



BRITISH TOURING CARS

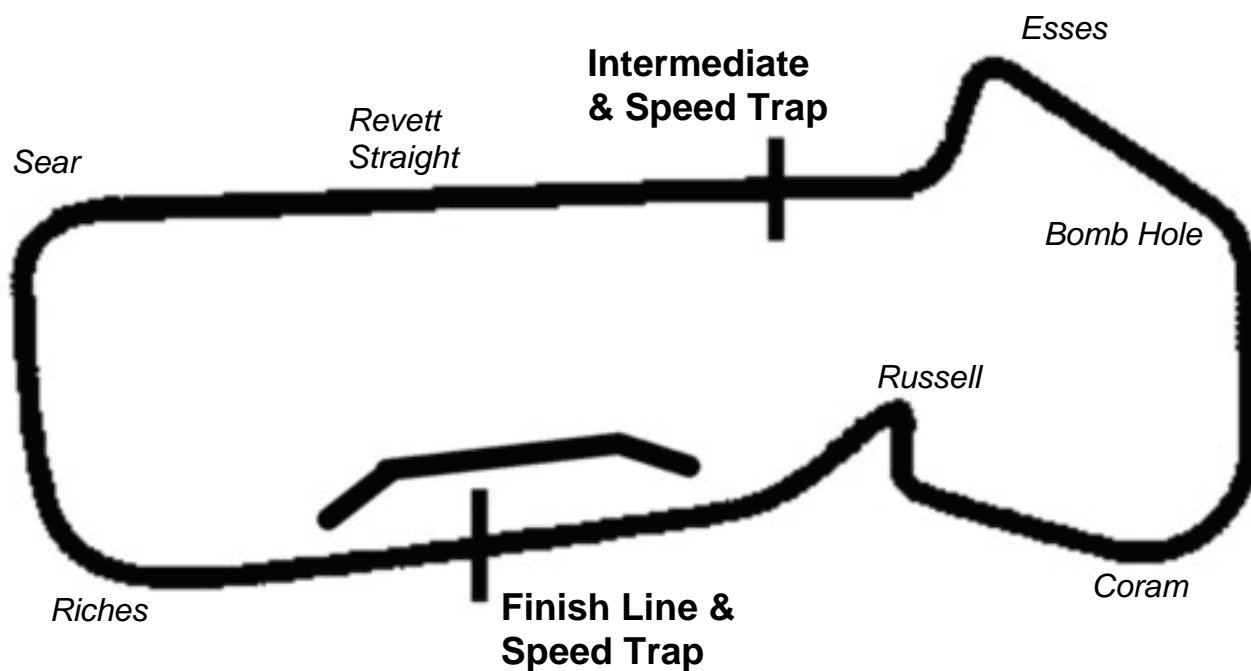
**Official Test
Snetterton**

7th July 2009



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

SNETTERTON



Circuit Length: 1.952 miles / 3141.4 metres
Intermediate: 1569 metres
Pit In: 2859 metres
Pit Out: 40 metres after Finish Line
Pit In – Pit Out 246 metres, @ 60kph = 14.7 seconds, @ 80kph = 11 seconds

HiQ MSA British Touring Car Championship

MORNING TEST SESSION - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	TIME	ON	LAPS	GAP	DIFF	MPH
1	1		Fabrizio GIOVANARDI (ITA) VX Racing	Vauxhall Vectra	1:13.138	12	24			96.08
2	35	I	James THOMPSON (GBR) Team Dynamics	Honda Civic	1:13.300	18	32	0.162	0.162	95.86
3	5		Matt NEAL (GBR) VX Racing	Vauxhall Vectra	1:13.613	15	23	0.475	0.313	95.46
4	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:13.619	20	22	0.481	0.006	95.45
5	4	I	Colin TURKINGTON (GBR) Team RAC	BMW 320si	1:13.710	20	20	0.572	0.091	95.33
6	17	I	Harry VAULKHARD (GBR) Tempus Sport	Chevrolet Lacetti	1:13.839	24	25	0.701	0.129	95.16
7	55	I	David PINKNEY (GBR) Team Dynamics	Honda Civic	1:13.842	18	30	0.704	0.003	95.16
8	12	I	Jonathan ADAM (GBR) Airwaves BMW	BMW 320si	1:13.927	25	25	0.789	0.085	95.05
9	11	I	Robert COLLARD (GBR) Airwaves BMW	BMW 320si	1:14.174	25	32	1.036	0.247	94.73
10	44	I	Stephen JELLEY (GBR) Team RAC	BMW 320si	1:14.286	13	28	1.148	0.112	94.59
11	77		Andrew JORDAN (GBR) VX Racing	Vauxhall Vectra	1:14.375	13	27	1.237	0.089	94.48
12	63	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	1:17.284	12	24	4.146	2.909	90.92
13	50	I	John GEORGE (GBR) TH Motorsport Racing with JAG	Honda Integra	1:23.297	17	18	10.159	6.013	84.36

Weather / Track : Changeable

Snetterton
Circuit Length = 1.9520 miles
Start: 10:00 End: 13:00

HiQ MSA British Touring Car Championship

MORNING TEST SESSION - SECTOR ANALYSIS

1	Fabrizio GIOVANARDI				VX Racing						
1-	Out	95.6	In		4:23.889P	13-	34.181	135.8	39.361	110.9	1:13.542
2-	Out	102.5	47.019	107.0	1:31.312	14-	34.267	136.1	39.267	111.1	1:13.534
3-	39.346	117.3	42.561	110.0	1:21.907	15-	34.358	135.6	39.196	110.9	1:13.554
4-	35.454	133.4	In		3:59.721P	16-	34.345	135.3	39.246	110.7	1:13.591
5-	Out	110.9	42.562	110.4	1:24.682	17-	35.154	134.8	In		28:27.466P
6-	34.542	135.3	40.189	110.9	1:14.731	18-	Out	112.2	In		3:48.026P
7-	34.534	136.4	39.360	110.7	1:13.894	19-	Out	133.2	40.434	110.6	1:20.177
8-	34.277	136.1	39.204	111.1	1:13.481	20-	34.279	135.6	39.114	110.6	1:13.393
9-	34.342	135.6	In		12:46.488P	21-	34.248	135.6	39.192	110.9	1:13.440
10-	Out	115.9	In		3:45.209P	22-	34.242	135.8	39.110	110.9	1:13.352
11-	Out	125.7	40.347	110.9	1:19.268	23-	34.316	135.6	39.338	111.3	1:13.654
12-	34.227	135.8	38.911	110.7	1:13.138	24-	34.446	136.1	39.400	110.7	1:13.846
4	Colin TURKINGTON				I Team RAC						
1-	Out	110.6	In		10:07.388P	11-	34.664	133.9	39.885	110.4	1:14.549
2-	Out	120.1	In		6:37.090P	12-	34.578	135.0	39.625	110.9	1:14.203
3-	Out	116.1	42.556	108.8	1:23.822	13-	34.574	134.2	39.569	110.9	1:14.143
4-	35.146	129.6	40.583	110.0	1:15.729	14-	34.638	134.8	39.459	110.6	1:14.097
5-	34.692	134.5	40.247	110.0	1:14.939	15-	36.179	112.4	In		9:00.862P
6-	34.515	135.0	39.961	110.6	1:14.476	16-	Out	116.7	42.474	108.6	1:23.696
7-	34.572	134.5	39.762	110.9	1:14.334	17-	35.152	132.1	40.223	109.7	1:15.375
8-	35.123	123.4	In		8:17.735P	18-	34.445	135.0	40.197	110.2	1:14.642
9-	Out	119.2	42.990	108.9	1:24.179	19-	34.494	135.3	39.413	110.7	1:13.907
10-	35.586	129.1	40.633	110.0	1:16.219	20-	34.446	135.6	39.264	110.4	1:13.710
5	Matt NEAL				VX Racing						
1-	Out	89.8	In		4:17.948P	13-	Out	118.1	In		3:26.257P
2-	Out	80.8	48.354	92.4	1:36.297	14-	Out	121.6	41.751	109.3	1:22.287
3-	41.775	102.6	47.945	109.5	1:29.720	15-	34.364	133.7	39.249	109.7	1:13.613
4-	34.765	133.9	39.577	108.9	1:14.342	16-	34.361	133.9	39.513	108.9	1:13.874
5-	34.407	134.5	39.338	109.5	1:13.745	17-	34.473	134.2	39.388	109.5	1:13.861
6-	34.478	134.5	39.726	108.8	1:14.204	18-	34.513	133.9	39.621	109.1	1:14.134
7-	34.547	134.8	39.417	108.8	1:13.964	19-	34.550	133.9	39.531	109.1	1:14.081
8-	35.218	120.7	In		9:30.737P	20-	35.855	110.9	In		28:54.279P
9-	Out	102.3	44.063	109.3	1:26.304	21-	Out	107.5	In		3:23.633P
10-	34.549	134.2	39.553	108.6	1:14.102	22-	Out	123.8	42.070	109.5	1:25.434
11-	34.480	134.8	39.618	109.1	1:14.098	23-	34.439	134.5	39.257	109.3	1:13.696
12-	35.000	126.4	In		13:13.004P						
11	Robert COLLARD				I Airwaves BMW						
1-	Out	106.4	In		3:11.939P	17-	34.616	136.4	In		4:14.995P
2-	Out	81.1	43.147	111.5	1:22.924	18-	Out	123.8	41.135	112.0	1:20.338
3-	35.454	122.9	40.816	111.1	1:16.270	19-	34.850	134.8	40.092	111.8	1:14.942
4-	35.033	129.3	40.214	111.5	1:15.247	20-	34.677	132.9	In		25:46.894P
5-	34.725	135.0	40.021	111.1	1:14.746	21-	Out	120.5	44.136	111.3	1:24.129
6-	34.606	135.6	40.509	110.7	1:15.115	22-	35.460	129.6	40.837	110.9	1:16.297
7-	34.780	134.2	40.329	111.8	1:15.109	23-	34.753	135.3	40.032	111.7	1:14.785
8-	34.582	130.8	40.238	111.7	1:14.820	24-	34.695	135.6	39.939	111.5	1:14.634
9-	34.405	129.6	40.093	111.8	1:14.498	25-	34.495	136.4	39.679	111.8	1:14.174
10-	34.534	132.1	In		6:31.848P	26-	34.411	135.8	39.886	111.5	1:14.297
11-	Out	116.7	42.258	108.6	1:23.622	27-	34.464	136.4	In		8:43.751P
12-	35.257	131.6	41.589	110.9	1:16.846	28-	Out	123.1	42.197	111.3	1:21.328
13-	34.601	135.0	40.104	110.9	1:14.705	29-	36.921	126.1	40.885	111.5	1:17.806
14-	34.524	135.3	40.064	111.5	1:14.588	30-	34.810	134.5	40.020	111.3	1:14.830
15-	34.479	136.4	39.818	111.7	1:14.297	31-	34.584	136.7	39.914	111.7	1:14.498
16-	34.467	136.4	39.807	112.0	1:14.274	32-	34.428	135.8	39.782	111.7	1:14.210
12	Jonathan ADAM				I Airwaves BMW						
1-	Out	106.7	In		3:38.395P	14-	34.480	136.1	40.006	110.4	1:14.486
2-	Out	124.0	42.508	110.2	1:21.184	15-	34.724	135.0	40.191	110.9	1:14.915
3-	35.459	129.3	41.373	110.2	1:16.832	16-	34.522	135.8	In		36:52.766P
4-	35.026	133.2	40.758	110.6	1:15.784	17-	Out	118.4	41.973	110.4	1:21.531
5-	34.759	133.9	40.458	110.7	1:15.217	18-	35.271	132.4	40.925	110.6	1:16.196

Snetterton
Circuit Length = 1.9520 miles
Start: 10:00 End: 13:00

Weather / Track : Changeable

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MORNING TEST SESSION - SECTOR ANALYSIS

6 -	35.054	131.3	40.613	110.2	1:15.667	19 -	34.863	134.5	40.312	110.6	1:15.175
7 -	34.905	134.8	40.311	110.4	1:15.216	20 -	34.558	135.6	40.000	111.1	1:14.558
8 -	34.629	135.6	40.030	111.1	1:14.659	21 -	35.499	119.8	In		9:35.220P
9 -	35.083	123.6	In		5:19.666P	22 -	Out	125.7	40.259	110.9	1:17.588
10 -	Out	118.8	In		4:54.631P	23 -	34.520	135.6	39.887	110.9	1:14.407
11 -	Out	107.2	46.242	108.9	1:31.954	24 -	34.315	135.6	39.718	110.9	1:14.033
12 -	40.370	92.1	42.498	110.6	1:22.868	25 -	34.290	134.5	39.637	111.3	1:13.927
13 -	34.802	134.5	40.159	110.6	1:14.961						
17	Harry VAULKHARD Tempus Sport										
1 -	Out	88.1	In		5:27.124P	14 -	34.525	135.0	39.963	111.8	1:14.488
2 -	Out	101.5	46.835	108.4	1:28.391	15 -	34.753	135.8	40.016	111.8	1:14.769
3 -	37.137	113.2	42.873	110.7	1:20.010	16 -	34.639	136.1	40.396	110.7	1:15.035
4 -	35.892	114.1	41.210	110.9	1:17.102	17 -	35.664	122.9	In		9:43.735P
5 -	35.420	126.4	40.613	111.3	1:16.033	18 -	Out	75.2	In		4:29.117P
6 -	35.098	129.8	40.482	111.5	1:15.580	19 -	Out	112.8	42.318	111.8	1:24.675
7 -	35.066	130.1	40.733	111.3	1:15.799	20 -	34.948	129.8	41.341	111.8	1:16.289
8 -	35.197	125.9	In		33:38.775P	21 -	34.961	135.3	39.930	111.5	1:14.891
9 -	Out	119.0	42.634	110.7	1:22.678	22 -	34.537	136.1	39.971	110.9	1:14.508
10 -	35.669	127.1	41.255	111.1	1:16.924	23 -	34.555	133.4	39.675	111.8	1:14.230
11 -	35.278	133.4	40.812	110.9	1:16.090	24 -	34.251	135.3	39.588	111.7	1:13.839
12 -	34.974	134.2	40.732	111.1	1:15.706	25 -	40.302	105.0	In		1:26:01.140P
13 -	34.760	134.5	40.295	111.3	1:15.055						
29	Paul O'NEILL Sunshine.co.uk with Tech-Speed Msport										
1 -	Out	87.3	49.133	98.4	1:42.633	12 -	34.680	135.3	40.125	109.8	1:14.805
2 -	38.081	111.3	In		3:34.497P	13 -	34.775	135.3	40.047	110.0	1:14.822
3 -	Out	83.5	49.408	109.5	1:30.588	14 -	34.670	135.0	40.088	110.0	1:14.758
4 -	35.287	127.6	41.329	108.8	1:16.616	15 -	34.653	134.8	In		15:26.227P
5 -	34.832	131.8	41.191	109.7	1:16.023	16 -	Out	95.2	48.735	95.7	1:34.478
6 -	34.793	133.9	40.646	108.9	1:15.439	17 -	41.407	96.8	In		2:50.272P
7 -	34.757	132.1	40.503	109.5	1:15.260	18 -	Out	101.8	45.439	110.6	1:25.501
8 -	41.093	75.3	44.089	110.0	1:25.182	19 -	34.458	135.3	39.527	111.1	1:13.985
9 -	34.694	133.2	40.845	110.0	1:15.539	20 -	34.216	134.8	39.403	110.0	1:13.619
10 -	34.605	134.8	In		5:20.900P	21 -	34.300	134.8	39.482	110.0	1:13.782
11 -	Out	132.6	40.633	109.3	1:18.725	22 -	34.860	108.4	In		33:02.392P
35	James THOMPSON Team Dynamics										
1 -	Out	100.9	In		3:40.483P	17 -	Out	132.4	40.819	111.3	1:21.030
2 -	Out	114.5	41.490	110.4	1:27.879	18 -	34.240	134.8	39.060	110.9	1:13.300
3 -	34.837	133.9	40.047	110.7	1:14.884	19 -	34.318	134.2	39.183	110.9	1:13.501
4 -	34.668	133.7	40.487	108.9	1:15.155	20 -	35.817	125.2	In		4:50.626P
5 -	34.796	135.0	39.886	110.2	1:14.682	21 -	Out	132.1	40.941	111.1	1:21.291
6 -	34.698	134.5	39.556	110.9	1:14.254	22 -	34.413	133.7	39.026	110.7	1:13.439
7 -	34.630	135.3	In		5:24.124P	23 -	34.315	133.9	39.262	110.6	1:13.577
8 -	Out	131.8	40.139	111.5	1:27.255	24 -	35.933	132.6	In		7:05.504P
9 -	34.524	134.8	39.314	111.1	1:13.838	25 -	Out	132.1	40.520	111.1	1:20.956
10 -	34.386	134.5	39.440	110.7	1:13.826	26 -	34.357	134.5	39.255	111.1	1:13.612
11 -	35.687	119.8	In		3:30.182P	27 -	34.365	134.5	In		1:53:44.422P
12 -	Out	90.4	In		3:44.351P	28 -	Out	91.6	46.439	109.5	1:32.824
13 -	Out	29.2	50.151	110.7	1:39.609	29 -	37.650	112.4	44.105	110.0	1:21.755
14 -	34.335	135.0	39.096	110.9	1:13.431	30 -	36.406	119.4	41.873	110.0	1:18.279
15 -	34.315	134.8	39.317	110.7	1:13.632	31 -	35.498	129.3	41.116	110.4	1:16.614
16 -	35.698	133.9	In		3:32.128P	32 -	35.065	126.6	40.428	110.6	1:15.493
44	Stephen JELLEY Team RAC										
1 -	Out	113.9	In		10:18.201P	15 -	34.419	135.0	39.873	111.3	1:14.292
2 -	Out	113.9	In		4:33.356P	16 -	34.497	135.6	In		13:42.553P
3 -	Out	113.0	In		12:23.910P	17 -	Out	124.3	42.636	108.9	1:22.902
4 -	Out	123.4	41.841	109.5	1:20.855	18 -	35.466	129.8	40.652	110.0	1:16.118
5 -	35.352	130.8	40.716	109.7	1:16.068	19 -	34.703	134.5	40.151	110.0	1:14.854
6 -	34.936	133.4	40.278	109.8	1:15.214	20 -	34.694	135.0	40.033	110.4	1:14.727
7 -	34.781	133.7	40.203	110.7	1:14.984	21 -	34.633	134.5	39.718	110.0	1:14.351
8 -	34.704	134.5	39.921	110.2	1:14.625	22 -	34.616	134.8	39.835	110.0	1:14.451
9 -	34.614	135.3	In		18:31.446P	23 -	36.994	111.5	In		16:57.476P

Snetterton
Circuit Length = 1.9520 miles
Start: 10:00 End: 13:00

Weather / Track : Changeable

HiQ MSA British Touring Car Championship

MORNING TEST SESSION - SECTOR ANALYSIS

10 -	Out	115.3	42.938	109.5	1:25.880	24 -	Out	109.1	46.888	107.9	1:27.701
11 -	35.241	129.6	40.424	110.6	1:15.665	25 -	38.151	118.1	46.034	107.9	1:24.185
12 -	34.757	134.2	39.994	110.2	1:14.751	26 -	37.822	121.4	45.496	108.2	1:23.318
13 -	34.721	134.8	39.565	110.9	1:14.286	27 -	37.913	116.3	45.451	108.4	1:23.364
14 -	34.459	135.8	40.076	111.1	1:14.535	28 -	37.763	121.6	45.297	108.6	1:23.060
50	John GEORGE TH Motorsport Racing with JAG										
1 -	Out	84.3	In		6:44.622P	10 -	40.093	98.1	45.848	107.2	1:25.941
2 -	Out	102.3	46.128	106.4	1:28.825	11 -	39.922	105.0	In		3:45.512P
3 -	37.409	124.3	In		1:02:23.733P	12 -	Out	107.5	46.152	107.5	1:27.637
4 -	Out	101.1	48.573	103.7	1:33.283	13 -	38.434	111.5	45.319	107.2	1:23.753
5 -	40.600	103.7	47.112	106.9	1:27.712	14 -	39.346	107.9	45.442	107.7	1:24.788
6 -	39.123	108.1	In		43:56.996P	15 -	39.038	108.8	45.314	107.5	1:24.352
7 -	Out	85.8	49.128	106.7	1:34.190	16 -	39.109	114.1	44.967	107.4	1:24.076
8 -	39.104	100.0	46.504	106.7	1:25.608	17 -	38.556	113.4	44.741	107.7	1:23.297
9 -	38.539	102.0	46.363	106.9	1:24.902	18 -	38.397	113.0	44.914	107.4	1:23.311
55	David PINKNEY Team Dynamics										
1 -	Out	95.2	46.199	100.9	1:34.597	16 -	34.371	133.9	39.505	110.6	1:13.876
2 -	39.682	107.7	In		3:36.356P	17 -	34.646	134.2	39.667	110.9	1:14.313
3 -	Out	124.7	42.483	109.8	1:21.358	18 -	34.394	134.5	39.448	110.9	1:13.842
4 -	34.962	132.4	40.534	111.1	1:15.496	19 -	34.422	134.8	39.874	110.6	1:14.296
5 -	35.019	134.2	40.051	110.7	1:15.070	20 -	38.293	110.2	In		24:41.149P
6 -	34.789	133.7	40.333	110.7	1:15.122	21 -	Out	121.8	41.158	110.6	1:20.852
7 -	35.388	114.9	In		4:24.227P	22 -	34.712	133.9	40.212	110.6	1:14.924
8 -	Out	124.3	41.326	110.2	1:20.214	23 -	34.517	134.5	40.165	109.8	1:14.682
9 -	35.003	134.2	40.119	111.1	1:15.122	24 -	34.789	134.2	39.853	110.2	1:14.642
10 -	34.794	134.8	40.232	110.7	1:15.026	25 -	34.828	133.9	39.951	110.4	1:14.779
11 -	35.286	134.5	40.460	110.7	1:15.746	26 -	34.781	133.9	39.708	110.2	1:14.489
12 -	35.053	134.5	40.577	110.6	1:15.630	27 -	35.545	112.4	In		4:26.567P
13 -	35.837	115.7	In		6:16.113P	28 -	Out	132.1	40.076	110.6	1:17.792
14 -	Out	85.3	In		4:42.971P	29 -	34.657	133.9	40.052	110.6	1:14.709
15 -	Out	112.4	40.787	110.6	1:19.997	30 -	35.826	133.2	41.640	107.7	1:17.466
63	Martin JOHNSON Boulevard Team Racing										
1 -	Out	101.7	47.039	106.0	1:32.107	13 -	35.545	121.1	In		2:14:59.492P
2 -	39.147	106.2	44.576	108.9	1:23.723	14 -	Out	99.7	47.596	107.9	1:30.824
3 -	37.085	112.8	43.167	109.3	1:20.252	15 -	38.848	102.0	45.839	108.4	1:24.687
4 -	36.440	115.9	43.347	109.1	1:19.787	16 -	37.942	109.1	45.161	108.1	1:23.103
5 -	36.078	116.1	44.022	110.0	1:20.100	17 -	38.050	107.2	45.129	108.6	1:23.179
6 -	35.926	120.1	41.952	110.0	1:17.878	18 -	38.487	105.8	45.104	108.2	1:23.591
7 -	35.688	121.8	42.305	109.5	1:17.993	19 -	38.591	104.0	45.304	108.9	1:23.895
8 -	35.902	125.4	41.952	110.4	1:17.854	20 -	38.195	106.7	45.108	109.1	1:23.303
9 -	35.450	122.9	41.918	109.7	1:17.368	21 -	39.279	105.4	46.008	109.3	1:25.287
10 -	35.558	122.5	41.988	109.7	1:17.546	22 -	37.993	108.9	44.306	108.9	1:22.299
11 -	35.893	120.9	41.983	109.8	1:17.876	23 -	38.112	111.5	44.071	108.4	1:22.183
12 -	35.549	122.5	41.735	110.2	1:17.284	24 -	38.008	116.3	44.889	108.9	1:22.897
77	Andrew JORDAN VX Racing										
1 -	Out	106.9	In		3:53.631P	15 -	34.715	128.1	In		25:50.174P
2 -	Out	105.2	42.592	108.6	1:23.988	16 -	Out	118.1	43.469	107.2	1:23.588
3 -	35.420	128.6	40.508	109.3	1:15.928	17 -	35.405	131.6	40.373	107.7	1:15.778
4 -	34.911	132.9	40.299	109.1	1:15.210	18 -	34.931	131.8	40.115	108.4	1:15.046
5 -	34.714	133.4	39.716	109.8	1:14.430	19 -	34.873	132.4	39.974	108.6	1:14.847
6 -	34.601	133.4	39.919	110.0	1:14.520	20 -	35.638	131.8	40.197	108.4	1:15.835
7 -	34.609	134.8	39.823	109.8	1:14.432	21 -	35.847	113.9	In		11:20.316P
8 -	35.356	117.3	In		7:21.626P	22 -	Out	128.1	40.902	107.5	1:20.103
9 -	Out	125.4	40.402	108.2	1:18.383	23 -	35.314	132.4	39.977	108.1	1:15.291
10 -	34.746	133.4	39.812	108.4	1:14.558	24 -	35.054	132.6	39.872	108.6	1:14.926
11 -	34.612	133.9	40.356	107.9	1:14.968	25 -	34.916	132.6	39.743	108.4	1:14.659
12 -	34.776	133.7	40.054	108.6	1:14.830	26 -	35.005	132.1	39.655	108.9	1:14.660
13 -	34.586	134.5	39.789	108.9	1:14.375	27 -	37.935	81.0	In		6:54.387P
14 -	34.542	134.2	39.890	109.3	1:14.432						

Snetterton
Circuit Length = 1.9520 miles
Start: 10:00 End: 13:00

Weather / Track : Changeable

HiQ MSA British Touring Car Championship

MORNING TEST SESSION - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	11	Robert COLLARD	136.7				11	Robert COLLARD	112.0	
2	1	Fabrizio GIOVANARDI	136.4				17	Harry VAULKHARD	111.8	
3	12	Jonathan ADAM	136.1				35	James THOMPSON	111.5	
4	17	Harry VAULKHARD	136.1				1	Fabrizio GIOVANARDI	111.3	
5	44	Stephen JELLEY	135.8				12	Jonathan ADAM	111.3	
6	4	Colin TURKINGTON	135.6				44	Stephen JELLEY	111.3	
7	29	Paul O'NEILL	135.3				29	Paul O'NEILL	111.1	
8	35	James THOMPSON	135.3				55	David PINKNEY	111.1	
9	5	Matt NEAL	134.8				4	Colin TURKINGTON	110.9	
10	55	David PINKNEY	134.8				63	Martin JOHNSON	110.4	
11	77	Andrew JORDAN	134.8				77	Andrew JORDAN	110.0	
12	63	Martin JOHNSON	125.4				5	Matt NEAL	109.7	
13	50	John GEORGE	124.3				50	John GEORGE	107.7	

Weather / Track : Changeable

www.tsl-timing.com

Snetterton
 Circuit Length = 1.9520 miles
 Start: 10:00 End: 13:00

Printed - 13.00 Tuesday, 07 July 2009

HiQ MSA British Touring Car Championship

MORNING TEST SESSION - BEST SECTORS

SECTOR 1			SECTOR 2			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	1	GIOVANARDI	34.181	1	GIOVANARDI	38.911	1	1	GIOVANARDI	1:13.092	1:13.138	0.046
2	29	O'NEILL	34.216	35	THOMPSON	39.026	2	35	THOMPSON	1:13.266	1:13.300	0.034
3	35	THOMPSON	34.240	5	NEAL	39.249	3	5	NEAL	1:13.610	1:13.613	0.003
4	17	VAULKHARD	34.251	4	TURKINGTON	39.264	4	29	O'NEILL	1:13.619	1:13.619	0.000
5	12	ADAM	34.290	29	O'NEILL	39.403	5	4	TURKINGTON	1:13.709	1:13.710	0.001
6	5	NEAL	34.361	55	PINKNEY	39.448	6	55	PINKNEY	1:13.819	1:13.842	0.023
7	55	PINKNEY	34.371	44	JELLEY	39.565	7	17	VAULKHARD	1:13.839	1:13.839	0.000
8	11	COLLARD	34.405	17	VAULKHARD	39.588	8	12	ADAM	1:13.927	1:13.927	0.000
9	44	JELLEY	34.419	12	ADAM	39.637	9	44	JELLEY	1:13.984	1:14.286	0.302
10	4	TURKINGTON	34.445	77	JORDAN	39.655	10	11	COLLARD	1:14.084	1:14.174	0.090
11	77	JORDAN	34.542	11	COLLARD	39.679	11	77	JORDAN	1:14.197	1:14.375	0.178
12	63	JOHNSON	35.450	63	JOHNSON	41.735	12	63	JOHNSON	1:17.185	1:17.284	0.099
13	50	GEORGE	37.409	50	GEORGE	44.741	13	50	GEORGE	1:22.150	1:23.297	1.147
Perfect lap										1:13.092		

HiQ MSA British Touring Car Championship

AFTERNOON TEST SESSION - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	TIME	ON	LAPS	GAP	DIFF	MPH
1	35	I	James THOMPSON (GBR) Team Dynamics	Honda Civic	1:13.156	19	41			96.05
2	77		Andrew JORDAN (GBR) VX Racing	Vauxhall Vectra	1:13.221	13	32	0.065	0.065	95.97
3	1		Fabrizio GIOVANARDI (ITA) VX Racing	Vauxhall Vectra	1:13.308	6	17	0.152	0.087	95.85
4	4	I	Colin TURKINGTON (GBR) Team RAC	BMW 320si	1:13.396	25	25	0.240	0.088	95.74
5	11	I	Robert COLLARD (GBR) Airwaves BMW	BMW 320si	1:13.412	19	40	0.256	0.016	95.72
6	5		Matt NEAL (GBR) VX Racing	Vauxhall Vectra	1:13.774	22	31	0.618	0.362	95.25
7	12	I	Jonathan ADAM (GBR) Airwaves BMW	BMW 320si	1:13.812	30	36	0.656	0.038	95.20
8	55	I	David PINKNEY (GBR) Team Dynamics	Honda Civic	1:13.821	23	37	0.665	0.009	95.19
9	17	I	Harry VAULKHARD (GBR) Tempus Sport	Chevrolet Lacetti	1:14.073	24	28	0.917	0.252	94.86
10	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:14.102	19	20	0.946	0.029	94.83
11	50	I	John GEORGE (GBR) TH Motorsport Racing with JAG	Honda Integra	1:15.021	53	53	1.865	0.919	93.66
12	63	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	1:15.363	26	34	2.207	0.342	93.24

Weather / Track : Changeable

Snetterton
Circuit Length = 1.9520 miles
Start: 14:00 End: 17:01

HiQ MSA British Touring Car Championship

COMBINED CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	FIRST		SECOND		GAP	DIFF
					TIME	LAPS	TIME	LAPS		
1	1		Fabrizio GIOVANARDI (ITA) VX Racing	Vauxhall Vectra	1:13.138	24	1:13.308	17		
2	35	I	James THOMPSON (GBR) Team Dynamics	Honda Civic	1:13.300	32	1:13.156	41	0.018	0.018
3	77		Andrew JORDAN (GBR) VX Racing	Vauxhall Vectra	1:14.375	27	1:13.221	32	0.083	0.065
4	4	I	Colin TURKINGTON (GBR) Team RAC	BMW 320si	1:13.710	20	1:13.396	25	0.258	0.175
5	11	I	Robert COLLARD (GBR) Airwaves BMW	BMW 320si	1:14.174	32	1:13.412	40	0.274	0.016
6	5		Matt NEAL (GBR) VX Racing	Vauxhall Vectra	1:13.613	23	1:13.774	31	0.475	0.201
7	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:13.619	22	1:14.102	20	0.481	0.006
8	12	I	Jonathan ADAM (GBR) Airwaves BMW	BMW 320si	1:13.927	25	1:13.812	36	0.674	0.193
9	55	I	David PINKNEY (GBR) Team Dynamics	Honda Civic	1:13.842	30	1:13.821	37	0.683	0.009
10	17	I	Harry VAULKHARD (GBR) Tempus Sport	Chevrolet Lacetti	1:13.839	25	1:14.073	28	0.701	0.018
11	44	I	Stephen JELLEY (GBR) Team RAC	BMW 320si	1:14.286	28		0	1.148	0.447
12	50	I	John GEORGE (GBR) TH Motorsport Racing with JAG	Honda Integra	1:23.297	18	1:15.021	53	1.883	0.735
13	63	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	1:17.284	24	1:15.363	34	2.225	0.342

Weather / Track : Changeable

Snetterton
Circuit Length = 1.9520 miles
Start: 14:00 End: 17:01

HiQ MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

1		Fabrizio GIOVANARDI				VX Racing					
1-	Out	105.5	45.327	109.1	1:30.281	10-	Out	126.1	41.036	110.9	1:23.436
2-	36.492	105.0	In		25:07.940P	11-	34.330	135.3	39.087	111.5	1:13.417
3-	Out	116.7	In		4:03.611P	12-	34.203	135.6	39.275	110.9	1:13.478
4-	Out	126.4	42.227	111.1	1:21.042	13-	34.419	135.3	39.104	111.5	1:13.523
5-	34.343	133.9	39.142	110.7	1:13.485	14-	35.002	134.5	In		24:04.827P
6-	34.284	133.7	39.024	111.5	1:13.308	15-	Out	112.6	In		3:59.679P
7-	34.263	134.8	39.167	111.8	1:13.430	16-	Out	105.2	42.911	110.7	1:22.861
8-	34.881	114.1	In		19:21.833P	17-	34.426	135.3	39.000	111.1	1:13.426
9-	Out	115.9	In		3:53.332P						
4		Colin TURKINGTON				I Team RAC					
1-	Out	109.5	In		4:36.352P	14-	35.496	117.5	In		10:27.462P
2-	Out	99.1	In		14:53.317P	15-	Out	112.8	43.376	107.9	1:24.899
3-	Out	117.3	42.529	109.8	1:22.237	16-	35.331	125.0	40.833	110.2	1:16.164
4-	35.409	129.8	40.372	110.4	1:15.781	17-	34.541	132.9	39.844	110.4	1:14.385
5-	34.801	133.9	39.881	110.9	1:14.682	18-	34.467	135.3	39.449	109.8	1:13.916
6-	34.801	134.2	39.555	110.9	1:14.356	19-	34.476	135.0	39.209	110.6	1:13.685
7-	34.722	134.8	39.588	110.9	1:14.310	20-	34.379	135.3	39.176	110.4	1:13.555
8-	34.627	134.5	39.426	111.1	1:14.053	21-	34.432	135.3	39.249	110.2	1:13.681
9-	34.601	115.3	41.666	111.5	1:16.267	22-	37.121	116.3	In		32:13.176P
10-	34.602	134.8	39.593	111.3	1:14.195	23-	Out	111.8	42.648	109.7	1:23.096
11-	34.459	135.8	39.475	111.5	1:13.934	24-	35.029	129.3	40.722	110.4	1:15.751
12-	34.413	135.8	39.562	111.3	1:13.975	25-	34.412	135.0	38.984	110.6	1:13.396
13-	34.515	135.3	39.521	111.1	1:14.036						
5		Matt NEAL				VX Racing					
1-	Out	100.2	44.312	109.1	1:27.814	17-	35.770	105.7	In		21:46.379P
2-	35.207	132.9	40.669	109.7	1:15.876	18-	Out	99.4	In		3:23.124P
3-	34.567	133.9	40.087	109.3	1:14.654	19-	Out	117.1	42.968	109.5	1:23.718
4-	34.754	133.7	39.910	109.7	1:14.664	20-	34.570	133.2	39.430	108.6	1:14.000
5-	34.675	134.2	In		26:01.775P	21-	34.597	133.7	39.391	109.3	1:13.988
6-	Out	110.6	45.689	109.5	1:27.868	22-	34.463	133.9	39.311	109.8	1:13.774
7-	35.269	131.8	43.846	109.7	1:19.115	23-	34.500	134.2	39.394	109.5	1:13.894
8-	34.805	132.6	46.032	109.3	1:20.837	24-	34.609	134.2	39.458	109.1	1:14.067
9-	36.234	102.8	In		14:20.204P	25-	36.465	106.4	In		12:35.135P
10-	Out	112.4	In		3:33.633P	26-	Out	98.3	45.755	109.3	1:26.926
11-	Out	123.8	41.417	110.4	1:22.512	27-	34.704	133.9	39.703	108.8	1:14.407
12-	34.623	133.9	40.099	109.3	1:14.722	28-	34.607	133.9	39.959	108.1	1:14.566
13-	34.549	134.2	39.435	110.4	1:13.984	29-	34.738	133.9	In		9:19.633P
14-	34.631	133.7	39.441	110.6	1:14.072	30-	Out	114.7	41.759	110.2	1:20.805
15-	34.700	133.7	39.573	110.4	1:14.273	31-	34.619	133.4	39.290	109.8	1:13.909
16-	34.569	133.9	39.445	110.2	1:14.014						
11		Robert COLLARD				I Airwaves BMW					
1-	Out	112.8	44.266	108.4	1:25.865	21-	34.163	136.7	39.324	112.8	1:13.487
2-	36.016	124.3	42.064	111.3	1:18.080	22-	34.381	133.2	In		14:01.035P
3-	34.959	135.0	42.206	111.7	1:17.165	23-	Out	110.0	42.682	105.5	1:23.057
4-	34.641	134.8	40.369	111.8	1:15.010	24-	35.956	122.7	41.021	111.7	1:16.977
5-	34.653	135.6	40.088	112.0	1:14.741	25-	34.326	136.1	39.708	111.1	1:14.034
6-	34.636	135.8	42.434	112.0	1:17.070	26-	34.161	137.0	39.340	111.7	1:13.501
7-	34.720	135.0	In		10:06.510P	27-	34.062	136.7	39.867	111.7	1:13.929
8-	Out	129.6	40.619	111.3	1:18.236	28-	35.581	125.2	In		7:09.812P
9-	34.830	131.3	40.026	112.0	1:14.856	29-	Out	114.1	41.658	109.8	1:25.144
10-	34.503	136.1	39.600	112.4	1:14.103	30-	35.308	121.8	41.510	111.8	1:16.818
11-	34.471	136.7	39.925	112.6	1:14.396	31-	35.327	136.4	40.096	111.8	1:15.423
12-	34.497	134.5	40.148	112.2	1:14.645	32-	34.177	136.1	39.587	112.0	1:13.764
13-	36.193	132.1	In		6:29.489P	33-	34.277	135.8	39.596	112.2	1:13.873
14-	Out	114.5	In		21:01.915P	34-	34.206	136.4	39.326	112.6	1:13.532
15-	Out	110.6	44.337	92.1	1:26.056	35-	34.246	136.4	39.501	112.6	1:13.747
16-	37.884	118.6	42.659	109.5	1:20.543	36-	34.375	133.7	In		21:30.689P
17-	36.486	116.9	42.677	112.0	1:19.163	37-	Out	115.9	43.349	109.7	1:22.647
18-	34.346	135.6	39.367	112.8	1:13.713	38-	36.109	126.6	40.950	112.0	1:17.059
19-	34.180	136.4	39.232	112.8	1:13.412	39-	34.088	136.4	39.422	113.2	1:13.510

Snetterton
 Circuit Length = 1.9520 miles
 Start: 14:00 End: 17:01

Weather / Track : Changeable

HiQ MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

20 -	34.167	136.7	39.325	113.0	1:13.492	40 -	35.627	129.1	40.677	112.6	1:16.304
12	Jonathan ADAM					I Airwaves BMW					
1 -	Out	104.0	44.965	109.8	1:28.194	19 -	34.465	135.6	39.638	111.5	1:14.103
2 -	36.067	117.1	43.452	110.6	1:19.519	20 -	34.554	135.3	39.889	111.3	1:14.443
3 -	34.973	125.4	41.639	110.6	1:16.612	21 -	35.211	123.8	In		18:56.550P
4 -	34.592	131.1	41.384	110.9	1:15.976	22 -	Out	123.4	41.237	109.8	1:20.803
5 -	34.590	131.6	40.895	110.9	1:15.485	23 -	35.211	132.6	40.804	109.1	1:16.015
6 -	34.731	132.6	40.541	110.7	1:15.272	24 -	35.513	132.6	40.591	110.7	1:16.104
7 -	34.616	131.6	In		9:12.326P	25 -	34.338	136.1	39.781	110.7	1:14.119
8 -	Out	119.0	40.985	110.7	1:18.687	26 -	34.271	135.8	39.544	110.7	1:13.815
9 -	34.602	132.9	40.210	111.1	1:14.812	27 -	37.358	98.0	In		22:19.024P
10 -	46.309	78.3	In		5:49.409P	28 -	Out	130.3	40.131	110.2	1:17.983
11 -	Out	127.8	40.954	110.7	1:18.219	29 -	34.427	135.3	39.903	110.6	1:14.330
12 -	34.488	135.8	39.837	111.1	1:14.325	30 -	34.289	135.8	39.523	111.1	1:13.812
13 -	34.410	135.8	39.889	111.3	1:14.299	31 -	34.376	135.8	39.557	111.3	1:13.933
14 -	34.540	134.8	39.637	112.4	1:14.177	32 -	34.741	123.4	In		8:51.614P
15 -	34.837	131.3	In		26:37.285P	33 -	Out	131.3	41.687	111.7	1:18.939
16 -	Out	122.7	40.908	111.1	1:18.570	34 -	34.769	132.4	39.739	112.0	1:14.508
17 -	34.765	131.8	40.161	111.3	1:14.926	35 -	34.383	136.4	39.523	111.5	1:13.906
18 -	34.626	135.3	39.684	111.1	1:14.310	36 -	34.437	135.8	39.731	111.5	1:14.168
17	Harry VAULKHARD					I Tempus Sport					
1 -	Out	100.2	In		52:46.472P	15 -	34.849	134.2	40.166	111.1	1:15.015
2 -	Out	101.2	In		4:04.187P	16 -	34.788	134.8	In		6:57.674P
3 -	Out	107.4	43.152	109.8	1:23.129	17 -	Out	125.7	40.501	111.7	1:18.915
4 -	35.465	126.9	40.606	111.8	1:16.071	18 -	39.463	106.2	42.022	112.0	1:21.485
5 -	34.737	134.2	40.119	111.8	1:14.856	19 -	34.999	134.8	40.028	111.8	1:15.027
6 -	34.792	134.5	39.825	112.2	1:14.617	20 -	34.880	134.8	40.026	111.8	1:14.906
7 -	34.594	134.2	39.521	112.2	1:14.115	21 -	34.910	135.6	In		7:24.610P
8 -	34.723	135.0	39.672	112.4	1:14.395	22 -	Out	104.9	In		3:58.300P
9 -	34.748	132.1	39.568	112.8	1:14.316	23 -	Out	121.8	42.496	111.7	1:21.755
10 -	34.810	134.8	39.765	112.6	1:14.575	24 -	34.539	135.3	39.534	111.7	1:14.073
11 -	34.643	134.2	40.618	108.2	1:15.261	25 -	34.276	136.1	39.867	112.0	1:14.143
12 -	36.608	109.3	In		13:12.977P	26 -	34.400	136.1	39.708	111.7	1:14.108
13 -	Out	128.1	40.904	111.8	1:19.809	27 -	34.436	136.1	46.624	112.2	1:21.060
14 -	34.779	134.2	40.350	111.5	1:15.129	28 -	34.557	132.6	39.768	111.8	1:14.325
29	Paul O'NEILL					I Sunshine.co.uk with Tech-Speed Msport					
1 -	Out	82.1	In		13:01.282P	11 -	34.529	132.1	39.985	110.6	1:14.514
2 -	Out	111.1	In		2:37.073P	12 -	34.509	132.4	39.640	110.7	1:14.149
3 -	Out	113.9	43.698	109.1	1:23.003	13 -	35.196	89.1	In		21:51.725P
4 -	35.149	130.6	41.507	109.7	1:16.656	14 -	Out	108.8	43.307	109.3	1:32.027
5 -	34.589	133.7	40.709	109.7	1:15.298	15 -	34.965	133.4	39.641	110.6	1:14.606
6 -	34.407	134.8	40.494	110.0	1:14.901	16 -	34.719	134.2	39.796	110.6	1:14.515
7 -	34.490	133.7	40.369	110.2	1:14.859	17 -	34.674	134.2	39.852	110.4	1:14.526
8 -	34.475	130.6	In		19:09.187P	18 -	34.573	134.8	39.570	110.4	1:14.143
9 -	Out	120.5	42.342	110.0	1:24.883	19 -	34.616	134.2	39.486	110.7	1:14.102
10 -	34.993	131.6	40.136	110.6	1:15.129	20 -	34.651	134.5	39.598	110.9	1:14.249
35	James THOMPSON					I Team Dynamics					
1 -	Out	114.5	45.469	109.5	1:30.711	22 -	Out	84.7	47.612	109.8	1:36.299
2 -	35.589	131.3	42.275	110.4	1:17.864	23 -	41.163	106.0	44.791	111.1	1:25.954
3 -	34.797	132.4	41.478	110.7	1:16.275	24 -	40.099	110.2	43.262	111.8	1:23.361
4 -	34.508	134.2	41.223	110.9	1:15.731	25 -	34.266	135.0	39.123	111.3	1:13.389
5 -	34.414	134.8	40.614	111.5	1:15.028	26 -	34.236	135.0	39.022	111.3	1:13.258
6 -	34.378	134.2	40.366	112.0	1:14.744	27 -	36.348	116.9	In		16:27.117P
7 -	34.440	132.4	43.921	111.7	1:18.361	28 -	Out	128.6	42.834	111.3	1:25.659
8 -	34.323	134.8	39.933	112.0	1:14.256	29 -	34.354	134.5	41.970	111.7	1:16.324
9 -	34.303	134.8	In		17:34.127P	30 -	34.218	134.8	39.040	110.9	1:13.258
10 -	Out	123.8	In		4:35.709P	31 -	34.266	135.0	39.016	111.3	1:13.282
11 -	Out	128.8	40.169	111.8	1:19.622	32 -	34.117	135.0	39.064	111.3	1:13.181
12 -	34.279	135.0	39.346	111.3	1:13.625	33 -	34.130	134.8	39.051	110.7	1:13.181
13 -	34.174	135.3	39.091	111.7	1:13.265	34 -	34.208	135.3	39.168	111.1	1:13.376
14 -	35.056	130.6	In		5:54.234P	35 -	34.193	135.6	In		6:32.357P

Snetterton
Circuit Length = 1.9520 miles
Start: 14:00 End: 17:01

Weather / Track : Changeable

HiQ MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

15 -	Out	103.6	In		3:13.751P	36 -	Out	130.6	40.524	110.4	1:21.151
16 -	Out	115.5	In		16:23.628P	37 -	42.051	99.1	In		7:02.786P
17 -	Out	112.0	In		3:43.111P	38 -	Out	130.1	40.294	111.3	1:20.866
18 -	Out	122.2	42.575	112.2	1:27.733	39 -	34.456	133.9	39.163	110.7	1:13.619
19 -	34.184	135.6	38.972	112.6	1:13.156	40 -	34.315	134.2	39.274	111.3	1:13.589
20 -	34.134	135.0	39.069	112.4	1:13.203	41 -	34.376	133.9	39.319	111.1	1:13.695
21 -	35.478	130.8	In		18:13.482P						
44	Stephen JELLEY					I	Team RAC				

50	John GEORGE					I	TH Motorsport Racing with JAG				
1 -	Out	88.5	50.570	105.8	1:34.679	28 -	37.246	121.8	40.811	109.1	1:18.057
2 -	39.275	105.7	47.000	107.0	1:26.275	29 -	35.897	124.5	40.322	109.1	1:16.219
3 -	38.293	107.4	46.155	106.9	1:24.448	30 -	35.025	129.8	41.050	108.2	1:16.075
4 -	38.081	110.2	In		5:26.863P	31 -	35.120	132.9	In		8:57.508P
5 -	Out	91.3	49.693	106.9	1:35.331	32 -	Out	107.9	43.894	88.7	1:26.470
6 -	39.115	101.2	45.982	107.7	1:25.097	33 -	39.741	120.7	41.316	108.9	1:21.057
7 -	37.584	115.1	44.489	108.2	1:22.073	34 -	35.702	130.1	41.916	108.8	1:17.618
8 -	37.058	117.1	44.290	107.7	1:21.348	35 -	35.383	127.6	40.737	109.7	1:16.120
9 -	37.078	116.5	44.685	108.2	1:21.763	36 -	35.240	126.6	40.389	108.9	1:15.629
10 -	36.689	112.8	44.910	107.7	1:21.599	37 -	35.350	130.3	40.402	108.8	1:15.752
11 -	37.066	118.4	In		8:52.113P	38 -	35.116	132.1	40.955	108.4	1:16.071
12 -	Out	99.9	47.146	107.5	1:30.559	39 -	35.205	129.1	40.759	109.7	1:15.964
13 -	37.980	113.0	44.771	108.4	1:22.751	40 -	35.268	132.1	40.351	108.9	1:15.619
14 -	37.113	117.1	44.101	108.4	1:21.214	41 -	35.058	127.8	40.656	108.2	1:15.714
15 -	36.934	126.4	43.955	104.2	1:20.889	42 -	35.111	129.1	40.234	108.8	1:15.345
16 -	37.803	115.7	44.173	109.3	1:21.976	43 -	35.911	122.9	In		4:12.450P
17 -	37.659	120.5	In		4:16.038P	44 -	Out	106.7	43.434	107.2	1:26.051
18 -	Out	103.9	45.980	108.2	1:30.808	45 -	35.812	125.4	40.482	108.6	1:16.294
19 -	37.385	114.9	43.187	108.9	1:20.572	46 -	34.861	132.6	40.489	108.1	1:15.350
20 -	36.277	125.4	41.833	108.6	1:18.110	47 -	34.714	132.9	In		22:24.304P
21 -	35.955	128.3	41.918	108.9	1:17.873	48 -	Out	106.4	44.105	107.4	1:25.301
22 -	35.615	129.1	42.123	109.8	1:17.738	49 -	35.961	129.1	41.208	108.4	1:17.169
23 -	35.509	122.9	41.110	109.8	1:16.619	50 -	36.311	127.8	40.592	107.2	1:16.903
24 -	35.517	124.0	41.289	109.3	1:16.806	51 -	35.470	130.3	39.989	109.7	1:15.459
25 -	46.555	94.0	In		30:14.606P	52 -	34.995	129.3	40.234	109.8	1:15.229
26 -	Out	113.2	43.630	108.6	1:24.196	53 -	34.912	127.1	40.109	109.1	1:15.021
27 -	36.403	127.1	41.430	107.4	1:17.833						

55	David PINKNEY					I	Team Dynamics				
1 -	Out	108.4	46.612	104.2	1:28.289	20 -	Out	112.2	43.994	107.4	1:25.187
2 -	38.976	103.6	In		3:43.737P	21 -	35.935	125.0	In		3:04.906P
3 -	Out	115.5	44.984	106.7	1:24.127	22 -	Out	132.4	40.064	110.6	1:18.275
4 -	37.487	118.1	43.929	102.1	1:21.416	23 -	34.435	134.2	39.386	110.4	1:13.821
5 -	35.859	125.4	42.982	106.4	1:18.841	24 -	39.216	128.6	39.921	111.1	1:19.137
6 -	35.553	128.6	42.844	106.5	1:18.397	25 -	34.615	133.9	39.798	109.8	1:14.413
7 -	35.378	122.7	In		8:32.140P	26 -	34.614	134.2	40.012	110.7	1:14.626
8 -	Out	127.3	41.243	109.8	1:18.903	27 -	37.264	109.7	In		6:27.649P
9 -	34.959	132.4	40.253	110.4	1:15.212	28 -	Out	130.8	40.070	110.6	1:16.802
10 -	34.948	132.4	40.101	110.7	1:15.049	29 -	34.561	133.7	39.757	110.4	1:14.318
11 -	34.714	133.4	40.076	110.7	1:14.790	30 -	34.793	133.7	In		3:17.689P
12 -	34.809	117.1	In		6:00.790P	31 -	Out	132.4	40.468	110.9	1:19.001
13 -	Out	129.8	40.344	110.6	1:17.494	32 -	34.524	135.0	39.596	110.9	1:14.120
14 -	34.868	133.4	41.549	110.7	1:16.417	33 -	34.472	134.8	39.484	111.3	1:13.956
15 -	34.586	133.4	39.999	110.7	1:14.585	34 -	34.888	133.2	39.467	111.1	1:14.355
16 -	34.700	133.4	40.226	110.7	1:14.926	35 -	41.609	92.2	In		10:33.554P
17 -	36.017	113.9	In		50:33.970P	36 -	Out	115.7	42.540	111.7	1:23.432
18 -	Out	112.2	41.427	109.3	1:22.014	37 -	34.626	134.8	40.521	112.8	1:15.147
19 -	35.070	132.1	In		4:03.534P						

63	Martin JOHNSON					I	Boulevard Team Racing				
1 -	Out	99.6	46.571	107.9	1:28.973	18 -	36.630	120.9	42.280	110.4	1:18.910
2 -	37.000	109.1	44.042	109.8	1:21.042	19 -	35.305	125.7	40.907	110.6	1:16.212
3 -	36.385	110.0	43.670	109.8	1:20.055	20 -	35.200	128.1	40.527	110.4	1:15.727

Snetterton
 Circuit Length = 1.9520 miles
 Start: 14:00 End: 17:01

Weather / Track : Changeable

HiQ MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

4 -	36.265	111.7	43.355	109.7	1:19.620	21 -	35.040	128.8	40.813	109.5	1:15.853
5 -	35.805	117.9	42.549	110.0	1:18.354	22 -	35.435	130.3	40.924	110.0	1:16.359
6 -	35.907	121.6	42.347	110.4	1:18.254	23 -	35.234	130.1	40.843	110.2	1:16.077
7 -	35.797	122.9	42.089	110.2	1:17.886	24 -	35.275	126.9	40.730	110.6	1:16.005
8 -	35.748	124.0	42.200	109.7	1:17.948	25 -	37.938	100.3	41.957	110.7	1:19.895
9 -	35.737	123.8	41.772	109.8	1:17.509	26 -	34.970	130.1	40.393	111.3	1:15.363
10 -	35.543	123.1	41.925	109.7	1:17.468	27 -	35.047	133.2	40.817	110.7	1:15.864
11 -	35.704	126.1	In		5:37.369P	28 -	36.646	115.1	41.407	110.7	1:18.053
12 -	Out	113.4	45.684	110.0	1:26.472	29 -	43.652	87.6	44.967	110.7	1:28.619
13 -	35.385	124.0	41.223	110.0	1:16.608	30 -	35.601	122.0	42.500	110.7	1:18.101
14 -	2:41.116	63.1	In		25:59.444P	31 -	35.542	127.1	In		37:25.293P
15 -	Out	102.5	45.270	109.5	1:28.139	32 -	Out	109.3	45.038	108.2	1:29.706
16 -	36.637	116.9	42.198	110.0	1:18.835	33 -	35.945	122.5	42.331	109.1	1:18.276
17 -	35.604	120.1	41.863	110.6	1:17.467	34 -	36.978	119.8	In		3:07.539P

77	Andrew JORDAN				VX Racing						
1 -	Out	114.9	In		21:23.235P	17 -	34.448	134.8	In		27:38.984P
2 -	Out	116.9	41.977	109.5	1:19.985	18 -	Out	96.8	In		3:59.661P
3 -	37.412	84.5	44.477	107.2	1:21.889	19 -	Out	81.7	46.005	109.3	1:27.575
4 -	39.380	83.4	43.132	98.5	1:22.512	20 -	34.377	134.8	38.962	109.5	1:13.339
5 -	41.689	83.3	43.874	88.8	1:25.563	21 -	34.323	134.5	39.145	109.7	1:13.468
6 -	40.270	66.2	44.850	103.7	1:25.120	22 -	34.762	118.8	41.357	110.0	1:16.119
7 -	40.979	82.0	41.329	110.6	1:22.308	23 -	34.552	134.8	39.323	109.7	1:13.875
8 -	38.620	74.3	43.128	110.9	1:21.748	24 -	35.196	107.0	In		15:57.606P
9 -	37.335	83.8	45.152	110.9	1:22.487	25 -	Out	111.3	In		3:21.535P
10 -	39.148	70.0	In		11:46.047P	26 -	Out	99.9	41.761	110.2	1:26.178
11 -	Out	93.2	In		3:26.782P	27 -	34.354	133.9	38.942	109.8	1:13.296
12 -	Out	126.9	43.139	111.1	1:21.283	28 -	34.466	134.2	39.048	98.8	1:13.514
13 -	34.346	134.8	38.875	111.8	1:13.221	29 -	37.925	99.9	In		6:06.052P
14 -	34.354	134.5	38.876	110.9	1:13.230	30 -	Out	124.5	40.626	109.3	1:18.129
15 -	34.425	135.0	39.044	110.4	1:13.469	31 -	34.690	133.7	39.638	109.7	1:14.328
16 -	34.452	134.8	39.131	110.6	1:13.583	32 -	34.731	134.2	39.539	109.5	1:14.270

HiQ MSA British Touring Car Championship

AFTERNOON TEST SESSION - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	11	Robert COLLARD	137.0				11	Robert COLLARD	113.2	
2	12	Jonathan ADAM	136.4				17	Harry VAULKHARD	112.8	
3	17	Harry VAULKHARD	136.1				55	David PINKNEY	112.8	
4	55	David PINKNEY	136.1				35	James THOMPSON	112.6	
5	4	Colin TURKINGTON	135.8				12	Jonathan ADAM	112.4	
6	1	Fabrizio GIOVANARDI	135.6				1	Fabrizio GIOVANARDI	111.8	
7	35	James THOMPSON	135.6				77	Andrew JORDAN	111.8	
8	77	Andrew JORDAN	135.0				4	Colin TURKINGTON	111.5	
9	29	Paul O'NEILL	134.8				63	Martin JOHNSON	111.3	
10	5	Matt NEAL	134.2				29	Paul O'NEILL	110.9	
11	63	Martin JOHNSON	133.2				5	Matt NEAL	110.6	
12	50	John GEORGE	132.9				50	John GEORGE	109.8	
13										

HiQ MSA British Touring Car Championship

AFTERNOON TEST SESSION - BEST SECTORS

SECTOR 1			SECTOR 2			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	11	COLLARD	34.062	77	JORDAN	38.875	1	35	THOMPSON	1:13.089	1:13.156	0.067
2	35	THOMPSON	34.117	35	THOMPSON	38.972	2	77	JORDAN	1:13.198	1:13.221	0.023
3	1	GIOVANARDI	34.203	4	TURKINGTON	38.984	3	1	GIOVANARDI	1:13.203	1:13.308	0.105
4	12	ADAM	34.271	1	GIOVANARDI	39.000	4	11	COLLARD	1:13.294	1:13.412	0.118
5	17	VAULKHARD	34.276	11	COLLARD	39.232	5	4	TURKINGTON	1:13.363	1:13.396	0.033
6	77	JORDAN	34.323	5	NEAL	39.290	6	5	NEAL	1:13.753	1:13.774	0.021
7	4	TURKINGTON	34.379	55	PINKNEY	39.386	7	12	ADAM	1:13.794	1:13.812	0.018
8	29	O'NEILL	34.407	29	O'NEILL	39.486	8	17	VAULKHARD	1:13.797	1:14.073	0.276
9	55	PINKNEY	34.435	17	VAULKHARD	39.521	9	55	PINKNEY	1:13.821	1:13.821	0.000
10	5	NEAL	34.463	12	ADAM	39.523	10	29	O'NEILL	1:13.893	1:14.102	0.209
11	50	GEORGE	34.714	50	GEORGE	39.989	11	50	GEORGE	1:14.703	1:15.021	0.318
12	63	JOHNSON	34.970	63	JOHNSON	40.393	12	63	JOHNSON	1:15.363	1:15.363	0.000
13												

Perfect lap	1:12.937
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