26:20.527</b> |

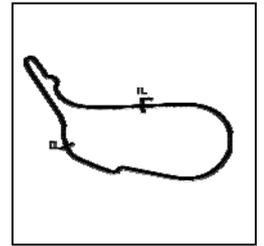
| P6 5 MT Darren RAYBOULD   |               | Suzuki 650               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.413 |               | BEST LAP TIME : 1:09.058 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.645       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.711                   | 1:19.821            | 62.69        | 10.763 | 17:21:46.229        |
| 2 -                       | 38.484        | 31.552                   | 1:10.036 (3)        | 71.44        | 0.978  | 17:22:56.265        |
| 3 -                       | 38.949        | <b>31.208</b>            | 1:10.157            | 71.32        | 1.099  | 17:24:06.422        |
| 4 -                       | 37.501        | 31.557                   | <b>1:09.058 (1)</b> | <b>72.46</b> |        | <b>17:25:15.480</b> |
| 5 -                       | <b>37.205</b> | 32.437                   | 1:09.642 (2)        | 71.85        | 0.584  | 17:26:25.122        |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:20 Flag 17:26 End: 17:27

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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

| P7 86 ST                  |               | Jamie KELMAN             |                     | Kramer 690         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:10.992 |               | BEST LAP TIME : 1:11.041 |                     | DIFFERENCE : 0.049 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>31.244</b>            | 1:15.946            | 65.88              | 4.905 | 17:21:42.354        |
| 2 -                       | 39.980        | 31.692                   | 1:11.672            | 69.81              | 0.631 | 17:22:54.026        |
| 3 -                       | <b>39.748</b> | 31.293                   | <b>1:11.041 (1)</b> | <b>70.43</b>       |       | <b>17:24:05.067</b> |
| 4 -                       | 39.823        | 31.567                   | 1:11.390 (3)        | 70.09              | 0.349 | 17:25:16.457        |
| 5 -                       | 39.834        | 31.299                   | 1:11.133 (2)        | 70.34              | 0.092 | 17:26:27.590        |

| P8 131 MT                 |               | Robert TAYLOR            |                     | Suzuki 650         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:08.949 |               | BEST LAP TIME : 1:08.949 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 32.467                   | 1:21.493            | 61.40              | 12.544 | 17:21:47.901        |
| 2 -                       | 40.193        | 31.263                   | 1:11.456            | 70.02              | 2.507  | 17:22:59.357        |
| 3 -                       | 39.247        | 30.341                   | 1:09.588 (2)        | 71.90              | 0.639  | 17:24:08.945        |
| 4 -                       | 39.302        | 30.519                   | 1:09.821 (3)        | 71.66              | 0.872  | 17:25:18.766        |
| 5 -                       | <b>38.652</b> | <b>30.297</b>            | <b>1:08.949 (1)</b> | <b>72.57</b>       |        | <b>17:26:27.715</b> |

| P9 18 MT                  |               | Marc BAYLISS             |                     | Suzuki 650         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.730 |               | BEST LAP TIME : 1:09.735 |                     | DIFFERENCE : 0.005 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.015                   | 1:19.187            | 63.19              | 9.452 | 17:21:45.595        |
| 2 -                       | 40.243        | <b>31.203</b>            | 1:11.446 (3)        | 70.03              | 1.711 | 17:22:57.041        |
| 3 -                       | 39.643        | 31.461                   | 1:11.104 (2)        | 70.37              | 1.369 | 17:24:08.145        |
| 4 -                       | <b>38.527</b> | 31.208                   | <b>1:09.735 (1)</b> | <b>71.75</b>       |       | <b>17:25:17.880</b> |
| 5 -                       | 39.978        | 31.697                   | 1:11.675            | 69.81              | 1.940 | 17:26:29.555        |

| P10 57 MT                 |               | Lee STANAWAY             |                     | Suzuki 650         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.458 |               | BEST LAP TIME : 1:10.504 |                     | DIFFERENCE : 1.046 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.349                   | 1:20.252            | 62.35              | 9.748 | 17:21:46.660        |
| 2 -                       | 40.694        | 32.213                   | 1:12.907            | 68.63              | 2.403 | 17:22:59.567        |
| 3 -                       | 39.640        | <b>30.864</b>            | <b>1:10.504 (1)</b> | <b>70.97</b>       |       | <b>17:24:10.071</b> |
| 4 -                       | <b>38.594</b> | 32.000                   | 1:10.594 (2)        | 70.88              | 0.090 | 17:25:20.665        |
| 5 -                       | 39.516        | 31.363                   | 1:10.879 (3)        | 70.59              | 0.375 | 17:26:31.544        |

| P11 66 MT                 |               | Richard SAUNDERS         |                     | Suzuki 650         |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:11.252 |               | BEST LAP TIME : 1:11.260 |                     | DIFFERENCE : 0.008 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>31.791</b>            | 1:17.904            | 64.23              | 6.644 | 17:21:44.312        |
| 2 -                       | 39.580        | 32.028                   | 1:11.608 (2)        | 69.88              | 0.348 | 17:22:55.920        |
| 3 -                       | 39.966        | 32.203                   | 1:12.169 (3)        | 69.33              | 0.909 | 17:24:08.089        |
| 4 -                       | 39.936        | 32.420                   | 1:12.356            | 69.15              | 1.096 | 17:25:20.445        |
| 5 -                       | <b>39.461</b> | 31.799                   | <b>1:11.260 (1)</b> | <b>70.22</b>       |       | <b>17:26:31.705</b> |

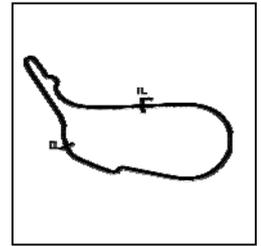
| P12 171 MT                |               | Gary ARDEN               |                     | Suzuki 650         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:07.470 |               | BEST LAP TIME : 1:08.016 |                     | DIFFERENCE : 0.546 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.914                   | 1:25.112            | 58.79              | 17.096 | 17:21:51.520        |
| 2 -                       | 40.669        | 32.126                   | 1:12.795            | 68.74              | 4.779  | 17:23:04.315        |
| 3 -                       | 38.212        | <b>29.804</b>            | <b>1:08.016 (1)</b> | <b>73.57</b>       |        | <b>17:24:12.331</b> |
| 4 -                       | <b>37.666</b> | 30.913                   | 1:08.579 (2)        | 72.96              | 0.563  | 17:25:20.910        |
| 5 -                       | 39.578        | 31.931                   | 1:11.509 (3)        | 69.97              | 3.493  | 17:26:32.419        |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:20 Flag 17:26 End: 17:27

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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

| P13 101 F4 Tony BRABAZON  |               |                          | Kawasaki 400        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.524 |               | BEST LAP TIME : 1:10.524 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.038                   | 1:21.333            | 61.52              | 10.809 | 17:21:47.741        |
| 2 -                       | 39.103        | 32.663                   | 1:11.766 (2)        | 69.72              | 1.242  | 17:22:59.507        |
| 3 -                       | 40.306        | 32.271                   | 1:12.577            | 68.94              | 2.053  | 17:24:12.084        |
| 4 -                       | 39.766        | 32.002                   | 1:11.768 (3)        | 69.72              | 1.244  | 17:25:23.852        |
| 5 -                       | <b>38.766</b> | <b>31.758</b>            | <b>1:10.524 (1)</b> | <b>70.95</b>       |        | <b>17:26:34.376</b> |

| P14 555 MT Steve PRITCHARD |               |                          | Suzuki 650          |                    |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.196  |               | BEST LAP TIME : 1:13.635 |                     | DIFFERENCE : 0.439 |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        |               | 34.090                   | 1:22.778            | 60.45              | 9.143 | 17:21:49.186        |
| 2 -                        | 42.138        | <b>32.000</b>            | 1:14.138            | 67.49              | 0.503 | 17:23:03.324        |
| 3 -                        | 41.631        | 32.183                   | 1:13.814 (3)        | 67.79              | 0.179 | 17:24:17.138        |
| 4 -                        | 41.552        | 32.083                   | <b>1:13.635 (1)</b> | <b>67.95</b>       |       | <b>17:25:30.773</b> |
| 5 -                        | <b>41.196</b> | 32.514                   | 1:13.710 (2)        | 67.88              | 0.075 | 17:26:44.483        |

| P15 89 F4 Steve HAGUE     |               |                          | Kawasaki 400        |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.877 |               | BEST LAP TIME : 1:11.877 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.393                   | 1:22.717            | 60.49              | 10.840 | 17:21:49.125        |
| 2 -                       | 42.705        | 32.393                   | 1:15.098 (3)        | 66.63              | 3.221  | 17:23:04.223        |
| 3 -                       | 42.528        | 32.623                   | 1:15.151            | 66.58              | 3.274  | 17:24:19.374        |
| 4 -                       | 41.352        | 32.420                   | 1:13.772 (2)        | 67.83              | 1.895  | 17:25:33.146        |
| 5 -                       | <b>40.267</b> | <b>31.610</b>            | <b>1:11.877 (1)</b> | <b>69.61</b>       |        | <b>17:26:45.023</b> |

| P16 63 MT Andrew LLOYD    |               |                          | Suzuki 650          |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.800 |               | BEST LAP TIME : 1:12.336 |                     | DIFFERENCE : 0.536 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.764                   | 1:26.419            | 57.90              | 14.083 | 17:21:52.827        |
| 2 -                       | 42.576        | 32.640                   | 1:15.216            | 66.52              | 2.880  | 17:23:08.043        |
| 3 -                       | 41.026        | <b>31.310</b>            | <b>1:12.336 (1)</b> | <b>69.17</b>       |        | <b>17:24:20.379</b> |
| 4 -                       | 41.059        | 33.028                   | 1:14.087 (3)        | 67.54              | 1.751  | 17:25:34.466        |
| 5 -                       | <b>40.490</b> | 32.313                   | 1:12.803 (2)        | 68.73              | 0.467  | 17:26:47.269        |

| P17 84 F4 Sam LAIDLAW     |               |                          | Kawasaki 400        |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.908 |               | BEST LAP TIME : 1:14.027 |                     | DIFFERENCE : 0.119 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 34.002                   | 1:23.640            | 59.82              | 9.613 | 17:21:50.048        |
| 2 -                       | 41.993        | 33.382                   | 1:15.375 (3)        | 66.38              | 1.348 | 17:23:05.423        |
| 3 -                       | 41.718        | <b>32.309</b>            | <b>1:14.027 (1)</b> | <b>67.59</b>       |       | <b>17:24:19.450</b> |
| 4 -                       | <b>41.599</b> | 33.233                   | 1:14.832 (2)        | 66.87              | 0.805 | 17:25:34.282        |
| 5 -                       | 42.563        | 33.081                   | 1:15.644            | 66.15              | 1.617 | 17:26:49.926        |

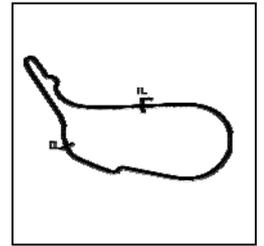
| P18 175 F4 Aaron LILLY    |               |                          | Honda 400           |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:16.393 |               | BEST LAP TIME : 1:16.920 |                     | DIFFERENCE : 0.527 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.190                   | 1:26.100            | 58.11              | 9.180 | 17:21:52.508        |
| 2 -                       | 43.529        | <b>33.391</b>            | <b>1:16.920 (1)</b> | <b>65.05</b>       |       | <b>17:23:09.428</b> |
| 3 -                       | <b>43.002</b> | 35.078                   | 1:18.080 (2)        | 64.08              | 1.160 | 17:24:27.508        |
| 4 -                       | 43.982        | 35.275                   | 1:19.257 (3)        | 63.13              | 2.337 | 17:25:46.765        |
| 5 -                       | 44.562        | 35.380                   | 1:19.942            | 62.59              | 3.022 | 17:27:06.707        |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:20 Flag 17:26 End: 17:27

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## 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

| P19 53 MT                 |               | Simon BILLAM             |                     | Suzuki 650         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:19.013 |               | BEST LAP TIME : 1:19.300 |                     | DIFFERENCE : 0.287 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 37.254                   | 1:32.092            | 54.33              | 12.792 | 17:21:58.500        |
| 2 -                       | 47.459        | 37.113                   | 1:24.572            | 59.16              | 5.272  | 17:23:23.072        |
| 3 -                       | <b>44.465</b> | 36.033                   | 1:20.498 (2)        | 62.16              | 1.198  | 17:24:43.570        |
| 4 -                       | 45.567        | 35.920                   | 1:21.487 (3)        | 61.40              | 2.187  | 17:26:05.057        |
| 5 -                       | 44.752        | <b>34.548</b>            | <b>1:19.300 (1)</b> | <b>63.10</b>       |        | <b>17:27:24.357</b> |

| P20 808 MT                |               | Robert TEAHAN            |                     | Suzuki 650         |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:21.770 |               | BEST LAP TIME : 1:21.770 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 38.304                   | 1:33.425            | 53.56              | 11.655 | 17:21:59.833        |
| 2 -                       | 46.827        | 36.731                   | 1:23.558            | 59.88              | 1.788  | 17:23:23.391        |
| 3 -                       | 46.111        | 37.198                   | 1:23.309 (3)        | 60.06              | 1.539  | 17:24:46.700        |
| 4 -                       | 46.352        | 36.448                   | 1:22.800 (2)        | 60.43              | 1.030  | 17:26:09.500        |
| 5 -                       | <b>45.967</b> | <b>35.803</b>            | <b>1:21.770 (1)</b> | <b>61.19</b>       |        | <b>17:27:31.270</b> |

| P21 179 MT                |          | Stephen CULLEN           |                     | Suzuki 650         |       |                     |
|---------------------------|----------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:14.817 |          | BEST LAP TIME : 1:15.897 |                     | DIFFERENCE : 1.080 |       |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |          | 34.428                   | 1:25.392 (2)        | 58.60              | 9.495 | 17:21:51.800        |
| 2 -                       | 43.333   | <b>32.564</b>            | <b>1:15.897 (1)</b> | <b>65.93</b>       |       | <b>17:23:07.697</b> |

# Binley woods Car sales Twins & Powerslide Motorcycles Formula 400

## Race 16 - LAP CHART

### LAP 1 @ 17:21:40.280

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 142 |        | 1:13.872 |
| 44  | 1.016  | 1:14.888 |
| 8   | 1.161  | 1:15.033 |
| 86  | 2.074  | 1:15.946 |
| 114 | 4.010  | 1:17.882 |
| 66  | 4.032  | 1:17.904 |
| 111 | 4.652  | 1:18.524 |
| 18  | 5.315  | 1:19.187 |
| 5   | 5.949  | 1:19.821 |
| 57  | 6.380  | 1:20.252 |
| 101 | 7.461  | 1:21.333 |
| 131 | 7.621  | 1:21.493 |
| 89  | 8.845  | 1:22.717 |
| 555 | 8.906  | 1:22.778 |
| 84  | 9.768  | 1:23.640 |
| 171 | 11.240 | 1:25.112 |
| 179 | 11.520 | 1:25.392 |
| 175 | 12.228 | 1:26.100 |
| 63  | 12.547 | 1:26.419 |
| 53  | 18.220 | 1:32.092 |
| 808 | 19.553 | 1:33.425 |

### LAP 2 @ 17:22:48.589

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 142 |        | 1:08.309 |
| 8   | 0.776  | 1:07.924 |
| 44  | 2.134  | 1:09.427 |
| 114 | 5.306  | 1:09.605 |
| 86  | 5.437  | 1:11.672 |
| 66  | 7.331  | 1:11.608 |
| 111 | 7.507  | 1:11.164 |
| 5   | 7.676  | 1:10.036 |
| 18  | 8.452  | 1:11.446 |
| 131 | 10.768 | 1:11.456 |
| 101 | 10.918 | 1:11.766 |
| 57  | 10.978 | 1:12.907 |
| 555 | 14.735 | 1:14.138 |
| 89  | 15.634 | 1:15.098 |
| 171 | 15.726 | 1:12.795 |
| 84  | 16.834 | 1:15.375 |
| 179 | 19.108 | 1:15.897 |
| 63  | 19.454 | 1:15.216 |
| 175 | 20.839 | 1:16.920 |
| 53  | 34.483 | 1:24.572 |
| 808 | 34.802 | 1:23.558 |

### LAP 3 @ 17:23:56.455

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 142 |        | 1:07.866 |
| 8   | 0.995  | 1:08.085 |
| 44  | 3.235  | 1:08.967 |
| 114 | 7.033  | 1:09.593 |
| 111 | 8.574  | 1:08.933 |
| 86  | 8.612  | 1:11.041 |
| 5   | 9.967  | 1:10.157 |
| 66  | 11.634 | 1:12.169 |
| 18  | 11.690 | 1:11.104 |
| 131 | 12.490 | 1:09.588 |
| 57  | 13.616 | 1:10.504 |
| 101 | 15.629 | 1:12.577 |
| 171 | 15.876 | 1:08.016 |

|     |        |          |
|-----|--------|----------|
| 555 | 20.683 | 1:13.814 |
| 89  | 22.919 | 1:15.151 |
| 84  | 22.995 | 1:14.027 |
| 63  | 23.924 | 1:12.336 |
| 175 | 31.053 | 1:18.080 |
| 53  | 47.115 | 1:20.498 |
| 808 | 50.245 | 1:23.309 |

### LAP 4 @ 17:25:03.465

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 142 |          | 1:07.010 |
| 8   | 1.855    | 1:07.870 |
| 44  | 4.022    | 1:07.797 |
| 114 | 8.815    | 1:08.792 |
| 111 | 10.062   | 1:08.498 |
| 5   | 12.015   | 1:09.058 |
| 86  | 12.992   | 1:11.390 |
| 18  | 14.415   | 1:09.735 |
| 131 | 15.301   | 1:09.821 |
| 66  | 16.980   | 1:12.356 |
| 57  | 17.200   | 1:10.594 |
| 171 | 17.445   | 1:08.579 |
| 101 | 20.387   | 1:11.768 |
| 555 | 27.308   | 1:13.635 |
| 89  | 29.681   | 1:13.772 |
| 84  | 30.817   | 1:14.832 |
| 63  | 31.001   | 1:14.087 |
| 175 | 43.300   | 1:19.257 |
| 53  | 1:01.592 | 1:21.487 |
| 808 | 1:06.035 | 1:22.800 |

### LAP 5 @ 17:26:10.225

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 142 |          | 1:06.760 |
| 8   | 2.200    | 1:07.105 |
| 44  | 5.204    | 1:07.942 |
| 111 | 10.022   | 1:06.720 |
| 114 | 10.302   | 1:08.247 |
| 5   | 14.897   | 1:09.642 |
| 86  | 17.365   | 1:11.133 |
| 131 | 17.490   | 1:08.949 |
| 18  | 19.330   | 1:11.675 |
| 57  | 21.319   | 1:10.879 |
| 66  | 21.480   | 1:11.260 |
| 171 | 22.194   | 1:11.509 |
| 101 | 24.151   | 1:10.524 |
| 555 | 34.258   | 1:13.710 |
| 89  | 34.798   | 1:11.877 |
| 63  | 37.044   | 1:12.803 |
| 84  | 39.701   | 1:15.644 |
| 175 | 56.482   | 1:19.942 |
| 53  | 1:14.132 | 1:19.300 |
| 808 | 1:21.045 | 1:21.770 |

Weather / Track : Rain / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:20 Flag 17:26 End: 17:27

Printed - 17:31 Monday, 03 May 2021

# Midland Superbike Performance Rookies

## Race 17 - CLASSIFICATION

| POS            | NO  | CL  | PIC NAME            | ENTRY        | LAPS | TIME     | GAP      | DIFF   | MPH   | BEST     | ON |
|----------------|-----|-----|---------------------|--------------|------|----------|----------|--------|-------|----------|----|
| 1              | 312 | RK1 | 1 Sam LEACH         | Honda 600    | 5    | 5:39.117 |          |        | 73.78 | 1:05.866 | 4  |
| 2              | 16  | RK2 | 1 Simon TAYLOR      | BMW 1000     | 5    | 6:15.059 | 35.942   | 35.942 | 66.70 | 1:11.801 | 4  |
| 3              | 91  | RK1 | 2 Joe HIGHAM        | Triumph 675  | 5    | 6:15.638 | 36.521   | 0.579  | 66.60 | 1:11.148 | 4  |
| 4              | 167 | RK1 | 3 Kyle JENKINS      | Honda 500    | 5    | 6:18.994 | 39.877   | 3.356  | 66.01 | 1:13.568 | 5  |
| 5              | 78  | RK2 | 2 Mark MEAKIN       | Suzuki 1000  | 5    | 6:25.103 | 45.986   | 6.109  | 64.96 | 1:14.195 | 4  |
| 6              | 617 | RK2 | 3 Rich GIBSON       | Honda 1000   | 5    | 6:29.074 | 49.957   | 3.971  | 64.30 | 1:13.967 | 4  |
| 7              | 99  | RK1 | 4 Amiee LEESON      | Yamaha 600   | 5    | 6:29.133 | 50.016   | 0.059  | 64.29 | 1:15.008 | 4  |
| 8              | 444 | RK2 | 4 Stephen WATSON    | Yamaha 1000  | 5    | 6:34.727 | 55.610   | 5.594  | 63.38 | 1:12.690 | 5  |
| 9              | 95  | RK1 | 5 Matthew DURKIN    | Yamaha 599   | 5    | 6:44.392 | 1:05.275 | 9.665  | 61.87 | 1:17.403 | 3  |
| 10             | 808 | RK2 | 5 Robert TEAHAN     | Suzuki 650   | 5    | 6:52.501 | 1:13.384 | 8.109  | 60.65 | 1:20.532 | 2  |
| 11             | 184 | RK1 | 6 Rich MCNAB        | Yamaha 600   | 5    | 6:53.437 | 1:14.320 | 0.936  | 60.51 | 1:19.275 | 3  |
| 12             | 51  | RK2 | 6 Ryan SMITH        | BMW 1000     | 5    | 6:53.633 | 1:14.516 | 0.196  | 60.48 | 1:19.038 | 3  |
| 13             | 9   | RK1 | 7 Lewis HOBBIN      | Yamaha 600   | 5    | 6:54.334 | 1:15.217 | 0.701  | 60.38 | 1:19.198 | 3  |
| 14             | 28  | RK2 | 7 Oliver GREGORY    | Suzuki 1000  | 5    | 6:54.643 | 1:15.526 | 0.309  | 60.34 | 1:17.728 | 5  |
| 15             | 4   | RK1 | 8 Micheal HANRAHAN  | Yamaha 600   | 4    | 5:42.345 | 1 Lap    | 1 Lap  | 58.46 | 1:16.416 | 4  |
| 16             | 144 | RK1 | 9 Michael PARTRIDGE | Honda 600    | 4    | 5:48.219 | 1 Lap    | 5.874  | 57.48 | 1:20.578 | 4  |
| 17             | 38  | RK1 | 10 Angus GEDDES     | Kawasaki 636 | 4    | 5:51.728 | 1 Lap    | 3.509  | 56.90 | 1:24.899 | 2  |
| 18             | 3   | RK1 | 11 Jodie SHANN      | Suzuki 600   | 4    | 6:02.447 | 1 Lap    | 10.719 | 55.22 | 1:27.692 | 2  |
| NOT CLASSIFIED |     |     |                     |              |      |          |          |        |       |          |    |
| DNF            | 186 | RK1 | Paul SMITH          | Daytona 675  | 0    |          |          |        |       |          |    |
| DQ             | 412 | RK1 | Kyle ABELL          | Triumph 675  |      |          |          |        |       |          |    |

### FASTEST LAP

|     |     |              |           |   |          |           |            |
|-----|-----|--------------|-----------|---|----------|-----------|------------|
| 312 | RK1 | Sam LEACH    | Honda 600 | 4 | 1:05.866 | 75.97 mph | 122.26 kph |
| 16  | RK2 | Simon TAYLOR | BMW 1000  | 4 | 1:11.801 | 69.69 mph | 112.15 kph |

### #412 - Wrong grid position (Disqualified)

Class RK1 - 92.5% of Race Speed = 68.24 mph  
 Class RK2 - 92.5% of Race Speed = 61.69 mph

Weather / Track : Rain / Wet

Mallory Park: 1.3900 miles  
 Race Distance: 5 Laps / 6.95 miles  
 Start: 17:31 Flag 17:37 End: 17:38

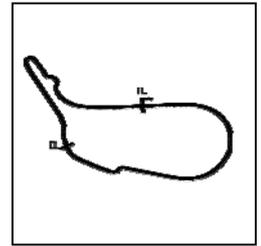
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 17:42 Monday, 03 May 2021



# Midland Superbike Performance Rookies

## 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 312 RK1 Sam LEACH      |               | Honda 600                |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:05.866 |               | BEST LAP TIME : 1:05.866 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 29.747                   | 1:12.022            | 69.47        | 6.156 | 17:33:04.615        |
| 2 -                       | 38.566        | 29.301                   | 1:07.867            | 73.73        | 2.001 | 17:34:12.482        |
| 3 -                       | 37.450        | 28.843                   | 1:06.293 (2)        | 75.48        | 0.427 | 17:35:18.775        |
| 4 -                       | <b>37.148</b> | <b>28.718</b>            | <b>1:05.866 (1)</b> | <b>75.97</b> |       | <b>17:36:24.641</b> |
| 5 -                       | 37.564        | 29.505                   | 1:07.069 (3)        | 74.61        | 1.203 | 17:37:31.710        |

| P2 16 RK2 Simon TAYLOR    |               | BMW 1000                 |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.737 |               | BEST LAP TIME : 1:11.801 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.064       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.904                   | 1:24.338            | 59.33        | 12.537 | 17:33:16.931        |
| 2 -                       | 41.169        | 32.180                   | 1:13.349 (3)        | 68.22        | 1.548  | 17:34:30.280        |
| 3 -                       | 42.220        | <b>31.500</b>            | 1:13.720            | 67.87        | 1.919  | 17:35:44.000        |
| 4 -                       | 40.288        | 31.513                   | <b>1:11.801 (1)</b> | <b>69.69</b> |        | <b>17:36:55.801</b> |
| 5 -                       | <b>40.237</b> | 31.614                   | 1:11.851 (2)        | 69.64        | 0.050  | 17:38:07.652        |

| P3 91 RK1 Joe HIGHAM      |               | Triumph 675              |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:11.148 |               | BEST LAP TIME : 1:11.148 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.157                   | 1:25.147            | 58.76        | 13.999 | 17:33:17.740        |
| 2 -                       | 42.301        | 32.204                   | 1:14.505            | 67.16        | 3.357  | 17:34:32.245        |
| 3 -                       | 41.295        | 32.161                   | 1:13.456 (3)        | 68.12        | 2.308  | 17:35:45.701        |
| 4 -                       | <b>39.768</b> | <b>31.380</b>            | <b>1:11.148 (1)</b> | <b>70.33</b> |        | <b>17:36:56.849</b> |
| 5 -                       | 39.881        | 31.501                   | 1:11.382 (2)        | 70.10        | 0.234  | 17:38:08.231        |

| P4 167 RK1 Kyle JENKINS   |               | Honda 500                |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.329 |               | BEST LAP TIME : 1:13.568 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.239       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.479                   | 1:20.858            | 61.88        | 7.290 | 17:33:13.451        |
| 2 -                       | 42.020        | 32.781                   | 1:14.801 (3)        | 66.89        | 1.233 | 17:34:28.252        |
| 3 -                       | 43.298        | 32.444                   | 1:15.742            | 66.06        | 2.174 | 17:35:43.994        |
| 4 -                       | 41.823        | <b>32.202</b>            | 1:14.025 (2)        | 67.59        | 0.457 | 17:36:58.019        |
| 5 -                       | <b>41.127</b> | 32.441                   | <b>1:13.568 (1)</b> | <b>68.01</b> |       | <b>17:38:11.587</b> |

| P5 78 RK2 Mark MEAKIN     |               | Suzuki 1000              |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:14.195 |               | BEST LAP TIME : 1:14.195 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.371                   | 1:19.763            | 62.73        | 5.568 | 17:33:12.356        |
| 2 -                       | 43.755        | 33.122                   | 1:16.877 (3)        | 65.09        | 2.682 | 17:34:29.233        |
| 3 -                       | 44.020        | 34.066                   | 1:18.086            | 64.08        | 3.891 | 17:35:47.319        |
| 4 -                       | <b>42.096</b> | <b>32.099</b>            | <b>1:14.195 (1)</b> | <b>67.44</b> |       | <b>17:37:01.514</b> |
| 5 -                       | 43.386        | 32.796                   | 1:16.182 (2)        | 65.68        | 1.987 | 17:38:17.696        |

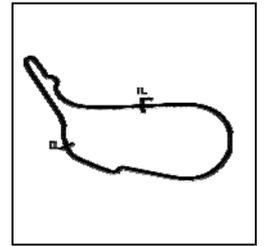
| P6 617 RK2 Rich GIBSON    |               | Honda 1000               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:13.086 |               | BEST LAP TIME : 1:13.967 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.881       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 34.769                   | 1:28.175            | 56.75        | 14.208 | 17:33:20.768        |
| 2 -                       | 41.229        | 33.899                   | 1:15.128 (2)        | 66.60        | 1.161  | 17:34:35.896        |
| 3 -                       | 42.584        | <b>32.648</b>            | 1:15.232 (3)        | 66.51        | 1.265  | 17:35:51.128        |
| 4 -                       | <b>40.438</b> | 33.529                   | <b>1:13.967 (1)</b> | <b>67.65</b> |        | <b>17:37:05.095</b> |
| 5 -                       | 42.881        | 33.691                   | 1:16.572            | 65.35        | 2.605  | 17:38:21.667        |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:31 Flag 17:37 End: 17:38

# Midland Superbike Performance Rookies

## 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

| P7 99 RK1 Amiee LEESON    |               | Yamaha 600               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:14.622 |               | BEST LAP TIME : 1:15.008 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.386       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 34.283                   | 1:24.424            | 59.27        | 9.416 | 17:33:17.017        |
| 2 -                       | 42.731        | 33.535                   | 1:16.266 (3)        | 65.61        | 1.258 | 17:34:33.283        |
| 3 -                       | 42.960        | <b>33.154</b>            | 1:16.114 (2)        | 65.74        | 1.106 | 17:35:49.397        |
| 4 -                       | <b>41.468</b> | 33.540                   | <b>1:15.008 (1)</b> | <b>66.71</b> |       | <b>17:37:04.405</b> |
| 5 -                       | 43.307        | 34.014                   | 1:17.321            | 64.71        | 2.313 | 17:38:21.726        |

| P8 444 RK2 Stephen WATSON |               | Yamaha 1000              |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:12.690 |               | BEST LAP TIME : 1:12.690 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.179                   | 1:31.685            | 54.57        | 18.995 | 17:33:24.278        |
| 2 -                       | 45.043        | 34.290                   | 1:19.333            | 63.07        | 6.643  | 17:34:43.611        |
| 3 -                       | 42.634        | 32.609                   | 1:15.243 (2)        | 66.50        | 2.553  | 17:35:58.854        |
| 4 -                       | 42.857        | 32.919                   | 1:15.776 (3)        | 66.03        | 3.086  | 17:37:14.630        |
| 5 -                       | <b>40.155</b> | <b>32.535</b>            | <b>1:12.690 (1)</b> | <b>68.84</b> |        | <b>17:38:27.320</b> |

| P9 95 RK1 Matthew DURKIN  |               | Yamaha 599               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:16.424 |               | BEST LAP TIME : 1:17.403 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.979       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.467                   | 1:30.367            | 55.37        | 12.964 | 17:33:22.960        |
| 2 -                       | 44.274        | 34.042                   | 1:18.316 (3)        | 63.89        | 0.913  | 17:34:41.276        |
| 3 -                       | 43.790        | <b>33.613</b>            | <b>1:17.403 (1)</b> | <b>64.64</b> |        | <b>17:35:58.679</b> |
| 4 -                       | <b>42.811</b> | 35.013                   | 1:17.824 (2)        | 64.29        | 0.421  | 17:37:16.503        |
| 5 -                       | 43.930        | 36.552                   | 1:20.482            | 62.17        | 3.079  | 17:38:36.985        |

| P10 808 RK2 Robert TEAHAN |               | Suzuki 650               |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:19.360 |               | BEST LAP TIME : 1:20.532 |                     |              |       |                     |
|                           |               | DIFFERENCE : 1.172       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.942                   | 1:28.333            | 56.64        | 7.801 | 17:33:20.926        |
| 2 -                       | <b>44.612</b> | 35.920                   | <b>1:20.532 (1)</b> | <b>62.13</b> |       | <b>17:34:41.458</b> |
| 3 -                       | 45.512        | 35.144                   | 1:20.656 (2)        | 62.04        | 0.124 | 17:36:02.114        |
| 4 -                       | 47.236        | <b>34.748</b>            | 1:21.984            | 61.03        | 1.452 | 17:37:24.098        |
| 5 -                       | 45.356        | 35.640                   | 1:20.996 (3)        | 61.78        | 0.464 | 17:38:45.094        |

| P11 184 RK1 Rich MCNAB    |               | Yamaha 600               |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:18.649 |               | BEST LAP TIME : 1:19.275 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.626       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 37.199                   | 1:31.227            | 54.85        | 11.952 | 17:33:23.820        |
| 2 -                       | 45.848        | 35.701                   | 1:21.549            | 61.36        | 2.274  | 17:34:45.369        |
| 3 -                       | <b>43.905</b> | 35.370                   | <b>1:19.275 (1)</b> | <b>63.12</b> |        | <b>17:36:04.644</b> |
| 4 -                       | 45.283        | 35.866                   | 1:21.149 (3)        | 61.66        | 1.874  | 17:37:25.793        |
| 5 -                       | 45.493        | <b>34.744</b>            | 1:20.237 (2)        | 62.36        | 0.962  | 17:38:46.030        |

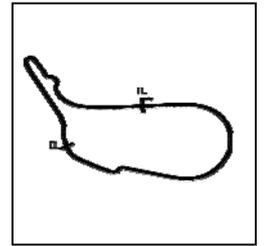
| P12 51 RK2 Ryan SMITH     |               | BMW 1000                 |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:18.455 |               | BEST LAP TIME : 1:19.038 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.583       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 35.419                   | 1:33.076            | 53.76        | 14.038 | 17:33:25.669        |
| 2 -                       | 44.620        | 36.023                   | 1:20.643 (3)        | 62.05        | 1.605  | 17:34:46.312        |
| 3 -                       | <b>43.574</b> | 35.464                   | <b>1:19.038 (1)</b> | <b>63.31</b> |        | <b>17:36:05.350</b> |
| 4 -                       | 44.954        | <b>34.881</b>            | 1:19.835 (2)        | 62.67        | 0.797  | 17:37:25.185        |
| 5 -                       | 45.012        | 36.029                   | 1:21.041            | 61.74        | 2.003  | 17:38:46.226        |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:31 Flag 17:37 End: 17:38

# Midland Superbike Performance Rookies

## 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

| P13                       |               | 9 RK1                    |                     | Lewis HOBBIN       |        | Yamaha 600          |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:19.198 |               | BEST LAP TIME : 1:19.198 |                     | DIFFERENCE : 0.000 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       |               | 35.917                   | 1:29.235            | 56.07              | 10.037 | 17:33:21.828        |  |
| 2 -                       | 47.174        | 34.104                   | 1:21.278 (3)        | 61.56              | 2.080  | 17:34:43.106        |  |
| 3 -                       | <b>45.577</b> | <b>33.621</b>            | <b>1:19.198 (1)</b> | <b>63.18</b>       |        | <b>17:36:02.304</b> |  |
| 4 -                       | 45.705        | 34.776                   | 1:20.481 (2)        | 62.17              | 1.283  | 17:37:22.785        |  |
| 5 -                       | 49.317        | 34.825                   | 1:24.142            | 59.47              | 4.944  | 17:38:46.927        |  |

| P14                       |               | 28 RK2                   |                     | Oliver GREGORY     |        | Suzuki 1000         |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:17.458 |               | BEST LAP TIME : 1:17.728 |                     | DIFFERENCE : 0.270 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       |               | 38.624                   | 1:37.513            | 51.31              | 19.785 | 17:33:30.106        |  |
| 2 -                       | 45.769        | 36.696                   | 1:22.465            | 60.68              | 4.737  | 17:34:52.571        |  |
| 3 -                       | 44.255        | 34.628                   | 1:18.883 (3)        | 63.43              | 1.155  | 17:36:11.454        |  |
| 4 -                       | 43.890        | <b>34.164</b>            | 1:18.054 (2)        | 64.10              | 0.326  | 17:37:29.508        |  |
| 5 -                       | <b>43.294</b> | 34.434                   | <b>1:17.728 (1)</b> | <b>64.37</b>       |        | <b>17:38:47.236</b> |  |

| P15                       |               | 4 RK1                    |                     | Micheal HANRAHAN   |        | Yamaha 600          |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:16.416 |               | BEST LAP TIME : 1:16.416 |                     | DIFFERENCE : 0.000 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       |               | 38.288                   | 1:38.634            | 50.73              | 22.218 | 17:33:31.227        |  |
| 2 -                       | 48.375        | 38.186                   | 1:26.561 (3)        | 57.80              | 10.145 | 17:34:57.788        |  |
| 3 -                       | 44.593        | 36.141                   | 1:20.734 (2)        | 61.98              | 4.318  | 17:36:18.522        |  |
| 4 -                       | <b>43.375</b> | <b>33.041</b>            | <b>1:16.416 (1)</b> | <b>65.48</b>       |        | <b>17:37:34.938</b> |  |

| P16                       |               | 144 RK1                  |                     | Michael PARTRIDGE  |        | Honda 600           |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:20.578 |               | BEST LAP TIME : 1:20.578 |                     | DIFFERENCE : 0.000 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       |               | 38.674                   | 1:38.273            | 50.91              | 17.695 | 17:33:30.866        |  |
| 2 -                       | 48.193        | 36.691                   | 1:24.884 (3)        | 58.95              | 4.306  | 17:34:55.750        |  |
| 3 -                       | 45.740        | 38.744                   | 1:24.484 (2)        | 59.23              | 3.906  | 17:36:20.234        |  |
| 4 -                       | <b>44.536</b> | <b>36.042</b>            | <b>1:20.578 (1)</b> | <b>62.10</b>       |        | <b>17:37:40.812</b> |  |

| P17                       |               | 38 RK1                   |                     | Angus GEDDES       |        | Kawasaki 636        |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:24.303 |               | BEST LAP TIME : 1:24.899 |                     | DIFFERENCE : 0.596 |        |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |  |
| 1 -                       |               | <b>36.999</b>            | 1:35.098            | 52.61              | 10.199 | 17:33:27.691        |  |
| 2 -                       | <b>47.304</b> | 37.595                   | <b>1:24.899 (1)</b> | <b>58.94</b>       |        | <b>17:34:52.590</b> |  |
| 3 -                       | 48.671        | 37.522                   | 1:26.193 (3)        | 58.05              | 1.294  | 17:36:18.783        |  |
| 4 -                       | 48.183        | 37.355                   | 1:25.538 (2)        | 58.50              | 0.639  | 17:37:44.321        |  |

| P18                       |               | 3 RK1                    |                     | Jodie SHANN        |       | Suzuki 600          |  |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:26.773 |               | BEST LAP TIME : 1:27.692 |                     | DIFFERENCE : 0.919 |       |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |  |
| 1 -                       |               | <b>38.974</b>            | 1:37.656            | 51.24              | 9.964 | 17:33:30.249        |  |
| 2 -                       | 48.381        | 39.311                   | <b>1:27.692 (1)</b> | <b>57.06</b>       |       | <b>17:34:57.941</b> |  |
| 3 -                       | <b>47.799</b> | 40.381                   | 1:28.180 (2)        | 56.74              | 0.488 | 17:36:26.121        |  |
| 4 -                       | 48.593        | 40.326                   | 1:28.919 (3)        | 56.27              | 1.227 | 17:37:55.040        |  |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:31 Flag 17:37 End: 17:38

# Midland Superbike Performance Rookies

## Race 17 - LAP CHART

### LAP 1 @ 17:33:04.615

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 312 |        | 1:12.022 |
| 78  | 7.741  | 1:19.763 |
| 167 | 8.836  | 1:20.858 |
| 16  | 12.316 | 1:24.338 |
| 99  | 12.402 | 1:24.424 |
| 91  | 13.125 | 1:25.147 |
| 617 | 16.153 | 1:28.175 |
| 808 | 16.311 | 1:28.333 |
| 9   | 17.213 | 1:29.235 |
| 95  | 18.345 | 1:30.367 |
| 184 | 19.205 | 1:31.227 |
| 444 | 19.663 | 1:31.685 |
| 51  | 21.054 | 1:33.076 |
| 38  | 23.076 | 1:35.098 |
| 28  | 25.491 | 1:37.513 |
| 3   | 25.634 | 1:37.656 |
| 144 | 26.251 | 1:38.273 |
| 4   | 26.612 | 1:38.634 |

### LAP 2 @ 17:34:12.482

| NO  | BEHIND | LAP TIME |
|-----|--------|----------|
| 312 |        | 1:07.867 |
| 167 | 15.770 | 1:14.801 |
| 78  | 16.751 | 1:16.877 |
| 16  | 17.798 | 1:13.349 |
| 91  | 19.763 | 1:14.505 |
| 99  | 20.801 | 1:16.266 |
| 617 | 23.414 | 1:15.128 |
| 95  | 28.794 | 1:18.316 |
| 808 | 28.976 | 1:20.532 |
| 9   | 30.624 | 1:21.278 |
| 444 | 31.129 | 1:19.333 |
| 184 | 32.887 | 1:21.549 |
| 51  | 33.830 | 1:20.643 |
| 28  | 40.089 | 1:22.465 |
| 38  | 40.108 | 1:24.899 |
| 144 | 43.268 | 1:24.884 |
| 4   | 45.306 | 1:26.561 |
| 3   | 45.459 | 1:27.692 |

### LAP 3 @ 17:35:18.775

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 312 |          | 1:06.293 |
| 167 | 25.219   | 1:15.742 |
| 16  | 25.225   | 1:13.720 |
| 91  | 26.926   | 1:13.456 |
| 78  | 28.544   | 1:18.086 |
| 99  | 30.622   | 1:16.114 |
| 617 | 32.353   | 1:15.232 |
| 95  | 39.904   | 1:17.403 |
| 444 | 40.079   | 1:15.243 |
| 808 | 43.339   | 1:20.656 |
| 9   | 43.529   | 1:19.198 |
| 184 | 45.869   | 1:19.275 |
| 51  | 46.575   | 1:19.038 |
| 28  | 52.679   | 1:18.883 |
| 4   | 59.747   | 1:20.734 |
| 38  | 1:00.008 | 1:26.193 |
| 144 | 1:01.459 | 1:24.484 |

### LAP 4 @ 17:36:24.641

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 312 |          | 1:05.866 |
| 3   | 1 Lap    | 1:28.180 |
| 16  | 31.160   | 1:11.801 |
| 91  | 32.208   | 1:11.148 |
| 167 | 33.378   | 1:14.025 |
| 78  | 36.873   | 1:14.195 |
| 99  | 39.764   | 1:15.008 |
| 617 | 40.454   | 1:13.967 |
| 444 | 49.989   | 1:15.776 |
| 95  | 51.862   | 1:17.824 |
| 9   | 58.144   | 1:20.481 |
| 808 | 59.457   | 1:21.984 |
| 51  | 1:00.544 | 1:19.835 |
| 184 | 1:01.152 | 1:21.149 |
| 28  | 1:04.867 | 1:18.054 |

### LAP 5 @ 17:37:31.710

| NO  | BEHIND   | LAP TIME |
|-----|----------|----------|
| 312 |          | 1:07.069 |
| 4   | 1 Lap    | 1:16.416 |
| 144 | 1 Lap    | 1:20.578 |
| 38  | 1 Lap    | 1:25.538 |
| 3   | 1 Lap    | 1:28.919 |
| 16  | 35.942   | 1:11.851 |
| 91  | 36.521   | 1:11.382 |
| 167 | 39.877   | 1:13.568 |
| 78  | 45.986   | 1:16.182 |
| 617 | 49.957   | 1:16.572 |
| 99  | 50.016   | 1:17.321 |
| 444 | 55.610   | 1:12.690 |
| 95  | 1:05.275 | 1:20.482 |
| 808 | 1:13.384 | 1:20.996 |
| 184 | 1:14.320 | 1:20.237 |
| 51  | 1:14.516 | 1:21.041 |
| 9   | 1:15.217 | 1:24.142 |
| 28  | 1:15.526 | 1:17.728 |

Weather / Track : Rain / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:31 Flag 17:37 End: 17:38

Printed - 17:44 Monday, 03 May 2021

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar

## Race 18 - CLASSIFICATION

| POS | NO  | CL   | PIC NAME              | ENTRY                     | LAPS | TIME     | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|-----|------|-----------------------|---------------------------|------|----------|----------|--------|-------|----------|----|
| 1   | 10  | FSRA | 1 FISHER/STOKOE       | Baker Yamaha 600          | 5    | 6:01.654 |          |        | 69.18 | 1:09.980 | 3  |
| 2   | 27  | SC   | 1 KIRBY/KIRBY         | ARS Yamaha 600            | 5    | 6:11.042 | 9.388    | 9.388  | 67.43 | 1:10.385 | 4  |
| 3   | 128 | FSRA | 2 HORTON/FORREST      | Wintec Suzuki 1100        | 5    | 6:11.233 | 9.579    | 0.191  | 67.39 | 1:12.412 | 3  |
| 4   | 39  | SC   | 2 MOORE/DODD          | Ireson 600                | 5    | 6:16.802 | 15.148   | 5.569  | 66.40 | 1:13.309 | 2  |
| 5   | 74  | FSRA | 3 McCAIN/DAVIES       | Shelbourne Thundercat 600 | 5    | 6:35.328 | 33.674   | 18.526 | 63.28 | 1:16.091 | 2  |
| 6   | 58  | FSRA | 4 SAUNDERS/SAUNDERS   | Ireson Yamaha 600         | 5    | 6:39.954 | 38.300   | 4.626  | 62.55 | 1:17.364 | 5  |
| 7   | 6   | SC   | 3 BELLABY/GRISTWOOD   | DDM Suzuki 600            | 5    | 6:48.283 | 46.629   | 8.329  | 61.28 | 1:19.207 | 5  |
| 8   | 17  | SC   | 4 THOMAS/NIX          | Ireson Honda 600          | 5    | 6:50.371 | 48.717   | 2.088  | 60.96 | 1:19.662 | 5  |
| 9   | 7   | SC   | 5 PEARSON/ROBINSON    | LCR Suzuki 600            | 5    | 6:52.149 | 50.495   | 1.778  | 60.70 | 1:18.012 | 5  |
| 10  | 181 | FSRA | 5 TIBBLES/GREENWOOD   | DDR Yamaha 1100           | 5    | 7:05.224 | 1:03.570 | 13.075 | 58.83 | 1:22.549 | 4  |
| 11  | 188 | FSRA | 6 BEST/COLE           | Wintec Suzuki 1100        | 5    | 7:17.560 | 1:15.906 | 12.336 | 57.18 | 1:22.294 | 5  |
| 12  | 656 | SC   | 6 DAVENPORT/DAVENPORT | Honda 600                 | 4    | 6:22.902 | 1 Lap    | 1 Lap  | 52.27 | 1:29.778 | 4  |
| 13  | 167 | FSRA | 7 PETTMAN/SAUNDERS    | Windle Yamaha 600         | 4    | 6:26.416 | 1 Lap    | 3.514  | 51.79 | 1:32.707 | 4  |

NOT CLASSIFIED

|     |    |      |               |                       |   |          |       |  |       |          |   |
|-----|----|------|---------------|-----------------------|---|----------|-------|--|-------|----------|---|
| DNF | 14 | FSRA | BURNS/WINFROW | Baker Yamaha 1000     | 4 | 5:59.763 | 1 Lap |  | 55.63 | 1:23.658 | 4 |
| DNF | 97 | FSRA | DAWSON/HULME  | Derbyshire Yamaha 600 | 0 |          |       |  |       |          |   |

FASTEST LAP

|  |    |      |               |                  |   |          |  |           |  |            |  |
|--|----|------|---------------|------------------|---|----------|--|-----------|--|------------|--|
|  | 10 | FSRA | FISHER/STOKOE | Baker Yamaha 600 | 3 | 1:09.980 |  | 71.50 mph |  | 115.07 kph |  |
|  | 27 | SC   | KIRBY/KIRBY   | ARS Yamaha 600   | 4 | 1:10.385 |  | 71.09 mph |  | 114.41 kph |  |

Class FSRA - 92.5% of Race Speed = 63.99 mph

Class SC - 92.5% of Race Speed = 62.37 mph

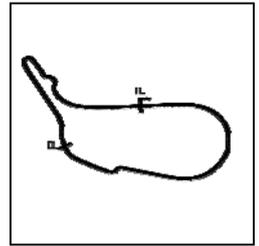
Weather / Track : Rain / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park: 1.3900 miles  
Race Distance: 5 Laps / 6.95 miles  
Start: 17:43 Flag 17:49 End: 17:50

Printed - 17:53 Monday, 03 May 2021

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar Race 18 - 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 10 FSRA FISHER/STOKOE  |               | Baker Yamaha 600         |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:09.385 |               | BEST LAP TIME : 1:09.980 |                     | DIFFERENCE : 0.595 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 32.210                   | 1:17.742            | 64.36              | 7.762 | 17:44:32.575        |
| 2 -                       | 39.654        | <b>31.308</b>            | 1:10.962 (2)        | 70.51              | 0.982 | 17:45:43.537        |
| 3 -                       | <b>38.077</b> | 31.903                   | <b>1:09.980 (1)</b> | <b>71.50</b>       |       | <b>17:46:53.517</b> |
| 4 -                       | 39.028        | 32.812                   | 1:11.840            | 69.65              | 1.860 | 17:48:05.357        |
| 5 -                       | 39.117        | 32.013                   | 1:11.130 (3)        | 70.35              | 1.150 | 17:49:16.487        |

| P2 27 SC KIRBY/KIRBY      |               | ARS Yamaha 600           |                     |                    |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:10.385 |               | BEST LAP TIME : 1:10.385 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                       |               | 33.189                   | 1:21.007            | 61.77              | 10.622 | 17:44:35.840        |
| 2 -                       | 42.043        | 31.011                   | 1:13.054 (3)        | 68.49              | 2.669  | 17:45:48.894        |
| 3 -                       | 41.080        | 31.812                   | 1:12.892 (2)        | 68.64              | 2.507  | 17:47:01.786        |
| 4 -                       | <b>39.705</b> | <b>30.680</b>            | <b>1:10.385 (1)</b> | <b>71.09</b>       |        | <b>17:48:12.171</b> |
| 5 -                       | 42.052        | 31.652                   | 1:13.704            | 67.89              | 3.319  | 17:49:25.875        |

| P3 128 FSRA HORTON/FORREST |               | Wintec Suzuki 1100       |                     |                    |       |                     |
|----------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:12.353  |               | BEST LAP TIME : 1:12.412 |                     | DIFFERENCE : 0.059 |       |                     |
| LAP                        | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                        |               | 32.302                   | 1:17.265            | 64.76              | 4.853 | 17:44:32.098        |
| 2 -                        | 40.835        | <b>32.147</b>            | 1:12.982 (3)        | 68.56              | 0.570 | 17:45:45.080        |
| 3 -                        | <b>40.206</b> | 32.206                   | <b>1:12.412 (1)</b> | <b>69.10</b>       |       | <b>17:46:57.492</b> |
| 4 -                        | 40.558        | 32.213                   | 1:12.771 (2)        | 68.76              | 0.359 | 17:48:10.263        |
| 5 -                        | 43.438        | 32.365                   | 1:15.803            | 66.01              | 3.391 | 17:49:26.066        |

| P4 39 SC MOORE/DODD       |               | Ireson 600               |                     |                    |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:13.269 |               | BEST LAP TIME : 1:13.309 |                     | DIFFERENCE : 0.040 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | <b>32.661</b>            | 1:20.197            | 62.39              | 6.888 | 17:44:35.030        |
| 2 -                       | 40.612        | 32.697                   | <b>1:13.309 (1)</b> | <b>68.25</b>       |       | <b>17:45:48.339</b> |
| 3 -                       | <b>40.608</b> | 33.039                   | 1:13.647 (2)        | 67.94              | 0.338 | 17:47:01.986        |
| 4 -                       | 41.325        | 32.826                   | 1:14.151 (3)        | 67.48              | 0.842 | 17:48:16.137        |
| 5 -                       | 42.196        | 33.302                   | 1:15.498            | 66.28              | 2.189 | 17:49:31.635        |

| P5 74 FSRA McCAIN/DAVIES  |               | Shelbourne Thundercat 600 |                     |                    |       |                     |
|---------------------------|---------------|---------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:15.617 |               | BEST LAP TIME : 1:16.091  |                     | DIFFERENCE : 0.474 |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                  | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                       |               | 34.523                    | 1:23.670            | 59.80              | 7.579 | 17:44:38.503        |
| 2 -                       | 41.789        | <b>34.302</b>             | <b>1:16.091 (1)</b> | <b>65.76</b>       |       | <b>17:45:54.594</b> |
| 3 -                       | <b>41.315</b> | 35.390                    | 1:16.705 (2)        | 65.23              | 0.614 | 17:47:11.299        |
| 4 -                       | 45.534        | 35.319                    | 1:20.853            | 61.89              | 4.762 | 17:48:32.152        |
| 5 -                       | 43.469        | 34.540                    | 1:18.009 (3)        | 64.14              | 1.918 | 17:49:50.161        |

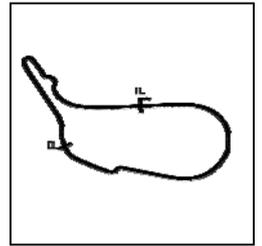
| P6 58 FSRA SAUNDERS/SAUNDERS |               | Ireson Yamaha 600        |                     |                    |       |                     |
|------------------------------|---------------|--------------------------|---------------------|--------------------|-------|---------------------|
| IDEAL LAP TIME : 1:17.364    |               | BEST LAP TIME : 1:17.364 |                     | DIFFERENCE : 0.000 |       |                     |
| LAP                          | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF  | TIME OF DAY         |
| 1 -                          |               | 35.456                   | 1:26.368            | 57.93              | 9.004 | 17:44:41.201        |
| 2 -                          | 44.063        | 35.340                   | 1:19.403            | 63.02              | 2.039 | 17:46:00.604        |
| 3 -                          | 43.817        | 34.727                   | 1:18.544 (3)        | 63.70              | 1.180 | 17:47:19.148        |
| 4 -                          | 43.661        | 34.614                   | 1:18.275 (2)        | 63.92              | 0.911 | 17:48:37.423        |
| 5 -                          | <b>43.076</b> | <b>34.288</b>            | <b>1:17.364 (1)</b> | <b>64.68</b>       |       | <b>17:49:54.787</b> |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:43 Flag 17:49 End: 17:50

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar

## Race 18 - 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 6 SC BELLABY/GRISTWOOD |               | DDM Suzuki 600           |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:19.207 |               | BEST LAP TIME : 1:19.207 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 35.930                   | 1:26.538            | 57.82        | 7.331 | 17:44:41.371        |
| 2 -                       | 46.382        | 35.989                   | 1:22.371            | 60.74        | 3.164 | 17:46:03.742        |
| 3 -                       | 45.176        | 35.554                   | 1:20.730 (3)        | 61.98        | 1.523 | 17:47:24.472        |
| 4 -                       | 44.308        | 35.129                   | 1:19.437 (2)        | 62.99        | 0.230 | 17:48:43.909        |
| 5 -                       | <b>44.153</b> | <b>35.054</b>            | <b>1:19.207 (1)</b> | <b>63.17</b> |       | <b>17:50:03.116</b> |

| P8 17 SC THOMAS/NIX       |               | Ireson Honda 600         |                     |              |       |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:19.114 |               | BEST LAP TIME : 1:19.662 |                     |              |       |                     |
|                           |               | DIFFERENCE : 0.548       |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 36.259                   | 1:29.502            | 55.90        | 9.840 | 17:44:44.335        |
| 2 -                       | 45.121        | 35.244                   | 1:20.365 (2)        | 62.26        | 0.703 | 17:46:04.700        |
| 3 -                       | 44.849        | 35.558                   | 1:20.407 (3)        | 62.23        | 0.745 | 17:47:25.107        |
| 4 -                       | 45.727        | <b>34.708</b>            | 1:20.435            | 62.21        | 0.773 | 17:48:45.542        |
| 5 -                       | <b>44.406</b> | 35.256                   | <b>1:19.662 (1)</b> | <b>62.81</b> |       | <b>17:50:05.204</b> |

| P9 7 SC PEARSON/ROBINSON  |               | LCR Suzuki 600           |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:18.012 |               | BEST LAP TIME : 1:18.012 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 36.980                   | 1:33.209            | 53.68        | 15.197 | 17:44:48.042        |
| 2 -                       | 46.214        | 35.560                   | 1:21.774            | 61.19        | 3.762  | 17:46:09.816        |
| 3 -                       | 45.258        | 34.717                   | 1:19.975 (3)        | 62.56        | 1.963  | 17:47:29.791        |
| 4 -                       | 44.812        | 34.367                   | 1:19.179 (2)        | 63.19        | 1.167  | 17:48:48.970        |
| 5 -                       | <b>43.935</b> | <b>34.077</b>            | <b>1:18.012 (1)</b> | <b>64.14</b> |        | <b>17:50:06.982</b> |

| P10 181 FSRA TIBBLES/GREENWOOD |               | DDR Yamaha 1100          |                     |              |       |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:22.549      |               | BEST LAP TIME : 1:22.549 |                     |              |       |                     |
|                                |               | DIFFERENCE : 0.000       |                     |              |       |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                            |               | 37.423                   | 1:31.588            | 54.63        | 9.039 | 17:44:46.421        |
| 2 -                            | 46.885        | 36.397                   | 1:23.282 (2)        | 60.08        | 0.733 | 17:46:09.703        |
| 3 -                            | 47.647        | 36.849                   | 1:24.496            | 59.22        | 1.947 | 17:47:34.199        |
| 4 -                            | <b>46.175</b> | <b>36.374</b>            | <b>1:22.549 (1)</b> | <b>60.61</b> |       | <b>17:48:56.748</b> |
| 5 -                            | 46.600        | 36.709                   | 1:23.309 (3)        | 60.06        | 0.760 | 17:50:20.057        |

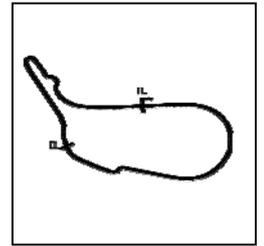
| P11 188 FSRA BEST/COLE    |               | Wintec Suzuki 1100       |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:22.294 |               | BEST LAP TIME : 1:22.294 |                     |              |        |                     |
|                           |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 40.785                   | 1:40.436            | 49.82        | 18.142 | 17:44:55.269        |
| 2 -                       | 48.429        | 37.188                   | 1:25.617            | 58.44        | 3.323  | 17:46:20.886        |
| 3 -                       | 47.118        | 37.215                   | 1:24.333 (2)        | 59.33        | 2.039  | 17:47:45.219        |
| 4 -                       | 47.984        | 36.896                   | 1:24.880 (3)        | 58.95        | 2.586  | 17:49:10.099        |
| 5 -                       | <b>46.051</b> | <b>36.243</b>            | <b>1:22.294 (1)</b> | <b>60.80</b> |        | <b>17:50:32.393</b> |

| P12 656 SC DAVENPORT/DAVENPORT |               | Honda 600                |                     |              |        |                     |
|--------------------------------|---------------|--------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.778      |               | BEST LAP TIME : 1:29.778 |                     |              |        |                     |
|                                |               | DIFFERENCE : 0.000       |                     |              |        |                     |
| LAP                            | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                            |               | 41.983                   | 1:40.342            | 49.86        | 10.564 | 17:44:55.175        |
| 2 -                            | 54.011        | 42.865                   | 1:36.876 (3)        | 51.65        | 7.098  | 17:46:32.051        |
| 3 -                            | 54.012        | 41.894                   | 1:35.906 (2)        | 52.17        | 6.128  | 17:48:07.957        |
| 4 -                            | <b>49.092</b> | <b>40.686</b>            | <b>1:29.778 (1)</b> | <b>55.73</b> |        | <b>17:49:37.735</b> |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:43 Flag 17:49 End: 17:50

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar Race 18 - 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

| <b>P13 167 FSRA PETTMAN/SAUNDERS</b> |               |                          | Windle Yamaha 600   |                    |        |                     |
|--------------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:32.707            |               | BEST LAP TIME : 1:32.707 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                                  | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                                  |               | 42.312                   | 1:44.765            | 47.76              | 12.058 | 17:44:59.598        |
| 2 -                                  | 52.501        | 41.524                   | 1:34.025 (2)        | 53.22              | 1.318  | 17:46:33.623        |
| 3 -                                  | 52.745        | 42.174                   | 1:34.919 (3)        | 52.71              | 2.212  | 17:48:08.542        |
| 4 -                                  | <b>51.867</b> | <b>40.840</b>            | <b>1:32.707 (1)</b> | <b>53.97</b>       |        | <b>17:49:41.249</b> |

| <b>P14 14 FSRA BURNS/WINFROW</b> |               |                          | Baker Yamaha 1000   |                    |        |                     |
|----------------------------------|---------------|--------------------------|---------------------|--------------------|--------|---------------------|
| IDEAL LAP TIME : 1:23.658        |               | BEST LAP TIME : 1:23.658 |                     | DIFFERENCE : 0.000 |        |                     |
| LAP                              | SECTOR 1      | SECTOR 2                 | LAP TIME            | MPH                | DIFF   | TIME OF DAY         |
| 1 -                              |               | 40.692                   | 1:40.713            | 49.68              | 17.055 | 17:44:55.546        |
| 2 -                              | 51.822        | 38.168                   | 1:29.990 (3)        | 55.60              | 6.332  | 17:46:25.536        |
| 3 -                              | 48.259        | 37.143                   | 1:25.402 (2)        | 58.59              | 1.744  | 17:47:50.938        |
| 4 -                              | <b>46.870</b> | <b>36.788</b>            | <b>1:23.658 (1)</b> | <b>59.81</b>       |        | <b>17:49:14.596</b> |

Weather / Track : Rain / Wet

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:43 Flag 17:49 End: 17:50

# WAS Auto Centre EMRA Sidecar & Wintex & Pagid FSRA Pre-Injection Sidecar

## Race 18 - LAP CHART

| LAP 1 @ 17:44:32.098 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 128 |        | 1:17.265 |
| 10  | 0.477  | 1:17.742 |
| 39  | 2.932  | 1:20.197 |
| 27  | 3.742  | 1:21.007 |
| 74  | 6.405  | 1:23.670 |
| 58  | 9.103  | 1:26.368 |
| 6   | 9.273  | 1:26.538 |
| 17  | 12.237 | 1:29.502 |
| 181 | 14.323 | 1:31.588 |
| 7   | 15.944 | 1:33.209 |
| 656 | 23.077 | 1:40.342 |
| 188 | 23.171 | 1:40.436 |
| 14  | 23.448 | 1:40.713 |
| 167 | 27.500 | 1:44.765 |

|     |          |          |
|-----|----------|----------|
| 181 | 51.391   | 1:22.549 |
| 188 | 1:04.742 | 1:24.880 |
| 14  | 1:09.239 | 1:23.658 |

| LAP 5 @ 17:49:16.487 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |          |          |
|-----|----------|----------|
| 10  |          | 1:11.130 |
| 27  | 9.388    | 1:13.704 |
| 128 | 9.579    | 1:15.803 |
| 39  | 15.148   | 1:15.498 |
| 656 | 1 Lap    | 1:29.778 |
| 167 | 1 Lap    | 1:32.707 |
| 74  | 33.674   | 1:18.009 |
| 58  | 38.300   | 1:17.364 |
| 6   | 46.629   | 1:19.207 |
| 17  | 48.717   | 1:19.662 |
| 7   | 50.495   | 1:18.012 |
| 181 | 1:03.570 | 1:23.309 |
| 188 | 1:15.906 | 1:22.294 |

| LAP 2 @ 17:45:43.537 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 10  |        | 1:10.962 |
| 128 | 1.543  | 1:12.982 |
| 39  | 4.802  | 1:13.309 |
| 27  | 5.357  | 1:13.054 |
| 74  | 11.057 | 1:16.091 |
| 58  | 17.067 | 1:19.403 |
| 6   | 20.205 | 1:22.371 |
| 17  | 21.163 | 1:20.365 |
| 181 | 26.166 | 1:23.282 |
| 7   | 26.279 | 1:21.774 |
| 188 | 37.349 | 1:25.617 |
| 14  | 41.999 | 1:29.990 |
| 656 | 48.514 | 1:36.876 |
| 167 | 50.086 | 1:34.025 |

| LAP 3 @ 17:46:53.517 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 10  |        | 1:09.980 |
| 128 | 3.975  | 1:12.412 |
| 27  | 8.269  | 1:12.892 |
| 39  | 8.469  | 1:13.647 |
| 74  | 17.782 | 1:16.705 |
| 58  | 25.631 | 1:18.544 |
| 6   | 30.955 | 1:20.730 |
| 17  | 31.590 | 1:20.407 |
| 7   | 36.274 | 1:19.975 |
| 181 | 40.682 | 1:24.496 |
| 188 | 51.702 | 1:24.333 |
| 14  | 57.421 | 1:25.402 |

| LAP 4 @ 17:48:05.357 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |

|     |        |          |
|-----|--------|----------|
| 10  |        | 1:11.840 |
| 656 | 1 Lap  | 1:35.906 |
| 167 | 1 Lap  | 1:34.919 |
| 128 | 4.906  | 1:12.771 |
| 27  | 6.814  | 1:10.385 |
| 39  | 10.780 | 1:14.151 |
| 74  | 26.795 | 1:20.853 |
| 58  | 32.066 | 1:18.275 |
| 6   | 38.552 | 1:19.437 |
| 17  | 40.185 | 1:20.435 |
| 7   | 43.613 | 1:19.179 |

Weather / Track : Rain / Wet

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Mallory Park  
Circuit Length = 1.3900 miles  
Start: 17:43 Flag 17:49 End: 17:50

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