



BRITISH TOURING CARS

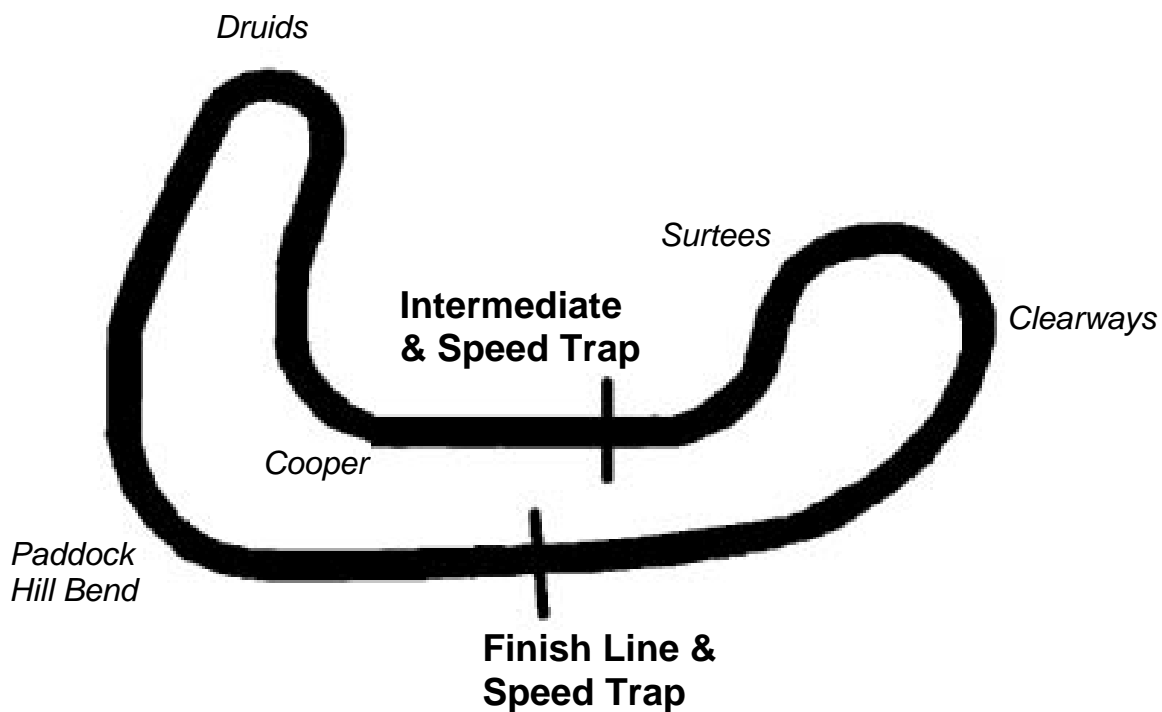
**Media Day
Brands Hatch Indy**

23rd March 2010



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

BRANDS HATCH INDY



Circuit Length: 1.1986 miles / 1929.0 metres
Intermediate 1: 1112 metres
Pit In: 1669 metres
Pit Out: 91 metres after Finish Line

2010 Dunlop MSA British Touring Car Championship

MORNING TEST SESSION - CLASSIFICATION

| POS | NO | CL | DRIVER / TEAM | CAR | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|----|----|--|----------------------|---------------|----|------|--------------|-------|-------|
| 1 | 11 | I | Steven KANE (GBR) Airwaves BMW | BMW 320si | 48.821 | 25 | 53 | | | 88.38 |
| 2 | 23 | I | Tom CHILTON (GBR) Team Aon | Ford Focus | 48.854 | 34 | 35 | 0.033 | 0.033 | 88.32 |
| 3 | 52 | | Gordon SHEDDEN (GBR) Team Honda | Honda Civic | 48.907 | 37 | 51 | 0.086 | 0.053 | 88.22 |
| 4 | 20 | | Alex MacDOWALL (GBR) Silverline Chevrolet | Chevrolet Cruze | 49.109 | 42 | 44 | 0.288 | 0.202 | 87.86 |
| 5 | 4 | | Matt NEAL (GBR) Team Honda | Honda Civic | 49.229 | 7 | 27 | 0.408 | 0.120 | 87.65 |
| 6 | 77 | I | Andrew JORDAN (GBR) Pirtek Racing | Vauxhall Vectra | 49.273 | 27 | 35 | 0.452 | 0.044 | 87.57 |
| 7 | 6 | I | Robert COLLARD (GBR) WSR | BMW 320si | 49.295 | 70 | 72 | 0.474 | 0.022 | 87.53 |
| 8 | 29 | I | Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport | Honda Integra | 49.303 | 14 | 31 | 0.482 | 0.008 | 87.52 |
| 9 | 5 | I | Matt JACKSON (GBR) Airwaves BMW | BMW 320si | 49.357 | 16 | 31 | 0.536 | 0.054 | 87.42 |
| 10 | 55 | I | David PINKNEY (GBR) Pinkney Motorsport | Vauxhall Vectra | 49.392 | 27 | 30 | 0.571 | 0.035 | 87.36 |
| 11 | 21 | I | Tom ONSLOW-COLE (GBR) Team Aon | Ford Focus | 49.680 | 34 | 52 | 0.859 | 0.288 | 86.85 |
| 12 | 44 | I | Andy NEATE (GBR) WSR | BMW 320si | 49.770 | 33 | 48 | 0.949 | 0.090 | 86.69 |
| 13 | 28 | I | John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport | Honda Integra | 49.935 | 26 | 29 | 1.114 | 0.165 | 86.41 |
| 14 | 98 | I | Matt HAMILTON (GBR) TH Motorsport | Honda Civic | 49.972 | 44 | 44 | 1.151 | 0.037 | 86.34 |
| 15 | 22 | I | Tom BOARDMAN (GBR) Special Tuning UK | SEAT Leon | 50.056 | 35 | 35 | 1.235 | 0.084 | 86.20 |
| 16 | 27 | I | Martin JOHNSON (GBR) Boulevard Team Racing | Vauxhall Astra Coupe | 50.129 | 23 | 37 | 1.308 | 0.073 | 86.07 |
| 17 | 43 | I | Lea WOOD (GBR) Central Group Racing | Honda Integra | 50.234 | 21 | 47 | 1.413 | 0.105 | 85.89 |
| 18 | 37 | I | Arthur FORSTER (GBR) Forster Motorsport | BMW 320si | 51.820 | 9 | 12 | 2.999 | 1.586 | 83.26 |

Weather / Track : Cloudy / Dry

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 10:00 End: 13:00

2010 Dunlop MSA British Touring Car Championship
MORNING TEST SESSION - SECTOR ANALYSIS

| 4 | | Matt NEAL | | Team Honda | | | | | | | |
|------|---------------|----------------|---------------|----------------|---------------|------|---------------|-------|--------|--------------|------------|
| 1 - | Out | 83.4 | In | | 50:34.437P | 15 - | 30.806 | 89.2 | In | | 4:11.221P |
| 2 - | Out | 84.5 | 22.377 | 104.9 | 1:04.921 | 16 - | Out | 91.9 | 21.265 | 121.8 | 1:04.138 |
| 3 - | 33.748 | 94.1 | In | | 5:45.317P | 17 - | 29.676 | 99.7 | 19.976 | 122.0 | 49.652 |
| 4 - | Out | 94.1 | 21.302 | 121.6 | 1:00.249 | 18 - | 32.659 | 55.8 | 21.834 | 122.5 | 54.493 |
| 5 - | 29.926 | 101.2 | 19.760 | 122.0 | 49.686 | 19 - | 31.397 | 89.4 | In | | 3:27.008P |
| 6 - | 29.580 | 101.7 | 19.870 | 121.4 | 49.450 | 20 - | Out | 92.2 | 21.124 | 122.0 | 1:00.764 |
| 7 - | 29.477 | 101.2 | 19.752 | 121.8 | 49.229 | 21 - | 29.753 | 100.9 | 19.810 | 121.8 | 49.563 |
| 8 - | 29.459 | 101.4 | 19.864 | 121.1 | 49.323 | 22 - | 29.702 | 100.8 | 19.781 | 122.5 | 49.483 |
| 9 - | 32.389 | 82.0 | In | | 6:23.411P | 23 - | 32.614 | 91.2 | In | | 14:16.760P |
| 10 - | Out | 93.6 | 20.903 | 121.6 | 1:01.509 | 24 - | Out | 89.2 | 22.973 | 93.1 | 1:06.593 |
| 11 - | 30.858 | 87.2 | In | | 7:16.916P | 25 - | 34.957 | 88.3 | In | | 3:06.674P |
| 12 - | Out | 97.8 | 20.695 | 121.6 | 58.397 | 26 - | Out | 73.3 | 22.216 | 122.2 | 1:05.529 |
| 13 - | 29.581 | 101.4 | 19.721 | 122.0 | 49.302 | 27 - | 34.638 | 85.6 | In | | 50:48.099P |
| 14 - | 29.494 | 101.1 | 19.844 | 121.8 | 49.338 | | | | | | |
| 5 | | Matt JACKSON | | I Airwaves BMW | | | | | | | |
| 1 - | Out | 90.9 | 22.179 | 114.9 | 1:03.502 | 17 - | 29.520 | 100.0 | In | | 39:50.129P |
| 2 - | 31.516 | 98.3 | 20.965 | 107.7 | 52.481 | 18 - | Out | 78.4 | 20.756 | 121.8 | 1:00.451 |
| 3 - | 32.931 | 96.8 | 20.665 | 121.4 | 53.596 | 19 - | 29.904 | 99.1 | 19.953 | 121.8 | 49.857 |
| 4 - | 29.990 | 99.6 | 20.529 | 120.9 | 50.519 | 20 - | 29.492 | 99.7 | 19.923 | 122.7 | 49.415 |
| 5 - | 29.816 | 99.6 | 20.380 | 120.9 | 50.196 | 21 - | 29.546 | 99.7 | 19.900 | 122.7 | 49.446 |
| 6 - | 30.482 | 99.6 | 20.502 | 120.9 | 50.984 | 22 - | 29.581 | 100.0 | 20.113 | 123.6 | 49.694 |
| 7 - | 29.893 | 99.7 | 20.403 | 120.9 | 50.296 | 23 - | 30.112 | 99.7 | 20.324 | 120.7 | 50.436 |
| 8 - | 31.383 | 69.6 | In | | 10:35.579P | 24 - | 30.272 | 99.7 | In | | 9:59.262P |
| 9 - | Out | 82.4 | 24.352 | 103.7 | 1:08.302 | 25 - | Out | 91.7 | 22.176 | 113.7 | 1:04.410 |
| 10 - | 33.700 | 93.2 | 20.876 | 120.7 | 54.576 | 26 - | 36.096 | 56.0 | 21.303 | 121.8 | 57.399 |
| 11 - | 30.123 | 99.1 | 20.175 | 122.2 | 50.298 | 27 - | 30.451 | 99.3 | 20.109 | 122.2 | 50.560 |
| 12 - | 30.169 | 99.4 | 20.012 | 122.2 | 50.181 | 28 - | 29.630 | 99.7 | 19.931 | 122.2 | 49.561 |
| 13 - | 29.584 | 99.6 | 19.920 | 122.2 | 49.504 | 29 - | 34.157 | 98.0 | 20.276 | 121.6 | 54.433 |
| 14 - | 29.665 | 100.2 | 19.981 | 121.8 | 49.646 | 30 - | 29.935 | 99.6 | 20.040 | 121.4 | 49.975 |
| 15 - | 29.600 | 99.7 | 19.924 | 121.6 | 49.524 | 31 - | 29.608 | 99.7 | 20.010 | 121.4 | 49.618 |
| 16 - | 29.481 | 100.2 | 19.876 | 121.8 | 49.357 | | | | | | |
| 6 | | Robert COLLARD | | I WSR | | | | | | | |
| 1 - | Out | 82.4 | 23.296 | 107.4 | 1:08.005 | 37 - | 29.661 | 100.6 | 20.109 | 122.9 | 49.770 |
| 2 - | 33.977 | 83.5 | 21.967 | 113.0 | 55.944 | 38 - | 29.823 | 100.3 | 20.095 | 122.7 | 49.918 |
| 3 - | 32.738 | 88.0 | In | | 4:04.505P | 39 - | 30.304 | 100.2 | 20.323 | 122.9 | 50.627 |
| 4 - | Out | 82.5 | 22.255 | 105.5 | 1:04.007 | 40 - | 29.695 | 100.6 | 20.043 | 123.1 | 49.738 |
| 5 - | 33.265 | 88.7 | 21.362 | 109.3 | 54.627 | 41 - | 30.370 | 99.7 | In | | 8:27.700P |
| 6 - | 31.892 | 85.9 | In | | 4:54.127P | 42 - | Out | 82.7 | 21.656 | 121.6 | 1:01.623 |
| 7 - | Out | 88.7 | 21.477 | 111.8 | 1:00.227 | 43 - | 30.982 | 98.4 | 20.557 | 123.4 | 51.539 |
| 8 - | 31.922 | 90.8 | 20.719 | 122.9 | 52.641 | 44 - | 30.234 | 99.6 | 20.220 | 122.7 | 50.454 |
| 9 - | 30.907 | 95.3 | 20.382 | 122.9 | 51.289 | 45 - | 29.662 | 100.6 | 20.093 | 122.9 | 49.755 |
| 10 - | 29.618 | 99.7 | 19.975 | 123.8 | 49.593 | 46 - | 29.824 | 100.6 | 20.140 | 122.7 | 49.964 |
| 11 - | 29.754 | 100.8 | 20.142 | 123.6 | 49.896 | 47 - | 29.610 | 100.5 | 19.989 | 122.5 | 49.599 |
| 12 - | 29.769 | 100.6 | 20.127 | 123.8 | 49.896 | 48 - | 29.915 | 99.4 | 20.034 | 122.7 | 49.949 |
| 13 - | 30.060 | 99.7 | 20.087 | 122.5 | 50.147 | 49 - | 35.178 | 60.7 | 23.518 | 123.4 | 58.696 |
| 14 - | 29.821 | 99.7 | 20.017 | 122.7 | 49.838 | 50 - | 31.864 | 79.4 | In | | 5:55.032P |
| 15 - | 29.575 | 100.8 | 19.969 | 122.9 | 49.544 | 51 - | Out | 97.1 | 20.768 | 122.7 | 58.794 |
| 16 - | 29.859 | 100.0 | 20.023 | 123.1 | 49.882 | 52 - | 30.495 | 95.3 | 21.327 | 123.1 | 51.822 |
| 17 - | 30.380 | 98.3 | In | | 5:24.926P | 53 - | 29.618 | 100.0 | 20.011 | 123.1 | 49.629 |
| 18 - | Out | 84.0 | 20.979 | 122.7 | 1:01.435 | 54 - | 30.020 | 100.2 | 20.551 | 122.9 | 50.571 |
| 19 - | 29.778 | 99.6 | 20.181 | 123.6 | 49.959 | 55 - | 29.710 | 99.4 | 19.987 | 122.9 | 49.697 |
| 20 - | 29.589 | 99.9 | 20.002 | 123.4 | 49.591 | 56 - | 30.292 | 99.7 | In | | 5:41.148P |
| 21 - | 29.738 | 101.1 | 20.014 | 122.5 | 49.752 | 57 - | Out | 69.6 | 24.214 | 102.6 | 1:05.997 |
| 22 - | 29.583 | 100.8 | 19.921 | 122.9 | 49.504 | 58 - | 37.194 | 58.4 | In | | 32:33.667P |
| 23 - | 32.045 | 90.7 | In | | 6:06.770P | 59 - | Out | 85.8 | 22.643 | 104.9 | 1:03.193 |
| 24 - | Out | 92.2 | 20.747 | 123.1 | 59.231 | 60 - | 32.696 | 92.7 | 20.673 | 123.1 | 53.369 |
| 25 - | 29.913 | 100.2 | 20.254 | 123.4 | 50.167 | 61 - | 31.149 | 89.7 | 20.858 | 123.6 | 52.007 |
| 26 - | 29.561 | 100.2 | 19.984 | 123.4 | 49.545 | 62 - | 29.425 | 100.2 | 19.978 | 123.1 | 49.403 |
| 27 - | 29.736 | 100.5 | 19.962 | 123.6 | 49.698 | 63 - | 31.155 | 90.8 | 21.407 | 123.1 | 52.562 |
| 28 - | 29.593 | 100.5 | 20.026 | 123.4 | 49.619 | 64 - | 29.452 | 100.6 | 19.953 | 123.1 | 49.405 |
| 29 - | 29.687 | 100.3 | 20.108 | 123.4 | 49.795 | 65 - | 29.433 | 100.9 | 19.965 | 122.7 | 49.398 |
| 30 - | 29.708 | 99.9 | In | | 8:02.720P | 66 - | 29.368 | 100.2 | 19.994 | 122.5 | 49.362 |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 10:00 End: 13:00

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

MORNING TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|--|--------------|---------------|--------------|---------------|------|---------------|-------|---------------|--------------|---------------|
| 31 - | Out | 85.1 | 21.634 | 110.2 | 1:03.526 | 67 - | 34.612 | 78.5 | 21.917 | 122.7 | 56.529 |
| 32 - | 32.682 | 91.7 | 20.743 | 122.0 | 53.425 | 68 - | 29.551 | 100.3 | 19.974 | 122.5 | 49.525 |
| 33 - | 30.654 | 91.7 | 20.644 | 123.4 | 51.298 | 69 - | 29.374 | 100.5 | 19.932 | 122.5 | 49.306 |
| 34 - | 29.580 | 99.6 | 20.037 | 123.4 | 49.617 | 70 - | 29.387 | 100.3 | 19.908 | 122.5 | 49.295 |
| 35 - | 30.344 | 99.1 | 20.695 | 123.1 | 51.039 | 71 - | 29.493 | 100.3 | 19.960 | 122.7 | 49.453 |
| 36 - | 29.808 | 100.6 | 20.093 | 122.7 | 49.901 | 72 - | 29.641 | 99.6 | 20.121 | 122.5 | 49.762 |
| 11 | Steven KANE Airwaves BMW | | | | | | | | | | |
| 1 - | Out | 77.0 | 23.232 | 102.5 | 1:05.830 | 28 - | 30.144 | 97.5 | In | | 6:11.732P |
| 2 - | 35.583 | 80.2 | 23.401 | 101.1 | 58.984 | 29 - | Out | 97.4 | 20.407 | 122.0 | 56.862 |
| 3 - | 35.663 | 82.0 | In | | 4:57.647P | 30 - | 29.705 | 100.2 | 20.121 | 110.6 | 49.826 |
| 4 - | Out | 92.1 | 21.701 | 113.2 | 1:03.062 | 31 - | 31.485 | 99.9 | 20.690 | 121.6 | 52.175 |
| 5 - | 31.539 | 99.7 | 20.235 | 123.4 | 51.774 | 32 - | 29.626 | 100.6 | 19.776 | 123.1 | 49.402 |
| 6 - | 30.120 | 100.2 | 20.179 | 123.6 | 50.299 | 33 - | 29.214 | 101.1 | 19.813 | 122.2 | 49.027 |
| 7 - | 29.985 | 99.9 | 20.100 | 123.4 | 50.085 | 34 - | 29.251 | 101.1 | 20.014 | 122.7 | 49.265 |
| 8 - | 29.609 | 101.1 | 20.216 | 122.2 | 49.825 | 35 - | 29.566 | 101.5 | In | | 13:39.552P |
| 9 - | 29.746 | 100.6 | 19.959 | 122.9 | 49.705 | 36 - | Out | 99.0 | 20.247 | 122.2 | 55.888 |
| 10 - | 29.608 | 101.2 | 20.012 | 122.7 | 49.620 | 37 - | 29.647 | 99.3 | 19.877 | 122.7 | 49.524 |
| 11 - | 29.687 | 100.8 | 20.001 | 122.0 | 49.688 | 38 - | 29.999 | 100.2 | 19.980 | 122.9 | 49.979 |
| 12 - | 30.006 | 100.8 | In | | 8:43.840P | 39 - | 29.428 | 100.5 | 19.849 | 122.9 | 49.277 |
| 13 - | Out | 95.5 | 21.495 | 120.9 | 1:06.988 | 40 - | 29.474 | 100.3 | 19.777 | 122.7 | 49.251 |
| 14 - | 32.209 | 96.3 | 21.120 | 122.0 | 53.329 | 41 - | 29.580 | 100.8 | 19.843 | 123.1 | 49.423 |
| 15 - | 30.035 | 99.6 | 20.279 | 122.2 | 50.314 | 42 - | 29.590 | 100.5 | In | | 33:02.760P |
| 16 - | 37.734 | 38.2 | 23.534 | 122.0 | 1:01.268 | 43 - | Out | 98.4 | 21.193 | 120.7 | 59.407 |
| 17 - | 29.667 | 100.3 | 19.913 | 123.1 | 49.580 | 44 - | 30.335 | 100.3 | 19.860 | 122.5 | 50.195 |
| 18 - | 29.297 | 100.6 | 19.768 | 122.5 | 49.065 | 45 - | 29.494 | 100.9 | 19.848 | 122.7 | 49.342 |
| 19 - | 29.352 | 100.5 | 19.914 | 122.2 | 49.266 | 46 - | 30.474 | 101.1 | 20.205 | 122.7 | 50.679 |
| 20 - | 32.984 | 77.2 | In | | 25:04.048P | 47 - | 29.494 | 101.1 | 19.750 | 122.7 | 49.244 |
| 21 - | Out | 76.9 | 23.900 | 119.8 | 1:13.295 | 48 - | 30.817 | 97.7 | In | | 5:01.726P |
| 22 - | 34.518 | 97.8 | 20.540 | 122.7 | 55.058 | 49 - | Out | 99.6 | 20.405 | 121.8 | 58.750 |
| 23 - | 30.076 | 98.5 | 20.084 | 122.7 | 50.160 | 50 - | 29.713 | 100.3 | 19.869 | 122.0 | 49.582 |
| 24 - | 29.264 | 100.3 | 19.748 | 123.1 | 49.012 | 51 - | 29.269 | 100.9 | 19.654 | 122.5 | 48.923 |
| 25 - | 29.193 | 101.2 | 19.628 | 123.8 | 48.821 | 52 - | 29.402 | 101.1 | 19.815 | 122.5 | 49.217 |
| 26 - | 29.712 | 100.8 | 23.246 | 122.5 | 52.958 | 53 - | 29.399 | 101.5 | 19.841 | 122.0 | 49.240 |
| 27 - | 29.467 | 101.7 | 19.829 | 122.2 | 49.296 | | | | | | |
| 20 | Alex MacDOWALL Silverline Chevrolet | | | | | | | | | | |
| 1 - | Out | 64.0 | 23.973 | 117.5 | 1:07.868 | 23 - | 29.766 | 99.7 | 19.969 | 120.9 | 49.735 |
| 2 - | 36.186 | 59.7 | In | | 5:01.627P | 24 - | 30.086 | 90.4 | In | | 15:42.433P |
| 3 - | Out | 94.9 | 21.708 | 119.0 | 58.355 | 25 - | Out | 98.0 | 20.746 | 120.7 | 57.645 |
| 4 - | 31.069 | 96.4 | 21.011 | 120.7 | 52.080 | 26 - | 29.839 | 100.0 | 20.110 | 121.1 | 49.949 |
| 5 - | 30.501 | 97.4 | 20.658 | 120.7 | 51.159 | 27 - | 29.707 | 100.0 | 19.971 | 121.6 | 49.678 |
| 6 - | 30.180 | 99.0 | 20.494 | 121.1 | 50.674 | 28 - | 29.633 | 100.0 | 19.925 | 121.1 | 49.558 |
| 7 - | 29.838 | 99.1 | 20.394 | 121.1 | 50.232 | 29 - | 29.979 | 89.0 | In | | 10:11.330P |
| 8 - | 29.720 | 100.3 | 20.335 | 121.1 | 50.055 | 30 - | Out | 70.4 | 22.968 | 100.9 | 1:07.410 |
| 9 - | 29.651 | 100.5 | 20.282 | 121.1 | 49.933 | 31 - | 34.720 | 74.3 | In | | 3:42.334P |
| 10 - | 30.610 | 79.2 | In | | 17:28.827P | 32 - | Out | 62.1 | 23.248 | 121.8 | 1:02.785 |
| 11 - | Out | 96.8 | 20.589 | 120.9 | 57.333 | 33 - | 29.785 | 100.0 | 20.023 | 122.0 | 49.808 |
| 12 - | 30.116 | 99.7 | 20.163 | 121.4 | 50.279 | 34 - | 29.396 | 100.3 | 19.826 | 121.6 | 49.222 |
| 13 - | 29.862 | 100.0 | 20.054 | 121.4 | 49.916 | 35 - | 29.323 | 99.6 | 19.864 | 121.6 | 49.187 |
| 14 - | 29.559 | 100.5 | 20.005 | 121.6 | 49.564 | 36 - | 29.388 | 100.3 | 19.857 | 120.9 | 49.245 |
| 15 - | 29.446 | 99.4 | 20.214 | 121.6 | 49.660 | 37 - | 30.594 | 93.3 | In | | 1:02:36.406P |
| 16 - | 29.770 | 100.2 | 20.093 | 121.6 | 49.863 | 38 - | Out | 47.8 | 23.914 | 118.1 | 1:11.711 |
| 17 - | 29.718 | 93.1 | In | | 9:48.313P | 39 - | 37.398 | 57.0 | In | | 3:43.398P |
| 18 - | Out | 55.5 | 21.993 | 120.7 | 1:00.487 | 40 - | Out | 60.6 | 21.303 | 121.1 | 1:01.890 |
| 19 - | 29.786 | 99.6 | 20.360 | 121.6 | 50.146 | 41 - | 29.721 | 99.9 | 20.040 | 120.7 | 49.761 |
| 20 - | 30.316 | 97.3 | 20.136 | 121.4 | 50.452 | 42 - | 29.285 | 100.2 | 19.824 | 120.9 | 49.109 |
| 21 - | 29.659 | 100.6 | 19.976 | 121.4 | 49.635 | 43 - | 29.327 | 100.5 | 19.871 | 121.6 | 49.198 |
| 22 - | 29.575 | 100.3 | 20.064 | 121.4 | 49.639 | 44 - | 29.472 | 100.5 | 19.823 | 121.1 | 49.295 |
| 21 | Tom ONSLOW-COLE Team Aon | | | | | | | | | | |
| 1 - | Out | 94.3 | 22.048 | 122.7 | 1:03.069 | 27 - | 30.234 | 101.8 | 19.757 | 124.5 | 49.991 |
| 2 - | 32.098 | 100.8 | 20.747 | 123.4 | 52.845 | 28 - | 30.222 | 102.0 | 19.798 | 125.2 | 50.020 |
| 3 - | 31.364 | 88.9 | In | | 2:25.189P | 29 - | 30.137 | 102.0 | 19.827 | 125.0 | 49.964 |
| 4 - | Out | 103.1 | 20.382 | 124.5 | 54.364 | 30 - | 29.842 | 102.8 | 19.859 | 125.0 | 49.701 |
| 5 - | 29.808 | 103.4 | 20.194 | 124.5 | 50.002 | 31 - | 29.896 | 102.8 | 19.843 | 125.7 | 49.739 |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 10:00 End: 13:00

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

MORNING TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|---|--------------|--------|--------------|------------|------|---------------|-------------|---------------|--------------|---------------|
| 6 - | 29.986 | 103.6 | 19.810 | 124.7 | 49.796 | 32 - | 29.871 | 102.5 | 19.823 | 125.4 | 49.694 |
| 7 - | 30.110 | 102.9 | 19.878 | 125.0 | 49.988 | 33 - | 29.999 | 102.5 | 19.925 | 125.7 | 49.924 |
| 8 - | 29.746 | 102.3 | 20.135 | 125.2 | 49.881 | 34 - | 29.822 | 102.6 | 19.858 | 125.0 | 49.680 |
| 9 - | 29.957 | 103.2 | 19.909 | 125.0 | 49.866 | 35 - | 29.996 | 102.3 | 19.975 | 125.2 | 49.971 |
| 10 - | 30.398 | 102.1 | In | | 9:23.877P | 36 - | 29.941 | 102.1 | 19.965 | 125.7 | 49.906 |
| 11 - | Out | 100.9 | 20.526 | 124.7 | 56.718 | 37 - | 30.178 | 102.5 | 19.920 | 125.4 | 50.098 |
| 12 - | 30.141 | 102.6 | 19.899 | 124.0 | 50.040 | 38 - | 29.886 | 102.3 | 19.953 | 124.7 | 49.839 |
| 13 - | 30.056 | 101.8 | 20.055 | 124.7 | 50.111 | 39 - | 30.166 | 101.8 | 20.444 | 124.3 | 50.610 |
| 14 - | 30.039 | 102.0 | 19.916 | 124.7 | 49.955 | 40 - | 30.294 | 100.5 | 21.150 | 123.8 | 51.444 |
| 15 - | 29.985 | 102.5 | 19.852 | 124.7 | 49.837 | 41 - | 30.729 | 100.3 | In | | 19:35.075P |
| 16 - | 30.045 | 102.1 | 20.266 | 124.5 | 50.311 | 42 - | Out | 100.8 | 20.518 | 124.5 | 56.467 |
| 17 - | 30.218 | 102.0 | 19.865 | 124.5 | 50.083 | 43 - | 30.425 | 101.1 | 19.971 | 125.2 | 50.396 |
| 18 - | 30.060 | 101.8 | 20.053 | 124.7 | 50.113 | 44 - | 29.930 | 102.3 | 19.862 | 125.2 | 49.792 |
| 19 - | 30.301 | 101.1 | In | | 35:38.262P | 45 - | 29.918 | 102.0 | 19.898 | 124.3 | 49.816 |
| 20 - | Out | 99.9 | 20.984 | 124.3 | 58.176 | 46 - | 30.025 | 102.5 | 19.831 | 124.3 | 49.856 |
| 21 - | 31.699 | 102.1 | 20.402 | 125.2 | 52.101 | 47 - | 30.303 | 102.8 | 19.928 | 123.8 | 50.231 |
| 22 - | 30.768 | 99.0 | In | | 15:18.438P | 48 - | 30.259 | 102.6 | 19.828 | 124.3 | 50.087 |
| 23 - | Out | 94.9 | 21.531 | 122.9 | 1:02.577 | 49 - | 30.155 | 102.5 | 19.918 | 124.0 | 50.073 |
| 24 - | 33.033 | 96.8 | 20.994 | 124.0 | 54.027 | 50 - | 30.191 | 102.0 | 19.951 | 124.3 | 50.142 |
| 25 - | 31.033 | 101.2 | In | | 2:48.699P | 51 - | 30.096 | 102.6 | 19.980 | 124.0 | 50.076 |
| 26 - | Out | 100.8 | 20.478 | 124.7 | 56.238 | 52 - | 30.398 | 102.3 | 19.996 | 124.5 | 50.394 |
| 22 | Tom BOARDMAN Special Tuning UK | | | | | | | | | | |
| 1 - | Out | 96.1 | 21.753 | 118.4 | 1:01.670 | 19 - | 30.463 | 98.5 | 20.083 | 120.1 | 50.546 |
| 2 - | 31.730 | 97.3 | 20.962 | 119.6 | 52.692 | 20 - | 30.440 | 99.4 | 20.193 | 119.8 | 50.633 |
| 3 - | 31.675 | 94.4 | 20.657 | 119.2 | 52.332 | 21 - | 30.354 | 98.3 | 20.230 | 120.1 | 50.584 |
| 4 - | 30.426 | 99.1 | 20.420 | 120.3 | 50.846 | 22 - | 30.617 | 98.4 | In | | 46:44.687P |
| 5 - | 30.241 | 99.3 | 20.419 | 115.3 | 50.660 | 23 - | Out | 93.6 | 21.888 | 118.6 | 1:04.350 |
| 6 - | 39.127 | 66.3 | In | | 5:35.946P | 24 - | 32.199 | 96.6 | 21.141 | 119.2 | 53.340 |
| 7 - | Out | 97.8 | 20.365 | 119.8 | 56.157 | 25 - | 31.253 | 96.8 | 20.491 | 119.4 | 51.744 |
| 8 - | 30.426 | 98.4 | 20.146 | 120.5 | 50.572 | 26 - | 31.172 | 98.0 | In | | 4:28.888P |
| 9 - | 30.383 | 98.7 | 20.244 | 119.8 | 50.627 | 27 - | Out | 98.7 | 20.358 | 119.8 | 55.313 |
| 10 - | 30.507 | 97.5 | 20.385 | 120.1 | 50.892 | 28 - | 30.415 | 98.4 | 20.232 | 119.4 | 50.647 |
| 11 - | 30.317 | 99.1 | 20.163 | 120.1 | 50.480 | 29 - | 30.267 | 99.3 | 20.165 | 120.3 | 50.432 |
| 12 - | 30.371 | 99.0 | 20.074 | 120.1 | 50.445 | 30 - | 30.269 | 98.8 | In | | 3:42.923P |
| 13 - | 30.314 | 98.8 | 20.116 | 120.3 | 50.430 | 31 - | Out | 92.8 | 21.364 | 112.6 | 59.127 |
| 14 - | 30.522 | 92.8 | In | | 20:17.010P | 32 - | 31.551 | 96.0 | 21.832 | 119.8 | 53.383 |
| 15 - | Out | 94.7 | In | | 2:41.872P | 33 - | 30.145 | 99.1 | 20.103 | 119.6 | 50.248 |
| 16 - | Out | 96.4 | 21.745 | 93.6 | 58.335 | 34 - | 30.087 | 98.8 | 20.008 | 119.4 | 50.095 |
| 17 - | 31.692 | 97.4 | 20.223 | 120.1 | 51.915 | 35 - | 30.053 | 99.4 | 20.003 | 119.4 | 50.056 |
| 18 - | 30.404 | 97.7 | 20.208 | 120.3 | 50.612 | | | | | | |
| 23 | Tom CHILTON Team Aon | | | | | | | | | | |
| 1 - | Out | 70.1 | 24.204 | 71.9 | 1:06.318 | 19 - | Out | 70.3 | 20.965 | 124.5 | 59.933 |
| 2 - | 35.217 | 71.0 | 22.230 | 76.5 | 57.447 | 20 - | 29.606 | 102.5 | 19.822 | 124.0 | 49.428 |
| 3 - | 35.632 | 73.2 | In | | 2:16.707P | 21 - | 29.660 | 102.0 | 19.847 | 123.6 | 49.507 |
| 4 - | Out | 71.2 | 21.046 | 122.7 | 58.172 | 22 - | 29.870 | 89.7 | In | | 6:25.329P |
| 5 - | 29.970 | 102.0 | 20.144 | 123.1 | 50.114 | 23 - | Out | 79.0 | 20.732 | 124.7 | 57.580 |
| 6 - | 29.836 | 102.5 | In | | 11:19.555P | 24 - | 30.199 | 102.3 | 19.924 | 123.6 | 50.123 |
| 7 - | Out | 86.4 | In | | 33:42.015P | 25 - | 29.704 | 102.0 | 19.802 | 124.0 | 49.506 |
| 8 - | Out | 85.8 | 22.320 | 102.8 | 1:01.282 | 26 - | 31.311 | 88.0 | In | | 15:26.696P |
| 9 - | 32.476 | 89.0 | 21.182 | 121.6 | 53.658 | 27 - | Out | 68.6 | In | | 18:25.773P |
| 10 - | 32.422 | 72.7 | In | | 2:20.769P | 28 - | Out | 76.5 | 22.311 | 122.0 | 1:04.514 |
| 11 - | Out | 80.9 | 22.192 | 116.7 | 1:01.001 | 29 - | 33.230 | 80.1 | 21.430 | 106.4 | 54.660 |
| 12 - | 32.758 | 83.8 | 21.031 | 117.9 | 53.789 | 30 - | 34.862 | 58.3 | In | | 2:13.863P |
| 13 - | 32.276 | 70.1 | In | | 2:07.062P | 31 - | Out | 66.2 | 20.839 | 123.6 | 58.318 |
| 14 - | Out | 62.0 | 21.023 | 124.0 | 1:04.483 | 32 - | 31.740 | 72.8 | 21.462 | 122.9 | 53.202 |
| 15 - | 29.410 | 102.3 | 19.651 | 124.3 | 49.061 | 33 - | 29.343 | 102.6 | 19.529 | 124.0 | 48.872 |
| 16 - | 29.448 | 102.9 | 19.649 | 124.5 | 49.097 | 34 - | 29.226 | 101.8 | 19.628 | 123.4 | 48.854 |
| 17 - | 29.417 | 102.8 | 19.707 | 125.0 | 49.124 | 35 - | 29.464 | 102.5 | 19.681 | 123.4 | 49.145 |
| 18 - | 31.006 | 82.7 | In | | 7:26.341P | | | | | | |
| 27 | Martin JOHNSON Boulevard Team Racing | | | | | | | | | | |
| 1 - | Out | 97.5 | 21.894 | 119.8 | 59.954 | 20 - | Out | 94.9 | 21.605 | 120.9 | 1:00.670 |
| 2 - | 31.880 | 98.5 | 21.443 | 120.3 | 53.323 | 21 - | 31.083 | 98.5 | 20.620 | 122.2 | 51.703 |
| 3 - | 31.720 | 96.7 | 21.164 | 119.8 | 52.884 | 22 - | 31.430 | 99.4 | 20.388 | 122.9 | 51.818 |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 10:00 End: 13:00

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

MORNING TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|---|--------------|--------|--------------|---------------|------|---------------|-------------|---------------|--------------|---------------|
| 4 - | 35.030 | 90.3 | 21.397 | 119.4 | 56.427 | 23 - | 30.064 | 100.6 | 20.065 | 123.1 | 50.129 |
| 5 - | 31.046 | 100.3 | 20.581 | 121.8 | 51.627 | 24 - | 30.098 | 100.8 | 20.104 | 122.7 | 50.202 |
| 6 - | 30.761 | 100.6 | 20.368 | 121.8 | 51.129 | 25 - | 30.215 | 100.5 | 20.240 | 122.5 | 50.455 |
| 7 - | 30.533 | 100.8 | 20.353 | 121.1 | 50.886 | 26 - | 30.581 | 100.3 | 20.186 | 122.2 | 50.767 |
| 8 - | 30.622 | 101.2 | 20.228 | 121.6 | 50.850 | 27 - | 30.397 | 100.2 | 20.269 | 122.2 | 50.666 |
| 9 - | 30.375 | 100.9 | 20.349 | 122.5 | 50.724 | 28 - | 30.115 | 100.5 | 20.353 | 122.0 | 50.468 |
| 10 - | 31.449 | 100.5 | 20.671 | 122.2 | 52.120 | 29 - | 30.462 | 100.3 | 20.177 | 122.0 | 50.639 |
| 11 - | 31.040 | 100.6 | 20.303 | 122.0 | 51.343 | 30 - | 30.213 | 99.9 | 20.281 | 122.5 | 50.494 |
| 12 - | 31.195 | 97.1 | In | | 28:13.104P | 31 - | 30.322 | 100.3 | 20.243 | 122.2 | 50.565 |
| 13 - | Out | 97.1 | 22.932 | 121.1 | 1:00.957 | 32 - | 30.245 | 100.3 | 20.147 | 122.2 | 50.392 |
| 14 - | 30.734 | 99.1 | 20.250 | 122.9 | 50.984 | 33 - | 30.341 | 100.2 | 20.324 | 122.5 | 50.665 |
| 15 - | 30.680 | 100.3 | 20.189 | 122.9 | 50.869 | 34 - | 35.198 | 75.0 | 20.728 | 122.9 | 55.926 |
| 16 - | 30.366 | 100.3 | 20.172 | 122.5 | 50.538 | 35 - | 30.080 | 100.0 | 20.207 | 122.9 | 50.287 |
| 17 - | 30.233 | 99.7 | 20.196 | 122.2 | 50.429 | 36 - | 30.248 | 100.3 | 20.347 | 122.5 | 50.595 |
| 18 - | 30.516 | 100.2 | 20.167 | 122.7 | 50.683 | 37 - | 35.985 | 89.8 | 20.844 | 122.7 | 56.829 |
| 19 - | 33.047 | 94.8 | In | | 44:26.365P | | | | | | |
| 28 | John GEORGE I Sunshine.co.uk with Tech-Speed Msport | | | | | | | | | | |
| 1 - | Out | 74.0 | In | | 20:16.683P | 16 - | 34.423 | 87.0 | In | | 58:11.410P |
| 2 - | Out | 56.3 | 25.087 | 114.7 | 1:11.404 | 17 - | Out | 73.7 | 25.826 | 98.0 | 1:09.051 |
| 3 - | 40.364 | 88.7 | In | | 3:12.393P | 18 - | 37.018 | 85.5 | 23.887 | 106.4 | 1:00.905 |
| 4 - | Out | 87.3 | 23.062 | 99.0 | 1:02.174 | 19 - | 33.008 | 95.7 | In | | 3:00.280P |
| 5 - | 36.162 | 85.3 | 23.115 | 111.3 | 59.277 | 20 - | Out | 81.7 | 21.425 | 122.2 | 1:00.644 |
| 6 - | 32.325 | 96.4 | 21.560 | 119.2 | 53.885 | 21 - | 30.738 | 98.5 | 20.228 | 122.2 | 50.966 |
| 7 - | 31.742 | 98.5 | 20.728 | 120.3 | 52.470 | 22 - | 30.101 | 99.7 | 20.028 | 122.7 | 50.129 |
| 8 - | 31.292 | 96.7 | 20.455 | 120.5 | 51.747 | 23 - | 31.719 | 99.6 | 20.109 | 122.5 | 51.828 |
| 9 - | 32.422 | 85.7 | 20.926 | 122.0 | 53.348 | 24 - | 30.127 | 99.3 | 20.113 | 119.4 | 50.240 |
| 10 - | 30.563 | 98.5 | 20.240 | 121.8 | 50.803 | 25 - | 30.146 | 99.4 | 20.138 | 121.8 | 50.284 |
| 11 - | 30.762 | 98.4 | 20.406 | 122.0 | 51.168 | 26 - | 29.815 | 99.9 | 20.120 | 122.0 | 49.935 |
| 12 - | 30.812 | 99.4 | 20.501 | 122.0 | 51.313 | 27 - | 30.369 | 98.7 | 20.285 | 122.0 | 50.654 |
| 13 - | 30.207 | 100.5 | 20.374 | 121.8 | 50.581 | 28 - | 30.520 | 98.5 | 20.332 | 121.4 | 50.852 |
| 14 - | 30.514 | 98.7 | 20.389 | 121.8 | 50.903 | 29 - | 30.926 | 96.7 | 20.454 | 118.6 | 51.380 |
| 15 - | 30.355 | 99.3 | 20.468 | 121.4 | 50.823 | | | | | | |
| 29 | Paul O'NEILL I Sunshine.co.uk with Tech-Speed Msport | | | | | | | | | | |
| 1 - | Out | 61.4 | In | | 20:10.486P | 17 - | 36.627 | 71.6 | 24.967 | 87.6 | 1:01.594 |
| 2 - | Out | 60.1 | 24.801 | 108.1 | 1:18.789 | 18 - | 34.034 | 96.8 | In | | 2:59.072P |
| 3 - | 39.932 | 93.7 | In | | 3:08.249P | 19 - | Out | 67.4 | 21.701 | 121.1 | 1:05.473 |
| 4 - | Out | 60.5 | 22.513 | 112.6 | 1:08.153 | 20 - | 30.453 | 100.3 | 20.124 | 122.9 | 50.577 |
| 5 - | 35.115 | 83.9 | In | | 1:51.358P | 21 - | 30.211 | 100.5 | 20.352 | 120.3 | 50.563 |
| 6 - | Out | 97.8 | 20.613 | 122.9 | 55.525 | 22 - | 31.615 | 100.8 | 19.878 | 123.6 | 51.493 |
| 7 - | 30.554 | 100.3 | 20.157 | 123.4 | 50.711 | 23 - | 30.187 | 101.2 | 19.854 | 123.1 | 50.041 |
| 8 - | 31.183 | 85.4 | 20.392 | 123.6 | 51.575 | 24 - | 29.709 | 100.6 | 19.707 | 123.8 | 49.416 |
| 9 - | 29.974 | 100.8 | 19.917 | 122.9 | 49.891 | 25 - | 29.642 | 100.8 | 19.795 | 123.4 | 49.437 |
| 10 - | 32.164 | 101.4 | 20.307 | 123.1 | 52.471 | 26 - | 29.724 | 101.1 | 19.952 | 123.8 | 49.676 |
| 11 - | 29.847 | 101.4 | 19.859 | 123.6 | 49.706 | 27 - | 29.709 | 101.4 | 19.819 | 123.6 | 49.528 |
| 12 - | 29.885 | 101.7 | 19.712 | 123.4 | 49.597 | 28 - | 33.815 | 88.8 | 20.478 | 123.1 | 54.293 |
| 13 - | 29.899 | 101.8 | 19.795 | 123.6 | 49.694 | 29 - | 29.546 | 100.5 | 19.869 | 122.7 | 49.415 |
| 14 - | 29.538 | 101.4 | 19.765 | 123.8 | 49.303 | 30 - | 35.044 | 77.1 | 20.767 | 123.1 | 55.811 |
| 15 - | 38.946 | 67.8 | In | | 58:10.988P | 31 - | 29.723 | 100.9 | 19.836 | 123.1 | 49.559 |
| 16 - | Out | 71.9 | 22.361 | 112.6 | 1:10.731 | | | | | | |
| 37 | Arthur FORSTER I Forster Motorsport | | | | | | | | | | |
| 1 - | Out | 76.7 | 25.588 | 107.9 | 1:09.470 | 7 - | 31.121 | 97.1 | 20.751 | 119.4 | 51.872 |
| 2 - | 34.861 | 94.8 | 22.245 | 116.1 | 57.106 | 8 - | 30.976 | 96.3 | 20.989 | 120.1 | 51.965 |
| 3 - | 33.014 | 93.9 | 21.907 | 117.5 | 54.921 | 9 - | 30.884 | 98.0 | 20.936 | 117.5 | 51.820 |
| 4 - | 31.966 | 92.9 | 21.697 | 119.2 | 53.663 | 10 - | 31.370 | 96.8 | 20.683 | 118.8 | 52.053 |
| 5 - | 31.621 | 95.5 | 21.141 | 119.8 | 52.762 | 11 - | 31.556 | 96.0 | In | | 4:57.323P |
| 6 - | 31.330 | 96.0 | 21.131 | 118.6 | 52.461 | 12 - | Out | 91.6 | 22.227 | 105.5 | 1:02.345 |
| 43 | Lea WOOD I Central Group Racing | | | | | | | | | | |
| 1 - | Out | 60.7 | 24.563 | 112.0 | 1:08.991 | 25 - | 31.299 | 79.6 | In | | 43:00.173P |
| 2 - | 36.145 | 81.2 | 22.157 | 120.1 | 58.302 | 26 - | Out | 55.6 | 25.294 | 88.7 | 1:12.763 |
| 3 - | 32.955 | 94.1 | In | | 4:03.901P | 27 - | 33.072 | 95.6 | 20.897 | 119.6 | 53.969 |
| 4 - | Out | 90.0 | 21.764 | 119.6 | 1:00.700 | 28 - | 30.678 | 99.3 | 20.941 | 114.7 | 51.619 |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 10:00 End: 13:00

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

MORNING TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|------|---------------|--------------|---------------|--------------|---------------|------|--------|------|--------|-------|--------|
| 5 - | 31.994 | 93.9 | 21.290 | 120.5 | 53.284 | 29 - | 32.382 | 96.3 | 22.358 | 116.5 | 54.740 |
| 6 - | 30.939 | 94.1 | 20.899 | 120.5 | 51.838 | 30 - | 31.747 | 97.1 | 23.894 | 96.8 | 55.641 |
| 7 - | 30.565 | 99.1 | 20.721 | 120.3 | 51.286 | 31 - | 33.610 | 92.3 | 22.681 | 115.5 | 56.291 |
| 8 - | 30.245 | 99.3 | 20.184 | 120.3 | 50.429 | 32 - | 32.586 | 94.1 | 22.177 | 118.6 | 54.763 |
| 9 - | 30.214 | 98.8 | 20.266 | 119.8 | 50.480 | 33 - | 32.508 | 95.2 | 22.404 | 117.7 | 54.912 |
| 10 - | 30.191 | 99.1 | 20.304 | 120.3 | 50.495 | 34 - | 33.001 | 90.3 | 22.129 | 116.1 | 55.130 |
| 11 - | 30.677 | 99.4 | 20.332 | 119.2 | 51.009 | 35 - | 32.481 | 96.4 | 21.790 | 119.0 | 54.271 |
| 12 - | 30.346 | 99.4 | 20.306 | 119.8 | 50.652 | 36 - | 31.683 | 96.6 | 21.009 | 120.5 | 52.692 |
| 13 - | 30.039 | 99.4 | 20.316 | 120.5 | 50.355 | 37 - | 30.933 | 94.9 | 20.877 | 120.3 | 51.810 |
| 14 - | 30.294 | 100.2 | 23.592 | 85.1 | 53.886 | 38 - | 30.672 | 98.4 | 20.923 | 120.5 | 51.595 |
| 15 - | 38.918 | 65.0 | In | | 5:46.001P | 39 - | 30.519 | 99.6 | 20.567 | 120.3 | 51.086 |
| 16 - | Out | 95.5 | 20.925 | 119.4 | 58.268 | 40 - | 30.548 | 98.4 | 20.469 | 120.1 | 51.017 |
| 17 - | 31.066 | 94.9 | 20.660 | 120.5 | 51.726 | 41 - | 30.146 | 99.9 | 20.219 | 119.6 | 50.365 |
| 18 - | 30.166 | 99.4 | 20.345 | 120.9 | 50.511 | 42 - | 30.128 | 99.6 | 20.315 | 119.8 | 50.443 |
| 19 - | 30.180 | 99.6 | 20.142 | 120.3 | 50.322 | 43 - | 30.174 | 99.7 | 20.324 | 120.1 | 50.498 |
| 20 - | 30.162 | 98.1 | 20.237 | 120.5 | 50.399 | 44 - | 30.239 | 99.6 | 20.221 | 120.1 | 50.460 |
| 21 - | 30.102 | 99.7 | 20.132 | 120.3 | 50.234 | 45 - | 30.392 | 99.9 | 20.270 | 120.3 | 50.662 |
| 22 - | 30.133 | 99.7 | 20.149 | 120.1 | 50.282 | 46 - | 30.871 | 98.8 | 20.869 | 118.8 | 51.740 |
| 23 - | 30.175 | 99.1 | 20.232 | 120.3 | 50.407 | 47 - | 30.794 | 98.3 | 21.070 | 119.6 | 51.864 |
| 24 - | 30.077 | 98.5 | 20.443 | 120.3 | 50.520 | | | | | | |

| 44 | Andy NEATE | | | | I WSR | | | | | | | |
|------|------------|--------------|--------|--------------|------------|------|---------------|------|---------------|-------|---------------|--|
| 1 - | Out | 69.1 | 24.788 | 94.5 | 1:13.394 | 25 - | 30.519 | 99.9 | 20.571 | 121.6 | 51.090 | |
| 2 - | 37.660 | 75.4 | 22.040 | 120.3 | 59.700 | 26 - | 30.485 | 99.0 | In | | 7:44.786P | |
| 3 - | 32.986 | 95.5 | 21.321 | 121.8 | 54.307 | 27 - | Out | 81.2 | 24.370 | 103.1 | 1:10.972 | |
| 4 - | 30.906 | 98.4 | 20.507 | 122.5 | 51.413 | 28 - | 40.061 | 56.9 | In | | 4:06.080P | |
| 5 - | 31.155 | 98.5 | 21.009 | 122.2 | 52.164 | 29 - | Out | 69.3 | 26.003 | 74.4 | 1:09.304 | |
| 6 - | 30.540 | 99.1 | 20.745 | 122.7 | 51.285 | 30 - | 38.011 | 94.4 | 21.329 | 121.8 | 59.340 | |
| 7 - | 30.544 | 99.0 | 20.385 | 122.5 | 50.929 | 31 - | 30.300 | 99.0 | 20.216 | 123.4 | 50.516 | |
| 8 - | 30.513 | 99.0 | 20.286 | 122.2 | 50.799 | 32 - | 29.922 | 99.6 | 20.036 | 122.9 | 49.958 | |
| 9 - | 30.690 | 98.3 | In | | 18:41.587P | 33 - | 29.802 | 99.3 | 19.968 | 122.7 | 49.770 | |
| 10 - | Out | 94.8 | 21.085 | 121.8 | 59.259 | 34 - | 29.791 | 99.6 | 20.013 | 122.5 | 49.804 | |
| 11 - | 30.580 | 99.0 | 20.335 | 122.2 | 50.915 | 35 - | 29.916 | 99.3 | In | | 40:53.720P | |
| 12 - | 30.083 | 99.0 | 20.192 | 122.7 | 50.275 | 36 - | Out | 68.8 | 26.153 | 86.7 | 1:14.587 | |
| 13 - | 30.161 | 99.4 | 20.131 | 122.2 | 50.292 | 37 - | 39.025 | 86.0 | 22.931 | 100.3 | 1:01.956 | |
| 14 - | 30.308 | 98.3 | 20.228 | 122.2 | 50.536 | 38 - | 32.552 | 97.3 | 20.772 | 122.5 | 53.324 | |
| 15 - | 30.118 | 99.6 | 20.191 | 122.2 | 50.309 | 39 - | 29.815 | 99.4 | 20.095 | 122.7 | 49.910 | |
| 16 - | 29.848 | 100.3 | 20.204 | 122.2 | 50.052 | 40 - | 29.662 | 99.9 | 20.367 | 122.7 | 50.029 | |
| 17 - | 32.519 | 85.9 | In | | 10:22.349P | 41 - | 29.745 | 99.3 | 20.095 | 122.9 | 49.840 | |
| 18 - | Out | 98.1 | 20.505 | 122.0 | 57.213 | 42 - | 29.780 | 99.9 | 20.187 | 122.2 | 49.967 | |
| 19 - | 31.657 | 99.3 | 20.310 | 122.0 | 51.967 | 43 - | 29.751 | 99.9 | 20.114 | 122.5 | 49.865 | |
| 20 - | 30.182 | 98.7 | 20.345 | 122.5 | 50.527 | 44 - | 29.829 | 99.7 | 20.128 | 122.5 | 49.957 | |
| 21 - | 30.098 | 99.7 | 20.308 | 122.2 | 50.406 | 45 - | 30.012 | 99.1 | 20.264 | 122.2 | 50.276 | |
| 22 - | 30.248 | 99.4 | 20.182 | 122.5 | 50.430 | 46 - | 30.259 | 98.8 | 22.606 | 86.1 | 52.865 | |
| 23 - | 29.974 | 99.3 | 20.125 | 122.9 | 50.099 | 47 - | 37.601 | 86.1 | 21.736 | 121.6 | 59.337 | |
| 24 - | 29.920 | 100.2 | 20.131 | 123.6 | 50.051 | 48 - | 30.113 | 99.4 | 20.387 | 122.2 | 50.500 | |

| 52 | Gordon SHEDDEN | | | | Team Honda | | | | | | | |
|------|----------------|-------|--------|-------|------------|------|---------------|--------------|---------------|--------------|---------------|--|
| 1 - | Out | 63.6 | 28.122 | 78.8 | 1:18.922 | 27 - | 33.983 | 81.0 | In | | 23:32.176P | |
| 2 - | 38.280 | 75.1 | 25.095 | 81.5 | 1:03.375 | 28 - | Out | 48.1 | 22.120 | 121.4 | 1:10.660 | |
| 3 - | 38.736 | 60.3 | 25.374 | 73.9 | 1:04.110 | 29 - | 30.033 | 101.2 | 19.924 | 121.4 | 49.957 | |
| 4 - | 38.154 | 64.2 | 24.859 | 117.7 | 1:03.013 | 30 - | 29.721 | 101.2 | 19.817 | 122.2 | 49.538 | |
| 5 - | 35.862 | 73.4 | 23.024 | 117.1 | 58.886 | 31 - | 37.805 | 73.7 | In | | 7:51.539P | |
| 6 - | 35.906 | 82.3 | 23.714 | 82.6 | 59.620 | 32 - | Out | 90.7 | 21.771 | 109.1 | 1:07.100 | |
| 7 - | 33.824 | 99.0 | 20.652 | 120.7 | 54.476 | 33 - | 31.701 | 93.7 | In | | 3:17.056P | |
| 8 - | 30.176 | 101.5 | 23.448 | 90.8 | 53.624 | 34 - | Out | 92.4 | 21.450 | 107.4 | 1:05.087 | |
| 9 - | 36.987 | 71.2 | In | | 6:42.201P | 35 - | 30.562 | 99.9 | 20.209 | 122.7 | 50.771 | |
| 10 - | Out | 85.9 | 21.031 | 120.3 | 1:06.438 | 36 - | 29.277 | 101.1 | 19.778 | 122.2 | 49.055 | |
| 11 - | 30.033 | 101.4 | 20.091 | 120.9 | 50.124 | 37 - | 29.193 | 101.7 | 19.714 | 123.1 | 48.907 | |
| 12 - | 29.807 | 101.5 | 20.142 | 121.4 | 49.949 | 38 - | 29.292 | 102.1 | 19.694 | 123.1 | 48.986 | |
| 13 - | 29.716 | 101.7 | 19.914 | 121.8 | 49.630 | 39 - | 29.421 | 102.0 | 19.698 | 123.1 | 49.119 | |
| 14 - | 29.520 | 101.7 | 19.944 | 122.0 | 49.464 | 40 - | 33.326 | 85.7 | In | | 3:20.515P | |
| 15 - | 29.653 | 101.2 | 19.932 | 121.6 | 49.585 | 41 - | Out | 98.1 | 20.247 | 122.0 | 1:01.752 | |
| 16 - | 29.608 | 100.8 | 19.994 | 121.8 | 49.602 | 42 - | 29.466 | 100.9 | 19.738 | 121.6 | 49.204 | |
| 17 - | 34.716 | 84.9 | In | | 8:43.753P | 43 - | 30.573 | 100.3 | 20.243 | 122.5 | 50.816 | |
| 18 - | Out | 83.4 | 20.884 | 121.1 | 1:05.866 | 44 - | 29.394 | 101.2 | 19.796 | 121.8 | 49.190 | |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 10:00 End: 13:00

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

MORNING TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|---|--------------|--------|--------------|--------------|------|---------------|--------------|---------------|--------------|---------------|
| 19 - | 29.712 | 101.2 | 19.909 | 121.1 | 49.621 | 45 - | 29.427 | 101.1 | 19.857 | 122.5 | 49.284 |
| 20 - | 30.200 | 98.8 | 20.239 | 121.8 | 50.439 | 46 - | 34.044 | 83.1 | In | | 11:41.450P |
| 21 - | 29.645 | 101.4 | 21.860 | 121.4 | 51.505 | 47 - | Out | 98.7 | 20.417 | 122.7 | 1:04.504 |
| 22 - | 29.622 | 101.7 | 20.080 | 122.0 | 49.702 | 48 - | 29.786 | 100.6 | 19.810 | 122.2 | 49.596 |
| 23 - | 29.601 | 101.4 | 19.936 | 122.5 | 49.537 | 49 - | 29.389 | 101.5 | 19.946 | 122.2 | 49.335 |
| 24 - | 31.868 | 78.2 | 21.105 | 122.5 | 52.973 | 50 - | 29.472 | 101.4 | 19.734 | 122.5 | 49.206 |
| 25 - | 29.824 | 101.5 | 19.849 | 122.2 | 49.673 | 51 - | 29.439 | 101.7 | 19.719 | 122.9 | 49.158 |
| 26 - | 29.966 | 101.2 | 19.841 | 122.5 | 49.807 | | | | | | |
| 55 | David PINKNEY Pinkney Motorsport | | | | | | | | | | |
| 1 - | Out | 92.3 | 22.347 | 114.7 | 1:03.685 | 16 - | 31.460 | 96.3 | 20.419 | 121.4 | 51.879 |
| 2 - | 32.397 | 90.8 | 20.888 | 122.0 | 53.285 | 17 - | 37.053 | 72.2 | In | | 9:16.772P |
| 3 - | 30.860 | 94.9 | 23.835 | 95.7 | 54.695 | 18 - | Out | 97.1 | 20.543 | 120.7 | 57.292 |
| 4 - | 34.335 | 99.0 | 27.499 | 100.0 | 1:01.834 | 19 - | 35.464 | 82.0 | 20.579 | 121.1 | 56.043 |
| 5 - | 31.339 | 101.1 | 21.681 | 120.3 | 53.020 | 20 - | 30.828 | 98.0 | 20.330 | 120.9 | 51.158 |
| 6 - | 35.127 | 65.9 | In | | 16:47.010P | 21 - | 30.896 | 97.5 | 20.255 | 120.7 | 51.151 |
| 7 - | Out | 97.7 | 20.704 | 120.9 | 1:00.596 | 22 - | 37.164 | 83.3 | In | | 32:29.510P |
| 8 - | 30.576 | 98.5 | 20.257 | 121.1 | 50.833 | 23 - | Out | 92.6 | 22.422 | 112.0 | 1:03.161 |
| 9 - | 30.498 | 98.0 | 20.854 | 120.9 | 51.352 | 24 - | 31.680 | 94.8 | In | | 2:59.272P |
| 10 - | 31.363 | 99.0 | 20.263 | 120.9 | 51.626 | 25 - | Out | 98.0 | 20.318 | 122.9 | 56.138 |
| 11 - | 30.569 | 99.0 | 20.385 | 120.7 | 50.954 | 26 - | 29.837 | 99.9 | 20.009 | 123.1 | 49.846 |
| 12 - | 33.917 | 67.2 | 21.552 | 120.9 | 55.469 | 27 - | 29.596 | 100.3 | 19.796 | 123.4 | 49.392 |
| 13 - | 38.192 | 59.2 | 23.482 | 121.1 | 1:01.674 | 28 - | 29.680 | 100.6 | 20.016 | 120.5 | 49.696 |
| 14 - | 37.806 | 40.4 | In | | 7:03.431P | 29 - | 32.948 | 77.6 | 20.678 | 120.5 | 53.626 |
| 15 - | Out | 97.0 | 20.635 | 121.4 | 4:01.624 | 30 - | 29.917 | 98.7 | 20.276 | 120.3 | 50.193 |
| 77 | Andrew JORDAN Pirtek Racing | | | | | | | | | | |
| 1 - | Out | 99.6 | 20.796 | 122.7 | 57.087 | 19 - | 29.926 | 100.0 | 20.179 | 123.6 | 50.105 |
| 2 - | 30.083 | 101.1 | 20.194 | 123.4 | 50.277 | 20 - | 30.953 | 93.1 | In | | 38:44.056P |
| 3 - | 29.850 | 100.0 | 20.157 | 123.6 | 50.007 | 21 - | Out | 71.4 | 24.805 | 98.4 | 1:08.766 |
| 4 - | 29.894 | 100.9 | 20.063 | 123.1 | 49.957 | 22 - | 38.775 | 60.6 | In | | 2:53.188P |
| 5 - | 29.829 | 100.9 | 20.438 | 122.9 | 50.267 | 23 - | Out | 75.3 | 22.428 | 110.9 | 1:02.603 |
| 6 - | 29.924 | 100.6 | 20.103 | 123.4 | 50.027 | 24 - | 35.920 | 73.9 | 21.312 | 123.1 | 57.232 |
| 7 - | 31.722 | 95.1 | In | | 23:56.416P | 25 - | 29.555 | 101.2 | 19.896 | 122.9 | 49.451 |
| 8 - | Out | 97.5 | 20.691 | 122.0 | 57.591 | 26 - | 29.408 | 102.0 | 19.914 | 122.9 | 49.322 |
| 9 - | 30.119 | 99.4 | 20.237 | 122.7 | 50.356 | 27 - | 29.416 | 102.0 | 19.857 | 122.9 | 49.273 |
| 10 - | 29.852 | 100.3 | 20.165 | 122.9 | 50.017 | 28 - | 29.498 | 102.0 | 19.942 | 122.5 | 49.440 |
| 11 - | 29.806 | 100.5 | 20.136 | 123.1 | 49.942 | 29 - | 29.758 | 102.0 | 19.941 | 123.1 | 49.699 |
| 12 - | 30.003 | 100.8 | 20.130 | 123.4 | 50.133 | 30 - | 31.620 | 91.2 | In | | 4:07.843P |
| 13 - | 34.449 | 93.2 | In | | 20:16.041P | 31 - | Out | 100.2 | 20.448 | 122.7 | 55.564 |
| 14 - | Out | 76.3 | 22.548 | 122.7 | 1:01.430 | 32 - | 29.610 | 101.1 | 19.934 | 122.9 | 49.544 |
| 15 - | 30.403 | 97.0 | 20.228 | 123.6 | 50.631 | 33 - | 29.638 | 101.1 | 20.037 | 122.9 | 49.675 |
| 16 - | 29.869 | 100.5 | 20.165 | 122.9 | 50.034 | 34 - | 30.241 | 101.5 | 20.522 | 121.8 | 50.763 |
| 17 - | 29.918 | 99.7 | 20.079 | 123.6 | 49.997 | 35 - | 30.443 | 101.4 | 20.606 | 122.5 | 51.049 |
| 18 - | 29.951 | 100.3 | 20.072 | 123.4 | 50.023 | | | | | | |
| 98 | Matt HAMILTON TH Motorsport | | | | | | | | | | |
| 1 - | Out | 94.4 | 22.721 | 118.6 | 1:04.293 | 23 - | 30.362 | 99.6 | 20.582 | 119.8 | 50.944 |
| 2 - | 32.892 | 97.7 | 21.650 | 119.4 | 54.542 | 24 - | 30.136 | 100.3 | 20.504 | 120.1 | 50.640 |
| 3 - | 31.864 | 98.0 | 21.624 | 120.3 | 53.488 | 25 - | 30.210 | 99.9 | 20.403 | 120.5 | 50.613 |
| 4 - | 31.307 | 99.1 | 21.290 | 120.5 | 52.597 | 26 - | 30.131 | 100.6 | 20.402 | 120.1 | 50.533 |
| 5 - | 30.876 | 99.4 | 20.913 | 120.3 | 51.789 | 27 - | 29.960 | 100.3 | 20.355 | 119.8 | 50.315 |
| 6 - | 30.476 | 99.9 | 21.401 | 120.7 | 51.877 | 28 - | 30.123 | 100.0 | 20.649 | 119.6 | 50.772 |
| 7 - | 30.249 | 100.3 | 20.942 | 120.9 | 51.191 | 29 - | 32.288 | 88.4 | In | | 16:13.661P |
| 8 - | 30.166 | 100.5 | 20.694 | 120.9 | 50.860 | 30 - | Out | 96.6 | 21.404 | 118.8 | 59.485 |
| 9 - | 31.297 | 86.6 | In | | 7:06.552P | 31 - | 31.103 | 99.4 | 20.603 | 120.1 | 51.706 |
| 10 - | Out | 81.2 | 21.540 | 120.5 | 1:01.464 | 32 - | 30.302 | 100.2 | 20.369 | 119.6 | 50.671 |
| 11 - | 30.635 | 99.1 | 20.698 | 120.5 | 51.333 | 33 - | 30.174 | 100.6 | 20.246 | 119.8 | 50.420 |
| 12 - | 30.181 | 99.7 | 20.560 | 120.5 | 50.741 | 34 - | 29.815 | 100.5 | 20.294 | 119.8 | 50.109 |
| 13 - | 30.002 | 100.9 | 20.529 | 120.5 | 50.531 | 35 - | 30.165 | 100.9 | 20.275 | 120.3 | 50.440 |
| 14 - | 30.072 | 100.6 | 20.550 | 120.5 | 50.622 | 36 - | 29.942 | 100.8 | 20.278 | 119.6 | 50.220 |
| 15 - | 30.232 | 100.3 | 20.425 | 120.9 | 50.657 | 37 - | 30.053 | 101.1 | 20.186 | 120.1 | 50.239 |
| 16 - | 30.134 | 100.9 | In | | 1:04:49.024P | 38 - | 29.987 | 100.3 | 20.240 | 120.5 | 50.227 |
| 17 - | Out | 67.2 | 24.638 | 115.9 | 1:06.944 | 39 - | 30.759 | 80.3 | 20.904 | 120.9 | 51.663 |
| 18 - | 34.694 | 95.3 | 23.081 | 117.3 | 57.775 | 40 - | 30.002 | 100.5 | 20.277 | 120.7 | 50.279 |
| 19 - | 32.985 | 96.8 | 22.002 | 118.8 | 54.987 | 41 - | 31.099 | 97.4 | In | | 4:35.025P |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 10:00 End: 13:00

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship
MORNING TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|------|--------|------|--------|-------|--------|------|---------------|--------------|---------------|-------|---------------|
| 20 - | 31.574 | 98.8 | 21.094 | 119.4 | 52.668 | 42 - | Out | 99.1 | 20.627 | 119.6 | 58.683 |
| 21 - | 31.122 | 99.3 | 20.955 | 119.8 | 52.077 | 43 - | 29.967 | 100.8 | 20.287 | 119.4 | 50.254 |
| 22 - | 30.611 | 99.9 | 20.720 | 120.1 | 51.331 | 44 - | 29.814 | 101.1 | 20.158 | 120.3 | 49.972 |

2010 Dunlop 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 | 21 | Tom ONSLOW-COLE | 103.6 | | | | 21 | Tom ONSLOW-COLE | 125.7 | |
| 2 | 23 | Tom CHILTON | 102.9 | | | | 23 | Tom CHILTON | 125.0 | |
| 3 | 52 | Gordon SHEDDEN | 102.1 | | | | 6 | Robert COLLARD | 123.8 | |
| 4 | 77 | Andrew JORDAN | 102.0 | | | | 11 | Steven KANE | 123.8 | |
| 5 | 29 | Paul O'NEILL | 101.8 | | | | 29 | Paul O'NEILL | 123.8 | |
| 6 | 4 | Matt NEAL | 101.7 | | | | 5 | Matt JACKSON | 123.6 | |
| 7 | 11 | Steven KANE | 101.7 | | | | 44 | Andy NEATE | 123.6 | |
| 8 | 27 | Martin JOHNSON | 101.2 | | | | 77 | Andrew JORDAN | 123.6 | |
| 9 | 6 | Robert COLLARD | 101.1 | | | | 55 | David PINKNEY | 123.4 | |
| 10 | 55 | David PINKNEY | 101.1 | | | | 27 | Martin JOHNSON | 123.1 | |
| 11 | 98 | Matt HAMILTON | 101.1 | | | | 52 | Gordon SHEDDEN | 123.1 | |
| 12 | 20 | Alex MacDOWALL | 100.6 | | | | 28 | John GEORGE | 122.7 | |
| 13 | 28 | John GEORGE | 100.5 | | | | 4 | Matt NEAL | 122.5 | |
| 14 | 44 | Andy NEATE | 100.3 | | | | 20 | Alex MacDOWALL | 122.0 | |
| 15 | 5 | Matt JACKSON | 100.2 | | | | 43 | Lea WOOD | 120.9 | |
| 16 | 43 | Lea WOOD | 100.2 | | | | 98 | Matt HAMILTON | 120.9 | |
| 17 | 22 | Tom BOARDMAN | 99.4 | | | | 22 | Tom BOARDMAN | 120.5 | |
| 18 | 37 | Arthur FORSTER | 98.0 | | | | 37 | Arthur FORSTER | 120.1 | |

Weather / Track : Cloudy / Dry

www.tsl-timing.com

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 10:00 End: 13:00

Printed - 13.01 Tuesday, 23 March 2010

2010 Dunlop MSA British Touring Car Championship MORNING TEST SESSION - BEST SECTOR TIMES

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|--------------------|----|-------------|----------|----|-------------|-------------------------|-----|----|-------------|---------------|--------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 11 | KANE | 29.193 | 23 | CHILTON | 19.529 | 1 | 23 | CHILTON | 48.755 | 48.854 | 0.099 |
| 2 | 52 | SHEDDEN | 29.193 | 11 | KANE | 19.628 | 2 | 11 | KANE | 48.821 | 48.821 | 0.000 |
| 3 | 23 | CHILTON | 29.226 | 52 | SHEDDEN | 19.694 | 3 | 52 | SHEDDEN | 48.887 | 48.907 | 0.020 |
| 4 | 20 | MacDOWALL | 29.285 | 29 | O'NEILL | 19.707 | 4 | 20 | MacDOWALL | 49.108 | 49.109 | 0.001 |
| 5 | 6 | COLLARD | 29.368 | 4 | NEAL | 19.721 | 5 | 4 | NEAL | 49.180 | 49.229 | 0.049 |
| 6 | 77 | JORDAN | 29.408 | 21 | ONSLow-COLE | 19.757 | 6 | 29 | O'NEILL | 49.245 | 49.303 | 0.058 |
| 7 | 4 | NEAL | 29.459 | 55 | PINKNEY | 19.796 | 7 | 77 | JORDAN | 49.265 | 49.273 | 0.008 |
| 8 | 5 | JACKSON | 29.481 | 20 | MacDOWALL | 19.823 | 8 | 6 | COLLARD | 49.276 | 49.295 | 0.019 |
| 9 | 29 | O'NEILL | 29.538 | 77 | JORDAN | 19.857 | 9 | 5 | JACKSON | 49.357 | 49.357 | 0.000 |
| 10 | 55 | PINKNEY | 29.596 | 5 | JACKSON | 19.876 | 10 | 55 | PINKNEY | 49.392 | 49.392 | 0.000 |
| 11 | 44 | NEATE | 29.662 | 6 | COLLARD | 19.908 | 11 | 21 | ONSLow-COLE | 49.503 | 49.680 | 0.177 |
| 12 | 21 | ONSLow-COLE | 29.746 | 44 | NEATE | 19.968 | 12 | 44 | NEATE | 49.630 | 49.770 | 0.140 |
| 13 | 98 | HAMILTON | 29.814 | 22 | BOARDMAN | 20.003 | 13 | 28 | GEORGE | 49.843 | 49.935 | 0.092 |
| 14 | 28 | GEORGE | 29.815 | 28 | GEORGE | 20.028 | 14 | 98 | HAMILTON | 49.972 | 49.972 | 0.000 |
| 15 | 43 | WOOD | 30.039 | 27 | JOHNSON | 20.065 | 15 | 22 | BOARDMAN | 50.056 | 50.056 | 0.000 |
| 16 | 22 | BOARDMAN | 30.053 | 43 | WOOD | 20.132 | 16 | 27 | JOHNSON | 50.129 | 50.129 | 0.000 |
| 17 | 27 | JOHNSON | 30.064 | 98 | HAMILTON | 20.158 | 17 | 43 | WOOD | 50.171 | 50.234 | 0.063 |
| 18 | 37 | FORSTER | 30.884 | 37 | FORSTER | 20.683 | 18 | 37 | FORSTER | 51.567 | 51.820 | 0.253 |
| Perfect lap | | | | | | | | | | 48.722 | | |

2010 Dunlop MSA British Touring Car Championship AFTERNOON TEST SESSION - CLASSIFICATION

| POS | NO | CL | DRIVER / TEAM | CAR | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|----|----|--|----------------------|---------------|----|------|--------------|-------|-------|
| 1 | 2 | | Jason PLATO (GBR) Silverline Chevrolet | Chevrolet Cruze | 48.662 | 65 | 74 | | | 88.67 |
| 2 | 52 | | Gordon SHEDDEN (GBR) Team Honda | Honda Civic | 48.817 | 16 | 42 | 0.155 | 0.155 | 88.39 |
| 3 | 23 | I | Tom CHILTON (GBR) Team Aon | Ford Focus | 48.829 | 7 | 36 | 0.167 | 0.012 | 88.37 |
| 4 | 11 | I | Steven KANE (GBR) Airwaves BMW | BMW 320si | 48.920 | 65 | 67 | 0.258 | 0.091 | 88.20 |
| 5 | 4 | | Matt NEAL (GBR) Team Honda | Honda Civic | 48.930 | 34 | 38 | 0.268 | 0.010 | 88.18 |
| 6 | 6 | I | Robert COLLARD (GBR) WSR | BMW 320si | 48.963 | 34 | 67 | 0.301 | 0.033 | 88.12 |
| 7 | 21 | I | Tom ONSLOW-COLE (GBR) Team Aon | Ford Focus | 49.144 | 36 | 47 | 0.482 | 0.181 | 87.80 |
| 8 | 20 | | Alex MacDOWALL (GBR) Silverline Chevrolet | Chevrolet Cruze | 49.171 | 38 | 87 | 0.509 | 0.027 | 87.75 |
| 9 | 29 | I | Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport | Honda Integra | 49.193 | 10 | 32 | 0.531 | 0.022 | 87.71 |
| 10 | 5 | I | Matt JACKSON (GBR) Airwaves BMW | BMW 320si | 49.418 | 26 | 57 | 0.756 | 0.225 | 87.31 |
| 11 | 44 | I | Andy NEATE (GBR) WSR | BMW 320si | 49.462 | 25 | 42 | 0.800 | 0.044 | 87.23 |
| 12 | 77 | I | Andrew JORDAN (GBR) Pirtek Racing | Vauxhall Vectra | 49.499 | 18 | 30 | 0.837 | 0.037 | 87.17 |
| 13 | 55 | I | David PINKNEY (GBR) Pinkney Motorsport | Vauxhall Vectra | 49.583 | 6 | 36 | 0.921 | 0.084 | 87.02 |
| 14 | 98 | I | Matt HAMILTON (GBR) TH Motorsport | Honda Civic | 49.639 | 40 | 46 | 0.977 | 0.056 | 86.92 |
| 15 | 22 | I | Tom BOARDMAN (GBR) Special Tuning UK | SEAT Leon | 49.949 | 14 | 28 | 1.287 | 0.310 | 86.38 |
| 16 | 27 | I | Martin JOHNSON (GBR) Boulevard Team Racing | Vauxhall Astra Coupe | 50.085 | 35 | 40 | 1.423 | 0.136 | 86.15 |
| 17 | 43 | I | Lea WOOD (GBR) Central Group Racing | Honda Integra | 50.472 | 15 | 46 | 1.810 | 0.387 | 85.49 |
| 18 | 28 | I | John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport | Honda Integra | 51.215 | 13 | 14 | 2.553 | 0.743 | 84.25 |

Weather / Track : Cloudy / Dry

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 14:00 End: 17:01

2010 Dunlop MSA British Touring Car Championship

COMBINED CLASSIFICATION

| POS | NO | CL | NAME | NAT | ENTRY | FIRST | | SECOND | | GAP | DIFF |
|-----|----|----|------------------------|-----|---|---------------|------|---------------|------|--------------|-------|
| | | | | | | TIME | LAPS | TIME | LAPS | | |
| 1 | 2 | | Jason PLATO | GBR | Chevrolet Cruze - Silverline Chevrolet | | 0 | 48.662 | 74 | | |
| 2 | 52 | | Gordon SHEDDEN | GBR | Honda Civic - Team Honda | 48.907 | 51 | 48.817 | 42 | 0.155 | 0.155 |
| 3 | 11 | I | Steven KANE | GBR | BMW 320si - Airwaves BMW | 48.821 | 53 | 48.920 | 67 | 0.159 | 0.004 |
| 4 | 23 | I | Tom CHILTON | GBR | Ford Focus - Team Aon | 48.854 | 35 | 48.829 | 36 | 0.167 | 0.008 |
| 5 | 4 | | Matt NEAL | GBR | Honda Civic - Team Honda | 49.229 | 27 | 48.930 | 38 | 0.268 | 0.101 |
| 6 | 6 | I | Robert COLLARD | GBR | BMW 320si - WSR | 49.295 | 72 | 48.963 | 67 | 0.301 | 0.033 |
| 7 | 20 | | Alex MacDOWALL | GBR | Chevrolet Cruze - Silverline Chevrolet | 49.109 | 44 | 49.171 | 87 | 0.447 | 0.146 |
| 8 | 21 | I | Tom ONSLOW-COLE | GBR | Ford Focus - Team Aon | 49.680 | 52 | 49.144 | 47 | 0.482 | 0.035 |
| 9 | 29 | I | Paul O'NEILL | GBR | Honda Integra - Sunshine.co.uk with Tech-Sp | 49.303 | 31 | 49.193 | 32 | 0.531 | 0.049 |
| 10 | 77 | I | Andrew JORDAN | GBR | Vauxhall Vectra - Pirtek Racing | 49.273 | 35 | 49.499 | 30 | 0.611 | 0.080 |
| 11 | 5 | I | Matt JACKSON | GBR | BMW 320si - Airwaves BMW | 49.357 | 31 | 49.418 | 57 | 0.695 | 0.084 |
| 12 | 55 | I | David PINKNEY | GBR | Vauxhall Vectra - Pinkney Motorsport | 49.392 | 30 | 49.583 | 36 | 0.730 | 0.035 |
| 13 | 44 | I | Andy NEATE | GBR | BMW 320si - WSR | 49.770 | 48 | 49.462 | 42 | 0.800 | 0.070 |
| 14 | 98 | I | Matt HAMILTON | GBR | Honda Civic - TH Motorsport | 49.972 | 44 | 49.639 | 46 | 0.977 | 0.177 |
| 15 | 28 | I | John GEORGE | GBR | Honda Integra - Sunshine.co.uk with Tech-Sp | 49.935 | 29 | 51.215 | 14 | 1.273 | 0.296 |
| 16 | 22 | I | Tom BOARDMAN | GBR | SEAT Leon - Special Tuning UK | 50.056 | 35 | 49.949 | 28 | 1.287 | 0.014 |
| 17 | 27 | I | Martin JOHNSON | GBR | Vauxhall Astra Coupe - Boulevard Team Rac | 50.129 | 37 | 50.085 | 40 | 1.423 | 0.136 |
| 18 | 43 | I | Lea WOOD | GBR | Honda Integra - Central Group Racing | 50.234 | 47 | 50.472 | 46 | 1.572 | 0.149 |
| 19 | 37 | I | Arthur FORSTER | GBR | BMW 320si - Forster Motorsport | 51.820 | 12 | | 0 | 3.158 | 1.586 |

Weather / Track : Cloudy / Dry

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 14:00 End: 17:01

2010 Dunlop MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

| 2 | Jason PLATO | | | | Silverline Chevrolet | | | | | | |
|------|--------------|--------------|--------|--------------|----------------------|------|---------------|--------------|---------------|--------------|---------------|
| 1 - | Out | 72.1 | 27.026 | 107.5 | 1:15.675 | 38 - | Out | 97.1 | 20.647 | 122.0 | 55.875 |
| 2 - | 41.549 | 73.7 | In | | 17:52.746P | 39 - | 29.407 | 100.9 | 19.732 | 122.0 | 49.139 |
| 3 - | Out | 88.7 | 22.424 | 119.2 | 1:02.498 | 40 - | 29.219 | 100.6 | 19.733 | 122.2 | 48.952 |
| 4 - | 32.538 | 91.8 | In | | 4:09.786P | 41 - | 29.073 | 100.9 | 19.747 | 122.0 | 48.820 |
| 5 - | Out | 97.3 | 20.857 | 120.7 | 58.744 | 42 - | 29.269 | 100.6 | 19.762 | 122.0 | 49.031 |
| 6 - | 30.061 | 99.9 | 20.161 | 121.1 | 50.222 | 43 - | 29.358 | 100.9 | In | | 6:18.935P |
| 7 - | 29.527 | 99.9 | 20.083 | 120.5 | 49.610 | 44 - | Out | 96.0 | 20.925 | 120.7 | 57.475 |
| 8 - | 29.864 | 100.0 | 20.111 | 120.5 | 49.975 | 45 - | 30.597 | 96.3 | In | | 2:37.597P |
| 9 - | 29.638 | 99.9 | 20.037 | 120.9 | 49.675 | 46 - | Out | 96.4 | 21.502 | 87.7 | 57.274 |
| 10 - | 29.614 | 99.9 | 20.007 | 120.7 | 49.621 | 47 - | 30.795 | 100.6 | 19.669 | 122.9 | 50.464 |
| 11 - | 30.171 | 92.9 | In | | 3:49.650P | 48 - | 29.382 | 100.5 | 19.671 | 122.7 | 49.053 |
| 12 - | Out | 63.2 | 22.333 | 100.3 | 1:03.129 | 49 - | 29.434 | 100.3 | 19.734 | 122.7 | 49.168 |
| 13 - | 32.249 | 95.2 | In | | 2:34.284P | 50 - | 29.400 | 100.5 | 19.791 | 122.5 | 49.191 |
| 14 - | Out | 95.3 | 20.643 | 121.4 | 55.858 | 51 - | 29.412 | 100.2 | 19.787 | 121.1 | 49.199 |
| 15 - | 29.637 | 99.9 | 19.853 | 121.6 | 49.490 | 52 - | 30.910 | 98.3 | In | | 13:14.670P |
| 16 - | 30.147 | 96.6 | 20.501 | 121.6 | 50.648 | 53 - | Out | 95.6 | 20.980 | 120.5 | 58.923 |
| 17 - | 29.438 | 99.7 | 19.812 | 121.8 | 49.250 | 54 - | 30.663 | 96.8 | In | | 2:28.373P |
| 18 - | 29.295 | 100.3 | 20.057 | 121.6 | 49.352 | 55 - | Out | 98.3 | 20.337 | 121.6 | 56.489 |
| 19 - | 29.438 | 100.5 | In | | 9:39.255P | 56 - | 29.334 | 100.8 | 19.683 | 122.0 | 49.017 |
| 20 - | Out | 41.3 | 22.929 | 120.7 | 1:06.067 | 57 - | 33.356 | 98.7 | 20.486 | 121.6 | 53.842 |
| 21 - | 31.633 | 95.3 | In | | 2:45.610P | 58 - | 29.439 | 100.5 | 19.734 | 121.8 | 49.173 |
| 22 - | Out | 98.3 | 21.063 | 121.6 | 56.755 | 59 - | 29.629 | 100.9 | 19.729 | 122.0 | 49.358 |
| 23 - | 29.689 | 100.0 | 19.920 | 121.6 | 49.609 | 60 - | 30.300 | 100.2 | In | | 7:54.440P |
| 24 - | 29.422 | 100.5 | 20.109 | 121.4 | 49.531 | 61 - | Out | 94.4 | 21.111 | 121.8 | 1:02.089 |
| 25 - | 29.387 | 100.6 | 20.131 | 121.6 | 49.518 | 62 - | 30.463 | 99.1 | In | | 2:32.423P |
| 26 - | 29.603 | 100.6 | 19.953 | 122.0 | 49.556 | 63 - | Out | 97.0 | 20.632 | 122.0 | 55.951 |
| 27 - | 30.123 | 96.0 | In | | 6:47.451P | 64 - | 29.260 | 100.8 | 19.656 | 122.5 | 48.916 |
| 28 - | Out | 92.7 | 25.068 | 119.8 | 1:09.379 | 65 - | 29.030 | 100.8 | 19.632 | 122.7 | 48.662 |
| 29 - | 32.146 | 86.8 | In | | 4:14.794P | 66 - | 29.187 | 100.9 | 19.715 | 122.5 | 48.902 |
| 30 - | Out | 97.0 | 20.793 | 121.1 | 56.418 | 67 - | 32.653 | 91.2 | In | | 5:09.920P |
| 31 - | 29.650 | 100.5 | 19.819 | 121.8 | 49.469 | 68 - | Out | 94.5 | 20.653 | 121.4 | 56.211 |
| 32 - | 33.670 | 89.5 | 20.076 | 122.2 | 53.746 | 69 - | 30.391 | 97.8 | In | | 2:36.077P |
| 33 - | 29.164 | 100.9 | 19.744 | 122.0 | 48.908 | 70 - | Out | 98.3 | 20.307 | 122.5 | 56.589 |
| 34 - | 29.432 | 101.4 | 19.774 | 121.6 | 49.206 | 71 - | 29.236 | 100.0 | 19.638 | 122.2 | 48.874 |
| 35 - | 29.696 | 99.4 | In | | 17:49.055P | 72 - | 29.087 | 100.3 | 19.714 | 122.0 | 48.801 |
| 36 - | Out | 91.2 | 22.094 | 119.0 | 1:01.486 | 73 - | 29.313 | 100.8 | 19.728 | 122.0 | 49.041 |
| 37 - | 31.336 | 97.5 | In | | 2:41.806P | 74 - | 29.373 | 100.3 | 19.751 | 122.2 | 49.124 |
| 4 | Matt NEAL | | | | Team Honda | | | | | | |
| 1 - | Out | 90.7 | 21.989 | 115.7 | 1:04.826 | 20 - | 29.413 | 100.8 | 19.850 | 120.9 | 49.263 |
| 2 - | 34.577 | 90.9 | In | | 2:40.088P | 21 - | 30.883 | 96.7 | In | | 3:46.289P |
| 3 - | Out | 91.4 | 21.337 | 120.9 | 59.197 | 22 - | Out | 54.0 | 22.838 | 122.0 | 1:04.993 |
| 4 - | 29.548 | 101.1 | 19.776 | 121.6 | 49.324 | 23 - | 32.179 | 99.1 | 20.395 | 121.6 | 52.574 |
| 5 - | 29.438 | 100.8 | 19.763 | 121.4 | 49.201 | 24 - | 29.487 | 101.5 | 19.757 | 122.0 | 49.244 |
| 6 - | 29.406 | 100.9 | 19.804 | 122.2 | 49.210 | 25 - | 29.556 | 101.1 | In | | 4:31.573P |
| 7 - | 31.718 | 90.2 | In | | 8:56.091P | 26 - | Out | 88.0 | 21.223 | 121.8 | 1:01.965 |
| 8 - | Out | 87.2 | 21.247 | 121.1 | 1:02.012 | 27 - | 29.523 | 100.3 | 19.783 | 121.1 | 49.306 |
| 9 - | 29.447 | 100.8 | 19.758 | 120.9 | 49.205 | 28 - | 32.871 | 94.7 | In | | 3:39.989P |
| 10 - | 29.358 | 100.6 | 19.821 | 121.4 | 49.179 | 29 - | Out | 95.2 | 22.167 | 116.9 | 1:00.732 |
| 11 - | 31.549 | 92.4 | In | | 7:16.697P | 30 - | 32.883 | 94.7 | In | | 2:32.323P |
| 12 - | Out | 96.3 | 20.689 | 121.4 | 59.811 | 31 - | Out | 90.7 | 20.931 | 122.2 | 59.022 |
| 13 - | 29.448 | 100.6 | 19.831 | 120.7 | 49.279 | 32 - | 29.470 | 101.2 | 19.743 | 121.1 | 49.213 |
| 14 - | 29.517 | 100.3 | 19.779 | 121.4 | 49.296 | 33 - | 29.317 | 101.5 | 19.799 | 121.1 | 49.116 |
| 15 - | 31.949 | 92.2 | In | | 37:18.014P | 34 - | 29.280 | 101.8 | 19.650 | 122.0 | 48.930 |
| 16 - | Out | 95.1 | 21.236 | 120.9 | 1:01.068 | 35 - | 32.315 | 89.7 | In | | 8:29.092P |
| 17 - | 30.168 | 100.6 | 20.244 | 122.0 | 50.412 | 36 - | Out | 88.8 | 21.164 | 121.1 | 59.579 |
| 18 - | 29.506 | 100.9 | 19.848 | 121.1 | 49.354 | 37 - | 29.447 | 100.5 | 19.842 | 120.7 | 49.289 |
| 19 - | 29.318 | 101.1 | 19.713 | 121.4 | 49.031 | 38 - | 29.422 | 101.2 | 19.761 | 121.4 | 49.183 |
| 5 | Matt JACKSON | | | | I Airwaves BMW | | | | | | |
| 1 - | Out | 67.8 | 25.636 | 107.7 | 1:08.008 | 30 - | 29.695 | 99.6 | 19.949 | 121.1 | 49.644 |
| 2 - | 38.317 | 61.5 | 23.363 | 116.5 | 1:01.680 | 31 - | 29.821 | 100.0 | In | | 27:36.691P |
| 3 - | 30.779 | 99.0 | 20.212 | 120.9 | 50.991 | 32 - | Out | 65.7 | 24.648 | 112.6 | 1:09.424 |
| 4 - | 30.452 | 98.7 | 20.324 | 120.9 | 50.776 | 33 - | 34.570 | 87.8 | 21.242 | 117.5 | 55.812 |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 14:00 End: 17:01

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|------|---------------|--------------|---------------|--------------|---------------|------|--------|------|--------|-------|--------|
| 5 - | 29.768 | 99.4 | 20.025 | 120.7 | 49.793 | 34 - | 31.967 | 88.5 | 23.240 | 115.5 | 55.207 |
| 6 - | 29.973 | 99.1 | 20.221 | 120.7 | 50.194 | 35 - | 34.413 | 56.3 | 21.482 | 121.1 | 55.895 |
| 7 - | 29.769 | 99.6 | 20.120 | 120.9 | 49.889 | 36 - | 29.724 | 99.1 | 19.952 | 120.9 | 49.676 |
| 8 - | 29.821 | 99.6 | 20.090 | 121.1 | 49.911 | 37 - | 29.578 | 99.7 | 19.951 | 120.7 | 49.529 |
| 9 - | 29.755 | 100.2 | 20.417 | 120.7 | 50.172 | 38 - | 29.742 | 99.9 | 20.121 | 120.7 | 49.863 |
| 10 - | 36.422 | 97.4 | In | | 29:28.057P | 39 - | 30.257 | 99.3 | 20.100 | 120.7 | 50.357 |
| 11 - | Out | 63.9 | 22.835 | 115.5 | 1:06.021 | 40 - | 29.786 | 99.4 | 20.116 | 120.9 | 49.902 |
| 12 - | 31.468 | 95.1 | 20.553 | 120.9 | 52.021 | 41 - | 29.681 | 99.7 | 20.234 | 120.5 | 49.915 |
| 13 - | 30.315 | 99.0 | 20.162 | 120.5 | 50.477 | 42 - | 29.822 | 99.4 | 20.163 | 120.5 | 49.985 |
| 14 - | 29.670 | 99.7 | 20.117 | 120.5 | 49.787 | 43 - | 29.785 | 99.7 | 20.051 | 120.3 | 49.836 |
| 15 - | 29.780 | 99.6 | 20.115 | 120.3 | 49.895 | 44 - | 30.030 | 99.4 | 20.171 | 120.5 | 50.201 |
| 16 - | 29.787 | 99.6 | 20.163 | 120.3 | 49.950 | 45 - | 30.056 | 99.6 | 20.185 | 120.9 | 50.241 |
| 17 - | 29.853 | 99.7 | 20.174 | 120.5 | 50.027 | 46 - | 30.000 | 99.6 | 20.329 | 120.3 | 50.329 |
| 18 - | 29.945 | 99.6 | 20.139 | 119.8 | 50.084 | 47 - | 29.997 | 99.9 | 20.262 | 120.3 | 50.259 |
| 19 - | 29.988 | 99.7 | In | | 8:45.875P | 48 - | 30.179 | 99.3 | 20.124 | 120.3 | 50.303 |
| 20 - | Out | 65.7 | 23.337 | 116.3 | 1:06.297 | 49 - | 30.074 | 99.6 | 20.350 | 120.1 | 50.424 |
| 21 - | 34.082 | 66.6 | 22.087 | 113.6 | 56.169 | 50 - | 30.160 | 99.4 | 20.194 | 120.3 | 50.354 |
| 22 - | 30.372 | 99.0 | 20.020 | 121.8 | 50.392 | 51 - | 29.899 | 99.4 | 20.236 | 120.5 | 50.135 |
| 23 - | 29.585 | 99.1 | 19.922 | 120.9 | 49.507 | 52 - | 29.884 | 99.4 | 20.153 | 120.9 | 50.037 |
| 24 - | 29.746 | 99.6 | 20.002 | 121.4 | 49.748 | 53 - | 29.982 | 99.9 | 20.191 | 120.9 | 50.173 |
| 25 - | 29.551 | 99.9 | 19.876 | 121.4 | 49.427 | 54 - | 29.985 | 99.7 | 20.264 | 120.9 | 50.249 |
| 26 - | 29.478 | 100.0 | 19.940 | 121.6 | 49.418 | 55 - | 29.915 | 99.1 | 20.170 | 120.9 | 50.085 |
| 27 - | 29.548 | 99.7 | 19.987 | 121.8 | 49.535 | 56 - | 29.812 | 99.7 | 20.240 | 120.9 | 50.052 |
| 28 - | 29.708 | 99.9 | 19.961 | 121.8 | 49.669 | 57 - | 30.087 | 99.4 | 20.363 | 119.8 | 50.450 |
| 29 - | 29.888 | 100.2 | 20.020 | 122.0 | 49.908 | | | | | | |

| 6 | | Robert COLLARD | | | | | | | | | | I WSR | |
|----------|---------------|-----------------------|---------------|-------|---------------|------|--------|--------------|--------|--------------|------------|--------------|--|
| 1 - | Out | 80.4 | 22.179 | 109.5 | 1:05.801 | 35 - | 29.422 | 99.6 | 22.136 | 122.9 | 51.558 | | |
| 2 - | 32.907 | 90.4 | 21.067 | 121.1 | 53.974 | 36 - | 29.289 | 100.6 | 19.844 | 122.7 | 49.133 | | |
| 3 - | 31.887 | 95.6 | 20.817 | 122.9 | 52.704 | 37 - | 29.301 | 100.9 | 19.975 | 122.7 | 49.276 | | |
| 4 - | 29.942 | 99.6 | 20.202 | 122.7 | 50.144 | 38 - | 31.915 | 97.8 | In | | 8:59.941P | | |
| 5 - | 29.883 | 99.7 | 20.066 | 122.2 | 49.949 | 39 - | Out | 50.9 | 26.939 | 122.5 | 1:07.984 | | |
| 6 - | 29.921 | 99.1 | 20.184 | 122.7 | 50.105 | 40 - | 30.933 | 88.0 | 20.770 | 123.1 | 51.703 | | |
| 7 - | 29.698 | 100.0 | 20.056 | 122.7 | 49.754 | 41 - | 29.609 | 100.3 | 20.100 | 122.7 | 49.709 | | |
| 8 - | 30.861 | 91.1 | 21.347 | 122.9 | 52.208 | 42 - | 29.539 | 100.3 | 19.946 | 122.2 | 49.485 | | |
| 9 - | 29.849 | 99.9 | 20.088 | 122.2 | 49.937 | 43 - | 31.630 | 93.1 | In | | 9:10.913P | | |
| 10 - | 29.681 | 99.4 | 20.044 | 122.9 | 49.725 | 44 - | Out | 97.5 | 20.837 | 122.0 | 59.789 | | |
| 11 - | 29.620 | 100.3 | 20.121 | 123.1 | 49.741 | 45 - | 29.861 | 99.7 | 20.191 | 122.2 | 50.052 | | |
| 12 - | 30.860 | 99.1 | In | | 8:01.646P | 46 - | 29.901 | 100.0 | 20.117 | 122.2 | 50.018 | | |
| 13 - | Out | 95.2 | In | | 1:47.863P | 47 - | 29.818 | 99.9 | 20.115 | 122.2 | 49.933 | | |
| 14 - | Out | 96.3 | 20.774 | 122.2 | 57.235 | 48 - | 29.614 | 99.9 | 20.141 | 122.0 | 49.755 | | |
| 15 - | 29.943 | 99.4 | 20.360 | 122.5 | 50.303 | 49 - | 29.722 | 99.9 | 20.179 | 122.2 | 49.901 | | |
| 16 - | 29.678 | 100.2 | 19.945 | 122.0 | 49.623 | 50 - | 29.729 | 100.3 | 20.105 | 122.2 | 49.834 | | |
| 17 - | 29.621 | 100.5 | 19.999 | 122.5 | 49.620 | 51 - | 29.925 | 99.9 | 20.172 | 122.0 | 50.097 | | |
| 18 - | 29.616 | 100.3 | 20.014 | 122.5 | 49.630 | 52 - | 29.913 | 100.2 | 20.287 | 121.6 | 50.200 | | |
| 19 - | 29.642 | 100.6 | 19.968 | 122.5 | 49.610 | 53 - | 29.995 | 100.2 | 20.410 | 121.8 | 50.405 | | |
| 20 - | 29.465 | 100.5 | 19.965 | 122.5 | 49.430 | 54 - | 29.949 | 100.0 | 20.362 | 121.4 | 50.311 | | |
| 21 - | 29.833 | 100.0 | In | | 6:35.889P | 55 - | 30.067 | 100.0 | 20.388 | 121.6 | 50.455 | | |
| 22 - | Out | 89.2 | 20.361 | 122.2 | 58.328 | 56 - | 30.007 | 99.9 | 20.328 | 121.8 | 50.335 | | |
| 23 - | 29.545 | 100.2 | 20.097 | 122.5 | 49.642 | 57 - | 30.360 | 100.0 | In | | 13:23.257P | | |
| 24 - | 33.015 | 88.8 | 20.967 | 122.5 | 53.982 | 58 - | Out | 88.1 | 22.087 | 113.9 | 1:04.269 | | |
| 25 - | 29.911 | 100.0 | 20.090 | 122.5 | 50.001 | 59 - | 33.326 | 91.8 | In | | 5:46.253P | | |
| 26 - | 29.886 | 100.3 | 20.188 | 122.5 | 50.074 | 60 - | Out | 96.0 | 20.859 | 119.6 | 58.110 | | |
| 27 - | 29.647 | 99.7 | 20.061 | 122.7 | 49.708 | 61 - | 31.986 | 81.8 | 21.165 | 122.9 | 53.151 | | |
| 28 - | 29.937 | 99.9 | 20.128 | 122.0 | 50.065 | 62 - | 30.306 | 98.5 | 20.529 | 123.8 | 50.835 | | |
| 29 - | 31.779 | 97.1 | In | | 9:57.422P | 63 - | 29.500 | 100.3 | 20.055 | 123.1 | 49.555 | | |
| 30 - | Out | 81.7 | 22.857 | 104.7 | 1:05.018 | 64 - | 29.276 | 101.2 | 19.942 | 123.4 | 49.218 | | |
| 31 - | 32.044 | 89.0 | 20.739 | 115.5 | 52.783 | 65 - | 29.578 | 89.5 | 21.816 | 122.9 | 51.394 | | |
| 32 - | 31.777 | 82.4 | 21.049 | 123.1 | 52.826 | 66 - | 29.729 | 100.6 | 20.968 | 122.7 | 50.697 | | |
| 33 - | 29.487 | 100.0 | 19.837 | 122.7 | 49.324 | 67 - | 29.534 | 100.6 | 20.110 | 122.2 | 49.644 | | |
| 34 - | 29.189 | 100.6 | 19.774 | 122.9 | 48.963 | | | | | | | | |

| 11 | | Steven KANE | | | | | | | | | | I Airwaves BMW | |
|-----------|--------|--------------------|--------|-------|----------|------|--------|--------------|--------|-------|--------|-----------------------|--|
| 1 - | Out | 94.0 | 22.318 | 118.8 | 1:09.696 | 35 - | 29.341 | 100.5 | 19.899 | 121.8 | 49.240 | | |
| 2 - | 31.386 | 99.0 | 20.343 | 121.6 | 51.729 | 36 - | 29.321 | 101.4 | 19.898 | 121.8 | 49.219 | | |
| 3 - | 29.923 | 100.2 | 20.004 | 122.2 | 49.927 | 37 - | 29.352 | 100.8 | 20.001 | 119.2 | 49.353 | | |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 14:00 End: 17:01

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|------|--------|-------|--------|-------|------------|------|---------------|--------------|---------------|--------------|---------------|
| 4 - | 29.621 | 100.5 | 19.839 | 122.2 | 49.460 | 38 - | 30.314 | 100.9 | 19.983 | 122.0 | 50.297 |
| 5 - | 29.403 | 100.6 | 19.874 | 122.5 | 49.277 | 39 - | 29.642 | 100.8 | 20.022 | 122.0 | 49.664 |
| 6 - | 29.369 | 100.8 | 19.968 | 122.7 | 49.337 | 40 - | 29.442 | 101.4 | 19.916 | 122.2 | 49.358 |
| 7 - | 29.747 | 100.3 | 20.392 | 122.5 | 50.139 | 41 - | 29.469 | 100.6 | 19.893 | 122.0 | 49.362 |
| 8 - | 29.897 | 99.9 | 20.037 | 121.4 | 49.934 | 42 - | 29.449 | 100.8 | 19.985 | 122.0 | 49.434 |
| 9 - | 29.541 | 101.1 | 19.983 | 122.2 | 49.524 | 43 - | 29.511 | 100.9 | 19.932 | 121.8 | 49.443 |
| 10 - | 29.447 | 100.6 | 19.874 | 122.7 | 49.321 | 44 - | 29.483 | 100.9 | 19.912 | 122.0 | 49.395 |
| 11 - | 29.518 | 101.1 | 19.882 | 121.8 | 49.400 | 45 - | 29.472 | 100.3 | 19.875 | 121.8 | 49.347 |
| 12 - | 30.021 | 100.9 | 20.046 | 122.0 | 50.067 | 46 - | 29.610 | 100.6 | 19.995 | 122.0 | 49.605 |
| 13 - | 29.726 | 100.6 | 19.941 | 122.0 | 49.667 | 47 - | 29.483 | 100.8 | 19.971 | 122.5 | 49.454 |
| 14 - | 29.473 | 100.8 | 20.105 | 121.1 | 49.578 | 48 - | 29.847 | 100.8 | 20.007 | 122.0 | 49.854 |
| 15 - | 29.701 | 100.8 | 20.058 | 122.0 | 49.759 | 49 - | 29.683 | 100.9 | 19.989 | 122.5 | 49.672 |
| 16 - | 29.580 | 101.2 | 19.992 | 122.0 | 49.572 | 50 - | 31.928 | 87.2 | In | | 12:56.376P |
| 17 - | 29.721 | 100.9 | 19.979 | 122.5 | 49.700 | 51 - | Out | 89.2 | 22.429 | 119.0 | 1:10.020 |
| 18 - | 29.588 | 100.9 | 19.892 | 122.0 | 49.480 | 52 - | 31.878 | 98.1 | 20.411 | 121.8 | 52.289 |
| 19 - | 29.682 | 100.8 | 19.988 | 121.6 | 49.670 | 53 - | 30.948 | 100.0 | 20.008 | 122.7 | 50.956 |
| 20 - | 29.577 | 100.5 | 19.908 | 122.2 | 49.485 | 54 - | 31.347 | 88.8 | 20.849 | 121.8 | 52.196 |
| 21 - | 29.492 | 101.1 | 19.969 | 121.6 | 49.461 | 55 - | 29.258 | 101.4 | 19.767 | 122.0 | 49.025 |
| 22 - | 29.624 | 100.6 | 19.954 | 122.0 | 49.578 | 56 - | 29.261 | 100.3 | 19.804 | 122.0 | 49.065 |
| 23 - | 29.846 | 101.1 | 20.043 | 121.8 | 49.889 | 57 - | 29.182 | 101.2 | 19.753 | 122.5 | 48.935 |
| 24 - | 29.781 | 100.5 | 19.972 | 122.0 | 49.753 | 58 - | 29.680 | 100.9 | 22.390 | 121.4 | 52.070 |
| 25 - | 46.088 | 56.3 | In | | 26:46.257P | 59 - | 29.532 | 100.8 | In | | 15:43.864P |
| 26 - | Out | 90.8 | 22.864 | 119.6 | 1:02.283 | 60 - | Out | 93.6 | 21.715 | 120.5 | 1:05.993 |
| 27 - | 31.316 | 99.1 | 20.263 | 121.4 | 51.579 | 61 - | 32.616 | 90.9 | 20.670 | 122.5 | 53.286 |
| 28 - | 29.764 | 100.0 | 20.081 | 121.8 | 49.845 | 62 - | 30.012 | 98.8 | 20.365 | 123.4 | 50.377 |
| 29 - | 29.345 | 100.3 | 19.979 | 121.6 | 49.324 | 63 - | 29.524 | 100.5 | 19.780 | 122.9 | 49.304 |
| 30 - | 29.434 | 100.6 | 19.837 | 122.0 | 49.271 | 64 - | 29.278 | 100.8 | 19.720 | 122.5 | 48.998 |
| 31 - | 29.456 | 99.6 | 19.833 | 122.2 | 49.289 | 65 - | 29.205 | 100.9 | 19.715 | 122.5 | 48.920 |
| 32 - | 29.461 | 100.8 | 19.993 | 122.5 | 49.454 | 66 - | 29.359 | 101.1 | 19.857 | 122.0 | 49.216 |
| 33 - | 29.454 | 100.0 | 19.839 | 122.5 | 49.293 | 67 - | 29.449 | 100.8 | 19.800 | 122.0 | 49.249 |
| 34 - | 29.486 | 101.1 | 19.977 | 122.0 | 49.463 | | | | | | |

| 20 | Alex MacDOWALL | | | | Silverline Chevrolet | | | | | | |
|------|----------------|--------------|--------|--------------|----------------------|------|--------|-------|---------------|-------|------------|
| 1 - | Out | 77.8 | 25.678 | 113.2 | 1:10.470 | 45 - | 29.549 | 99.9 | 19.864 | 121.1 | 49.413 |
| 2 - | 37.357 | 78.6 | In | | 8:55.399P | 46 - | 29.872 | 100.2 | 20.004 | 120.9 | 49.876 |
| 3 - | Out | 89.6 | 22.701 | 118.4 | 1:01.397 | 47 - | 29.493 | 100.0 | 19.894 | 121.1 | 49.387 |
| 4 - | 32.618 | 92.4 | In | | 3:33.197P | 48 - | 29.841 | 100.2 | 19.920 | 120.9 | 49.761 |
| 5 - | Out | 92.9 | 21.417 | 119.8 | 58.525 | 49 - | 29.704 | 99.7 | 19.965 | 120.5 | 49.669 |
| 6 - | 31.636 | 93.5 | 20.935 | 120.9 | 52.571 | 50 - | 29.783 | 100.3 | 19.904 | 120.3 | 49.687 |
| 7 - | 30.540 | 97.0 | 20.399 | 121.1 | 50.939 | 51 - | 29.689 | 100.2 | 19.911 | 120.5 | 49.600 |
| 8 - | 30.684 | 73.6 | In | | 4:15.627P | 52 - | 29.705 | 100.3 | In | | 15:08.994P |
| 9 - | Out | 97.5 | 20.358 | 120.5 | 55.170 | 53 - | Out | 67.3 | 22.174 | 119.2 | 1:06.106 |
| 10 - | 29.910 | 98.5 | 20.219 | 120.5 | 50.129 | 54 - | 34.965 | 55.7 | In | | 3:41.604P |
| 11 - | 29.822 | 99.3 | 20.088 | 120.9 | 49.910 | 55 - | Out | 67.0 | 21.058 | 121.4 | 1:06.774 |
| 12 - | 29.649 | 100.0 | 20.047 | 121.1 | 49.696 | 56 - | 29.529 | 98.0 | 19.924 | 121.4 | 49.453 |
| 13 - | 30.868 | 87.5 | In | | 9:02.977P | 57 - | 29.632 | 100.0 | 20.246 | 120.9 | 49.878 |
| 14 - | Out | 62.8 | 22.504 | 119.0 | 1:03.786 | 58 - | 29.504 | 100.5 | 19.731 | 121.4 | 49.235 |
| 15 - | 33.370 | 67.1 | In | | 3:51.545P | 59 - | 29.461 | 99.3 | 19.841 | 120.5 | 49.302 |
| 16 - | Out | 67.0 | 24.144 | 120.1 | 1:03.438 | 60 - | 30.575 | 90.8 | In | | 10:03.742P |
| 17 - | 29.845 | 99.1 | 19.995 | 121.6 | 49.840 | 61 - | Out | 98.4 | 20.373 | 120.5 | 55.880 |
| 18 - | 29.599 | 100.3 | 19.906 | 120.9 | 49.505 | 62 - | 29.745 | 99.1 | In | | 3:07.837P |
| 19 - | 29.465 | 99.9 | 19.900 | 120.5 | 49.365 | 63 - | Out | 98.7 | 19.976 | 120.9 | 59.294 |
| 20 - | 29.599 | 100.0 | 19.897 | 119.8 | 49.496 | 64 - | 29.457 | 99.7 | 19.951 | 120.5 | 49.408 |
| 21 - | 29.463 | 100.2 | 19.936 | 120.5 | 49.399 | 65 - | 29.587 | 100.2 | 19.899 | 120.7 | 49.486 |
| 22 - | 29.616 | 100.3 | 19.903 | 120.5 | 49.519 | 66 - | 41.472 | 84.1 | 20.802 | 120.1 | 1:02.274 |
| 23 - | 29.723 | 100.6 | 20.346 | 121.1 | 50.069 | 67 - | 29.797 | 99.3 | 20.029 | 120.5 | 49.826 |
| 24 - | 29.567 | 100.3 | 19.965 | 121.1 | 49.532 | 68 - | 29.894 | 99.7 | 19.905 | 119.8 | 49.799 |
| 25 - | 29.639 | 100.0 | 20.010 | 121.1 | 49.649 | 69 - | 29.823 | 99.7 | 20.077 | 120.5 | 49.900 |
| 26 - | 29.783 | 100.2 | 20.031 | 120.7 | 49.814 | 70 - | 29.834 | 99.7 | 19.922 | 120.5 | 49.756 |
| 27 - | 29.861 | 100.5 | 20.248 | 121.6 | 50.109 | 71 - | 29.772 | 99.7 | 19.931 | 119.6 | 49.703 |
| 28 - | 29.799 | 100.3 | 20.169 | 120.7 | 49.968 | 72 - | 29.904 | 99.6 | 19.915 | 120.3 | 49.819 |
| 29 - | 29.873 | 99.9 | 20.191 | 116.5 | 50.064 | 73 - | 29.816 | 99.7 | 19.954 | 119.8 | 49.770 |
| 30 - | 30.235 | 100.5 | 19.997 | 121.4 | 50.232 | 74 - | 29.905 | 99.7 | 19.918 | 120.5 | 49.823 |
| 31 - | 29.869 | 100.3 | 20.064 | 120.7 | 49.933 | 75 - | 29.840 | 99.1 | 20.033 | 119.8 | 49.873 |
| 32 - | 40.670 | 49.6 | In | | 20:37.484P | 76 - | 29.799 | 99.1 | 20.084 | 119.2 | 49.883 |
| 33 - | Out | 91.3 | 21.812 | 119.6 | 1:03.258 | 77 - | 29.780 | 99.3 | 20.031 | 119.8 | 49.811 |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 14:00 End: 17:01

2010 Dunlop MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|------------------------|--------------|---------------|--------------|---------------|------|--------------------------|--------------|---------------|--------------|---------------|
| 34 - | 32.198 | 93.5 | In | | 4:11.167P | 78 - | 29.906 | 99.7 | 19.986 | 119.8 | 49.892 |
| 35 - | Out | 95.2 | 21.312 | 120.1 | 57.899 | 79 - | 30.009 | 99.3 | 19.994 | 120.9 | 50.003 |
| 36 - | 29.818 | 98.5 | 20.184 | 120.1 | 50.002 | 80 - | 29.734 | 99.6 | 19.995 | 120.5 | 49.729 |
| 37 - | 29.503 | 99.1 | 19.860 | 120.9 | 49.363 | 81 - | 29.833 | 100.0 | 20.012 | 119.6 | 49.845 |
| 38 - | 29.373 | 99.9 | 19.798 | 120.5 | 49.171 | 82 - | 29.944 | 99.1 | 19.995 | 120.7 | 49.939 |
| 39 - | 29.615 | 97.3 | 19.843 | 119.6 | 49.458 | 83 - | 29.865 | 99.6 | 19.998 | 121.1 | 49.863 |
| 40 - | 29.394 | 100.2 | 19.963 | 119.6 | 49.357 | 84 - | 30.123 | 99.4 | 19.957 | 121.1 | 50.080 |
| 41 - | 29.624 | 99.4 | 19.948 | 120.5 | 49.572 | 85 - | 29.986 | 99.0 | 19.997 | 120.7 | 49.983 |
| 42 - | 29.415 | 100.0 | 19.964 | 120.3 | 49.379 | 86 - | 30.056 | 99.7 | 20.060 | 120.7 | 50.116 |
| 43 - | 29.760 | 100.0 | 19.883 | 120.3 | 49.643 | 87 - | 30.141 | 97.7 | 20.259 | 120.5 | 50.400 |
| 44 - | 29.671 | 99.7 | 19.896 | 119.8 | 49.567 | | | | | | |
| 21 | Tom ONSLOW-COLE | | | | | I | Team Aon | | | | |
| 1 - | Out | 92.8 | 22.260 | 122.2 | 1:02.298 | 25 - | 30.243 | 101.5 | 20.111 | 124.5 | 50.354 |
| 2 - | 33.980 | 82.3 | In | | 2:45.600P | 26 - | 30.334 | 101.8 | 20.001 | 125.0 | 50.335 |
| 3 - | Out | 101.5 | 20.317 | 125.0 | 55.817 | 27 - | 30.619 | 101.7 | 20.186 | 124.7 | 50.805 |
| 4 - | 30.542 | 102.1 | 20.120 | 124.0 | 50.662 | 28 - | 31.063 | 100.9 | In | | 26:48.098P |
| 5 - | 30.019 | 101.1 | 19.901 | 124.5 | 49.920 | 29 - | Out | 89.8 | 22.707 | 120.9 | 1:04.068 |
| 6 - | 29.791 | 101.8 | 19.841 | 124.5 | 49.632 | 30 - | 34.706 | 83.2 | 23.994 | 117.3 | 58.700 |
| 7 - | 29.828 | 102.6 | 20.035 | 123.4 | 49.863 | 31 - | 32.456 | 92.1 | In | | 45:28.878P |
| 8 - | 29.979 | 102.0 | 19.876 | 124.0 | 49.855 | 32 - | Out | 97.3 | 21.745 | 122.7 | 59.993 |
| 9 - | 29.897 | 101.7 | 19.854 | 124.3 | 49.751 | 33 - | 32.053 | 99.0 | 20.679 | 124.0 | 52.732 |
| 10 - | 30.033 | 102.3 | 19.822 | 124.7 | 49.855 | 34 - | 30.964 | 99.1 | In | | 2:28.824P |
| 11 - | 29.890 | 101.8 | 20.175 | 124.3 | 50.065 | 35 - | Out | 95.1 | 20.949 | 124.5 | 56.165 |
| 12 - | 29.985 | 101.8 | 19.956 | 124.0 | 49.941 | 36 - | 29.461 | 102.6 | 19.683 | 124.3 | 49.144 |
| 13 - | 30.083 | 102.1 | 20.033 | 123.6 | 50.116 | 37 - | 29.667 | 102.1 | 19.719 | 124.0 | 49.386 |
| 14 - | 29.916 | 102.0 | 19.943 | 124.5 | 49.859 | 38 - | 29.793 | 101.2 | 19.763 | 124.3 | 49.556 |
| 15 - | 30.002 | 102.3 | 20.170 | 124.5 | 50.172 | 39 - | 31.100 | 99.7 | In | | 3:33.941P |
| 16 - | 29.918 | 101.8 | 19.879 | 124.3 | 49.797 | 40 - | Out | 94.7 | 21.645 | 123.1 | 1:02.318 |
| 17 - | 29.759 | 102.1 | 19.927 | 124.3 | 49.686 | 41 - | 32.551 | 83.9 | 20.585 | 125.9 | 53.136 |
| 18 - | 29.951 | 102.1 | 19.927 | 125.0 | 49.878 | 42 - | 30.936 | 98.5 | In | | 2:16.628P |
| 19 - | 30.081 | 102.3 | 19.998 | 125.0 | 50.079 | 43 - | Out | 101.1 | 20.307 | 125.2 | 1:00.092 |
| 20 - | 29.955 | 102.3 | 19.958 | 124.5 | 49.913 | 44 - | 29.522 | 102.5 | 19.700 | 124.5 | 49.222 |
| 21 - | 30.059 | 102.1 | 20.030 | 125.0 | 50.089 | 45 - | 30.922 | 88.4 | 21.078 | 125.2 | 52.000 |
| 22 - | 30.468 | 83.2 | 20.940 | 124.7 | 51.408 | 46 - | 29.537 | 102.6 | 19.852 | 124.3 | 49.389 |
| 23 - | 30.120 | 102.1 | 20.280 | 124.7 | 50.400 | 47 - | 29.772 | 101.1 | 19.834 | 124.7 | 49.606 |
| 24 - | 30.274 | 101.8 | 20.006 | 125.2 | 50.280 | | | | | | |
| 22 | Tom BOARDMAN | | | | | I | Special Tuning UK | | | | |
| 1 - | Out | 94.4 | 22.129 | 118.1 | 1:04.203 | 15 - | 30.066 | 99.0 | 20.070 | 119.4 | 50.136 |
| 2 - | 32.011 | 95.7 | 20.896 | 119.6 | 52.907 | 16 - | 30.090 | 99.1 | 21.221 | 120.1 | 51.311 |
| 3 - | 31.082 | 96.6 | 20.632 | 119.8 | 51.714 | 17 - | 30.283 | 99.6 | 20.192 | 114.3 | 50.475 |
| 4 - | 30.638 | 98.3 | 20.272 | 119.4 | 50.910 | 18 - | 36.460 | 75.1 | In | | 52:28.688P |
| 5 - | 30.558 | 98.3 | 20.291 | 119.8 | 50.849 | 19 - | Out | 91.9 | 21.628 | 118.8 | 58.775 |
| 6 - | 30.138 | 99.1 | 20.060 | 119.4 | 50.198 | 20 - | 31.298 | 96.8 | 20.529 | 120.1 | 51.827 |
| 7 - | 30.159 | 98.5 | 20.055 | 119.4 | 50.214 | 21 - | 30.537 | 97.4 | 20.311 | 119.4 | 50.848 |
| 8 - | 30.264 | 98.5 | 20.084 | 119.2 | 50.348 | 22 - | 30.358 | 98.7 | 20.190 | 118.8 | 50.548 |
| 9 - | 30.208 | 98.7 | In | | 4:31.279P | 23 - | 30.324 | 98.5 | 20.199 | 119.6 | 50.523 |
| 10 - | Out | 94.5 | 21.450 | 118.6 | 59.754 | 24 - | 30.003 | 99.1 | 20.064 | 119.4 | 50.067 |
| 11 - | 30.744 | 95.3 | 20.486 | 119.2 | 51.230 | 25 - | 30.639 | 99.1 | 20.051 | 119.2 | 50.690 |
| 12 - | 30.555 | 97.4 | 20.281 | 119.4 | 50.836 | 26 - | 30.266 | 98.5 | 20.170 | 119.6 | 50.436 |
| 13 - | 31.309 | 92.6 | 22.092 | 119.8 | 53.401 | 27 - | 30.374 | 98.5 | 20.349 | 119.2 | 50.723 |
| 14 - | 29.869 | 99.6 | 20.080 | 120.5 | 49.949 | 28 - | 30.341 | 98.7 | 20.375 | 119.2 | 50.716 |
| 23 | Tom CHILTON | | | | | I | Team Aon | | | | |
| 1 - | Out | 71.2 | 23.388 | 121.8 | 1:05.376 | 19 - | 29.872 | 101.8 | 19.708 | 123.4 | 49.580 |
| 2 - | 33.522 | 83.3 | 21.327 | 122.0 | 54.849 | 20 - | 29.679 | 102.1 | 19.849 | 123.6 | 49.528 |
| 3 - | 32.898 | 68.1 | In | | 2:11.900P | 21 - | 29.689 | 102.0 | 19.967 | 123.8 | 49.656 |
| 4 - | Out | 70.9 | 20.388 | 125.0 | 57.670 | 22 - | 29.824 | 101.7 | 19.800 | 124.3 | 49.624 |
| 5 - | 29.455 | 102.3 | 19.692 | 123.8 | 49.147 | 23 - | 29.627 | 102.1 | 19.829 | 124.3 | 49.456 |
| 6 - | 29.366 | 102.9 | 19.614 | 123.6 | 48.980 | 24 - | 29.929 | 102.3 | 19.807 | 124.5 | 49.736 |
| 7 - | 29.228 | 103.2 | 19.601 | 124.3 | 48.829 | 25 - | 29.730 | 102.1 | 20.006 | 123.4 | 49.736 |
| 8 - | 29.510 | 102.8 | In | | 34:56.499P | 26 - | 29.773 | 102.5 | 19.896 | 124.0 | 49.669 |
| 9 - | Out | 84.7 | 22.416 | 121.8 | 1:06.378 | 27 - | 29.815 | 102.3 | 19.878 | 123.6 | 49.693 |
| 10 - | 32.892 | 92.6 | 21.418 | 122.5 | 54.310 | 28 - | 29.755 | 102.8 | 19.891 | 124.5 | 49.646 |
| 11 - | 33.039 | 79.1 | In | | 2:12.111P | 29 - | 29.834 | 102.3 | 19.858 | 124.0 | 49.692 |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 14:00 End: 17:01

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|---|--------------|--------|--------------|---------------|------|---------------|--------------|---------------|--------------|---------------|
| 12 - | Out | 58.2 | 22.038 | 125.0 | 1:09.268 | 30 - | 30.734 | 101.8 | 20.013 | 124.0 | 50.747 |
| 13 - | 29.747 | 102.6 | 19.790 | 123.6 | 49.537 | 31 - | 29.911 | 102.0 | 19.806 | 124.5 | 49.717 |
| 14 - | 29.701 | 102.5 | 19.753 | 124.3 | 49.454 | 32 - | 29.974 | 102.3 | 19.865 | 124.0 | 49.839 |
| 15 - | 29.545 | 102.5 | 19.656 | 125.0 | 49.201 | 33 - | 29.805 | 102.6 | 19.949 | 124.0 | 49.754 |
| 16 - | 29.494 | 102.8 | 21.002 | 122.2 | 50.496 | 34 - | 29.987 | 102.3 | 19.816 | 124.7 | 49.803 |
| 17 - | 29.586 | 102.8 | 19.773 | 125.0 | 49.359 | 35 - | 30.260 | 102.5 | 19.878 | 124.0 | 50.138 |
| 18 - | 29.863 | 102.0 | 19.894 | 119.0 | 49.757 | 36 - | 29.958 | 102.5 | 19.913 | 124.0 | 49.871 |
| 27 | Martin JOHNSON Boulevard Team Racing | | | | | | | | | | |
| 1 - | Out | 88.9 | 22.411 | 117.7 | 1:03.018 | 21 - | 33.315 | 92.6 | In | | 1:56.201P |
| 2 - | 33.256 | 96.0 | 21.638 | 119.4 | 54.894 | 22 - | Out | 96.8 | 21.094 | 120.7 | 57.850 |
| 3 - | 32.368 | 91.6 | In | | 14:22.114P | 23 - | 30.597 | 99.6 | 20.184 | 121.4 | 50.781 |
| 4 - | Out | 95.1 | 22.245 | 119.2 | 1:03.734 | 24 - | 30.287 | 100.2 | 20.136 | 121.6 | 50.423 |
| 5 - | 32.657 | 96.1 | 21.083 | 121.4 | 53.740 | 25 - | 30.119 | 100.8 | 19.980 | 121.6 | 50.099 |
| 6 - | 30.766 | 99.4 | 20.679 | 120.5 | 51.445 | 26 - | 30.064 | 100.2 | 20.152 | 120.7 | 50.216 |
| 7 - | 31.277 | 99.1 | 20.625 | 122.0 | 51.902 | 27 - | 30.308 | 100.2 | 20.070 | 121.4 | 50.378 |
| 8 - | 30.829 | 98.8 | 20.467 | 120.9 | 51.296 | 28 - | 30.120 | 100.5 | 20.099 | 120.9 | 50.219 |
| 9 - | 30.700 | 99.7 | 20.448 | 120.5 | 51.148 | 29 - | 30.174 | 100.6 | 20.085 | 121.4 | 50.259 |
| 10 - | 30.677 | 100.0 | 20.387 | 120.9 | 51.064 | 30 - | 30.235 | 99.9 | 20.075 | 120.9 | 50.310 |
| 11 - | 30.762 | 99.1 | In | | 1:58.892P | 31 - | 30.209 | 100.2 | 20.152 | 120.3 | 50.361 |
| 12 - | Out | 97.5 | 20.534 | 120.7 | 55.825 | 32 - | 30.115 | 100.2 | 20.439 | 120.1 | 50.554 |
| 13 - | 30.948 | 99.1 | 20.368 | 121.1 | 51.316 | 33 - | 30.262 | 100.9 | 20.122 | 120.9 | 50.384 |
| 14 - | 30.307 | 100.3 | 20.284 | 120.9 | 50.591 | 34 - | 31.340 | 87.8 | 20.451 | 121.6 | 51.791 |
| 15 - | 30.583 | 100.0 | 20.649 | 120.3 | 51.232 | 35 - | 30.078 | 100.5 | 20.007 | 121.8 | 50.085 |
| 16 - | 30.616 | 100.5 | 20.400 | 120.7 | 51.016 | 36 - | 30.108 | 100.6 | 20.144 | 121.1 | 50.252 |
| 17 - | 30.812 | 100.0 | 20.325 | 120.3 | 51.137 | 37 - | 33.166 | 72.9 | 24.610 | 107.2 | 57.776 |
| 18 - | 30.390 | 100.2 | 20.202 | 120.9 | 50.592 | 38 - | 35.312 | 99.1 | 20.352 | 120.7 | 55.664 |
| 19 - | 34.913 | 72.2 | In | | 48:05.974P | 39 - | 30.125 | 100.6 | 20.015 | 122.0 | 50.140 |
| 20 - | Out | 78.6 | 22.908 | 118.1 | 1:04.320 | 40 - | 30.235 | 100.6 | 20.114 | 121.4 | 50.349 |
| 28 | John GEORGE Sunshine.co.uk with Tech-Speed Msport | | | | | | | | | | |
| 1 - | Out | 67.7 | 26.273 | 109.1 | 1:19.909 | 8 - | 31.482 | 96.8 | 20.634 | 121.1 | 52.116 |
| 2 - | 36.969 | 84.2 | 24.112 | 115.9 | 1:01.081 | 9 - | 31.847 | 81.6 | 21.231 | 122.5 | 53.078 |
| 3 - | 35.423 | 84.7 | In | | 3:04.068P | 10 - | 30.813 | 98.4 | 20.461 | 122.0 | 51.274 |
| 4 - | Out | 86.0 | 22.034 | 119.2 | 1:01.066 | 11 - | 31.568 | 88.3 | 21.215 | 122.0 | 52.783 |
| 5 - | 34.051 | 80.6 | 21.754 | 121.1 | 55.805 | 12 - | 30.870 | 97.5 | 20.840 | 121.8 | 51.710 |
| 6 - | 31.435 | 95.2 | 21.365 | 122.0 | 52.800 | 13 - | 30.448 | 98.1 | 20.767 | 120.5 | 51.215 |
| 7 - | 31.354 | 97.3 | 20.889 | 120.9 | 52.243 | 14 - | 30.752 | 99.0 | 20.582 | 121.4 | 51.334 |
| 29 | Paul O'NEILL Sunshine.co.uk with Tech-Speed Msport | | | | | | | | | | |
| 1 - | Out | 86.5 | 24.276 | 115.7 | 1:09.309 | 17 - | 35.996 | 81.0 | 21.628 | 121.8 | 57.624 |
| 2 - | 36.719 | 88.9 | 22.119 | 120.1 | 58.838 | 18 - | 32.018 | 99.4 | In | | 5:18.188P |
| 3 - | 33.546 | 77.4 | In | | 3:04.205P | 19 - | Out | 78.2 | 22.364 | 114.5 | 59.774 |
| 4 - | Out | 83.6 | 21.183 | 120.3 | 1:03.828 | 20 - | 30.063 | 101.2 | 20.405 | 122.2 | 50.468 |
| 5 - | 35.425 | 79.7 | 21.686 | 121.4 | 57.111 | 21 - | 29.962 | 100.6 | 19.959 | 122.0 | 49.921 |
| 6 - | 30.401 | 100.5 | 20.069 | 122.7 | 50.470 | 22 - | 29.632 | 100.6 | 19.622 | 122.9 | 49.254 |
| 7 - | 29.749 | 100.8 | 19.917 | 122.7 | 49.666 | 23 - | 29.579 | 101.1 | 19.728 | 122.9 | 49.307 |
| 8 - | 29.569 | 100.5 | 19.709 | 122.7 | 49.278 | 24 - | 29.755 | 100.8 | 19.778 | 122.7 | 49.533 |
| 9 - | 39.408 | 65.8 | 21.233 | 122.9 | 1:00.641 | 25 - | 34.231 | 94.4 | In | | 7:15.217P |
| 10 - | 29.486 | 100.8 | 19.707 | 122.7 | 49.193 | 26 - | Out | 80.8 | 23.936 | 96.6 | 1:10.080 |
| 11 - | 34.067 | 89.4 | 20.948 | 109.8 | 55.015 | 27 - | 33.776 | 90.6 | 21.581 | 120.7 | 55.357 |
| 12 - | 30.880 | 93.1 | 20.856 | 122.0 | 51.736 | 28 - | 30.946 | 99.1 | In | | 3:49.230P |
| 13 - | 29.680 | 101.2 | 21.979 | 117.3 | 51.659 | 29 - | Out | 82.8 | 20.386 | 123.1 | 57.707 |
| 14 - | 30.024 | 99.7 | 20.096 | 122.0 | 50.120 | 30 - | 29.622 | 101.2 | 19.793 | 123.4 | 49.415 |
| 15 - | 34.229 | 95.6 | In | | 23:31.268P | 31 - | 29.627 | 100.3 | 19.767 | 123.6 | 49.394 |
| 16 - | Out | 69.6 | 23.930 | 107.4 | 1:08.894 | 32 - | 29.531 | 100.0 | 19.946 | 123.4 | 49.477 |
| 43 | Lea WOOD Central Group Racing | | | | | | | | | | |
| 1 - | Out | 78.9 | 25.126 | 99.0 | 1:08.960 | 24 - | 33.924 | 82.6 | 21.457 | 119.6 | 55.381 |
| 2 - | 33.603 | 92.3 | 21.765 | 118.6 | 55.368 | 25 - | 31.189 | 97.5 | 20.471 | 119.6 | 51.660 |
| 3 - | 31.808 | 96.4 | 20.906 | 119.8 | 52.714 | 26 - | 31.001 | 96.6 | 20.270 | 119.6 | 51.271 |
| 4 - | 30.776 | 98.0 | 20.460 | 119.8 | 51.236 | 27 - | 30.592 | 97.5 | 20.141 | 119.4 | 50.733 |
| 5 - | 30.529 | 98.5 | 20.412 | 119.8 | 50.941 | 28 - | 30.554 | 97.7 | 20.377 | 119.6 | 50.931 |
| 6 - | 30.769 | 98.4 | 20.423 | 119.8 | 51.192 | 29 - | 30.659 | 97.4 | 20.249 | 119.6 | 50.908 |
| 7 - | 30.347 | 98.8 | 20.271 | 119.4 | 50.618 | 30 - | 30.657 | 97.7 | 20.275 | 119.6 | 50.932 |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 14:00 End: 17:01

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|-----------------------|-------------|--------|--------------|-----------------------------|------|---------------|--------------|---------------|--------------|---------------|
| 8 - | 30.100 | 98.5 | 20.400 | 120.3 | 50.500 | 31 - | 30.594 | 98.4 | 20.330 | 119.4 | 50.924 |
| 9 - | 30.306 | 97.5 | 20.275 | 120.5 | 50.581 | 32 - | 30.810 | 98.7 | 20.329 | 120.1 | 51.139 |
| 10 - | 31.451 | 98.7 | 20.290 | 120.1 | 51.741 | 33 - | 30.964 | 98.0 | 20.303 | 119.6 | 51.267 |
| 11 - | 30.221 | 98.8 | 20.255 | 120.1 | 50.476 | 34 - | 32.194 | 98.1 | 20.249 | 120.5 | 52.443 |
| 12 - | 30.411 | 99.1 | 20.320 | 120.3 | 50.731 | 35 - | 30.713 | 98.0 | 20.327 | 120.5 | 51.040 |
| 13 - | 30.184 | 98.8 | 20.367 | 119.8 | 50.551 | 36 - | 30.617 | 88.8 | 20.532 | 120.7 | 51.149 |
| 14 - | 30.390 | 98.8 | 20.197 | 119.6 | 50.587 | 37 - | 30.731 | 97.4 | 20.302 | 119.6 | 51.033 |
| 15 - | 30.270 | 98.8 | 20.202 | 119.8 | 50.472 | 38 - | 30.807 | 97.5 | 20.336 | 120.3 | 51.143 |
| 16 - | 30.473 | 98.5 | 21.981 | 116.1 | 52.454 | 39 - | 32.059 | 97.8 | 20.427 | 119.8 | 52.486 |
| 17 - | 30.809 | 98.3 | 20.231 | 119.2 | 51.040 | 40 - | 30.721 | 97.3 | 20.392 | 119.8 | 51.113 |
| 18 - | 30.375 | 98.7 | 20.392 | 119.6 | 50.767 | 41 - | 31.847 | 78.6 | 26.543 | 97.0 | 58.390 |
| 19 - | 30.529 | 98.1 | 20.343 | 119.6 | 50.872 | 42 - | 33.303 | 87.0 | 20.582 | 121.1 | 53.885 |
| 20 - | 30.559 | 98.4 | 20.378 | 119.6 | 50.937 | 43 - | 30.790 | 97.4 | 20.509 | 120.3 | 51.299 |
| 21 - | 30.483 | 98.3 | 20.279 | 120.1 | 50.762 | 44 - | 31.843 | 97.8 | 20.441 | 120.3 | 52.284 |
| 22 - | 30.745 | 93.1 | In | | 46:23.893P | 45 - | 31.031 | 98.5 | 20.300 | 119.6 | 51.331 |
| 23 - | Out | 70.1 | 25.257 | 89.5 | 1:08.772 | 46 - | 30.972 | 97.4 | 20.270 | 119.8 | 51.242 |
| 44 | Andy NEATE | | | | I WSR | | | | | | |
| 1 - | Out | 67.6 | 25.643 | 97.8 | 1:13.846 | 22 - | 38.916 | 74.5 | 22.179 | 121.6 | 1:01.095 |
| 2 - | 38.284 | 63.2 | 26.648 | 98.4 | 1:04.932 | 23 - | 33.703 | 94.4 | 20.598 | 122.2 | 54.301 |
| 3 - | 34.031 | 93.1 | 20.974 | 121.8 | 55.005 | 24 - | 30.173 | 98.0 | 19.996 | 122.7 | 50.169 |
| 4 - | 30.808 | 98.0 | 20.423 | 120.9 | 51.231 | 25 - | 29.615 | 99.4 | 19.847 | 122.7 | 49.462 |
| 5 - | 30.682 | 98.0 | 20.468 | 122.0 | 51.150 | 26 - | 29.975 | 99.4 | 20.041 | 122.2 | 50.016 |
| 6 - | 30.119 | 99.3 | 20.143 | 121.8 | 50.262 | 27 - | 29.744 | 99.9 | 19.989 | 122.5 | 49.733 |
| 7 - | 30.155 | 99.3 | 20.376 | 121.8 | 50.531 | 28 - | 29.970 | 100.5 | 19.979 | 122.5 | 49.949 |
| 8 - | 30.052 | 99.1 | 20.205 | 121.6 | 50.257 | 29 - | 29.946 | 99.4 | 20.077 | 122.5 | 50.023 |
| 9 - | 32.358 | 87.6 | In | | 5:16.131P | 30 - | 30.081 | 100.0 | In | | 9:20.566P |
| 10 - | Out | 96.0 | 20.640 | 121.8 | 59.753 | 31 - | Out | 97.5 | 20.485 | 122.2 | 57.690 |
| 11 - | 30.364 | 98.5 | 20.256 | 121.6 | 50.620 | 32 - | 29.844 | 99.7 | 20.031 | 122.5 | 49.875 |
| 12 - | 30.294 | 98.8 | 20.330 | 121.8 | 50.624 | 33 - | 29.919 | 100.0 | 19.908 | 122.5 | 49.827 |
| 13 - | 30.001 | 97.8 | 20.250 | 122.0 | 50.251 | 34 - | 29.761 | 99.7 | 19.941 | 122.0 | 49.702 |
| 14 - | 30.124 | 98.7 | 20.181 | 121.1 | 50.305 | 35 - | 31.633 | 92.8 | 22.599 | 111.8 | 54.232 |
| 15 - | 30.734 | 98.8 | In | | 7:32.129P | 36 - | 32.040 | 98.7 | 20.214 | 122.0 | 52.254 |
| 16 - | Out | 97.8 | 20.501 | 122.9 | 59.404 | 37 - | 29.863 | 99.0 | 20.073 | 121.8 | 49.936 |
| 17 - | 30.069 | 100.0 | 20.376 | 121.1 | 50.445 | 38 - | 33.887 | 66.8 | In | | 11:13.818P |
| 18 - | 42.476 | 82.7 | In | | 10:41.550P | 39 - | Out | 96.4 | 20.472 | 122.2 | 1:01.327 |
| 19 - | Out | 81.3 | 23.956 | 112.6 | 1:10.975 | 40 - | 30.016 | 98.7 | 20.222 | 121.8 | 50.238 |
| 20 - | 35.225 | 90.6 | In | | 38:45.583P | 41 - | 30.005 | 99.1 | 20.203 | 122.2 | 50.208 |
| 21 - | Out | 69.8 | 27.021 | 86.1 | 1:12.587 | 42 - | 30.397 | 99.1 | 20.178 | 122.2 | 50.575 |
| 52 | Gordon SHEDDEN | | | | Team Honda | | | | | | |
| 1 - | Out | 81.2 | 22.965 | 110.7 | 1:09.095 | 22 - | 29.297 | 101.8 | 19.777 | 121.6 | 49.074 |
| 2 - | 33.284 | 91.7 | In | | 2:56.230P | 23 - | 38.563 | 60.9 | In | | 16:45.247P |
| 3 - | Out | 94.1 | 22.726 | 77.8 | 1:02.915 | 24 - | Out | 98.3 | 20.523 | 120.9 | 1:05.307 |
| 4 - | 35.906 | 96.4 | 20.428 | 121.8 | 56.334 | 25 - | 31.680 | 85.6 | 21.145 | 121.8 | 52.825 |
| 5 - | 29.906 | 100.3 | 19.990 | 122.0 | 49.896 | 26 - | 29.397 | 100.9 | 19.782 | 121.8 | 49.179 |
| 6 - | 29.695 | 101.4 | 19.807 | 122.5 | 49.502 | 27 - | 29.350 | 101.4 | 19.634 | 122.7 | 48.984 |
| 7 - | 29.463 | 101.7 | 19.889 | 122.5 | 49.352 | 28 - | 29.551 | 100.2 | 19.824 | 122.7 | 49.375 |
| 8 - | 29.558 | 101.5 | 19.737 | 122.5 | 49.295 | 29 - | 29.390 | 101.8 | In | | 38:07.851P |
| 9 - | 31.550 | 90.9 | In | | 7:13.653P | 30 - | Out | 93.7 | 21.851 | 114.7 | 1:08.674 |
| 10 - | Out | 82.8 | 24.117 | 102.1 | 1:06.800 | 31 - | 34.463 | 75.5 | In | | 3:00.209P |
| 11 - | 37.423 | 95.6 | In | | 3:08.806P | 32 - | Out | 85.3 | 21.230 | 122.5 | 1:03.942 |
| 12 - | Out | 95.1 | 20.657 | 122.2 | 1:02.768 | 33 - | 29.623 | 100.9 | 19.708 | 121.8 | 49.331 |
| 13 - | 29.580 | 100.8 | 19.706 | 122.2 | 49.286 | 34 - | 29.491 | 101.4 | 19.704 | 122.7 | 49.195 |
| 14 - | 29.223 | 101.4 | 19.832 | 122.0 | 49.055 | 35 - | 29.326 | 101.1 | 19.695 | 121.4 | 49.021 |
| 15 - | 29.294 | 101.4 | 19.658 | 122.2 | 48.952 | 36 - | 29.482 | 100.8 | 19.772 | 122.0 | 49.254 |
| 16 - | 29.175 | 101.5 | 19.642 | 122.2 | 48.817 | 37 - | 29.419 | 101.4 | 19.712 | 122.5 | 49.131 |
| 17 - | 35.903 | 68.5 | In | | 15:27.367P | 38 - | 36.508 | 83.1 | In | | 5:05.098P |
| 18 - | Out | 97.7 | 20.802 | 121.4 | 1:07.492 | 39 - | Out | 81.7 | 21.198 | 121.6 | 1:02.974 |
| 19 - | 29.530 | 101.1 | 19.819 | 121.6 | 49.349 | 40 - | 29.486 | 100.6 | 19.727 | 121.6 | 49.213 |
| 20 - | 29.321 | 101.1 | 19.725 | 121.8 | 49.046 | 41 - | 29.432 | 101.2 | 19.719 | 121.4 | 49.151 |
| 21 - | 29.226 | 101.2 | 19.693 | 122.0 | 48.919 | 42 - | 29.565 | 100.8 | 19.737 | 122.0 | 49.302 |
| 55 | David PINKNEY | | | | I Pinkney Motorsport | | | | | | |
| 1 - | Out | 89.2 | 22.449 | 118.1 | 1:05.118 | 19 - | 35.691 | 59.2 | In | | 7:00.852P |
| 2 - | 32.100 | 95.3 | 21.108 | 119.8 | 53.208 | 20 - | Out | 98.7 | 20.128 | 120.3 | 55.565 |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 14:00 End: 17:01

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

AFTERNOON TEST SESSION - SECTOR ANALYSIS

| | | | | | | | | | | | |
|-----------|----------------------|--------------|---------------|--------------|---------------|------|----------------------|--------------|---------------|--------------|---------------|
| 3 - | 32.019 | 97.1 | In | | 3:16.558P | 21 - | 30.154 | 98.1 | 20.054 | 120.3 | 50.208 |
| 4 - | Out | 98.8 | 20.317 | 122.9 | 56.636 | 22 - | 30.105 | 97.7 | 20.217 | 120.3 | 50.322 |
| 5 - | 30.203 | 99.4 | 20.111 | 122.5 | 50.314 | 23 - | 30.058 | 98.3 | 20.237 | 120.5 | 50.295 |
| 6 - | 29.656 | 100.6 | 19.927 | 122.5 | 49.583 | 24 - | 39.909 | 60.0 | In | | 11:51.401P |
| 7 - | 29.892 | 100.8 | 20.022 | 120.1 | 49.914 | 25 - | Out | 96.0 | 20.216 | 119.2 | 55.998 |
| 8 - | 29.830 | 99.1 | 20.174 | 120.1 | 50.004 | 26 - | 29.810 | 97.4 | 19.985 | 119.2 | 49.795 |
| 9 - | 29.952 | 99.0 | 20.215 | 120.3 | 50.167 | 27 - | 29.754 | 97.8 | 20.117 | 119.2 | 49.871 |
| 10 - | 40.080 | 24.4 | In | | 8:09.427P | 28 - | 29.771 | 98.8 | 20.120 | 119.6 | 49.891 |
| 11 - | Out | 99.3 | 20.378 | 120.1 | 56.034 | 29 - | 39.024 | 59.7 | In | | 5:22.091P |
| 12 - | 29.944 | 98.5 | 20.186 | 120.7 | 50.130 | 30 - | Out | 97.7 | 20.484 | 120.1 | 58.200 |
| 13 - | 29.719 | 98.7 | 20.168 | 120.3 | 49.887 | 31 - | 29.944 | 98.7 | 20.134 | 119.2 | 50.078 |
| 14 - | 37.746 | 89.6 | In | | 10:52.104P | 32 - | 29.778 | 98.1 | 20.131 | 118.8 | 49.909 |
| 15 - | Out | 96.6 | 20.073 | 120.3 | 55.382 | 33 - | 29.970 | 97.8 | 20.084 | 119.2 | 50.054 |
| 16 - | 29.836 | 98.0 | 20.204 | 120.3 | 50.040 | 34 - | 29.921 | 97.8 | 20.173 | 119.2 | 50.094 |
| 17 - | 29.867 | 98.8 | 20.043 | 120.1 | 49.910 | 35 - | 39.740 | 60.8 | In | | 18:18.557P |
| 18 - | 29.780 | 98.8 | 20.337 | 119.8 | 50.117 | 36 - | Out | 50.5 | 21.816 | 119.8 | 58.364 |
| 77 | Andrew JORDAN | | | | | I | Pirtek Racing | | | | |
| 1 - | Out | 67.2 | 23.210 | 118.1 | 1:08.854 | 16 - | 29.699 | 101.1 | 19.920 | 122.9 | 49.619 |
| 2 - | 32.919 | 95.7 | 21.923 | 122.2 | 54.842 | 17 - | 29.593 | 101.8 | 19.914 | 123.4 | 49.507 |
| 3 - | 33.210 | 95.7 | 22.755 | 105.7 | 55.965 | 18 - | 29.629 | 101.4 | 19.870 | 123.6 | 49.499 |
| 4 - | 34.240 | 94.0 | 21.083 | 123.4 | 55.323 | 19 - | 29.657 | 102.0 | 19.912 | 124.0 | 49.569 |
| 5 - | 32.425 | 97.1 | In | | 3:09.517P | 20 - | 29.893 | 100.6 | In | | 5:56.413P |
| 6 - | Out | 97.3 | 20.781 | 122.9 | 57.078 | 21 - | Out | 100.3 | 20.183 | 122.5 | 55.914 |
| 7 - | 30.618 | 94.5 | 20.311 | 122.7 | 50.929 | 22 - | 29.891 | 100.9 | 19.993 | 122.5 | 49.884 |
| 8 - | 29.714 | 100.8 | 19.979 | 123.6 | 49.693 | 23 - | 29.631 | 101.5 | 19.947 | 123.6 | 49.578 |
| 9 - | 29.646 | 97.1 | 20.275 | 122.5 | 49.921 | 24 - | 29.686 | 100.8 | 19.994 | 122.9 | 49.680 |
| 10 - | 29.750 | 100.8 | 19.922 | 123.1 | 49.672 | 25 - | 29.883 | 100.6 | 20.004 | 123.1 | 49.887 |
| 11 - | 29.692 | 101.5 | 19.909 | 122.9 | 49.601 | 26 - | 29.989 | 98.5 | In | | 53:00.110P |
| 12 - | 31.414 | 75.0 | 20.480 | 123.4 | 51.894 | 27 - | Out | 97.1 | 23.684 | 110.2 | 1:02.133 |
| 13 - | 30.842 | 91.7 | In | | 25:00.918P | 28 - | 30.870 | 100.6 | 20.078 | 122.5 | 50.948 |
| 14 - | Out | 94.3 | 21.207 | 122.0 | 58.786 | 29 - | 29.844 | 100.5 | 20.104 | 122.2 | 49.948 |
| 15 - | 29.898 | 100.6 | 19.976 | 122.9 | 49.874 | 30 - | 32.171 | 75.8 | In | | 11:06.518P |
| 98 | Matt HAMILTON | | | | | I | TH Motorsport | | | | |
| 1 - | Out | 56.3 | 26.321 | 88.1 | 1:09.804 | 24 - | Out | 94.5 | 22.085 | 118.1 | 1:01.071 |
| 2 - | 38.213 | 68.7 | 22.891 | 117.9 | 1:01.104 | 25 - | 33.389 | 72.3 | In | | 4:17.275P |
| 3 - | 33.046 | 95.7 | 21.536 | 119.2 | 54.582 | 26 - | Out | 94.4 | 21.791 | 119.2 | 1:00.633 |
| 4 - | 31.154 | 98.7 | 20.987 | 119.6 | 52.141 | 27 - | 30.984 | 98.8 | 20.823 | 120.9 | 51.807 |
| 5 - | 30.611 | 99.0 | 20.688 | 120.3 | 51.299 | 28 - | 30.608 | 99.3 | 20.221 | 120.9 | 50.829 |
| 6 - | 30.361 | 99.4 | 20.294 | 120.7 | 50.655 | 29 - | 29.943 | 99.7 | 20.100 | 120.7 | 50.043 |
| 7 - | 29.907 | 100.5 | 20.213 | 120.7 | 50.120 | 30 - | 29.770 | 100.2 | 20.048 | 120.7 | 49.818 |
| 8 - | 29.961 | 100.0 | 20.306 | 120.3 | 50.267 | 31 - | 29.614 | 100.6 | 20.121 | 120.5 | 49.735 |
| 9 - | 29.975 | 100.2 | 20.301 | 120.5 | 50.276 | 32 - | 30.660 | 100.0 | 20.523 | 120.5 | 51.183 |
| 10 - | 30.105 | 99.9 | 20.273 | 120.1 | 50.378 | 33 - | 29.775 | 100.3 | 20.121 | 120.9 | 49.896 |
| 11 - | 29.966 | 100.3 | 20.417 | 120.5 | 50.383 | 34 - | 29.958 | 100.6 | 20.071 | 120.5 | 50.029 |
| 12 - | 30.035 | 100.6 | 20.323 | 120.1 | 50.358 | 35 - | 29.941 | 100.3 | 20.095 | 120.9 | 50.036 |
| 13 - | 30.499 | 99.1 | In | | 6:20.925P | 36 - | 29.836 | 101.1 | In | | 5:09.018P |
| 14 - | Out | 67.4 | 23.196 | 117.9 | 1:05.854 | 37 - | Out | 76.8 | 21.224 | 120.7 | 59.945 |
| 15 - | 33.550 | 81.2 | 22.311 | 118.1 | 55.861 | 38 - | 30.219 | 99.6 | 20.259 | 120.1 | 50.478 |
| 16 - | 33.225 | 98.0 | 21.268 | 120.1 | 54.493 | 39 - | 29.872 | 100.6 | 20.105 | 120.7 | 49.977 |
| 17 - | 32.517 | 97.5 | 20.995 | 120.9 | 53.512 | 40 - | 29.636 | 101.4 | 20.003 | 121.4 | 49.639 |
| 18 - | 30.494 | 99.7 | 20.321 | 121.1 | 50.815 | 41 - | 30.453 | 98.4 | 20.143 | 121.1 | 50.596 |
| 19 - | 29.875 | 100.5 | 20.216 | 121.6 | 50.091 | 42 - | 30.050 | 101.1 | 20.155 | 121.4 | 50.205 |
| 20 - | 29.802 | 100.6 | 20.159 | 121.1 | 49.961 | 43 - | 30.372 | 99.0 | 20.258 | 121.1 | 50.630 |
| 21 - | 29.928 | 100.9 | 20.078 | 120.9 | 50.006 | 44 - | 29.857 | 100.9 | 20.215 | 120.9 | 50.072 |
| 22 - | 29.866 | 101.2 | 20.178 | 120.5 | 50.044 | 45 - | 29.957 | 100.9 | 20.093 | 120.1 | 50.050 |
| 23 - | 35.296 | 60.4 | In | | 1:26:49.673P | 46 - | 29.989 | 100.8 | 20.123 | 119.8 | 50.112 |

Brands Hatch Indy 1 Int
Circuit Length = 1.1986 miles
Start: 14:00 End: 17:01

Weather / Track : Cloudy / Dry

2010 Dunlop 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 | 23 | Tom CHILTON | 103.2 | | | | 21 | Tom ONSLOW-COLE | 125.9 | |
| 2 | 21 | Tom ONSLOW-COLE | 102.6 | | | | 23 | Tom CHILTON | 125.0 | |
| 3 | 77 | Andrew JORDAN | 102.0 | | | | 77 | Andrew JORDAN | 124.0 | |
| 4 | 4 | Matt NEAL | 101.8 | | | | 6 | Robert COLLARD | 123.8 | |
| 5 | 52 | Gordon SHEDDEN | 101.8 | | | | 29 | Paul O'NEILL | 123.6 | |
| 6 | 2 | Jason PLATO | 101.4 | | | | 11 | Steven KANE | 123.4 | |
| 7 | 11 | Steven KANE | 101.4 | | | | 2 | Jason PLATO | 122.9 | |
| 8 | 98 | Matt HAMILTON | 101.4 | | | | 44 | Andy NEATE | 122.9 | |
| 9 | 6 | Robert COLLARD | 101.2 | | | | 55 | David PINKNEY | 122.9 | |
| 10 | 29 | Paul O'NEILL | 101.2 | | | | 52 | Gordon SHEDDEN | 122.7 | |
| 11 | 27 | Martin JOHNSON | 100.9 | | | | 28 | John GEORGE | 122.5 | |
| 12 | 55 | David PINKNEY | 100.8 | | | | 4 | Matt NEAL | 122.2 | |
| 13 | 20 | Alex MacDOWALL | 100.6 | | | | 5 | Matt JACKSON | 122.0 | |
| 14 | 44 | Andy NEATE | 100.5 | | | | 27 | Martin JOHNSON | 122.0 | |
| 15 | 5 | Matt JACKSON | 100.2 | | | | 20 | Alex MacDOWALL | 121.6 | |
| 16 | 22 | Tom BOARDMAN | 99.6 | | | | 98 | Matt HAMILTON | 121.6 | |
| 17 | 43 | Lea WOOD | 99.1 | | | | 43 | Lea WOOD | 121.1 | |
| 18 | 28 | John GEORGE | 99.0 | | | | 22 | Tom BOARDMAN | 120.5 | |

Weather / Track : Cloudy / Dry

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Brands Hatch Indy 1 Int
 Circuit Length = 1.1986 miles
 Start: 14:00 End: 17:01

Printed - 17.02 Tuesday, 23 March 2010

2010 Dunlop MSA British Touring Car Championship

AFTERNOON TEST SESSION - BEST SECTOR TIMES

| SECTOR 1 | | | SECTOR 2 | | | IDEAL / BEST COMPARISON | | | | | | |
|--------------------|----|-------------|----------|----|-------------|-------------------------|-----|----|-------------|---------------|--------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 2 | PLATO | 29.030 | 23 | CHILTON | 19.601 | 1 | 2 | PLATO | 48.662 | 48.662 | 0.000 |
| 2 | 52 | SHEDDEN | 29.175 | 29 | O'NEILL | 19.622 | 2 | 52 | SHEDDEN | 48.809 | 48.817 | 0.008 |
| 3 | 11 | KANE | 29.182 | 2 | PLATO | 19.632 | 3 | 23 | CHILTON | 48.829 | 48.829 | 0.000 |
| 4 | 6 | COLLARD | 29.189 | 52 | SHEDDEN | 19.634 | 4 | 11 | KANE | 48.897 | 48.920 | 0.023 |
| 5 | 23 | CHILTON | 29.228 | 4 | NEAL | 19.650 | 5 | 4 | NEAL | 48.930 | 48.930 | 0.000 |
| 6 | 4 | NEAL | 29.280 | 21 | ONSLow-COLE | 19.683 | 6 | 6 | COLLARD | 48.963 | 48.963 | 0.000 |
| 7 | 20 | MacDOWALL | 29.373 | 11 | KANE | 19.715 | 7 | 20 | MacDOWALL | 49.104 | 49.171 | 0.067 |
| 8 | 21 | ONSLow-COLE | 29.461 | 20 | MacDOWALL | 19.731 | 8 | 29 | O'NEILL | 49.108 | 49.193 | 0.085 |
| 9 | 5 | JACKSON | 29.478 | 6 | COLLARD | 19.774 | 9 | 21 | ONSLow-COLE | 49.144 | 49.144 | 0.000 |
| 10 | 29 | O'NEILL | 29.486 | 44 | NEATE | 19.847 | 10 | 5 | JACKSON | 49.354 | 49.418 | 0.064 |
| 11 | 77 | JORDAN | 29.593 | 77 | JORDAN | 19.870 | 11 | 44 | NEATE | 49.462 | 49.462 | 0.000 |
| 12 | 98 | HAMILTON | 29.614 | 5 | JACKSON | 19.876 | 12 | 77 | JORDAN | 49.463 | 49.499 | 0.036 |
| 13 | 44 | NEATE | 29.615 | 55 | PINKNEY | 19.927 | 13 | 55 | PINKNEY | 49.583 | 49.583 | 0.000 |
| 14 | 55 | PINKNEY | 29.656 | 27 | JOHNSON | 19.980 | 14 | 98 | HAMILTON | 49.617 | 49.639 | 0.022 |
| 15 | 22 | BOARDMAN | 29.869 | 98 | HAMILTON | 20.003 | 15 | 22 | BOARDMAN | 49.920 | 49.949 | 0.029 |
| 16 | 27 | JOHNSON | 30.064 | 22 | BOARDMAN | 20.051 | 16 | 27 | JOHNSON | 50.044 | 50.085 | 0.041 |
| 17 | 43 | WOOD | 30.100 | 43 | WOOD | 20.141 | 17 | 43 | WOOD | 50.241 | 50.472 | 0.231 |
| 18 | 28 | GEORGE | 30.448 | 28 | GEORGE | 20.461 | 18 | 28 | GEORGE | 50.909 | 51.215 | 0.306 |
| Perfect lap | | | | | | | | | | 48.631 | | |