



BRITISH TOURING CARS

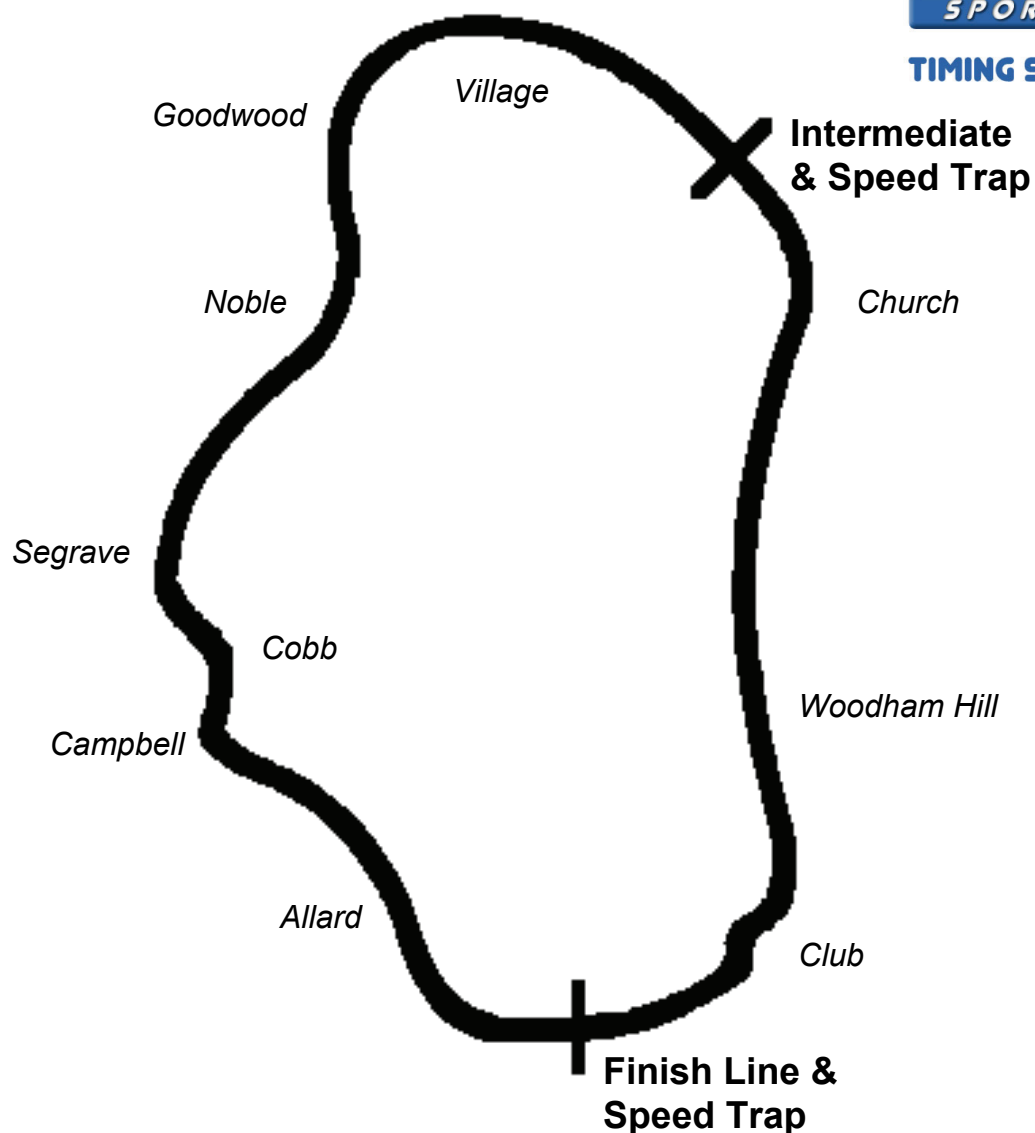
**Rounds 1, 2 & 3
Thruxton**

3rd / 4th April 2010



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

THRUXTON



Circuit Length: 2.356 miles / 3791.6 metres
Intermediate: 2247 metres
Pit In: 3697 metres
Pit Out: 100 metres after Finish Line
Pit In – Pit Out: 219 metres, @ 60kph = 13.1 seconds, @ 80kph = 9.8 seconds

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 1 - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	TIME	ON	LAPS	GAP	DIFF	MPH
1	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	1:24.407	15	17			100.48
2	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	1:24.643	16	17	0.236	0.236	100.20
3	888	I	Fabrizio GIOVANARDI (ITA) Uniq Racing with Triple Eight	Vauxhall Vectra	1:24.860	3	15	0.453	0.217	99.94
4	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	1:25.030	9	14	0.623	0.170	99.74
5	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	1:25.089	10	12	0.682	0.059	99.67
6	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	1:25.487	3	13	1.080	0.398	99.21
7	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	1:25.642	13	17	1.235	0.155	99.03
8	5	I	Matt JACKSON (GBR) Airwaves BMW	BMW 320si	1:26.019	13	16	1.612	0.377	98.60
9	22	I	Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	1:26.110	10	13	1.703	0.091	98.49
10	88	I	Phil GLEW (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:26.276	13	17	1.869	0.166	98.30
11	11	I	Steven KANE (GBR) Airwaves BMW	BMW 320si	1:26.724	5	14	2.317	0.448	97.79
12	6	I	Robert COLLARD (GBR) WSR	BMW 320si	1:26.882	9	14	2.475	0.158	97.62
13	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	1:27.470	5	13	3.063	0.588	96.96
14	27	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	1:27.846	13	19	3.439	0.376	96.55
15	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	1:28.112	4	13	3.705	0.266	96.25
16	99	I	Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	1:29.101	14	16	4.694	0.989	95.19
17	98	I	Matt HAMILTON (GBR) TH Motorsport	Honda Civic	1:29.141	5	5	4.734	0.040	95.14
18	44	I	Andy NEATE (GBR) WSR	BMW 320si	1:29.572	6	19	5.165	0.431	94.68
19	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:31.245	10	10	6.838	1.673	92.95
20	28	I	John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:36.705	7	7	12.298	5.460	87.70

Weather / Track : Cloudy / Drying

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

Thruxton
Circuit Length = 2.3560 miles
Start: 09:54 End: 10:35

Clerk of Course :		Timekeeper :
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2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 1 - SECTOR ANALYSIS

2	Jason PLATO		Silverline Chevrolet								
1-	57.223	116.5	In		3:38.912P	8-	53.164	123.1	33.428	97.7	1:26.592
2-	Out	116.7	35.832	96.1	1:35.019	9-	51.900	122.0	33.130	97.7	1:25.030
3-	56.613	114.3	In		3:00.398P	10-	52.109	121.6	33.214	97.4	1:25.323
4-	Out	94.1	36.893	96.6	1:33.710	11-	52.105	122.5	33.072	97.3	1:25.177
5-	52.968	122.5	In		2:56.356P	12-	54.664	120.3	In		3:55.835P
6-	Out	117.9	37.937	95.9	1:36.181	13-	Out	115.7	In		3:04.145P
7-	53.379	122.9	33.505	97.8	1:26.884	14-	Out	117.7	In		3:02.203P
4	Matt NEAL		Honda Racing Team								
1-	54.713	122.5	33.945	96.4	1:28.658	10-	Out	121.8	34.079	96.7	1:29.809
2-	52.319	123.8	33.980	95.2	1:26.299	11-	52.523	121.6	33.325	95.6	1:25.848
3-	52.230	122.7	33.614	95.2	1:25.844	12-	52.960	121.4	In		3:17.331P
4-	52.182	122.2	33.452	95.5	1:25.634	13-	Out	109.5	34.519	97.4	1:34.803
5-	54.054	119.8	In		7:30.050P	14-	54.445	122.2	35.211	98.1	1:29.656
6-	Out	122.5	33.678	96.7	1:29.856	15-	51.617	122.5	32.790	96.1	1:24.407
7-	52.267	122.7	33.240	95.9	1:25.507	16-	52.993	121.6	In		3:50.925P
8-	52.504	122.5	33.672	95.3	1:26.176	17-	Out	121.6	35.468	97.7	1:31.917
9-	52.883	121.4	In		4:43.569P						
5	Matt JACKSON		I Airwaves BMW								
1-	55.667	120.1	35.588	94.1	1:31.255	9-	53.640	121.6	34.622	96.3	1:28.262
2-	53.968	119.4	34.714	95.2	1:28.682	10-	54.295	120.3	34.510	96.3	1:28.805
3-	53.188	122.0	34.508	95.1	1:27.696	11-	54.064	120.3	In		6:55.178P
4-	53.515	122.0	34.427	95.9	1:27.942	12-	Out	121.6	34.590	97.8	1:28.968
5-	54.000	122.0	34.970	94.9	1:28.970	13-	52.543	122.2	33.476	97.5	1:26.019
6-	53.978	121.8	34.464	95.3	1:28.442	14-	53.429	118.4	In		4:20.094P
7-	53.753	120.9	In		7:08.624P	15-	Out	94.5	41.897	88.0	1:51.340
8-	Out	122.0	34.493	96.1	1:33.183	16-	1:01.538	115.1	39.062	91.2	1:40.600
6	Robert COLLARD		I WSR								
1-	55.470	121.8	34.848	95.2	1:30.318	8-	53.455	120.5	34.116	95.7	1:27.571
2-	53.639	122.2	34.468	95.9	1:28.107	9-	52.868	122.0	34.014	96.4	1:26.882
3-	54.313	122.5	In		5:36.213P	10-	52.846	122.0	34.445	94.4	1:27.291
4-	Out	118.1	In		9:47.460P	11-	53.678	121.8	34.079	95.9	1:27.757
5-	Out	121.4	34.640	95.5	1:30.595	12-	53.272	121.6	In		4:11.474P
6-	53.578	121.6	34.262	96.1	1:27.840	13-	Out	110.9	41.121	82.0	1:44.684
7-	53.440	120.5	34.481	96.1	1:27.921	14-	1:01.420	117.3	In		3:01.599P
11	Steven KANE		I Airwaves BMW								
1-	56.016	122.0	36.010	96.3	1:32.026	8-	Out	123.4	34.775	95.3	1:32.373
2-	53.784	125.2	34.026	95.7	1:27.810	9-	53.704	125.4	44.867	95.9	1:38.571
3-	54.737	124.7	34.700	94.5	1:29.437	10-	1:21.035	82.0	In		11:14.475P
4-	53.637	122.9	34.146	96.3	1:27.783	11-	Out	120.9	35.446	94.9	1:32.786
5-	52.704	125.4	34.020	96.1	1:26.724	12-	54.080	123.6	34.740	96.6	1:28.820
6-	52.873	124.7	34.267	96.7	1:27.140	13-	54.067	123.8	34.685	93.6	1:28.752
7-	54.027	123.1	In		8:28.418P	14-	53.835	123.8	34.496	95.2	1:28.331
20	Alex MacDOWALL		Silverline Chevrolet								
1-	55.326	122.0	35.399	96.0	1:30.725	10-	Out	123.6	34.461	96.7	1:32.448
2-	53.956	122.9	34.888	96.3	1:28.844	11-	54.012	123.8	33.815	96.6	1:27.827
3-	53.580	123.6	34.672	95.6	1:28.252	12-	52.178	125.4	33.665	95.9	1:25.843
4-	53.294	122.9	34.997	96.1	1:28.291	13-	52.089	125.2	33.553	96.4	1:25.642
5-	53.319	122.7	34.801	95.9	1:28.120	14-	53.021	124.0	33.798	94.9	1:26.819
6-	53.218	123.4	34.807	96.6	1:28.025	15-	52.966	125.2	35.373	96.0	1:28.339
7-	54.459	121.8	34.130	96.4	1:28.589	16-	52.653	125.7	33.528	97.4	1:26.181
8-	55.584	122.2	34.885	96.3	1:30.469	17-	53.063	124.5	33.632	96.4	1:26.695
9-	53.963	122.2	In		9:38.020P						
21	Tom ONSLOW-COLE		I Team Aon								
1-	53.168	125.4	In		5:02.966P	8-	54.227	122.0	34.611	97.4	1:28.838
2-	Out	125.0	34.871	98.7	1:28.542	9-	54.275	121.4	33.972	95.6	1:28.247
3-	54.594	123.4	35.266	97.8	1:29.860	10-	54.778	121.6	34.509	96.1	1:29.287

Thruxton
Circuit Length = 2.3560 miles
Start: 09:54 End: 10:35

Weather / Track : Cloudy / Drying

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FREE PRACTICE SESSION 1 - SECTOR ANALYSIS

4 -	53.713	122.9	34.399	98.0	1:28.112	11 -	54.889	121.6	34.267	95.9	1:29.156
5 -	53.869	123.1	34.301	94.5	1:28.170	12 -	55.336	120.7	In		7:14.692P
6 -	53.957	121.1	In		5:34.017P	13 -	Out	123.4	34.263	99.0	1:28.791
7 -	Out	122.9	34.572	97.8	1:28.428						
22	Tom BOARDMAN					I	Special Tuning UK				
1 -	55.877	122.9	34.780	95.2	1:30.657	8 -	56.741	109.8	In		7:01.338P
2 -	54.451	120.9	34.077	94.2	1:28.528	9 -	Out	91.7	38.272	96.7	1:46.903
3 -	55.224	121.4	37.337	82.0	1:32.561	10 -	52.875	119.2	33.235	96.0	1:26.110
4 -	57.552	118.6	In		5:50.488P	11 -	53.555	117.9	33.532	96.4	1:27.087
5 -	Out	119.8	34.740	96.3	1:30.119	12 -	58.607	114.1	In		5:19.727P
6 -	54.513	119.2	34.210	95.9	1:28.723	13 -	Out	114.3	42.899	74.3	1:45.786
7 -	54.778	119.4	34.485	95.7	1:29.263						
23	Tom CHILTON					I	Team Aon				
1 -	52.046	122.7	33.626	97.3	1:25.672	7 -	Out	120.9	36.007	96.6	1:30.590
2 -	52.254	121.8	33.663	96.7	1:25.917	8 -	53.250	120.9	In		5:10.295P
3 -	53.324	121.4	In		6:41.534P	9 -	Out	119.0	36.832	98.8	1:36.564
4 -	Out	121.1	34.056	96.6	1:27.707	10 -	52.012	123.1	33.077	97.1	1:25.089
5 -	52.495	121.1	33.863	96.0	1:26.358	11 -	52.334	122.2	33.395	97.0	1:25.729
6 -	53.067	120.5	In		10:40.429P	12 -	53.220	121.4	33.814	96.7	1:27.034
27	Martin JOHNSON					I	Boulevard Team Racing				
1 -	55.712	121.4	35.364	94.0	1:31.076	11 -	53.879	120.5	34.527	94.9	1:28.406
2 -	54.778	122.0	35.100	94.9	1:29.878	12 -	54.079	121.1	34.467	94.2	1:28.546
3 -	54.654	121.6	In		1:51.646P	13 -	53.534	121.4	34.312	94.0	1:27.846
4 -	Out	119.4	In		4:29.444P	14 -	54.260	121.4	34.630	94.4	1:28.890
5 -	Out	120.5	36.393	95.6	1:33.351	15 -	53.967	121.8	34.643	93.1	1:28.610
6 -	54.269	120.7	35.479	93.6	1:29.748	16 -	54.543	121.4	34.720	93.6	1:29.263
7 -	53.988	122.0	34.622	94.8	1:28.610	17 -	54.610	120.5	34.542	92.9	1:29.152
8 -	53.896	121.6	34.546	93.2	1:28.442	18 -	54.607	120.5	35.006	92.1	1:29.613
9 -	53.913	121.1	34.827	94.0	1:28.740	19 -	54.808	121.1	34.874	94.8	1:29.682
10 -	53.872	121.1	34.452	95.2	1:28.324						
28	John GEORGE					I	Sunshine.co.uk with Tech-Speed Msport				
1 -	1:05.661	107.2	In		8:58.813P	5 -	1:00.088	118.1	In		3:31.340P
2 -	Out	105.2	In		18:52.732P	6 -	Out	117.3	36.998	90.6	1:39.769
3 -	Out	63.5	43.092	81.7	2:06.088	7 -	59.499	119.0	37.206	91.5	1:36.705
4 -	1:02.714	117.1	37.881	73.3	1:40.595						
29	Paul O'NEILL					I	Sunshine.co.uk with Tech-Speed Msport				
1 -	1:00.092	118.6	In		9:24.518P	6 -	Out	98.7	41.592	85.3	1:46.504
2 -	Out	118.1	In		11:55.226P	7 -	1:01.531	118.1	40.012	66.7	1:41.543
3 -	Out	110.7	41.405	85.3	1:50.029	8 -	59.556	98.3	In		3:28.108P
4 -	1:00.850	116.3	37.947	88.3	1:38.797	9 -	Out	120.1	38.842	92.9	1:41.953
5 -	59.735	118.8	In		3:33.906P	10 -	56.130	122.2	35.115	94.5	1:31.245
44	Andy NEATE					I	WSR				
1 -	59.011	119.2	36.724	94.0	1:35.735	11 -	55.692	119.2	36.131	94.8	1:31.823
2 -	57.381	115.5	36.701	92.8	1:34.082	12 -	55.725	121.4	35.706	94.2	1:31.431
3 -	57.403	113.7	36.079	94.9	1:33.482	13 -	55.978	119.8	In		7:54.289P
4 -	56.223	122.9	35.554	94.8	1:31.777	14 -	Out	118.8	36.444	94.9	1:35.605
5 -	56.147	122.9	35.376	95.1	1:31.523	15 -	55.007	121.1	35.340	94.1	1:30.347
6 -	54.167	121.8	35.405	94.9	1:29.572	16 -	54.557	120.5	35.713	95.2	1:30.270
7 -	54.829	121.6	In		4:39.419P	17 -	56.486	111.8	36.350	95.5	1:32.836
8 -	Out	120.5	37.857	81.2	1:35.482	18 -	54.229	121.6	35.549	94.9	1:29.778
9 -	54.827	122.0	35.947	94.9	1:30.774	19 -	54.278	120.5	35.412	95.5	1:29.690
10 -	55.085	118.4	36.375	94.4	1:31.460						
52	Gordon SHEDDEN						Honda Racing Team				
1 -	54.885	122.0	34.977	96.1	1:29.862	10 -	Out	122.5	33.836	96.6	1:30.560
2 -	52.875	123.4	33.544	96.3	1:26.419	11 -	52.027	121.8	33.457	95.3	1:25.484
3 -	52.911	121.8	33.891	95.7	1:26.802	12 -	52.728	120.3	33.461	95.3	1:26.189
4 -	52.352	121.6	In		4:19.408P	13 -	53.165	122.2	In		4:45.845P

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FREE PRACTICE SESSION 1 - SECTOR ANALYSIS

5 -	Out	120.7	38.583	96.3	1:38.771	14 -	Out	122.0	33.987	96.0	1:32.787
6 -	52.259	121.4	33.766	95.5	1:26.025	15 -	51.911	116.9	33.272	95.9	1:25.183
7 -	52.192	120.9	33.522	95.9	1:25.714	16 -	51.740	122.2	32.903	94.6	1:24.643
8 -	52.256	120.3	33.399	96.1	1:25.655	17 -	52.201	121.4	33.587	78.9	1:25.788
9 -	54.038	120.5	In		3:26.549P						
55	David PINKNEY Pinkney Motorsport										
1 -	1:13.222	78.2	In		4:25.236P	8 -	Out	120.1	36.027	95.3	1:30.764
2 -	Out	99.9	In		6:05.706P	9 -	53.661	120.7	34.099	94.8	1:27.760
3 -	Out	117.3	36.487	95.9	1:37.968	10 -	53.711	120.3	34.528	93.7	1:28.239
4 -	56.336	122.5	34.487	95.9	1:30.823	11 -	54.076	108.6	In		4:36.082P
5 -	52.785	122.2	34.685	93.2	1:27.470	12 -	Out	121.4	34.499	95.2	1:28.449
6 -	53.717	118.4	35.169	93.3	1:28.886	13 -	53.534	120.7	34.556	91.2	1:28.090
7 -	53.821	119.6	In		7:38.439P						
77	Andrew JORDAN Pirtek Racing										
1 -	55.292	122.9	33.871	98.3	1:29.163	8 -	Out	123.1	33.753	97.5	1:30.107
2 -	52.722	124.0	32.887	98.0	1:25.609	9 -	52.697	122.7	33.074	97.4	1:25.771
3 -	52.484	124.0	33.003	96.7	1:25.487	10 -	53.144	122.2	32.831	97.4	1:25.975
4 -	55.975	114.9	In		12:15.440P	11 -	56.242	116.5	In		3:42.851P
5 -	Out	124.0	33.855	97.8	1:28.494	12 -	Out	115.9	38.940	88.4	1:46.494
6 -	1:13.306	122.9	34.142	97.5	1:47.448	13 -	59.718	119.8	In		2:52.225P
7 -	52.747	123.4	In		5:28.383P						
88	Phil GLEW Uniq Racing with Triple Eight										
1 -	57.438	120.3	35.467	95.3	1:32.905	10 -	53.790	122.7	In		4:34.719P
2 -	55.078	122.7	34.510	95.1	1:29.588	11 -	Out	122.2	34.472	94.5	1:29.065
3 -	53.629	124.0	34.382	95.5	1:28.011	12 -	52.879	123.6	33.721	94.9	1:26.600
4 -	53.825	124.3	34.024	95.1	1:27.849	13 -	52.775	124.0	33.501	95.3	1:26.276
5 -	53.669	122.7	In		7:36.965P	14 -	53.039	124.5	33.817	94.9	1:26.856
6 -	Out	120.7	34.683	94.9	1:30.925	15 -	52.997	122.9	33.510	95.1	1:26.507
7 -	53.128	122.7	34.179	95.3	1:27.307	16 -	52.809	123.4	33.492	94.4	1:26.301
8 -	52.768	123.8	33.894	95.6	1:26.662	17 -	53.136	122.9	In		1:48.194P
9 -	52.753	124.0	33.797	94.9	1:26.550						
98	Matt HAMILTON TH Motorsport										
1 -	56.341	113.9	35.694	93.5	1:32.035	4 -				93.9	1:29.910
2 -	56.443	113.9	In		15:49.799P	5 -	54.701	119.2	34.440	93.9	1:29.141
3 -	Out	113.2	36.577	93.2	1:37.209						
99	Shaun HOLLAMBY AmD Milltek Racing.com										
1 -	1:03.387	109.5	In		3:50.905P	9 -	Out	114.5	36.442	94.0	1:36.289
2 -	Out	110.4	39.928	91.7	1:44.363	10 -	54.809	116.3	36.442	93.5	1:31.251
3 -	59.069	113.9	39.033	92.2	1:38.102	11 -	54.470	117.1	36.057	94.4	1:30.527
4 -	57.790	115.7	38.686	92.8	1:36.476	12 -	54.253	117.3	40.991	93.3	1:35.244
5 -	57.456	117.1	37.354	92.6	1:34.810	13 -	54.245	117.5	35.145	93.9	1:29.390
6 -	56.501	118.1	36.910	93.2	1:33.411	14 -	54.055	117.5	35.046	94.1	1:29.101
7 -	56.055	116.9	36.635	93.1	1:32.690	15 -	54.943	95.9	In		5:01.830P
8 -	56.197	116.3	In		7:44.889P	16 -	Out	114.1	35.933	92.6	1:38.440
888	Fabrizio GIOVANARDI Uniq Racing with Triple Eight										
1 -	52.998	123.6	33.206	96.8	1:26.204	9 -	52.593	120.7	In		8:04.086P
2 -	51.893	119.8	33.163	95.2	1:25.056	10 -	Out	120.3	34.051	92.9	1:29.175
3 -	51.782	121.8	33.078	94.5	1:24.860	11 -	52.703	120.9	33.915	93.9	1:26.618
4 -	54.306	119.2	In		6:56.264P	12 -	52.178	122.5	34.569	93.1	1:26.747
5 -	Out	117.3	38.211	91.9	1:37.931	13 -	52.396	120.9	33.373	94.6	1:25.769
6 -	55.024	120.9	35.115	92.8	1:30.139	14 -	52.226	122.5	33.917	94.8	1:26.143
7 -	53.616	123.4	34.170	93.9	1:27.786	15 -	54.421	121.1	In		4:03.455P
8 -	52.978	123.4	33.864	94.4	1:26.842						

Thrupton
Circuit Length = 2.3560 miles
Start: 09:54 End: 10:35

Weather / Track : Cloudy / Drying

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 1 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	20	Alex MacDOWALL	125.7				21	Tom ONSLOW-COLE	99.0	
2	11	Steven KANE	125.4				23	Tom CHILTON	98.8	
3	21	Tom ONSLOW-COLE	125.4				77	Andrew JORDAN	98.3	
4	88	Phil GLEW	124.5				4	Matt NEAL	98.1	
5	77	Andrew JORDAN	124.0				2	Jason PLATO	97.8	
6	4	Matt NEAL	123.8				5	Matt JACKSON	97.8	
7	888	Fabrizio GIOVANARDI	123.6				20	Alex MacDOWALL	97.4	
8	52	Gordon SHEDDEN	123.4				888	Fabrizio GIOVANARDI	96.8	
9	2	Jason PLATO	123.1				11	Steven KANE	96.7	
10	23	Tom CHILTON	123.1				22	Tom BOARDMAN	96.7	
11	22	Tom BOARDMAN	122.9				52	Gordon SHEDDEN	96.6	
12	44	Andy NEATE	122.9				6	Robert COLLARD	96.4	
13	6	Robert COLLARD	122.5				55	David PINKNEY	95.9	
14	55	David PINKNEY	122.5				27	Martin JOHNSON	95.6	
15	5	Matt JACKSON	122.2				88	Phil GLEW	95.6	
16	29	Paul O'NEILL	122.2				44	Andy NEATE	95.5	
17	27	Martin JOHNSON	122.0				29	Paul O'NEILL	94.5	
18	98	Matt HAMILTON	119.2				99	Shaun HOLLAMBY	94.4	
19	28	John GEORGE	119.0				98	Matt HAMILTON	93.9	
20	99	Shaun HOLLAMBY	118.1				28	John GEORGE	91.5	

Weather / Track : Cloudy / Drying

www.tsl-timing.com

Thruxton
Circuit Length = 2.3560 miles
Start: 09:54 End: 10:35

Printed - 10.37 Saturday, 03 April 2010

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 1 - BEST SECTOR TIMES

SECTOR 1			SECTOR 2			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	4	NEAL	51.617	4	NEAL	32.790	1	4	NEAL	1:24.407	1:24.407	0.000
2	52	SHEDDEN	51.740	77	JORDAN	32.831	2	52	SHEDDEN	1:24.643	1:24.643	0.000
3	888	GIOVANARDI	51.782	52	SHEDDEN	32.903	3	888	GIOVANARDI	1:24.860	1:24.860	0.000
4	2	PLATO	51.900	2	PLATO	33.072	4	2	PLATO	1:24.972	1:25.030	0.058
5	23	CHILTON	52.012	23	CHILTON	33.077	5	23	CHILTON	1:25.089	1:25.089	0.000
6	20	MacDOWALL	52.089	888	GIOVANARDI	33.078	6	77	JORDAN	1:25.315	1:25.487	0.172
7	77	JORDAN	52.484	22	BOARDMAN	33.235	7	20	MacDOWALL	1:25.617	1:25.642	0.025
8	5	JACKSON	52.543	5	JACKSON	33.476	8	5	JACKSON	1:26.019	1:26.019	0.000
9	11	KANE	52.704	88	GLEW	33.492	9	22	BOARDMAN	1:26.110	1:26.110	0.000
10	88	GLEW	52.753	20	MacDOWALL	33.528	10	88	GLEW	1:26.245	1:26.276	0.031
11	55	PINKNEY	52.785	21	ONSLow-COLE	33.972	11	11	KANE	1:26.724	1:26.724	0.000
12	6	COLLARD	52.846	6	COLLARD	34.014	12	6	COLLARD	1:26.860	1:26.882	0.022
13	22	BOARDMAN	52.875	11	KANE	34.020	13	55	PINKNEY	1:26.884	1:27.470	0.586
14	21	ONSLow-COLE	53.168	55	PINKNEY	34.099	14	21	ONSLow-COLE	1:27.140	1:28.112	0.972
15	27	JOHNSON	53.534	27	JOHNSON	34.312	15	27	JOHNSON	1:27.846	1:27.846	0.000
16	99	HOLLAMBY	54.055	98	HAMILTON	34.440	16	99	HOLLAMBY	1:29.101	1:29.101	0.000
17	44	NEATE	54.167	99	HOLLAMBY	35.046	17	98	HAMILTON	1:29.141	1:29.141	0.000
18	98	HAMILTON	54.701	29	O'NEILL	35.115	18	44	NEATE	1:29.507	1:29.572	0.065
19	29	O'NEILL	56.130	44	NEATE	35.340	19	29	O'NEILL	1:31.245	1:31.245	0.000
20	28	GEORGE	59.499	28	GEORGE	36.998	20	28	GEORGE	1:36.497	1:36.705	0.208
Perfect lap										1:24.407		

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 2 - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	TIME	ON	LAPS	GAP	DIFF	MPH
1	888	I	Fabrizio GIOVANARDI (ITA) Uniq Racing with Triple Eight	Vauxhall Vectra	1:17.981	3	14			108.76
2	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	1:18.254	6	12	0.273	0.273	108.38
3	5	I	Matt JACKSON (GBR) Airwaves BMW	BMW 320si	1:18.325	12	18	0.344	0.071	108.28
4	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	1:18.534	4	15	0.553	0.209	107.99
5	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	1:18.542	10	13	0.561	0.008	107.98
6	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	1:18.585	8	20	0.604	0.043	107.92
7	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	1:18.946	6	17	0.965	0.361	107.43
8	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:19.077	6	19	1.096	0.131	107.25
9	88	I	Phil GLEW (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:19.259	5	21	1.278	0.182	107.01
10	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	1:19.280	4	18	1.299	0.021	106.98
11	6	I	Robert COLLARD (GBR) WSR	BMW 320si	1:19.422	4	16	1.441	0.142	106.79
12	22	I	Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	1:19.599	3	19	1.618	0.177	106.55
13	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	1:19.696	2	20	1.715	0.097	106.42
14	11	I	Steven KANE (GBR) Airwaves BMW	BMW 320si	1:19.699	9	15	1.718	0.003	106.41
15	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	1:19.844	2	13	1.863	0.145	106.22
16	98	I	Matt HAMILTON (GBR) TH Motorsport	Honda Civic	1:20.188	8	18	2.207	0.344	105.77
17	27	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	1:20.672	4	13	2.691	0.484	105.13
18	28	I	John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:20.841	5	19	2.860	0.169	104.91
19	99	I	Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	1:21.939	12	13	3.958	1.098	103.51
20	44	I	Andy NEATE (GBR) WSR	BMW 320si	1:22.088	15	15	4.107	0.149	103.32

Weather / Track : Cloudy / Dry

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

Thruxton
Circuit Length = 2.3560 miles
Start: 12:10 End: 12:51

Clerk of Course :	Timekeeper :
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2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 2 - SECTOR ANALYSIS

2	Jason PLATO				Silverline Chevrolet						
1-	48.905	126.6	31.179	100.3	1:20.084	10-	49.347	126.1	31.184	100.5	1:20.531
2-	48.462	126.4	31.001	100.8	1:19.463	11-	48.698	126.4	31.573	98.8	1:20.271
3-	48.117	126.9	30.880	100.6	1:18.997	12-	48.732	126.9	31.074	100.5	1:19.806
4-	47.990	127.3	31.044	100.2	1:19.034	13-	48.691	127.1	31.180	100.5	1:19.871
5-	48.365	125.4	31.101	100.8	1:19.466	14-	48.737	126.9	31.248	100.2	1:19.985
6-	48.121	126.9	30.825	100.8	1:18.946	15-	49.163	127.1	31.315	100.8	1:20.478
7-	48.923	126.6	31.396	100.3	1:20.319	16-	48.949	126.4	31.139	100.3	1:20.088
8-	48.626	126.1	31.201	100.8	1:19.827	17-	48.819	126.9	31.116	100.2	1:19.935
9-	48.517	126.9	31.057	100.5	1:19.574						
4	Matt NEAL				Honda Racing Team						
1-	48.202	127.6	30.828	99.4	1:19.030	7-	48.055	126.9	30.607	100.6	1:18.662
2-	47.689	127.8	30.679	99.9	1:18.368	8-	48.322	126.6	30.451	100.6	1:18.773
3-	47.734	127.6	30.543	100.9	1:18.277	9-	48.214	126.6	30.545	100.2	1:18.759
4-	51.640	119.0	In		5:11.920P	10-	48.576	126.6	30.714	100.6	1:19.290
5-	Out	113.7	34.816	100.8	1:31.461	11-	48.707	121.8	In		5:27.967P
6-	47.889	127.6	30.365	100.8	1:18.254	12-	Out	90.7	40.354	89.8	1:42.272
5	Matt JACKSON				I Airwaves BMW						
1-	51.108	124.5	32.759	99.7	1:23.867	10-	Out	123.6	32.514	99.6	1:34.212
2-	49.583	126.1	31.794	99.9	1:21.377	11-	48.277	126.9	31.160	101.1	1:19.437
3-	48.815	125.2	32.642	97.1	1:21.457	12-	47.666	128.1	30.659	101.1	1:18.325
4-	48.644	126.6	31.149	100.8	1:19.793	13-	47.712	127.8	30.689	101.4	1:18.401
5-	48.638	125.0	31.317	99.9	1:19.955	14-	48.122	126.9	In		4:29.160P
6-	49.099	125.0	31.667	99.1	1:20.766	15-	Out	112.2	34.258	100.5	1:25.843
7-	49.383	125.9	31.653	99.4	1:21.036	16-	48.763	126.6	30.969	101.2	1:19.732
8-	49.605	125.4	31.694	99.9	1:21.299	17-	48.446	127.1	31.096	100.8	1:19.542
9-	49.708	125.0	In		4:53.019P	18-	48.858	126.6	In		4:42.411P
6	Robert COLLARD				I WSR						
1-	53.627	90.9	37.295	98.7	1:30.922	9-	49.236	126.9	31.447	100.2	1:20.683
2-	49.526	126.9	31.396	100.8	1:20.922	10-	48.615	126.1	31.467	100.0	1:20.082
3-	48.483	127.3	31.187	100.5	1:19.670	11-	50.372	125.9	In		3:35.586P
4-	48.312	126.9	31.110	100.6	1:19.422	12-	Out	127.1	31.528	100.6	1:24.118
5-	48.467	126.9	31.486	100.8	1:19.953	13-	48.775	126.4	31.178	100.6	1:19.953
6-	48.670	125.7	31.443	100.8	1:20.113	14-	48.827	126.4	31.276	100.5	1:20.103
7-	50.403	125.4	In		6:49.160P	15-	49.422	127.1	In		4:24.881P
8-	Out	124.7	32.569	101.2	1:24.565	16-	Out	126.1	32.089	100.5	1:25.440
11	Steven KANE				I Airwaves BMW						
1-	59.213	116.3	In		4:31.486P	9-	48.403	127.3	31.296	100.3	1:19.699
2-	Out	100.5	In		4:22.352P	10-	48.741	126.6	31.564	100.0	1:20.305
3-	Out	122.7	34.130	98.8	1:36.576	11-	51.621	123.4	In		3:15.708P
4-	49.275	127.3	31.613	99.1	1:20.888	12-	Out	125.9	31.757	100.6	1:29.583
5-	48.528	127.3	31.385	99.7	1:19.913	13-	49.342	127.1	31.547	100.5	1:20.889
6-	48.490	126.4	31.366	99.7	1:19.856	14-	51.146	125.7	32.329	99.7	1:23.475
7-	56.722	120.7	In		4:40.270P	15-	49.218	125.7	31.566	99.0	1:20.784
8-	Out	126.9	31.724	100.0	1:28.338						
20	Alex MacDOWALL				Silverline Chevrolet						
1-	49.383	127.6	32.075	100.3	1:21.458	8-	48.759	127.1	31.534	98.7	1:20.293
2-	48.366	127.8	31.478	99.9	1:19.844	9-	49.040	127.1	32.573	99.4	1:21.613
3-	48.242	128.1	32.493	98.3	1:20.735	10-	48.925	127.6	In		10:54.706P
4-	50.226	127.6	31.374	99.3	1:21.600	11-	Out	127.1	31.640	100.5	1:24.044
5-	48.737	128.6	31.723	99.9	1:20.460	12-	49.417	126.4	31.545	100.3	1:20.962
6-	48.584	128.3	31.634	99.4	1:20.218	13-	48.705	127.1	31.427	100.0	1:20.132
7-	48.482	128.1	31.461	99.9	1:19.943						
21	Tom ONSLOW-COLE				I Team Aon						
1-	48.492	129.6	31.455	101.8	1:19.947	11-	49.562	127.1	31.862	101.5	1:21.424
2-	48.227	128.8	31.469	102.1	1:19.696	12-	49.468	128.1	31.282	101.8	1:20.750
3-	48.594	128.3	32.152	101.1	1:20.746	13-	49.283	128.6	31.358	101.7	1:20.641

Thruxton
Circuit Length = 2.3560 miles
Start: 12:10 End: 12:51

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 2 - SECTOR ANALYSIS

4 -	49.357	128.3	31.567	101.1	1:20.924	14 -	50.239	126.6	31.401	102.0	1:21.640
5 -	49.121	128.3	31.335	102.1	1:20.456	15 -	49.504	128.6	31.341	101.8	1:20.845
6 -	49.198	128.1	31.640	101.8	1:20.838	16 -	49.271	128.3	31.182	100.2	1:20.453
7 -	49.482	127.6	31.849	101.2	1:21.331	17 -	51.344	126.1	In		10:43.625P
8 -	49.546	128.1	31.846	102.0	1:21.392	18 -	Out	126.6	34.106	102.5	1:28.110
9 -	49.858	128.3	32.451	100.8	1:22.309	19 -	49.218	128.8	31.129	103.7	1:20.347
10 -	50.034	127.8	31.744	101.1	1:21.778	20 -	49.152	129.6	31.154	102.6	1:20.306
22	Tom BOARDMAN Special Tuning UK										
1 -	53.316	124.7	32.834	99.0	1:26.150	11 -	48.982	125.9	31.377	98.4	1:20.359
2 -	48.872	126.6	31.104	100.0	1:19.976	12 -	49.430	124.7	31.429	99.6	1:20.859
3 -	48.421	126.4	31.178	100.5	1:19.599	13 -	49.291	125.7	31.653	99.4	1:20.944
4 -	48.656	124.7	31.149	100.2	1:19.805	14 -	49.469	125.4	31.548	99.4	1:21.017
5 -	55.636	124.7	In		5:07.772P	15 -	49.490	125.2	31.243	99.3	1:20.733
6 -	Out	126.4	31.777	99.4	1:23.445	16 -	49.369	125.2	31.315	99.7	1:20.684
7 -	49.027	126.4	31.354	99.4	1:20.381	17 -	49.276	125.9	31.203	99.4	1:20.479
8 -	49.115	125.7	31.164	99.6	1:20.279	18 -	49.516	124.5	31.418	99.9	1:20.934
9 -	49.153	125.0	31.469	99.6	1:20.622	19 -	49.643	125.7	In		2:35.653P
10 -	49.054	126.1	31.113	99.7	1:20.167						
23	Tom CHILTON Team Aon										
1 -	48.186	128.8	31.199	100.2	1:19.385	8 -	Out	122.0	In		2:49.560P
2 -	48.142	127.8	30.776	102.6	1:18.918	9 -	Out	127.6	31.200	103.1	1:23.475
3 -	49.587	96.0	In		9:18.703P	10 -	47.810	128.3	30.732	102.0	1:18.542
4 -	Out	123.4	32.335	102.1	1:25.671	11 -	48.354	127.1	30.754	102.1	1:19.108
5 -	48.447	127.1	30.943	102.0	1:19.390	12 -	48.757	126.1	In		3:09.858P
6 -	48.979	126.9	In		5:54.294P	13 -	Out	127.3	31.688	102.0	1:24.021
7 -	Out	126.6	In		3:01.763P						
27	Martin JOHNSON Boulevard Team Racing										
1 -	50.348	127.1	32.061	98.1	1:22.409	8 -	49.449	126.4	31.386	98.5	1:20.835
2 -	48.930	127.8	32.013	98.7	1:20.943	9 -	49.735	124.7	32.132	96.0	1:21.867
3 -	49.191	126.6	31.875	97.4	1:21.066	10 -	54.936	121.1	34.928	98.4	1:29.864
4 -	49.153	126.4	31.519	97.8	1:20.672	11 -	50.046	124.7	31.395	98.0	1:21.441
5 -	49.492	126.1	33.354	97.1	1:22.846	12 -	49.788	124.5	31.507	97.8	1:21.295
6 -	49.683	125.2	32.093	96.1	1:21.776	13 -	50.296	125.9	31.390	97.7	1:21.686
7 -	55.812	109.8	34.510	97.8	1:30.322						
28	John GEORGE Sunshine.co.uk with Tech-Speed Msport										
1 -	55.457	123.4	In		3:10.441P	11 -	50.160	125.9	31.954	99.7	1:22.114
2 -	Out	125.2	33.443	98.3	1:27.988	12 -	49.783	116.7	33.996	98.3	1:23.779
3 -	50.432	125.0	32.600	99.6	1:23.032	13 -	50.374	125.2	32.360	99.4	1:22.734
4 -	50.981	126.4	32.056	99.1	1:23.037	14 -	50.243	125.2	32.171	99.9	1:22.414
5 -	48.884	126.6	31.957	99.6	1:20.841	15 -	50.143	124.0	In		6:07.983P
6 -	50.099	125.2	32.829	100.3	1:22.928	16 -	Out	97.5	36.388	95.7	1:35.005
7 -	49.945	125.7	32.406	99.9	1:22.351	17 -	52.813	123.4	In		3:29.717P
8 -	50.223	123.8	32.194	100.2	1:22.417	18 -	Out	124.5	32.737	98.8	1:27.638
9 -	50.687	122.2	34.183	99.6	1:24.870	19 -	49.687	125.9	31.801	100.5	1:21.488
10 -	49.706	125.4	32.127	99.4	1:21.833						
29	Paul O'NEILL Sunshine.co.uk with Tech-Speed Msport										
1 -	55.578	121.1	In		3:09.366P	11 -	49.970	124.3	31.818	100.3	1:21.788
2 -	Out	123.1	33.316	98.5	1:28.883	12 -	48.964	127.8	34.886	98.1	1:23.850
3 -	50.158	127.1	31.936	100.6	1:22.094	13 -	49.260	127.6	32.415	99.4	1:21.675
4 -	52.315	126.6	31.645	100.2	1:23.960	14 -	48.542	128.3	31.261	100.6	1:19.803
5 -	48.716	128.1	31.061	100.9	1:19.777	15 -	49.182	127.8	In		11:16.286P
6 -	48.088	128.3	30.989	100.9	1:19.077	16 -	Out	127.3	31.479	100.9	1:22.769
7 -	48.462	127.3	30.744	100.0	1:19.206	17 -	49.073	126.1	31.144	100.6	1:20.217
8 -	48.672	126.6	30.859	100.8	1:19.531	18 -	48.699	127.6	34.380	100.0	1:23.079
9 -	48.503	128.1	32.055	90.9	1:20.558	19 -	49.257	127.6	31.259	101.4	1:20.516
10 -	1:00.688	114.9	36.683	96.6	1:37.371						
44	Andy NEATE WSR										
1 -	57.329	122.0	34.134	97.1	1:31.463	9 -	50.263	125.7	32.413	99.0	1:22.676
2 -	52.884	124.5	32.493	98.7	1:25.377	10 -	50.379	125.9	32.762	98.4	1:23.141

Thruxton
Circuit Length = 2.3560 miles
Start: 12:10 End: 12:51

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 2 - SECTOR ANALYSIS

3 -	50.294	125.4	32.419	98.5	1:22.713	11 -	50.305	125.9	32.278	98.4	1:22.583
4 -	50.353	125.7	32.880	98.1	1:23.233	12 -	50.266	125.4	32.240	97.4	1:22.506
5 -	1:22.945	104.4	In		4:49.085P	13 -	50.282	125.0	34.403	95.6	1:24.685
6 -	Out	100.9	36.223	98.3	1:33.248	14 -	52.812	125.2	32.367	98.8	1:25.179
7 -	50.843	124.3	32.824	97.8	1:23.667	15 -	49.945	125.9	32.143	97.8	1:22.088
8 -	50.786	125.9	32.168	98.4	1:22.954						
52	Gordon SHEDDEN					Honda Racing Team					
1 -	54.715	121.8	In		3:04.691P	11 -	48.156	126.9	30.918	99.7	1:19.074
2 -	Out	123.8	32.447	99.7	1:27.212	12 -	48.405	125.7	31.115	98.4	1:19.520
3 -	47.851	125.4	31.437	99.6	1:19.288	13 -	48.344	126.6	31.078	99.1	1:19.422
4 -	47.797	126.4	30.992	99.9	1:18.789	14 -	48.541	126.4	30.880	99.6	1:19.421
5 -	54.006	123.8	In		3:18.060P	15 -	48.398	126.9	31.021	99.6	1:19.419
6 -	Out	113.7	33.290	100.0	1:30.668	16 -	48.500	126.4	30.985	99.4	1:19.485
7 -	47.945	126.4	30.740	100.2	1:18.685	17 -	49.431	125.9	31.041	99.3	1:20.472
8 -	47.967	125.9	30.618	100.6	1:18.585	18 -	48.712	125.9	In		4:12.995P
9 -	48.103	126.4	30.621	100.5	1:18.724	19 -	Out	121.8	In		3:55.484P
10 -	48.064	126.4	30.975	99.0	1:19.039	20 -	Out	115.3	32.570	100.9	1:25.979
55	David PINKNEY					I Pinkney Motorsport					
1 -	51.918	123.4	In		3:20.269P	10 -	50.460	121.8	32.756	98.8	1:23.216
2 -	Out	127.1	31.712	100.6	1:23.176	11 -	49.185	125.4	31.479	99.1	1:20.664
3 -	48.549	126.1	31.146	102.1	1:19.695	12 -	49.310	124.3	31.602	98.1	1:20.912
4 -	48.376	127.3	30.904	98.1	1:19.280	13 -	49.578	124.7	31.376	98.5	1:20.954
5 -	49.118	123.8	31.655	98.8	1:20.773	14 -	52.715	115.1	In		4:34.277P
6 -	58.338	100.6	In		4:57.336P	15 -	Out	122.2	32.359	98.7	1:24.167
7 -	Out	124.3	31.808	98.5	1:23.032	16 -	49.307	123.8	31.574	99.9	1:20.881
8 -	49.381	125.0	31.589	99.3	1:20.970	17 -	49.387	123.1	31.657	99.7	1:21.044
9 -	49.008	126.4	31.290	98.3	1:20.298	18 -	49.519	123.8	31.536	99.6	1:21.055
77	Andrew JORDAN					I Pirtek Racing					
1 -	53.017	125.0	In		3:25.912P	9 -	51.269	122.7	In		15:42.739P
2 -	Out	127.6	31.043	102.0	1:25.287	10 -	Out	126.4	31.420	100.6	1:22.106
3 -	48.673	127.8	30.494	101.1	1:19.167	11 -	49.228	126.6	31.404	101.4	1:20.632
4 -	48.091	127.3	30.443	100.9	1:18.534	12 -	48.961	126.4	30.518	101.1	1:19.479
5 -	48.236	127.3	30.307	100.9	1:18.543	13 -	49.166	125.9	30.614	100.9	1:19.780
6 -	48.769	126.4	30.486	101.8	1:19.255	14 -	49.003	126.4	30.732	100.8	1:19.735
7 -	48.910	126.9	30.473	101.5	1:19.383	15 -	49.362	126.4	31.018	99.7	1:20.380
8 -	48.899	127.1	31.769	66.2	1:20.668						
88	Phil GLEW					I Uniq Racing with Triple Eight					
1 -	53.264	124.7	In		4:18.430P	12 -	48.920	127.1	30.876	98.3	1:19.796
2 -	Out	125.7	32.541	97.4	1:24.945	13 -	49.446	124.3	33.539	98.5	1:22.985
3 -	48.693	127.8	31.301	99.4	1:19.994	14 -	49.094	127.1	31.098	98.8	1:20.192
4 -	48.563	127.6	31.001	99.6	1:19.564	15 -	49.161	126.6	31.177	98.1	1:20.338
5 -	48.293	128.3	30.966	98.3	1:19.259	16 -	49.319	126.4	31.055	99.1	1:20.374
6 -	48.684	127.6	31.358	99.4	1:20.042	17 -	49.343	125.4	32.994	99.1	1:22.337
7 -	50.670	123.6	In		6:29.533P	18 -	49.545	125.4	31.220	99.1	1:20.765
8 -	Out	127.1	31.610	97.8	1:28.462	19 -	49.312	126.6	30.888	99.7	1:20.200
9 -	48.571	128.1	30.994	99.6	1:19.565	20 -	49.462	124.5	31.202	98.8	1:20.664
10 -	48.769	127.8	30.957	98.7	1:19.726	21 -	49.667	125.9	In		1:42.390P
11 -	49.055	126.9	31.093	98.8	1:20.148						
98	Matt HAMILTON					I TH Motorsport					
1 -	52.384	122.7	33.149	96.7	1:25.533	10 -	49.455	123.6	31.559	98.1	1:21.014
2 -	50.073	119.8	33.262	99.3	1:23.335	11 -	49.534	124.3	31.392	97.5	1:20.926
3 -	49.073	125.4	31.985	99.4	1:21.058	12 -	49.704	125.2	31.340	100.2	1:21.044
4 -	49.115	125.2	31.792	99.0	1:20.907	13 -	50.048	120.5	In		6:23.377P
5 -	49.134	125.4	In		6:31.083P	14 -	Out	124.5	32.259	99.1	1:27.273
6 -	Out	123.6	32.261	98.8	1:24.513	15 -	49.641	122.2	31.826	98.8	1:21.467
7 -	49.824	124.0	32.425	99.9	1:22.249	16 -	49.813	122.0	31.412	100.6	1:21.225
8 -	48.984	126.1	31.204	100.5	1:20.188	17 -	49.475	124.0	31.362	100.9	1:20.837
9 -	50.527	125.0	31.247	98.0	1:21.774	18 -	49.809	122.2	31.949	97.4	1:21.758

Thruxton
Circuit Length = 2.3560 miles
Start: 12:10 End: 12:51

Weather / Track : Cloudy / Dry

2010 Dunlop MSA British Touring Car Championship
FREE PRACTICE SESSION 2 - SECTOR ANALYSIS

99		Shaun HOLLAMBY		I		AmD Milltek Racing.com					
1 -	58.663	111.5	In		5:00.491P	8 -	Out	109.8	36.583	94.6	1:40.643
2 -	Out	105.7	40.155	92.7	1:43.870	9 -	51.858	120.1	33.436	96.8	1:25.294
3 -	56.470	117.7	34.723	94.4	1:31.193	10 -	51.919	121.1	34.080	97.1	1:25.999
4 -	52.154	122.0	33.311	96.8	1:25.465	11 -	49.870	122.7	32.536	98.1	1:22.406
5 -	1:06.820	111.1	36.812	93.3	1:43.632	12 -	49.378	122.5	32.561	97.7	1:21.939
6 -	50.687	122.2	33.475	96.6	1:24.162	13 -	1:22.671	109.5	35.181	96.1	1:57.852
7 -	51.577	115.3	In		8:14.028P						
888		Fabrizio GIOVANARDI		I		Uniq Racing with Triple Eight					
1 -	56.874	108.8	In		3:41.384P	8 -	48.702	124.7	30.737	99.7	1:19.439
2 -	Out	118.6	31.845	100.2	1:27.474	9 -	48.656	125.7	30.635	100.0	1:19.291
3 -	47.670	127.3	30.311	100.8	1:17.981	10 -	48.702	125.2	30.663	99.6	1:19.365
4 -	48.391	125.9	30.654	99.6	1:19.045	11 -	48.983	125.9	30.618	99.4	1:19.601
5 -	48.474	127.1	30.530	99.9	1:19.004	12 -	49.222	125.0	30.959	97.7	1:20.181
6 -	48.446	126.1	30.642	99.6	1:19.088	13 -	48.981	125.7	30.806	99.0	1:19.787
7 -	48.794	125.4	30.805	99.3	1:19.599	14 -	48.696	125.9	30.595	99.0	1:19.291

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 2 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	21	Tom ONSLOW-COLE	129.6				21	Tom ONSLOW-COLE	103.7	
2	23	Tom CHILTON	128.8				23	Tom CHILTON	103.2	
3	20	Alex MacDOWALL	128.6				55	David PINKNEY	102.1	
4	29	Paul O'NEILL	128.3				77	Andrew JORDAN	102.0	
5	88	Phil GLEW	128.3				5	Matt JACKSON	101.4	
6	5	Matt JACKSON	128.1				29	Paul O'NEILL	101.4	
7	4	Matt NEAL	127.8				6	Robert COLLARD	101.2	
8	27	Martin JOHNSON	127.8				4	Matt NEAL	100.9	
9	77	Andrew JORDAN	127.8				52	Gordon SHEDDEN	100.9	
10	2	Jason PLATO	127.3				98	Matt HAMILTON	100.9	
11	6	Robert COLLARD	127.3				2	Jason PLATO	100.8	
12	11	Steven KANE	127.3				888	Fabrizio GIOVANARDI	100.8	
13	55	David PINKNEY	127.3				11	Steven KANE	100.6	
14	888	Fabrizio GIOVANARDI	127.3				20	Alex MacDOWALL	100.5	
15	52	Gordon SHEDDEN	126.9				22	Tom BOARDMAN	100.5	
16	22	Tom BOARDMAN	126.6				28	John GEORGE	100.5	
17	28	John GEORGE	126.6				88	Phil GLEW	99.7	
18	98	Matt HAMILTON	126.1				44	Andy NEATE	99.0	
19	44	Andy NEATE	125.9				27	Martin JOHNSON	98.7	
20	99	Shaun HOLLAMBY	122.7				99	Shaun HOLLAMBY	98.1	

Weather / Track : Cloudy / Dry

www.tsl-timing.com

Thruxton
Circuit Length = 2.3560 miles
Start: 12:10 End: 12:51

Printed - 12.52 Saturday, 03 April 2010

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 2 - BEST SECTOR TIMES

SECTOR 1			SECTOR 2			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	5	JACKSON	47.666	77	JORDAN	30.307	1	888	GIOVANARDI	1:17.981	1:17.981	0.000
2	888	GIOVANARDI	47.670	888	GIOVANARDI	30.311	2	4	NEAL	1:18.054	1:18.254	0.200
3	4	NEAL	47.689	4	NEAL	30.365	3	5	JACKSON	1:18.325	1:18.325	0.000
4	52	SHEDDEN	47.797	52	SHEDDEN	30.618	4	77	JORDAN	1:18.398	1:18.534	0.136
5	23	CHILTON	47.810	5	JACKSON	30.659	5	52	SHEDDEN	1:18.415	1:18.585	0.170
6	2	PLATO	47.990	23	CHILTON	30.732	6	23	CHILTON	1:18.542	1:18.542	0.000
7	29	O'NEILL	48.088	29	O'NEILL	30.744	7	2	PLATO	1:18.815	1:18.946	0.131
8	77	JORDAN	48.091	2	PLATO	30.825	8	29	O'NEILL	1:18.832	1:19.077	0.245
9	21	ONSLOW-COLE	48.227	88	GLEW	30.876	9	88	GLEW	1:19.169	1:19.259	0.090
10	20	MacDOWALL	48.242	55	PINKNEY	30.904	10	55	PINKNEY	1:19.280	1:19.280	0.000
11	88	GLEW	48.293	22	BOARDMAN	31.104	11	21	ONSLOW-COLE	1:19.356	1:19.696	0.340
12	6	COLLARD	48.312	6	COLLARD	31.110	12	6	COLLARD	1:19.422	1:19.422	0.000
13	55	PINKNEY	48.376	21	ONSLOW-COLE	31.129	13	22	BOARDMAN	1:19.525	1:19.599	0.074
14	11	KANE	48.403	98	HAMILTON	31.204	14	20	MacDOWALL	1:19.616	1:19.844	0.228
15	22	BOARDMAN	48.421	11	KANE	31.296	15	11	KANE	1:19.699	1:19.699	0.000
16	28	GEORGE	48.884	20	MacDOWALL	31.374	16	98	HAMILTON	1:20.188	1:20.188	0.000
17	27	JOHNSON	48.930	27	JOHNSON	31.386	17	27	JOHNSON	1:20.316	1:20.672	0.356
18	98	HAMILTON	48.984	28	GEORGE	31.801	18	28	GEORGE	1:20.685	1:20.841	0.156
19	99	HOLLAMBY	49.378	44	NEATE	32.143	19	99	HOLLAMBY	1:21.914	1:21.939	0.025
20	44	NEATE	49.945	99	HOLLAMBY	32.536	20	44	NEATE	1:22.088	1:22.088	0.000
Perfect lap										1:17.973		

2010 Dunlop MSA British Touring Car Championship

QUALIFYING - ROUND 1 - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	TIME	ON	LAPS	GAP	DIFF	MPH
1	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	1:24.061	6	10			100.89
2	888	I	Fabrizio GIOVANARDI (ITA) Uniq Racing with Triple Eight	Vauxhall Vectra	1:24.317	9	10	0.256	0.256	100.59
3	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	1:24.614	2	6	0.553	0.297	100.23
4	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	1:24.833	14	14	0.772	0.219	99.97
5	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	1:24.868	5	10	0.807	0.035	99.93
6	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	1:25.017	4	9	0.956	0.149	99.76
7	5	I	Matt JACKSON (GBR) Airwaves BMW	BMW 320si	1:25.289	2	8	1.228	0.272	99.44
8	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	1:25.504	12	13	1.443	0.215	99.19
9	88	I	Phil GLEW (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:25.563	9	13	1.502	0.059	99.12
10	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:25.832	4	6	1.771	0.269	98.81
11	11	I	Steven KANE (GBR) Airwaves BMW	BMW 320si	1:25.867	7	14	1.806	0.035	98.77
12	6	I	Robert COLLARD (GBR) WSR	BMW 320si	1:25.894	3	12	1.833	0.027	98.74
13	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	1:26.362	13	13	2.301	0.468	98.20
14	22	I	Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	1:26.369	5	7	2.308	0.007	98.20
15	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	1:26.967	9	9	2.906	0.598	97.52
16	27	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	1:27.292	2	17	3.231	0.325	97.16
17	44	I	Andy NEATE (GBR) WSR	BMW 320si	1:28.270	6	11	4.209	0.978	96.08
18	99	I	Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	1:28.309	8	10	4.248	0.039	96.04
19	98	I	Matt HAMILTON (GBR) TH Motorsport	Honda Civic	1:29.045	1	14	4.984	0.736	95.25
20	28	I	John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:29.336	4	4	5.275	0.291	94.94

Weather / Track : Cloudy / Damp

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

Thruxton
Circuit Length = 2.3560 miles
Start: 15:00 End: 15:31

Clerk of Course :		Timekeeper :
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2010 Dunlop MSA British Touring Car Championship

QUALIFYING - ROUND 1 - SECTOR ANALYSIS

2	Jason PLATO		Silverline Chevrolet								
1 -	59.422	118.6	36.823	94.0	1:36.245	6 -	52.231	124.7	33.155	96.8	1:25.386
2 -	56.921	120.1	In		2:31.701P	7 -	51.841	124.7	33.060	97.7	1:24.901
3 -	Out	122.7	34.982	98.4	1:28.911	8 -	52.187	124.0	32.945	98.0	1:25.132
4 -	52.635	123.6	33.553	98.1	1:26.188	9 -	53.264	119.4	In		3:32.829P
5 -	51.815	123.1	33.053	97.3	1:24.868	10 -	Out	84.2	40.351	96.6	1:40.024
4	Matt NEAL		Honda Racing Team								
1 -	51.514	124.5	33.436	96.0	1:24.950	4 -	Out	117.5	35.170	97.8	1:33.317
2 -	51.676	122.2	32.938	96.7	1:24.614	5 -	51.589	122.0	33.514	98.0	1:25.103
3 -	51.900	122.5	In		3:36.001P	6 -	51.657	122.5	33.277	96.7	1:24.934
5	Matt JACKSON		I Airwaves BMW								
1 -	52.736	123.1	33.255	98.3	1:25.991	5 -	Out	120.1	35.062	97.1	1:33.028
2 -	51.887	123.8	33.402	97.3	1:25.289	6 -	52.317	123.1	33.619	96.4	1:25.936
3 -	52.251	122.0	34.098	97.0	1:26.349	7 -	51.830	122.2	In		7:23.760P
4 -	52.775	120.9	In		4:25.841P	8 -	Out	81.4	42.119	86.1	1:43.239
6	Robert COLLARD		I WSR								
1 -	52.882	121.6	34.167	96.0	1:27.049	7 -	Out	103.7	In		5:04.275P
2 -	52.290	122.0	33.660	96.8	1:25.950	8 -	Out	105.4	38.505	95.3	1:36.433
3 -	52.223	122.2	33.671	96.0	1:25.894	9 -	53.960	115.3	35.297	95.1	1:29.257
4 -	58.989	77.1	In		4:48.784P	10 -	53.513	116.7	34.857	95.7	1:28.370
5 -	Out	119.6	36.139	94.5	1:35.826	11 -	52.485	118.4	34.735	95.5	1:27.220
6 -	53.973	115.9	In		5:15.565P	12 -	52.171	119.0	34.096	95.9	1:26.267
11	Steven KANE		I Airwaves BMW								
1 -	53.053	124.5	33.861	97.1	1:26.914	8 -	54.223	99.9	38.657	87.5	1:32.880
2 -	52.525	124.5	33.830	96.4	1:26.355	9 -	59.456	90.4	In		4:37.063P
3 -	53.028	123.6	35.048	96.8	1:28.076	10 -	Out	100.3	37.772	94.8	1:38.453
4 -	52.846	123.4	In		4:39.186P	11 -	54.970	114.9	35.874	95.7	1:30.844
5 -	Out	122.7	34.939	96.4	1:32.317	12 -	56.282	115.3	35.540	96.4	1:31.822
6 -	52.371	124.5	33.620	96.3	1:25.991	13 -	52.955	119.6	34.283	96.3	1:27.238
7 -	52.151	124.7	33.716	96.8	1:25.867	14 -	52.517	121.1	33.744	96.7	1:26.261
20	Alex MacDOWALL		Silverline Chevrolet								
1 -	53.190	126.9	34.075	97.0	1:27.265D	6 -	Out	81.9	40.304	97.0	1:44.034
2 -	52.309	126.6	34.897	89.5	1:27.206D	7 -	54.247	110.6	40.625	97.4	1:34.872
3 -	51.822	126.4	33.231	97.5	1:25.053D	8 -	1:21.972	113.2	38.298	96.7	2:00.270
4 -	6:56.416	124.7	In		14:43.389P	9 -	52.573	119.6	34.394	94.9	1:26.967
5 -	Out	101.8	In		2:30.828P						
21	Tom ONSLOW-COLE		I Team Aon								
1 -	53.442	125.0	33.664	99.7	1:27.106	8 -	52.871	117.5	In		2:46.440P
2 -	53.019	123.8	33.671	98.0	1:26.690	9 -	Out	95.2	39.920	100.3	1:41.782
3 -	53.181	123.4	33.444	98.3	1:26.625	10 -	52.484	122.5	34.161	100.5	1:26.645
4 -	53.959	122.9	In		5:45.971P	11 -	52.673	122.9	33.831	99.0	1:26.504
5 -	Out	124.0	35.324	100.2	1:35.365	12 -	52.243	122.7	33.261	98.5	1:25.504
6 -	51.687	124.0	34.722	99.0	1:26.409	13 -	52.733	121.8	33.268	98.0	1:26.001
7 -	52.647	122.0	33.928	100.2	1:26.575						
22	Tom BOARDMAN		I Special Tuning UK								
1 -	53.749	121.1	33.660	96.4	1:27.409	5 -	52.645	119.4	33.724	96.7	1:26.369
2 -	53.225	120.1	35.298	88.5	1:28.523	6 -	53.638	121.1	In		7:28.668P
3 -	53.863	120.1	In		4:11.967P	7 -	Out	87.7	41.825	84.1	1:45.191
4 -	Out	120.7	36.094	97.1	1:31.241						
23	Tom CHILTON		I Team Aon								
1 -	51.738	123.4	33.561	98.1	1:25.299	6 -	Out	123.8	35.407	99.6	1:30.721
2 -	52.856	123.6	In		3:00.218P	7 -	51.958	109.1	In		5:13.827P
3 -	Out	122.2	34.115	99.6	1:33.274	8 -	Out	90.8	44.161	98.1	1:43.085
4 -	51.711	124.3	33.306	97.1	1:25.017	9 -	53.918	106.4	38.053	98.7	1:31.971
5 -	52.421	124.3	In		2:53.656P						

Thruxton
Circuit Length = 2.3560 miles
Start: 15:00 End: 15:31

Weather / Track : Cloudy / Damp

2010 Dunlop MSA British Touring Car Championship
QUALIFYING - ROUND 1 - SECTOR ANALYSIS

27	Martin JOHNSON Boulevard Team Racing										
1 -	54.390	123.1	34.157	95.5	1:28.547	10 -	53.384	120.7	34.895	93.6	1:28.279
2 -	53.584	123.1	33.708	95.5	1:27.292	11 -	53.338	118.1	35.148	94.4	1:28.486
3 -	53.754	121.4	34.235	95.3	1:27.989	12 -	56.803	112.0	In		5:20.782P
4 -	53.503	122.5	34.290	93.2	1:27.793	13 -	Out	101.8	39.789	93.5	1:42.920
5 -	54.367	122.0	34.214	95.5	1:28.581	14 -	55.687	112.4	36.777	94.2	1:32.464
6 -	53.651	119.0	34.694	94.1	1:28.345	15 -	55.959	114.1	35.860	95.7	1:31.819
7 -	53.709	121.4	34.244	93.5	1:27.953	16 -	54.169	117.9	35.338	94.5	1:29.507
8 -	53.339	122.0	34.307	95.3	1:27.646	17 -	54.233	117.5	35.160	94.6	1:29.393
9 -	53.134	122.0	34.449	94.1	1:27.583						
28	John GEORGE Sunshine.co.uk with Tech-Speed Msport										
1 -	56.336	116.5	35.347	93.7	1:31.683	3 -	56.180	103.7	35.131	95.3	1:31.311
2 -	55.530	119.6	35.493	94.5	1:31.023	4 -	54.753	119.6	34.583	95.1	1:29.336
29	Paul O'NEILL Sunshine.co.uk with Tech-Speed Msport										
1 -	52.809	123.8	33.415	97.4	1:26.224	4 -	52.706	122.9	33.126	95.9	1:25.832
2 -	53.329	123.4	33.271	95.7	1:26.600	5 -	55.434	118.8	In		5:31.371P
3 -	53.092	120.3	34.456	97.0	1:27.548	6 -	Out	108.9	In		10:39.720P
44	Andy NEATE WSR										
1 -	54.054	121.4	36.114	95.1	1:30.168	7 -	54.041	122.5	34.938	95.1	1:28.979
2 -	56.047	120.5	1:07.091	54.6	2:03.138	8 -	55.389	113.4	In		4:05.026P
3 -	1:01.176	116.5	35.423	95.5	1:36.599	9 -	Out	106.4	39.602	87.6	1:41.156
4 -	54.091	119.6	34.926	94.9	1:29.017	10 -	1:05.485	89.1	In		4:19.481P
5 -	53.918	121.8	35.048	95.2	1:28.966	11 -	Out	99.3	39.479	92.6	1:40.504
6 -	53.557	120.5	34.713	95.9	1:28.270						
52	Gordon SHEDDEN Honda Racing Team										
1 -	52.065	123.6	33.307	96.3	1:25.372	6 -	51.162	122.7	32.899	97.0	1:24.061
2 -	52.746	119.8	35.693	97.1	1:28.439	7 -	56.150	98.5	37.393	97.3	1:33.543
3 -	51.838	121.1	33.007	96.6	1:24.845	8 -	58.656	83.4	43.728	81.0	1:42.384
4 -	53.871	119.6	In		2:31.832P	9 -	57.854	117.7	36.464	92.3	1:34.318
5 -	Out	122.5	33.647	97.3	1:28.677	10 -	54.652	117.3	40.021	88.3	1:34.673
55	David PINKNEY Pinkney Motorsport										
1 -	53.648	124.0	In		3:16.371P	8 -	Out	88.9	41.728	93.2	1:40.151
2 -	Out	122.0	34.225	95.3	1:30.375	9 -	59.611	81.7	39.870	95.1	1:39.481
3 -	52.860	122.2	33.679	95.9	1:26.539	10 -	56.911	85.6	41.837	81.0	1:38.748
4 -	52.900	121.1	33.962	96.0	1:26.862	11 -	58.096	116.5	35.418	96.1	1:33.514
5 -	53.073	120.7	34.198	91.5	1:27.271	12 -	52.330	117.3	34.215	96.1	1:26.545
6 -	55.724	111.1	In		4:58.510P	13 -	52.398	117.9	33.964	94.5	1:26.362
7 -	Out	89.0	In		5:03.056P						
77	Andrew JORDAN Pirtek Racing										
1 -	52.600	124.5	33.492	97.7	1:26.092	8 -	53.232	121.4	38.732	99.0	1:31.964
2 -	52.366	123.6	40.799	96.3	1:33.165	9 -	59.604	25.0	43.232	97.5	1:42.836
3 -	52.798	124.0	33.120	98.4	1:25.918	10 -	53.707	114.3	34.910	98.0	1:28.617
4 -	54.385	107.5	41.349	97.5	1:35.734	11 -	56.293	109.1	In		3:28.146P
5 -	51.988	123.4	33.212	97.1	1:25.200	12 -	Out	113.9	38.988	97.3	1:39.928
6 -	52.451	123.4	In		6:27.004P	13 -	53.660	118.6	40.091	98.3	1:33.751
7 -	Out	96.7	41.760	92.1	1:37.970	14 -	51.791	122.2	33.042	98.8	1:24.833
88	Phil GLEW Uniq Racing with Triple Eight										
1 -	52.952	123.4	34.218	94.9	1:27.170	8 -	52.002	123.4	33.629	95.5	1:25.631
2 -	53.615	122.5	33.514	94.9	1:27.129	9 -	51.936	122.7	33.627	96.4	1:25.563
3 -	53.093	123.1	33.546	95.5	1:26.639	10 -	52.228	120.1	In		6:48.728P
4 -	53.567	121.1	33.962	95.1	1:27.529	11 -	Out	23.4	43.075	94.8	2:12.045
5 -	53.800	121.1	In		3:53.882P	12 -	53.598	117.9	34.129	96.1	1:27.727
6 -	Out	120.9	34.639	95.1	1:30.381	13 -	52.530	116.7	33.696	96.3	1:26.226
7 -	52.198	119.8	33.839	95.3	1:26.037						

Thruxton
Circuit Length = 2.3560 miles
Start: 15:00 End: 15:31

Weather / Track : Cloudy / Damp

2010 Dunlop MSA British Touring Car Championship
QUALIFYING - ROUND 1 - SECTOR ANALYSIS

98	Matt HAMILTON				I TH Motorsport						
1 -	54.419	120.3	34.626	95.2	1:29.045	8 -	54.344	116.5	35.390	94.9	1:29.734
2 -	54.266	118.8	34.970	94.6	1:29.236	9 -	55.632	105.8	In		4:04.767P
3 -	55.268	119.6	34.764	94.1	1:30.032	10 -	Out	102.6	37.409	95.3	1:35.846
4 -	54.671	114.3	36.615	92.3	1:31.286	11 -	55.694	109.1	35.690	96.0	1:31.384
5 -	55.060	118.4	In		4:50.365P	12 -	55.373	106.9	36.207	96.1	1:31.580
6 -	Out	89.8	38.207	95.1	1:39.172	13 -	55.545	114.3	35.068	95.7	1:30.613
7 -	55.213	117.5	35.442	95.7	1:30.655	14 -	57.171	88.5	35.528	95.2	1:32.699
99	Shaun HOLLAMBY				I AmD Milltek Racing.com						
1 -	56.116	117.1	37.495	94.0	1:33.611	6 -	54.191	118.4	35.812	95.6	1:30.003
2 -	54.582	117.5	36.239	94.0	1:30.821	7 -	59.120	106.5	37.440	94.1	1:36.560
3 -	55.191	117.7	35.431	95.1	1:30.622	8 -	53.914	117.7	34.395	94.8	1:28.309
4 -	54.666	117.3	35.386	94.4	1:30.052	9 -	1:04.085	103.7	In		8:40.789P
5 -	54.132	116.9	35.145	94.1	1:29.277	10 -	Out	77.5	44.261	90.7	1:48.197
888	Fabrizio GIOVANARDI				I Uniq Racing with Triple Eight						
1 -	51.607	123.8	33.174	95.2	1:24.781	6 -	51.969	114.5	In		5:49.039P
2 -	51.927	122.9	33.222	96.0	1:25.149	7 -	Out	100.2	37.666	97.3	1:38.025
3 -	52.536	121.8	In		4:48.853P	8 -	52.195	115.3	33.264	96.7	1:25.459
4 -	Out	110.7	35.738	95.7	1:31.419	9 -	51.160	119.2	33.157	95.9	1:24.317
5 -	51.805	118.1	33.964	97.3	1:25.769	10 -	51.520	119.4	32.798	96.1	1:24.318

Weather / Track : Cloudy / Damp

2010 Dunlop MSA British Touring Car Championship

QUALIFYING - ROUND 1 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	20	Alex MacDOWALL	126.9				21	Tom ONSLOW-COLE	100.5	
2	21	Tom ONSLOW-COLE	125.0				23	Tom CHILTON	99.6	
3	2	Jason PLATO	124.7				77	Andrew JORDAN	99.0	
4	11	Steven KANE	124.7				2	Jason PLATO	98.4	
5	4	Matt NEAL	124.5				5	Matt JACKSON	98.3	
6	77	Andrew JORDAN	124.5				4	Matt NEAL	98.0	
7	23	Tom CHILTON	124.3				20	Alex MacDOWALL	97.5	
8	55	David PINKNEY	124.0				29	Paul O'NEILL	97.4	
9	5	Matt JACKSON	123.8				52	Gordon SHEDDEN	97.3	
10	29	Paul O'NEILL	123.8				888	Fabrizio GIOVANARDI	97.3	
11	888	Fabrizio GIOVANARDI	123.8				11	Steven KANE	97.1	
12	52	Gordon SHEDDEN	123.6				22	Tom BOARDMAN	97.1	
13	88	Phil GLEW	123.4				6	Robert COLLARD	96.8	
14	27	Martin JOHNSON	123.1				88	Phil GLEW	96.4	
15	44	Andy NEATE	122.5				55	David PINKNEY	96.1	
16	6	Robert COLLARD	122.2				98	Matt HAMILTON	96.1	
17	22	Tom BOARDMAN	121.1				44	Andy NEATE	95.9	
18	98	Matt HAMILTON	120.3				27	Martin JOHNSON	95.7	
19	28	John GEORGE	119.6				99	Shaun HOLLAMBY	95.6	
20	99	Shaun HOLLAMBY	118.4				28	John GEORGE	95.3	

Weather / Track : Cloudy / Damp

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Thruxton
Circuit Length = 2.3560 miles
Start: 15:00 End: 15:31

Printed - 15.33 Saturday, 03 April 2010

2010 Dunlop MSA British Touring Car Championship

QUALIFYING - ROUND 1 - BEST SECTOR TIMES

SECTOR 1			SECTOR 2			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	888	GIOVANARDI	51.160	888	GIOVANARDI	32.798	1	888	GIOVANARDI	1:23.958	1:24.317	0.359
2	52	SHEDDEN	51.162	52	SHEDDEN	32.899	2	52	SHEDDEN	1:24.061	1:24.061	0.000
3	4	NEAL	51.514	4	NEAL	32.938	3	4	NEAL	1:24.452	1:24.614	0.162
4	21	ONSLow-COLE	51.687	2	PLATO	32.945	4	2	PLATO	1:24.760	1:24.868	0.108
5	23	CHILTON	51.711	77	JORDAN	33.042	5	77	JORDAN	1:24.833	1:24.833	0.000
6	77	JORDAN	51.791	29	O'NEILL	33.126	6	21	ONSLow-COLE	1:24.948	1:25.504	0.556
7	2	PLATO	51.815	20	MacDOWALL	33.231	7	23	CHILTON	1:25.017	1:25.017	0.000
8	20	MacDOWALL	51.822	5	JACKSON	33.255	8	20	MacDOWALL	1:25.053	1:26.967	1.914
9	5	JACKSON	51.830	21	ONSLow-COLE	33.261	9	5	JACKSON	1:25.085	1:25.289	0.204
10	88	GLEW	51.936	23	CHILTON	33.306	10	88	GLEW	1:25.450	1:25.563	0.113
11	11	KANE	52.151	88	GLEW	33.514	11	11	KANE	1:25.771	1:25.867	0.096
12	6	COLLARD	52.171	11	KANE	33.620	12	6	COLLARD	1:25.831	1:25.894	0.063
13	55	PINKNEY	52.330	6	COLLARD	33.660	13	29	O'NEILL	1:25.832	1:25.832	0.000
14	22	BOARDMAN	52.645	22	BOARDMAN	33.660	14	55	PINKNEY	1:26.009	1:26.362	0.353
15	29	O'NEILL	52.706	55	PINKNEY	33.679	15	22	BOARDMAN	1:26.305	1:26.369	0.064
16	27	JOHNSON	53.134	27	JOHNSON	33.708	16	27	JOHNSON	1:26.842	1:27.292	0.450
17	44	NEATE	53.557	99	HOLLAMBY	34.395	17	44	NEATE	1:28.270	1:28.270	0.000
18	99	HOLLAMBY	53.914	28	GEORGE	34.583	18	99	HOLLAMBY	1:28.309	1:28.309	0.000
19	98	HAMILTON	54.266	98	HAMILTON	34.626	19	98	HAMILTON	1:28.892	1:29.045	0.153
20	28	GEORGE	54.753	44	NEATE	34.713	20	28	GEORGE	1:29.336	1:29.336	0.000
Perfect lap										1:23.958		

2010 Dunlop MSA British Touring Car Championship

ROUND 1 - GRID

ROW 10	1:29.045 98 Matt HAMILTON	1:29.336 28 John GEORGE
ROW 9	1:28.270 44 Andy NEATE	1:28.309 99 Shaun HOLLAMBY
ROW 8	1:26.967 20 Alex MacDOWALL	1:27.292 27 Martin JOHNSON
ROW 7	1:26.362 55 David PINKNEY	1:26.369 22 Tom BOARDMAN
ROW 6	1:25.867 11 Steven KANE	1:25.894 6 Robert COLLARD
ROW 5	1:25.563 88 Phil GLEW	1:25.832 29 Paul O'NEILL
ROW 4	1:25.289 5 Matt JACKSON	1:25.504 21 Tom ONSLOW-COLE
ROW 3	1:24.868 2 Jason PLATO	1:25.017 23 Tom CHILTON
ROW 2	1:24.614 4 Matt NEAL	1:24.833 77 Andrew JORDAN
ROW 1	1:24.061 52 Gordon SHEDDEN	1:24.317 888 Fabrizio GIOVANARDI

Pole



Thruxton
Circuit Length = 2.3560 miles

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

Clerk of Course :

Timekeeper :

2010 Dunlop MSA British Touring Car Championship

ROUND 1 - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	888	I	Fabrizio GIOVANARDI (ITA) Uniq Racing with Triple Eight	Vauxhall Vectra	16	21:35.259			104.77	1:18.761	2
2	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	16	21:38.519	3.260	3.260	104.50	1:19.250	3
3	5	I	Mat JACKSON (GBR) Airwaves BMW	BMW 320si	16	21:41.715	6.456	3.196	104.25	1:19.652	3
4	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	16	21:42.124	6.865	0.409	104.21	1:19.453	3
5	22	I	Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	16	21:44.646	9.387	2.522	104.01	1:19.930	3
6	88	I	Phil GLEW (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	16	21:44.998	9.739	0.352	103.98	1:19.922	3
7	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	16	21:50.025	14.766	5.027	103.58	1:20.014	3
8	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	16	21:59.970	24.711	9.945	102.80	1:19.979	2
9	28	I	John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	16	22:07.807	32.548	7.837	102.20	1:20.857	6
10	44	I	Andy NEATE (GBR) WSR	BMW 320si	16	22:11.755	36.496	3.948	101.89	1:20.856	6
11	27	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	16	22:11.941	36.682	0.186	101.88	1:21.554	3
12	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	16	22:42.883	1:07.624	30.942	99.57	1:19.031	4
13	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	15	21:44.208	1 lap	1 lap	97.54	1:19.855	3
14	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	15	22:16.254	1 lap	32.046	95.20	1:19.315	12
NOT CLASSIFIED											
DNF	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	12	16:18.329	4 laps	3 laps	104.03	1:19.795	3
DNF	98	I	Matt HAMILTON (GBR) TH Motorsport	Honda Civic	10	16:29.471	6 laps	2 laps	85.71	1:20.682	6
DNF	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	7	9:18.634	9 laps	3 laps	106.27	1:18.473	4
DNC	11	I	Steven KANE (GBR) Airwaves BMW	BMW 320si	6	21:53.671	10 laps	1 lap	38.73	1:19.978	3
DNF	99	I	Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	5	9:14.491	11 laps	1 lap	76.48	1:22.481	5
DNF	6	I	Robert COLLARD (GBR) WSR	BMW 320si	3	4:08.369	13 laps	2 laps	102.44	1:19.667	3
FASTEST LAP											
	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	4	1:18.473		108.08 mph		173.94 kph	
	888	I	Fabrizio GIOVANARDI (ITA) Uniq Racing with Triple Eight	Vauxhall Vectra	2	1:18.761		107.68 mph		173.30 kph	

Weather / Track : Bright / Dry

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

Thruxton
Circuit Length = 2.3560 miles
Start: 11:35 End: 00:00

Clerk of Course :	Timekeeper :
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2010 Dunlop MSA British Touring Car Championship

ROUND 1 - SECTOR ANALYSIS

2	Jason PLATO										Silverline Chevrolet		
1-		128.8	31.551	99.7	1:26.794	9-	48.915	127.8	32.809	99.0	1:21.724		
2-	48.212	128.8	31.350	99.3	1:19.562	10-	49.105	128.3	31.748	99.0	1:20.853		
3-	48.061	128.1	31.189	99.9	1:19.250	11-	48.938	127.3	31.930	99.3	1:20.868		
4-	48.246	127.8	31.217	100.0	1:19.463	12-	48.852	128.1	32.144	99.1	1:20.996		
5-	48.694	126.9	31.428	99.9	1:20.122	13-	48.959	128.1	31.673	99.3	1:20.632		
6-	48.763	127.3	31.623	99.4	1:20.386	14-	48.889	127.3	31.988	99.4	1:20.877		
7-	49.141	127.3	31.991	99.6	1:21.132	15-	49.568	126.6	32.447	99.0	1:22.015		
8-	49.032	127.1	32.242	98.8	1:21.274	16-	49.845	127.1	32.726	98.7	1:22.571		
4	Matt NEAL										Honda Racing Team		
1-		130.1	31.596	98.8	1:26.278	9-	49.009	109.3	In		2:15.894P		
2-	47.856	128.8	31.291	98.7	1:19.147	10-	Out	126.4	32.257	98.4	1:23.950		
3-	48.027	127.6	31.215	99.6	1:19.242	11-	49.007	126.6	31.530	98.8	1:20.537		
4-	48.081	127.6	30.950	99.3	1:19.031	12-	48.308	127.1	31.126	100.0	1:19.434		
5-	48.638	122.2	31.273	99.7	1:19.911	13-	48.428	126.4	31.453	99.4	1:19.881		
6-	48.374	127.6	31.049	98.8	1:19.423	14-	48.720	126.1	33.153	98.0	1:21.873		
7-	48.523	126.9	31.019	99.3	1:19.542	15-	50.218	120.9	34.141	95.5	1:24.359		
8-	48.530	126.1	31.178	98.0	1:19.708	16-	55.081	106.9	39.592	81.2	1:34.673		
5	Mat JACKSON										I Airwaves BMW		
1-		128.8	31.807	99.9	1:27.515	9-	49.083	126.6	32.096	98.8	1:21.179		
2-	48.778	128.8	31.349	99.6	1:20.127	10-	49.045	126.4	31.630	99.1	1:20.675		
3-	48.325	127.1	31.327	99.6	1:19.652	11-	49.345	125.9	31.947	99.7	1:21.292		
4-	49.254	128.1	31.452	100.8	1:20.706	12-	49.150	125.0	32.045	98.8	1:21.195		
5-	49.251	127.1	31.441	100.8	1:20.692	13-	48.998	126.1	31.904	99.9	1:20.902		
6-	49.511	127.3	31.267	100.2	1:20.778	14-	49.024	125.9	32.240	98.5	1:21.264		
7-	49.825	126.1	31.674	99.9	1:21.499	15-	49.240	125.7	32.237	99.0	1:21.477		
8-	49.276	125.4	32.134	99.1	1:21.410	16-	49.361	125.9	31.991	98.5	1:21.352		
6	Robert COLLARD										I WSR		
1-		130.6	31.950	98.8	1:28.629	3-	48.332	128.3	31.335	101.2	1:19.667		
2-	48.779	129.3	31.294	100.6	1:20.073								
11	Steven KANE										I Airwaves BMW		
1-		128.6	32.011	98.8	15:08.802	4-	48.392	127.8	34.794	98.5	1:23.186		
2-	47.973	128.6	32.446	93.7	1:20.419	5-	48.530	126.6	31.703	100.2	1:20.233		
3-	48.078	129.3	31.900	99.7	1:19.978	6-	48.485	128.6	32.568	99.6	1:21.053		
20	Alex MacDOWALL										Silverline Chevrolet		
1-		129.8	32.978	96.0	1:30.991	9-	48.785	128.3	31.751	99.9	1:20.536		
2-	48.650	128.8	31.650	99.7	1:20.300	10-	48.728	128.3	31.890	99.7	1:20.618		
3-	48.379	127.8	31.635	99.1	1:20.014	11-	48.867	127.8	31.352	99.9	1:20.219		
4-	48.661	127.6	31.500	100.3	1:20.161	12-	48.781	128.1	33.182	97.0	1:21.963		
5-	53.875	51.2	35.701	99.4	1:29.576	13-	48.902	128.1	31.941	100.2	1:20.843		
6-	48.905	128.3	31.447	99.3	1:20.352	14-	48.622	128.1	31.461	100.0	1:20.083		
7-	49.042	127.8	31.468	99.1	1:20.510	15-	48.925	127.8	31.483	99.7	1:20.408		
8-	48.922	128.3	33.346	100.0	1:22.268	16-	49.119	128.3	32.064	99.6	1:21.183		
21	Tom ONSLOW-COLE										I Team Aon		
1-		129.6	31.602	101.2	1:27.207	9-	49.364	127.3	31.540	100.6	1:20.904		
2-	48.790	129.1	31.232	101.5	1:20.022	10-	49.318	128.1	31.496	100.6	1:20.814		
3-	48.534	128.8	31.321	101.5	1:19.855	11-	49.744	127.1	31.451	101.2	1:21.195		
4-	49.085	128.3	31.350	101.8	1:20.435	12-	49.607	127.6	31.625	100.2	1:21.232		
5-	49.487	128.3	31.331	101.8	1:20.818	13-	49.529	127.3	31.516	101.4	1:21.045		
6-	49.432	128.3	31.370	101.2	1:20.802	14-	1:14.306	54.3	In		2:43.157P		
7-	51.243	126.1	32.553	100.8	1:23.796	15-	Out	126.1	32.241	100.0	1:22.150		
8-	49.191	127.6	31.585	100.5	1:20.776								
22	Tom BOARDMAN										I Special Tuning UK		
1-		125.2	31.702	99.6	1:29.520	9-	49.443	125.7	31.635	99.1	1:21.078		
2-	48.374	127.6	31.644	98.7	1:20.018	10-	49.354	125.2	31.634	97.8	1:20.988		
3-	48.638	125.7	31.292	98.3	1:19.930	11-	49.505	124.0	31.684	98.4	1:21.189		

Thruxton
Circuit Length = 2.3560 miles
Start: 11:35 End: 12:01

Weather / Track : Bright / Dry

2010 Dunlop MSA British Touring Car Championship

ROUND 1 - SECTOR ANALYSIS

4 -	48.991	125.7	31.347	98.8	1:20.338	12 -	49.401	125.2	31.497	98.8	1:20.898
5 -	48.995	124.0	31.471	98.5	1:20.466	13 -	49.656	125.0	31.599	98.7	1:21.255
6 -	49.370	124.5	31.425	98.7	1:20.795	14 -	49.631	125.7	31.985	98.7	1:21.616
7 -	50.063	126.1	32.610	99.1	1:22.673	15 -	49.662	124.3	31.741	98.5	1:21.403
8 -	49.516	125.7	31.603	98.8	1:21.119	16 -	49.569	125.2	31.791	99.0	1:21.360
23	Tom CHILTON					I	Team Aon				
1 -		129.8	31.902	101.4	1:29.037	7 -	49.818	128.1	32.679	100.9	1:22.497
2 -	48.643	130.1	31.591	101.8	1:20.234	8 -	49.256	127.3	31.654	101.4	1:20.910
3 -	48.575	127.8	31.220	102.1	1:19.795	9 -	49.311	127.6	31.586	101.2	1:20.897
4 -	49.175	127.3	31.293	99.7	1:20.468	10 -	49.157	129.1	31.627	100.2	1:20.784
5 -	49.047	125.7	31.409	101.1	1:20.456	11 -	49.534	127.8	31.734	100.2	1:21.268
6 -	49.170	127.3	31.595	99.9	1:20.765	12 -	49.526	127.1	31.692	101.2	1:21.218
27	Martin JOHNSON					I	Boulevard Team Racing				
1 -		127.8	32.559	98.0	1:32.657	9 -	49.463	126.4	33.022	99.0	1:22.485
2 -	49.778	127.6	33.224	98.0	1:23.002	10 -	50.268	122.9	32.586	96.1	1:22.854
3 -	49.458	127.3	32.096	97.0	1:21.554	11 -	50.463	126.4	32.442	97.0	1:22.905
4 -	51.099	126.9	32.170	97.8	1:23.269	12 -	50.191	125.9	32.764	97.1	1:22.955
5 -	50.001	125.4	32.903	96.0	1:22.904	13 -	50.054	127.1	32.275	99.0	1:22.329
6 -	49.762	126.1	32.083	97.7	1:21.845	14 -	49.716	127.3	32.822	97.8	1:22.538
7 -	49.492	125.7	32.163	98.0	1:21.655	15 -	49.918	126.6	32.382	96.8	1:22.300
8 -	49.966	126.6	33.461	97.7	1:23.427	16 -	50.032	126.4	33.230	95.9	1:23.262
28	John GEORGE					I	Sunshine.co.uk with Tech-Speed Msport				
1 -		126.6	32.962	98.3	1:36.093	9 -	50.025	126.4	32.151	98.5	1:22.176
2 -	49.017	129.3	31.941	100.0	1:20.958	10 -	49.715	125.9	32.347	99.6	1:22.062
3 -	49.463	128.1	32.148	98.5	1:21.611	11 -	49.405	125.4	32.533	99.6	1:21.938
4 -	48.943	126.9	32.158	100.3	1:21.101	12 -	49.873	125.0	32.707	99.7	1:22.580
5 -	48.946	127.6	34.231	101.8	1:23.177	13 -	50.047	125.7	32.761	99.3	1:22.808
6 -	49.251	127.6	31.606	100.2	1:20.857	14 -	49.906	125.0	32.868	99.0	1:22.774
7 -	49.705	127.3	31.554	100.3	1:21.259	15 -	49.980	126.4	32.539	98.7	1:22.519
8 -	49.652	126.6	32.796	99.6	1:22.448	16 -	50.371	126.6	33.075	96.6	1:23.446
29	Paul O'NEILL					I	Sunshine.co.uk with Tech-Speed Msport				
1 -		130.6	32.060	99.4	1:28.388	9 -	49.426	127.6	31.569	99.6	1:20.995
2 -	48.752	129.3	31.243	99.4	1:19.995	10 -	49.208	127.8	31.521	98.5	1:20.729
3 -	48.440	128.8	31.013	100.6	1:19.453	11 -	49.400	127.3	31.950	99.6	1:21.350
4 -	49.662	128.6	31.126	100.3	1:20.788	12 -	49.581	127.6	31.467	99.6	1:21.048
5 -	49.069	128.6	31.664	100.0	1:20.733	13 -	49.556	128.1	31.237	100.2	1:20.793
6 -	49.365	128.6	31.429	98.8	1:20.794	14 -	50.341	126.9	31.455	100.0	1:21.796
7 -	50.154	124.3	33.177	98.8	1:23.331	15 -	48.938	127.6	31.543	99.7	1:20.481
8 -	49.243	127.8	31.696	99.6	1:20.939	16 -	49.090	127.8	31.421	96.8	1:20.511
44	Andy NEATE					I	WSR				
1 -		130.1	32.860	98.0	1:33.293	9 -	50.055	124.0	32.691	98.7	1:22.746
2 -	49.208	128.8	32.497	99.3	1:21.705	10 -	50.219	125.9	32.890	97.7	1:23.109
3 -	49.326	125.7	32.197	98.1	1:21.523	11 -	50.340	125.9	32.561	97.8	1:22.901
4 -	49.457	127.8	32.372	99.1	1:21.829	12 -	50.021	127.1	32.883	98.8	1:22.904
5 -	49.854	124.0	34.243	97.5	1:24.097	13 -	49.882	126.6	32.522	99.0	1:22.404
6 -	49.029	128.3	31.827	99.0	1:20.856	14 -	49.694	125.9	32.828	98.8	1:22.522
7 -	49.709	125.2	33.537	93.1	1:23.246	15 -	49.746	126.9	32.559	97.8	1:22.305
8 -	50.154	126.6	32.875	98.3	1:23.029	16 -	50.042	126.6	33.244	96.8	1:23.286
52	Gordon SHEDDEN						Honda Racing Team				
1 -		128.8	31.537	98.7	1:25.307	5 -	48.044	124.7	30.998	98.8	1:19.042
2 -	47.677	128.6	31.128	98.7	1:18.805	6 -	48.026	126.9	31.025	98.3	1:19.051
3 -	47.668	127.8	31.014	98.5	1:18.682	7 -	48.209	126.6	31.065	98.8	1:19.274
4 -	47.642	127.8	30.831	99.1	1:18.473						
55	David PINKNEY					I	Pinkney Motorsport				
1 -		127.8	32.929	97.0	1:30.821	9 -	49.589	125.0	31.510	97.8	1:21.099
2 -	48.486	128.1	31.493	99.4	1:19.979	10 -	49.496	124.0	31.628	97.5	1:21.124
3 -	48.665	126.1	31.424	97.8	1:20.089	11 -	49.580	123.8	31.602	98.1	1:21.182

Thruxton
Circuit Length = 2.3560 miles
Start: 11:35 End: 12:01

Weather / Track : Bright / Dry

2010 Dunlop MSA British Touring Car Championship

ROUND 1 - SECTOR ANALYSIS

4 -	48.798	125.4	31.300	98.8	1:20.098	12 -	49.529	124.0	31.878	97.5	1:21.407
5 -	49.333	124.3	31.341	97.3	1:20.674	13 -	50.050	122.5	33.208	97.3	1:23.258
6 -	49.335	124.3	31.528	98.0	1:20.863	14 -	50.130	123.8	32.372	97.5	1:22.502
7 -	49.675	125.0	32.123	98.5	1:21.798	15 -	49.968	122.9	33.196	95.9	1:23.164
8 -	49.915	124.7	31.734	97.5	1:21.649	16 -	51.038	123.6	39.225	67.2	1:30.263
77	Andrew JORDAN Pirtek Racing										
1 -		126.1	32.285	99.9	1:28.184	9 -	49.747	126.1	32.096	99.3	1:21.843
2 -	48.402	129.1	31.476	100.0	1:19.878	10 -	49.696	126.1	In		2:45.457P
3 -	48.439	127.6	30.977	100.5	1:19.416	11 -	Out	127.8	31.078	99.6	1:21.258
4 -	49.215	128.3	31.662	100.8	1:20.877	12 -	48.181	127.6	31.134	100.2	1:19.315
5 -	49.082	127.6	31.534	100.6	1:20.616	13 -	48.542	127.3	30.919	99.6	1:19.461
6 -	49.583	126.9	31.237	100.3	1:20.820	14 -	48.762	127.1	31.053	99.6	1:19.815
7 -	59.984	124.5	30.927	100.6	1:30.911	15 -	48.921	127.1	31.476	99.3	1:20.397
8 -	48.798	127.1	59.208	99.6	1:48.006						
88	Phil GLEW Uniq Racing with Triple Eight										
1 -		127.6	32.088	99.7	1:29.860	9 -	49.516	125.2	31.552	98.5	1:21.068
2 -	48.616	128.1	31.389	99.7	1:20.005	10 -	49.562	126.4	31.451	98.5	1:21.013
3 -	48.773	126.1	31.149	99.6	1:19.922	11 -	49.677	124.5	31.481	98.4	1:21.158
4 -	49.128	127.6	31.168	99.4	1:20.296	12 -	49.541	126.6	31.393	99.4	1:20.934
5 -	49.648	123.8	31.293	98.5	1:20.941	13 -	49.614	124.3	31.504	99.1	1:21.118
6 -	49.338	126.4	31.505	99.0	1:20.843	14 -	49.709	126.6	31.781	99.0	1:21.490
7 -	49.814	125.4	32.221	99.4	1:22.035	15 -	49.902	124.5	31.673	98.8	1:21.575
8 -	49.927	126.4	31.532	99.0	1:21.459	16 -	49.654	126.4	31.627	98.3	1:21.281
98	Matt HAMILTON TH Motorsport										
1 -		122.0	32.765	97.7	1:35.576	6 -	49.028	125.9	31.654	98.4	1:20.682
2 -	49.360	126.6	31.717	98.5	1:21.077	7 -	49.240	125.2	31.566	99.3	1:20.806
3 -	49.050	123.1	31.768	98.1	1:20.818	8 -	49.103	126.1	32.658	98.4	1:21.761
4 -	50.016	125.7	31.738	99.1	1:21.754	9 -	49.277	125.9	31.923	98.1	1:21.200
5 -	49.122	123.4	33.206	98.5	1:22.328	10 -	49.650	124.3	32.667	97.5	1:22.317
99	Shaun HOLLAMBY AmD Milltek Racing.com										
1 -		121.8	34.566	94.9	1:38.229	4 -	50.012	122.2	32.664	96.8	1:22.676
2 -	50.995	122.0	33.700	95.7	1:24.695	5 -	49.770	120.9	32.711	96.1	1:22.481
3 -	50.292	121.8	33.135	96.6	1:23.427						
888	Fabrizio GIOVANARDI Uniq Racing with Triple Eight										
1 -		128.8	31.264	98.8	1:25.660	9 -	48.577	125.7	31.838	96.8	1:20.415
2 -	47.943	128.3	30.818	99.0	1:18.761	10 -	49.674	125.7	32.794	95.1	1:22.468
3 -	48.060	127.6	30.726	99.3	1:18.786	11 -	50.932	123.6	33.046	95.5	1:23.978
4 -	48.071	126.6	30.878	99.1	1:18.949	12 -	49.312	126.4	32.045	97.3	1:21.357
5 -	48.584	122.0	31.016	98.8	1:19.600	13 -	49.377	125.4	31.845	97.1	1:21.222
6 -	48.440	126.9	30.951	99.1	1:19.391	14 -	48.994	126.4	31.670	97.5	1:20.664
7 -	48.532	126.9	31.460	99.0	1:19.992	15 -	49.295	125.2	32.299	96.7	1:21.594
8 -	48.650	125.7	31.104	98.3	1:19.754	16 -	49.678	126.1	32.990	90.9	1:22.668

Thruxton
Circuit Length = 2.3560 miles
Start: 11:35 End: 12:01

Weather / Track : Bright / Dry

2010 Dunlop MSA British Touring Car Championship

ROUND 1 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	6	Robert COLLARD	130.6				23	Tom CHILTON	102.1	
2	29	Paul O'NEILL	130.6				21	Tom ONSLOW-COLE	101.8	
3	4	Matt NEAL	130.1				28	John GEORGE	101.8	
4	23	Tom CHILTON	130.1				6	Robert COLLARD	101.2	
5	44	Andy NEATE	130.1				5	Mat JACKSON	100.8	
6	20	Alex MacDOWALL	129.8				77	Andrew JORDAN	100.8	
7	21	Tom ONSLOW-COLE	129.6				29	Paul O'NEILL	100.6	
8	11	Steven KANE	129.3				20	Alex MacDOWALL	100.3	
9	28	John GEORGE	129.3				11	Steven KANE	100.2	
10	77	Andrew JORDAN	129.1				2	Jason PLATO	100.0	
11	2	Jason PLATO	128.8				4	Matt NEAL	100.0	
12	5	Mat JACKSON	128.8				88	Phil GLEW	99.7	
13	52	Gordon SHEDDEN	128.8				22	Tom BOARDMAN	99.6	
14	888	Fabrizio GIOVANARDI	128.8				55	David PINKNEY	99.4	
15	55	David PINKNEY	128.1				44	Andy NEATE	99.3	
16	88	Phil GLEW	128.1				98	Matt HAMILTON	99.3	
17	27	Martin JOHNSON	127.8				888	Fabrizio GIOVANARDI	99.3	
18	22	Tom BOARDMAN	127.6				52	Gordon SHEDDEN	99.1	
19	98	Matt HAMILTON	126.6				27	Martin JOHNSON	99.0	
20	99	Shaun HOLLAMBY	122.2				99	Shaun HOLLAMBY	96.8	

Weather / Track : Bright / Dry

www.tsl-timing.com

Thruxton
Circuit Length = 2.3560 miles
Start: 11:35 End: 00:00

Printed - 12.01 Sunday, 04 April 2010

2010 Dunlop MSA British Touring Car Championship

ROUND 1 - BEST SECTOR TIMES

SECTOR 1			SECTOR 2			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	52	SHEDDEN	47.642	888	GIOVANARDI	30.726	1	52	SHEDDEN	1:18.473	1:18.473	0.000
2	4	NEAL	47.856	52	SHEDDEN	30.831	2	888	GIOVANARDI	1:18.669	1:18.761	0.092
3	888	GIOVANARDI	47.943	77	JORDAN	30.919	3	4	NEAL	1:18.806	1:19.031	0.225
4	11	KANE	47.973	4	NEAL	30.950	4	77	JORDAN	1:19.100	1:19.315	0.215
5	2	PLATO	48.061	29	O'NEILL	31.013	5	2	PLATO	1:19.250	1:19.250	0.000
6	77	JORDAN	48.181	88	GLEW	31.149	6	29	O'NEILL	1:19.453	1:19.453	0.000
7	5	JACKSON	48.325	2	PLATO	31.189	7	5	JACKSON	1:19.592	1:19.652	0.060
8	6	COLLARD	48.332	23	CHILTON	31.220	8	6	COLLARD	1:19.626	1:19.667	0.041
9	22	BOARDMAN	48.374	21	ONSLOW-COLE	31.232	9	22	BOARDMAN	1:19.666	1:19.930	0.264
10	20	MacDOWALL	48.379	5	JACKSON	31.267	10	11	KANE	1:19.676	1:19.978	0.302
11	29	O'NEILL	48.440	22	BOARDMAN	31.292	11	20	MacDOWALL	1:19.731	1:20.014	0.283
12	55	PINKNEY	48.486	6	COLLARD	31.294	12	88	GLEW	1:19.765	1:19.922	0.157
13	21	ONSLOW-COLE	48.534	55	PINKNEY	31.300	13	21	ONSLOW-COLE	1:19.766	1:19.855	0.089
14	23	CHILTON	48.575	20	MacDOWALL	31.352	14	55	PINKNEY	1:19.786	1:19.979	0.193
15	88	GLEW	48.616	28	GEORGE	31.554	15	23	CHILTON	1:19.795	1:19.795	0.000
16	28	GEORGE	48.943	98	HAMILTON	31.566	16	28	GEORGE	1:20.497	1:20.857	0.360
17	98	HAMILTON	49.028	11	KANE	31.703	17	98	HAMILTON	1:20.594	1:20.682	0.088
18	44	NEATE	49.029	44	NEATE	31.827	18	44	NEATE	1:20.856	1:20.856	0.000
19	27	JOHNSON	49.458	27	JOHNSON	32.083	19	27	JOHNSON	1:21.541	1:21.554	0.013
20	99	HOLLAMBY	49.770	99	HOLLAMBY	32.664	20	99	HOLLAMBY	1:22.434	1:22.481	0.047
Perfect lap										1:18.368		

2010 Dunlop MSA British Touring Car Championship
ROUND 1 - LAP CHART

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
52		1:25.307	52		1:18.805	52		1:18.682	52		1:18.473	52		1:19.042
888	0.353	1:25.660	888	0.309	1:18.761	888	0.413	1:18.786	888	0.889	1:18.949	888	1.447	1:19.600
4	0.971	1:26.278	4	1.313	1:19.147	4	1.873	1:19.242	4	2.431	1:19.031	4	3.300	1:19.911
2	1.487	1:26.794	2	2.244	1:19.562	2	2.812	1:19.250	2	3.802	1:19.463	2	4.882	1:20.122
21	1.900	1:27.207	21	3.117	1:20.022	21	4.290	1:19.855	21	6.252	1:20.435	21	8.028	1:20.818
5	2.208	1:27.515	5	3.530	1:20.127	5	4.500	1:19.652	5	6.733	1:20.706	5	8.383	1:20.692
77	2.877	1:28.184	77	3.950	1:19.878	77	4.684	1:19.416	77	7.088	1:20.877	77	8.662	1:20.616
29	3.081	1:28.388	29	4.271	1:19.995	29	5.042	1:19.453	29	7.357	1:20.788	29	9.048	1:20.733
6	3.322	1:28.629	6	4.590	1:20.073	6	5.575	1:19.667	23	8.267	1:20.468	23	9.681	1:20.456
23	3.730	1:29.037	23	5.159	1:20.234	23	6.272	1:19.795	22	8.539	1:20.338	22	9.963	1:20.466
22	4.213	1:29.520	22	5.426	1:20.018	22	6.674	1:19.930	88	8.816	1:20.296	88	10.715	1:20.941
88	4.553	1:29.860	88	5.753	1:20.005	88	6.993	1:19.922	55	9.720	1:20.098	55	11.352	1:20.674
55	5.514	1:30.821	55	6.688	1:19.979	55	8.095	1:20.089	20	10.199	1:20.161	20	20.733	1:29.576
20	5.684	1:30.991	20	7.179	1:20.300	20	8.511	1:20.014	44	17.083	1:21.829	98	21.244	1:22.328
27	7.350	1:32.657	44	10.886	1:21.705	44	13.727	1:21.523	98	17.958	1:21.754	44	22.138	1:24.097
44	7.986	1:33.293	27	11.547	1:23.002	27	14.419	1:21.554	28	18.496	1:21.101	28	22.631	1:23.177
98	10.269	1:35.576	98	12.541	1:21.077	98	14.677	1:20.818	27	19.215	1:23.269	27	23.077	1:22.904
28	10.786	1:36.093	28	12.939	1:20.958	28	15.868	1:21.611	99	27.760	1:22.676	99	31.199	1:22.481
99	12.922	1:38.229	99	18.812	1:24.695	99	23.557	1:23.427						

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ROUND 1 - LAP CHART

Lap 6			Lap 7			Lap 8			Lap 9			Lap 10		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
52		1:19.051	52		1:19.274	888		1:19.754	888		1:20.415	888		1:22.468
888	1.787	1:19.391	888	2.505	1:19.992	4	1.389	1:19.708	2	8.399	1:21.724	2	6.784	1:20.853
4	3.672	1:19.423	4	3.940	1:19.542	2	7.090	1:21.274	5	12.250	1:21.179	5	10.457	1:20.675
2	6.217	1:20.386	2	8.075	1:21.132	5	11.486	1:21.410	21	13.307	1:20.904	21	11.653	1:20.814
21	9.779	1:20.802	5	12.335	1:21.499	21	12.818	1:20.776	23	13.751	1:20.897	23	12.067	1:20.784
5	10.110	1:20.778	21	14.301	1:23.796	23	13.269	1:20.910	29	14.108	1:20.995	29	12.369	1:20.729
77	10.431	1:20.820	23	14.618	1:22.497	29	13.528	1:20.939	22	14.629	1:21.078	22	13.149	1:20.988
29	10.791	1:20.794	29	14.848	1:23.331	22	13.966	1:21.119	88	15.121	1:21.068	88	13.666	1:21.013
23	11.395	1:20.765	22	15.106	1:22.673	88	14.468	1:21.459	55	15.762	1:21.099	55	14.418	1:21.124
22	11.707	1:20.795	88	15.268	1:22.035	55	15.078	1:21.649	20	23.400	1:20.536	20	21.550	1:20.618
88	12.507	1:20.843	55	15.688	1:21.798	20	23.279	1:22.268	98	24.694	1:21.200	98	24.543	1:22.317
55	13.164	1:20.863	77	22.068	1:30.911	98	23.909	1:21.761	28	28.372	1:22.176	28	27.966	1:22.062
20	22.034	1:20.352	20	23.270	1:20.510	28	26.611	1:22.448	44	31.016	1:22.746	44	31.657	1:23.109
98	22.875	1:20.682	98	24.407	1:20.806	44	28.685	1:23.029	27	31.490	1:22.485	27	31.876	1:22.854
44	23.943	1:20.856	28	26.422	1:21.259	27	29.420	1:23.427	77	49.243	1:21.843	4	58.350	1:23.950
28	24.437	1:20.857	44	27.915	1:23.246	77	47.815	1:48.006	4	56.868	2:15.894 P			
27	25.871	1:21.845	27	28.252	1:21.655									

2010 Dunlop MSA British Touring Car Championship

ROUND 1 - LAP CHART

Lap 11			Lap 12			Lap 13			Lap 14			Lap 15		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
888		1:23.978	888		1:21.357	888		1:21.222	888		1:20.664	888		1:21.594
2	3.674	1:20.868	2	3.313	1:20.996	2	2.723	1:20.632	2	2.936	1:20.877	2	3.357	1:22.015
5	7.771	1:21.292	5	7.609	1:21.195	5	7.289	1:20.902	5	7.889	1:21.264	5	7.772	1:21.477
21	8.870	1:21.195	21	8.745	1:21.232	21	8.568	1:21.045	29	10.135	1:21.796	29	9.022	1:20.481
23	9.357	1:21.268	23	9.218	1:21.218	29	9.003	1:20.793	22	10.886	1:21.616	21	1 LAP	2:43.157 P
29	9.741	1:21.350	29	9.432	1:21.048	22	9.934	1:21.255	88	11.145	1:21.490	22	10.695	1:21.403
22	10.360	1:21.189	22	9.901	1:20.898	88	10.319	1:21.118	55	15.546	1:22.502	88	11.126	1:21.575
88	10.846	1:21.158	88	10.423	1:20.934	55	13.708	1:23.258	20	17.437	1:20.083	20	16.251	1:20.408
55	11.622	1:21.182	55	11.672	1:21.407	20	18.018	1:20.843	11	10 LAPS	1:23.186	55	17.116	1:23.164
20	17.791	1:20.219	20	18.397	1:21.963	11	10 LAPS	1:19.978	28	30.845	1:22.774	11	10 LAPS	1:20.233
11	10 LAPS	15:08.802	11	10 LAPS	1:20.419	28	28.735	1:22.808	44	35.167	1:22.522	28	31.770	1:22.519
28	25.926	1:21.938	28	27.149	1:22.580	44	33.309	1:22.404	27	35.382	1:22.538	44	35.878	1:22.305
44	30.580	1:22.901	44	32.127	1:22.904	27	33.508	1:22.329	77	1 LAP	1:19.461	27	36.088	1:22.300
27	30.803	1:22.905	27	32.401	1:22.955	77	1 LAP	1:19.315	4	52.854	1:21.873	77	1 LAP	1:19.815
77	1 LAP	2:45.457 P	77	1 LAP	1:21.258	4	51.645	1:19.881				4	55.619	1:24.359
4	54.909	1:20.537	4	52.986	1:19.434									

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ROUND 1 - LAP CHART

Lap 16		
No	Behind	Laptime
888		1:22.668
2	3.260	1:22.571
5	6.456	1:21.352
29	6.865	1:20.511
21	1 LAP	1:22.150
22	9.387	1:21.360
88	9.739	1:21.281
20	14.766	1:21.183
11	10 LAPS	1:21.053
55	24.711	1:30.263
28	32.548	1:23.446
44	36.496	1:23.286
27	36.682	1:23.262
77	1 LAP	1:20.397
4	1:07.624	1:34.673


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ROUND 1 - POSITION CHART

No	Name	Laps Pos																
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
52	Gordon SHEDDEN	1	52	52	52	52	52	52	52	52	888	888	888	888	888	888	888	888
888	Fabrizio GIOVANARDI	2	888	888	888	888	888	888	888	888	4	2	2	2	2	2	2	2
4	Matt NEAL	3	4	4	4	4	4	4	4	4	2	5	5	5	5	5	5	5
2	Jason PLATO	4	2	2	2	2	2	2	2	2	5	21	21	21	21	21	29	29
21	Tom ONSLOW-COLE	5	21	21	21	21	21	21	5	21	23	23	23	23	29	22	22	22
5	Mat JACKSON	6	5	5	5	5	5	5	21	23	29	29	29	29	22	88	88	88
77	Andrew JORDAN	7	77	77	77	77	77	77	23	29	22	22	22	22	88	55	20	20
29	Paul O'NEILL	8	29	29	29	29	29	29	29	22	88	88	88	88	55	20	55	55
6	Robert COLLARD	9	6	6	6	23	23	23	22	88	55	55	55	55	20	28	28	28
23	Tom CHILTON	10	23	23	23	22	22	22	88	55	20	20	20	20	28	44	44	44
22	Tom BOARDMAN	11	22	22	22	88	88	88	55	20	98	98	28	28	44	27	27	27
88	Phil GLEW	12	88	88	88	55	55	55	77	98	28	28	44	44	27	4	4	4
55	David PINKNEY	13	55	55	55	20	20	20	20	28	44	44	27	27	4	21	21	
20	Alex MacDOWALL	14	20	20	20	44	98	98	98	44	27	27	4	4	77	77	77	
27	Martin JOHNSON	15	27	44	44	98	44	44	28	27	77	4	77	77				
44	Andy NEATE	16	44	27	27	28	28	28	44	77	4	77						
98	Matt HAMILTON	17	98	98	98	27	27	27	27									
28	John GEORGE	18	28	28	28	99	99	11										
99	Shaun HOLLAMBY	19	99	99	99	11	11											
11	Steven KANE	20	11	11	11													

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ROUND 2 - GRID

ROW 10	99 Shaun HOLLAMBY	6 Robert COLLARD
ROW 9	52 Gordon SHEDDEN	11 Steven KANE
ROW 8	23 Tom CHILTON	1:20.682 98 Matt HAMILTON
ROW 7	21 Tom ONSLOW-COLE	77 Andrew JORDAN
ROW 6	27 Martin JOHNSON	4 Matt NEAL
ROW 5	28 John GEORGE	44 Andy NEATE
ROW 4	20 Alex MacDOWALL	55 David PINKNEY
ROW 3	22 Tom BOARDMAN	88 Phil GLEW
ROW 2	5 Mat JACKSON	29 Paul O'NEILL
ROW 1	888 Fabrizio GIOVANARDI	2 Jason PLATO
Pole		
		

Thruxton
Circuit Length = 2.3560 miles

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

Clerk of Course :

Timekeeper :

2010 Dunlop MSA British Touring Car Championship

ROUND 2 - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	888	I	Fabrizio GIOVANARDI (ITA) Uniq Racing with Triple Eight	Vauxhall Vectra	16	21:32.829			104.96	1:19.111	3
2	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	16	21:35.258	2.429	2.429	104.77	1:19.249	3
3	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	16	21:36.837	4.008	1.579	104.64	1:19.313	2
4	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	16	21:37.875	5.046	1.038	104.55	1:19.094	2
5	5	I	Mat JACKSON (GBR) Airwaves BMW	BMW 320si	16	21:38.973	6.144	1.098	104.47	1:19.499	2
6	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	16	21:39.673	6.844	0.700	104.41	1:19.241	2
7	88	I	Phil GLEW (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	16	21:39.957	7.128	0.284	104.39	1:19.365	3
8	11	I	Steven KANE (GBR) Airwaves BMW	BMW 320si	16	21:46.138	13.309	6.181	103.89	1:19.723	5
9	6	I	Robert COLLARD (GBR) WSR	BMW 320si	16	21:47.731	14.902	1.593	103.77	1:19.730	5
10	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	16	21:49.686	16.857	1.955	103.61	1:19.791	3
11	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	16	21:49.925	17.096	0.239	103.59	1:19.980	3
12	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	16	22:01.219	28.390	11.294	102.71	1:20.429	2
13	98	I	Matt HAMILTON (GBR) TH Motorsport	Honda Civic	16	22:11.918	39.089	10.699	101.88	1:21.338	3
14	44	I	Andy NEATE (GBR) WSR	BMW 320si	16	22:13.305	40.476	1.387	101.78	1:21.514	6
15	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	16	22:22.894	50.065	9.589	101.05	1:19.184	3
16	22	I	Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	16	22:27.306	54.477	4.412	100.72	1:19.434	2
17	28	I	John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	16	22:27.703	54.874	0.397	100.69	1:21.044	3
18	99	I	Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	16	22:28.578	55.749	0.875	100.62	1:22.420	16
19	27	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	15	21:40.836	1 lap	1 lap	97.80	1:21.680	5
NOT CLASSIFIED											
DNF	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	8	12:22.753	8 laps	7 laps	91.35	1:20.459	3
FASTEST LAP											
	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	2	1:19.094			107.23 mph	172.57 kph	
	888	I	Fabrizio GIOVANARDI (ITA) Uniq Racing with Triple Eight	Vauxhall Vectra	3	1:19.111			107.21 mph	172.53 kph	

Weather / Track : Bright / Dry

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

Thruxton
Circuit Length = 2.3560 miles
Start: 14:15 End: 14:38

Clerk of Course :	Timekeeper :
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2010 Dunlop MSA British Touring Car Championship

ROUND 2 - SECTOR ANALYSIS

2	Jason PLATO										Silverline Chevrolet		
1-		127.1	31.794	98.7	1:26.252	9-	49.159	125.9	31.544	99.3	1:20.703		
2-	47.986	127.1	31.108	99.0	1:19.094	10-	49.237	125.0	31.492	99.1	1:20.729		
3-	48.155	125.7	31.195	99.0	1:19.350	11-	49.269	125.2	31.489	98.5	1:20.758		
4-	48.628	124.3	31.400	99.4	1:20.028	12-	49.403	125.0	31.691	99.3	1:21.094		
5-	48.752	125.0	31.256	99.1	1:20.008	13-	49.691	125.0	31.706	99.3	1:21.397		
6-	48.962	125.9	31.773	99.1	1:20.735	14-	49.331	126.1	31.425	99.0	1:20.756		
7-	49.026	126.1	31.619	99.0	1:20.645	15-	49.362	126.1	35.134	93.3	1:24.496		
8-	49.056	125.7	31.625	99.1	1:20.681	16-	49.688	126.1	31.461	98.8	1:21.149		
4	Matt NEAL										Honda Racing Team		
1-		128.1	31.743	98.4	1:28.749	9-	49.223	125.7	31.168	99.9	1:20.391		
2-	48.395	127.3	31.130	99.4	1:19.525	10-	49.044	125.9	31.301	99.4	1:20.345		
3-	48.041	127.3	31.208	99.4	1:19.249	11-	49.426	124.7	31.245	99.4	1:20.671		
4-	48.672	125.9	31.194	100.6	1:19.866	12-	49.232	123.8	31.276	99.3	1:20.508		
5-	48.878	125.2	31.526	97.3	1:20.404	13-	49.418	124.5	31.640	99.9	1:21.058		
6-	48.887	125.9	31.409	100.2	1:20.296	14-	49.331	125.2	31.399	99.4	1:20.730		
7-	49.214	125.2	31.053	99.9	1:20.267	15-	49.386	125.2	32.178	94.9	1:21.564		
8-	49.243	124.7	31.179	98.8	1:20.422	16-	49.591	124.7	31.622	97.3	1:21.213		
5	Mat JACKSON										I Airwaves BMW		
1-		128.3	31.577	99.6	1:26.794	9-	49.732	125.0	31.533	99.6	1:21.265		
2-	48.255	127.8	31.244	100.2	1:19.499	10-	49.181	125.2	31.428	99.3	1:20.609		
3-	48.366	126.6	31.345	100.0	1:19.711	11-	50.280	124.3	32.149	99.7	1:22.429		
4-	48.564	124.3	31.467	99.9	1:20.031	12-	49.733	123.4	31.989	98.8	1:21.722		
5-	48.595	124.0	31.396	99.9	1:19.991	13-	49.378	124.0	31.857	99.4	1:21.235		
6-	48.725	125.2	31.414	99.7	1:20.139	14-	49.397	125.0	31.918	99.4	1:21.315		
7-	49.259	125.4	31.471	99.7	1:20.730	15-	49.247	125.2	32.018	99.4	1:21.265		
8-	49.016	125.9	31.594	99.3	1:20.610	16-	49.823	124.3	31.805	98.7	1:21.628		
6	Robert COLLARD										I WSR		
1-		129.3	32.936	96.3	1:33.086	9-	48.991	126.6	31.787	95.5	1:20.778		
2-	49.413	129.1	32.013	99.9	1:21.426	10-	49.209	126.4	31.616	99.9	1:20.825		
3-	48.607	128.1	31.431	99.0	1:20.038	11-	49.500	125.9	31.676	100.2	1:21.176		
4-	48.738	126.6	31.283	100.9	1:20.021	12-	49.491	125.4	31.535	99.9	1:21.026		
5-	48.539	126.1	31.191	101.2	1:19.730	13-	49.899	125.4	32.201	99.1	1:22.100		
6-	49.029	127.3	31.824	100.2	1:20.853	14-	49.425	126.6	31.802	99.1	1:21.227		
7-	49.416	127.8	32.338	95.7	1:21.754	15-	49.197	126.6	31.675	99.1	1:20.872		
8-	50.346	126.4	31.563	100.2	1:21.909	16-	49.191	126.9	31.719	99.1	1:20.910		
11	Steven KANE										I Airwaves BMW		
1-		128.6	32.809	97.7	1:32.764	9-	48.852	126.4	31.526	99.7	1:20.378		
2-	48.824	129.6	32.563	98.7	1:21.387	10-	49.301	125.0	31.839	99.6	1:21.140		
3-	48.780	127.3	31.444	99.9	1:20.224	11-	49.137	125.7	31.486	99.9	1:20.623		
4-	48.546	126.4	31.356	100.2	1:19.902	12-	49.783	125.2	31.799	99.4	1:21.582		
5-	48.434	126.6	31.289	100.6	1:19.723	13-	49.046	125.2	32.130	99.1	1:21.176		
6-	48.974	126.1	31.792	100.0	1:20.766	14-	49.202	126.1	31.806	99.9	1:21.008		
7-	49.555	125.7	32.360	95.2	1:21.915	15-	49.169	126.1	31.645	100.0	1:20.814		
8-	50.207	126.6	31.298	100.2	1:21.505	16-	48.931	126.9	32.300	96.6	1:21.231		
20	Alex MacDOWALL										Silverline Chevrolet		
1-		129.1	31.884	98.5	1:28.051	9-	50.814	126.6	31.688	98.8	1:22.502		
2-	48.142	128.6	31.099	100.9	1:19.241	10-	49.502	125.7	31.353	100.9	1:20.855		
3-	48.281	128.3	31.093	100.8	1:19.374	11-	49.210	126.9	31.653	100.5	1:20.863		
4-	48.816	127.8	31.334	100.9	1:20.150	12-	49.245	126.9	31.892	100.5	1:21.137		
5-	48.986	127.8	31.409	99.0	1:20.395	13-	49.736	126.4	32.177	99.4	1:21.913		
6-	49.173	127.1	31.485	100.3	1:20.658	14-	49.760	127.8	31.727	100.5	1:21.487		
7-	49.112	127.6	31.221	99.0	1:20.333	15-	49.426	127.6	31.583	100.8	1:21.009		
8-	49.101	127.1	31.377	99.0	1:20.478	16-	49.706	128.1	31.521	99.7	1:21.227		
21	Tom ONSLOW-COLE										I Team Aon		
1-		128.3	32.640	100.0	1:34.886	9-	49.511	125.9	31.941	100.0	1:21.452		
2-	48.639	127.8	31.790	101.5	1:20.429	10-	49.497	126.1	31.798	98.8	1:21.295		

Thruxton
Circuit Length = 2.3560 miles
Start: 14:15 End: 14:38

Weather / Track : Bright / Dry

2010 Dunlop MSA British Touring Car Championship

ROUND 2 - SECTOR ANALYSIS

3-	49.062	126.4	31.588	100.3	1:20.650	11-	49.482	125.2	32.206	100.3	1:21.688
4-	49.675	125.7	31.538	101.1	1:21.213	12-	49.588	125.9	32.088	99.1	1:21.676
5-	49.208	124.5	31.694	100.5	1:20.902	13-	49.921	125.9	32.037	100.3	1:21.958
6-	49.025	126.9	31.894	99.6	1:20.919	14-	50.022	126.9	32.461	99.4	1:22.483
7-	49.310	126.6	31.658	100.5	1:20.968	15-	50.386	125.0	33.425	98.8	1:23.811
8-	49.430	127.3	32.697	100.5	1:22.127	16-	51.178	123.1	33.584	98.0	1:24.762
22	Tom BOARDMAN Special Tuning UK										
1-		127.8	31.634	98.0	1:27.152	9-	51.250	119.0	33.305	95.3	1:24.555
2-	48.388	125.4	31.046	99.0	1:19.434	10-	51.171	118.4	33.197	96.8	1:24.368
3-	48.510	125.9	31.174	99.0	1:19.684	11-	51.615	108.6	33.627	96.7	1:25.242
4-	48.780	123.8	31.315	98.8	1:20.095	12-	51.301	115.3	35.109	94.1	1:26.410
5-	48.906	123.8	31.429	98.4	1:20.335	13-	51.766	114.9	35.685	89.1	1:27.451
6-	49.174	122.2	31.550	98.5	1:20.724	14-	53.146	121.4	34.022	94.8	1:27.168
7-	50.961	69.0	39.347	97.7	1:30.308	15-	51.667	121.8	33.153	97.3	1:24.820
8-	51.170	118.8	33.512	97.0	1:24.682	16-	51.107	122.0	33.771	95.6	1:24.878
23	Tom CHILTON Team Aon										
1-		127.6	31.624	99.4	1:29.926	5-	49.242	123.6	31.635	100.0	1:20.877
2-	49.265	125.7	31.965	98.8	1:21.230	6-	49.275	123.8	31.561	98.0	1:20.836
3-	48.844	125.2	31.615	99.9	1:20.459	7-	50.217	122.5	33.354	97.0	1:23.571
4-	49.087	124.5	31.732	99.9	1:20.819	8-	51.240	124.7	32.716	99.1	1:23.956
27	Martin JOHNSON Boulevard Team Racing										
1-		125.4	33.786	96.3	1:33.274	9-	50.675	123.6	32.254	97.0	1:22.929
2-	49.734	127.1	32.039	97.7	1:21.773	10-	50.420	123.6	32.724	97.1	1:23.144
3-	50.003	125.4	31.919	98.1	1:21.922	11-	50.233	122.2	32.399	96.4	1:22.632
4-	49.703	124.7	32.169	97.0	1:21.872	12-	50.655	121.4	32.474	96.6	1:23.129
5-	49.824	124.3	31.856	96.8	1:21.680	13-	50.412	122.7	In		2:11.987P
6-	49.853	123.6	32.095	95.6	1:21.948	14-	Out	125.0	32.627	89.8	1:26.622
7-	49.833	123.4	31.905	97.3	1:21.738	15-	52.057	122.9	31.969	96.8	1:24.026
8-	50.137	122.9	32.023	96.7	1:22.160						
28	John GEORGE Sunshine.co.uk with Tech-Speed Msport										
1-		127.1	33.282	97.5	1:32.450	9-	50.138	124.3	32.761	98.5	1:22.899
2-	49.913	128.6	32.182	97.4	1:22.095	10-	50.436	123.4	32.596	97.3	1:23.032
3-	49.137	127.3	31.907	98.0	1:21.044	11-	50.646	123.1	32.544	98.1	1:23.190
4-	49.505	125.9	31.746	98.7	1:21.251	12-	50.385	122.9	32.881	98.3	1:23.266
5-	49.224	124.7	47.428	91.3	1:36.652	13-	50.445	123.8	33.363	96.1	1:23.808
6-	50.704	124.3	32.792	97.4	1:23.496	14-	50.861	124.0	32.419	98.1	1:23.280
7-	49.995	124.3	32.561	99.0	1:22.556	15-	50.647	125.9	32.056	98.1	1:22.703
8-	50.276	124.3	32.942	98.3	1:23.218	16-	50.171	125.7	32.592	97.7	1:22.763
29	Paul O'NEILL Sunshine.co.uk with Tech-Speed Msport										
1-		128.1	31.661	99.1	1:26.481	9-	49.359	126.6	31.438	98.4	1:20.797
2-	48.127	128.8	31.186	99.4	1:19.313	10-	49.347	125.7	31.248	99.1	1:20.595
3-	48.654	126.9	31.120	99.3	1:19.774	11-	49.594	126.6	31.268	99.4	1:20.862
4-	48.510	125.2	31.350	99.3	1:19.860	12-	49.529	125.9	31.476	98.8	1:21.005
5-	48.634	126.9	31.095	98.8	1:19.729	13-	49.833	124.5	31.899	98.7	1:21.732
6-	49.036	126.9	31.625	98.4	1:20.661	14-	49.697	126.4	31.242	98.4	1:20.939
7-	49.028	127.1	31.629	98.4	1:20.657	15-	49.700	122.5	32.307	95.9	1:22.007
8-	49.154	126.6	31.566	98.5	1:20.720	16-	49.706	124.7	31.999	96.6	1:21.705
44	Andy NEATE WSR										
1-		127.3	32.820	96.1	1:31.796	9-	58.966	126.1	32.265	97.3	1:31.231
2-	49.417	125.4	32.414	98.4	1:21.831	10-	49.771	125.9	32.476	96.3	1:22.247
3-	49.037	127.3	32.842	97.4	1:21.879	11-	49.732	123.8	32.340	97.7	1:22.072
4-	50.980	124.7	33.151	98.0	1:24.131	12-	49.830	124.3	32.534	96.6	1:22.364
5-	49.510	124.5	32.201	98.4	1:21.711	13-	50.183	124.0	32.947	97.7	1:23.130
6-	49.458	125.9	32.056	97.7	1:21.514	14-	49.867	125.4	32.134	98.5	1:22.001
7-	49.798	126.1	31.918	99.1	1:21.716	15-	49.896	125.4	32.054	97.8	1:21.950
8-	50.003	125.7	32.185	98.1	1:22.188	16-	49.567	126.6	31.977	99.0	1:21.544

Thruxton
Circuit Length = 2.3560 miles
Start: 14:15 End: 14:38

Weather / Track : Bright / Dry

2010 Dunlop MSA British Touring Car Championship

ROUND 2 - SECTOR ANALYSIS

52	Gordon SHEDDEN				Honda Racing Team						
1 -		125.0	32.472	97.3	1:32.048	9 -	49.096	122.7	31.627	97.3	1:20.723
2 -	49.153	124.3	31.729	98.1	1:20.882	10 -	49.919	123.4	31.837	98.0	1:21.756
3 -	48.234	124.0	31.746	97.4	1:19.980	11 -	49.401	122.7	31.704	97.8	1:21.105
4 -	48.737	123.4	31.773	97.8	1:20.510	12 -	50.263	122.9	31.689	98.1	1:21.952
5 -	48.609	124.3	31.488	98.3	1:20.097	13 -	49.914	123.6	32.077	98.4	1:21.991
6 -	49.306	124.0	31.390	98.1	1:20.696	14 -	49.892	124.3	32.018	96.8	1:21.910
7 -	49.114	125.0	33.322	94.5	1:22.436	15 -	49.822	123.4	31.691	98.1	1:21.513
8 -	49.454	123.8	31.677	97.8	1:21.131	16 -	49.590	124.7	31.605	97.5	1:21.195
55	David PINKNEY				I Pinkney Motorsport						
1 -		129.1	32.333	97.3	1:29.112	9 -	49.703	122.9	31.868	97.0	1:21.571
2 -	49.077	127.3	31.282	98.8	1:20.359	10 -	49.655	122.9	31.640	97.3	1:21.295
3 -	48.409	125.9	31.382	98.0	1:19.791	11 -	49.992	122.5	31.899	96.7	1:21.891
4 -	49.326	122.7	31.717	97.3	1:21.043	12 -	50.869	122.7	31.638	97.7	1:22.507
5 -	49.414	120.9	31.649	97.4	1:21.063	13 -	50.445	122.9	32.222	97.3	1:22.667
6 -	49.516	120.1	31.282	97.7	1:20.798	14 -	49.885	123.1	31.541	97.1	1:21.426
7 -	49.492	124.0	32.220	96.7	1:21.712	15 -	50.226	123.4	31.741	97.1	1:21.967
8 -	49.529	122.0	31.711	97.5	1:21.240	16 -	49.619	123.8	31.625	96.7	1:21.244
77	Andrew JORDAN				I Pirtek Racing						
1 -		127.8	31.753	99.3	1:29.151	9 -	49.908	125.4	30.918	99.9	1:20.826
2 -	48.730	126.6	31.148	99.6	1:19.878	10 -	49.460	124.7	30.873	100.3	1:20.333
3 -	48.363	126.4	30.821	100.5	1:19.184	11 -	49.530	124.3	31.513	98.5	1:21.043
4 -	48.845	125.7	30.754	100.5	1:19.599	12 -	49.554	125.0	31.053	99.9	1:20.607
5 -	49.295	124.3	31.112	98.7	1:20.407	13 -	49.610	124.7	In		2:08.447P
6 -	49.138	125.7	30.958	100.2	1:20.096	14 -	Out	126.6	31.601	98.8	1:21.923
7 -	49.459	126.6	30.940	100.0	1:20.399	15 -	49.578	126.6	30.851	100.5	1:20.429
8 -	49.346	125.9	31.145	99.4	1:20.491	16 -	49.312	126.9	30.769	100.0	1:20.081
88	Phil GLEW				I Uniq Racing with Triple Eight						
1 -		128.1	31.643	97.1	1:28.242	9 -	49.640	124.5	31.752	95.5	1:21.392
2 -	48.511	127.1	30.933	99.0	1:19.444	10 -	49.501	125.7	31.335	98.8	1:20.836
3 -	48.235	126.9	31.130	98.3	1:19.365	11 -	49.405	124.7	31.446	98.7	1:20.851
4 -	48.881	125.9	31.119	99.0	1:20.000	12 -	49.574	124.5	31.593	98.3	1:21.167
5 -	49.095	126.9	32.343	95.1	1:21.438	13 -	49.829	122.7	32.444	98.3	1:22.273
6 -	49.372	124.5	31.161	98.3	1:20.533	14 -	49.525	125.0	31.542	98.3	1:21.067
7 -	49.375	125.7	31.030	97.4	1:20.405	15 -	49.688	124.3	31.357	98.8	1:21.045
8 -	49.376	124.7	31.340	97.5	1:20.716	16 -	49.725	125.9	31.458	97.4	1:21.183
98	Matt HAMILTON				I TH Motorsport						
1 -		124.0	32.655	97.3	1:34.211	9 -	51.726	122.9	32.168	98.0	1:23.894
2 -	49.726	124.5	32.445	97.8	1:22.171	10 -	50.625	121.4	32.141	98.3	1:22.766
3 -	49.009	125.7	32.329	98.1	1:21.338	11 -	51.100	119.2	32.329	98.5	1:23.429
4 -	49.321	124.5	32.829	97.5	1:22.150	12 -	50.681	120.9	31.888	98.4	1:22.569
5 -	49.791	124.3	32.065	98.3	1:21.856	13 -	50.798	122.5	33.189	96.8	1:23.987
6 -	49.857	122.7	32.061	98.3	1:21.918	14 -	50.363	124.7	32.144	98.7	1:22.507
7 -	50.369	122.9	31.982	98.5	1:22.351	15 -	49.875	124.5	32.097	98.8	1:21.972
8 -	50.339	122.7	31.981	98.1	1:22.320	16 -	50.138	125.2	32.341	98.1	1:22.479
99	Shaun HOLLAMBY				I AmD Milltek Racing.com						
1 -		121.1	35.545	95.5	1:37.666	9 -	50.027	120.1	32.834	97.3	1:22.861
2 -	51.408	115.7	33.895	94.8	1:25.303	10 -	50.413	120.7	32.720	96.4	1:23.133
3 -	50.157	120.3	33.694	95.6	1:23.851	11 -	50.633	120.1	32.584	96.6	1:23.217
4 -	50.130	119.6	33.480	96.0	1:23.610	12 -	50.141	119.6	33.095	97.1	1:23.236
5 -	50.034	120.1	33.789	95.6	1:23.823	13 -	50.250	120.1	33.562	95.5	1:23.812
6 -	50.585	121.8	32.742	96.6	1:23.327	14 -	50.589	121.4	33.133	95.2	1:23.722
7 -	49.716	122.7	32.833	97.3	1:22.549	15 -	50.138	122.5	32.868	95.2	1:23.006
8 -	50.102	122.0	32.940	96.6	1:23.042	16 -	50.093	122.0	32.327	96.7	1:22.420
888	Fabrizio GIOVANARDI				I Uniq Racing with Triple Eight						
1 -		125.7	31.362	97.5	1:24.995	9 -	49.102	124.3	31.641	97.0	1:20.743
2 -	48.464	125.9	31.022	98.0	1:19.486	10 -	49.294	123.4	31.832	96.4	1:21.126

Thruxton
Circuit Length = 2.3560 miles
Start: 14:15 End: 14:38

Weather / Track : Bright / Dry

2010 Dunlop MSA British Touring Car Championship
ROUND 2 - SECTOR ANALYSIS

3 -	48.121	125.7	30.990	97.8	1:19.111	11 -	49.088	123.1	31.471	97.7	1:20.559
4 -	48.565	124.5	31.068	98.0	1:19.633	12 -	49.208	123.8	31.972	96.0	1:21.180
5 -	48.687	124.5	31.184	97.0	1:19.871	13 -	49.198	124.3	31.834	96.7	1:21.032
6 -	48.972	124.3	31.254	97.5	1:20.226	14 -	49.422	124.3	31.943	96.6	1:21.365
7 -	48.982	124.5	31.752	96.3	1:20.734	15 -	49.319	123.8	31.298	97.8	1:20.617
8 -	49.010	123.8	31.687	97.0	1:20.697	16 -	49.274	124.7	32.180	94.6	1:21.454

2010 Dunlop MSA British Touring Car Championship ROUND 2 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	11	Steven KANE	129.6				21	Tom ONSLOW-COLE	101.5	
2	6	Robert COLLARD	129.3				6	Robert COLLARD	101.2	
3	20	Alex MacDOWALL	129.1				20	Alex MacDOWALL	100.9	
4	55	David PINKNEY	129.1				4	Matt NEAL	100.6	
5	29	Paul O'NEILL	128.8				11	Steven KANE	100.6	
6	28	John GEORGE	128.6				77	Andrew JORDAN	100.5	
7	5	Mat JACKSON	128.3				5	Mat JACKSON	100.2	
8	21	Tom ONSLOW-COLE	128.3				23	Tom CHILTON	100.0	
9	4	Matt NEAL	128.1				2	Jason PLATO	99.4	
10	88	Phil GLEW	128.1				29	Paul O'NEILL	99.4	
11	22	Tom BOARDMAN	127.8				44	Andy NEATE	99.1	
12	77	Andrew JORDAN	127.8				22	Tom BOARDMAN	99.0	
13	23	Tom CHILTON	127.6				28	John GEORGE	99.0	
14	44	Andy NEATE	127.3				88	Phil GLEW	99.0	
15	2	Jason PLATO	127.1				55	David PINKNEY	98.8	
16	27	Martin JOHNSON	127.1				98	Matt HAMILTON	98.8	
17	888	Fabrizio GIOVANARDI	125.9				52	Gordon SHEDDEN	98.4	
18	98	Matt HAMILTON	125.7				27	Martin JOHNSON	98.1	
19	52	Gordon SHEDDEN	125.0				888	Fabrizio GIOVANARDI	98.0	
20	99	Shaun HOLLAMBY	122.7				99	Shaun HOLLAMBY	97.3	

Weather / Track : Bright / Dry

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Thruxton
Circuit Length = 2.3560 miles
Start: 14:15 End: 14:38

Printed - 14.39 Sunday, 04 April 2010

2010 Dunlop MSA British Touring Car Championship

ROUND 2 - 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	47.986	77	JORDAN	30.754	1	2	PLATO	1:19.094	1:19.094	0.000
2	4	NEAL	48.041	88	GLEW	30.933	2	4	NEAL	1:19.094	1:19.249	0.155
3	888	GIOVANARDI	48.121	888	GIOVANARDI	30.990	3	888	GIOVANARDI	1:19.111	1:19.111	0.000
4	29	O'NEILL	48.127	22	BOARDMAN	31.046	4	77	JORDAN	1:19.117	1:19.184	0.067
5	20	MacDOWALL	48.142	4	NEAL	31.053	5	88	GLEW	1:19.168	1:19.365	0.197
6	52	SHEDDEN	48.234	20	MacDOWALL	31.093	6	29	O'NEILL	1:19.222	1:19.313	0.091
7	88	GLEW	48.235	29	O'NEILL	31.095	7	20	MacDOWALL	1:19.235	1:19.241	0.006
8	5	JACKSON	48.255	2	PLATO	31.108	8	22	BOARDMAN	1:19.434	1:19.434	0.000
9	77	JORDAN	48.363	6	COLLARD	31.191	9	5	JACKSON	1:19.499	1:19.499	0.000
10	22	BOARDMAN	48.388	5	JACKSON	31.244	10	52	SHEDDEN	1:19.624	1:19.980	0.356
11	55	PINKNEY	48.409	55	PINKNEY	31.282	11	55	PINKNEY	1:19.691	1:19.791	0.100
12	11	KANE	48.434	11	KANE	31.289	12	11	KANE	1:19.723	1:19.723	0.000
13	6	COLLARD	48.539	52	SHEDDEN	31.390	13	6	COLLARD	1:19.730	1:19.730	0.000
14	21	ONSLow-COLE	48.639	21	ONSLow-COLE	31.538	14	21	ONSLow-COLE	1:20.177	1:20.429	0.252
15	23	CHILTON	48.844	23	CHILTON	31.561	15	23	CHILTON	1:20.405	1:20.459	0.054
16	98	HAMILTON	49.009	28	GEORGE	31.746	16	28	GEORGE	1:20.883	1:21.044	0.161
17	44	NEATE	49.037	27	JOHNSON	31.856	17	98	HAMILTON	1:20.897	1:21.338	0.441
18	28	GEORGE	49.137	98	HAMILTON	31.888	18	44	NEATE	1:20.955	1:21.514	0.559
19	27	JOHNSON	49.703	44	NEATE	31.918	19	27	JOHNSON	1:21.559	1:21.680	0.121
20	99	HOLLAMBY	49.716	99	HOLLAMBY	32.327	20	99	HOLLAMBY	1:22.043	1:22.420	0.377
Perfect lap										1:18.740		

2010 Dunlop MSA British Touring Car Championship
ROUND 2 - LAP CHART

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
888		1:24.995	888		1:19.486	888		1:19.111	888		1:19.633	888		1:19.871
2	1.257	1:26.252	2	0.865	1:19.094	2	1.104	1:19.350	2	1.499	1:20.028	2	1.636	1:20.008
29	1.486	1:26.481	29	1.313	1:19.313	29	1.976	1:19.774	29	2.203	1:19.860	29	2.061	1:19.729
5	1.799	1:26.794	5	1.812	1:19.499	5	2.412	1:19.711	5	2.810	1:20.031	5	2.930	1:19.991
22	2.157	1:27.152	22	2.105	1:19.434	22	2.678	1:19.684	22	3.140	1:20.095	22	3.604	1:20.335
20	3.056	1:28.051	20	2.811	1:19.241	20	3.074	1:19.374	20	3.591	1:20.150	20	4.115	1:20.395
88	3.247	1:28.242	88	3.205	1:19.444	88	3.459	1:19.365	88	3.826	1:20.000	4	4.697	1:20.404
4	3.754	1:28.749	4	3.793	1:19.525	4	3.931	1:19.249	4	4.164	1:19.866	77	5.123	1:20.407
55	4.117	1:29.112	77	4.548	1:19.878	77	4.621	1:19.184	77	4.587	1:19.599	88	5.393	1:21.438
77	4.156	1:29.151	55	4.990	1:20.359	55	5.670	1:19.791	55	7.080	1:21.043	55	8.272	1:21.063
23	4.931	1:29.926	23	6.675	1:21.230	23	8.023	1:20.459	23	9.209	1:20.819	23	10.215	1:20.877
44	6.801	1:31.796	52	8.449	1:20.882	52	9.318	1:19.980	52	10.195	1:20.510	52	10.421	1:20.097
52	7.053	1:32.048	44	9.146	1:21.831	11	10.783	1:20.224	11	11.052	1:19.902	11	10.904	1:19.723
28	7.455	1:32.450	11	9.670	1:21.387	6	10.958	1:20.038	6	11.346	1:20.021	6	11.205	1:19.730
11	7.769	1:32.764	6	10.031	1:21.426	44	11.914	1:21.879	28	13.615	1:21.251	21	14.984	1:20.902
6	8.091	1:33.086	28	10.064	1:22.095	28	11.997	1:21.044	21	13.953	1:21.213	27	17.425	1:21.680
27	8.279	1:33.274	27	10.566	1:21.773	21	12.373	1:20.650	27	15.616	1:21.872	44	18.252	1:21.711
98	9.216	1:34.211	21	10.834	1:20.429	27	13.377	1:21.922	44	16.412	1:24.131	98	18.630	1:21.856
21	9.891	1:34.886	98	11.901	1:22.171	98	14.128	1:21.338	98	16.645	1:22.150	28	30.396	1:36.652
99	12.671	1:37.666	99	18.488	1:25.303	99	23.228	1:23.851	99	27.205	1:23.610	99	31.157	1:23.823

2010 Dunlop MSA British Touring Car Championship
ROUND 2 - LAP CHART

Lap 6			Lap 7			Lap 8			Lap 9			Lap 10		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
888		1:20.226	888		1:20.734	888		1:20.697	888		1:20.743	888		1:21.126
2	2.145	1:20.735	2	2.056	1:20.645	2	2.040	1:20.681	2	2.000	1:20.703	2	1.603	1:20.729
29	2.496	1:20.661	29	2.419	1:20.657	29	2.442	1:20.720	29	2.496	1:20.797	29	1.965	1:20.595
5	2.843	1:20.139	5	2.839	1:20.730	5	2.752	1:20.610	5	3.274	1:21.265	5	2.757	1:20.609
22	4.102	1:20.724	20	4.146	1:20.333	20	3.927	1:20.478	4	3.673	1:20.391	4	2.892	1:20.345
20	4.547	1:20.658	4	4.300	1:20.267	4	4.025	1:20.422	77	4.535	1:20.826	77	3.742	1:20.333
4	4.767	1:20.296	77	4.658	1:20.399	77	4.452	1:20.491	20	5.686	1:22.502	20	5.415	1:20.855
77	4.993	1:20.096	88	5.371	1:20.405	88	5.390	1:20.716	88	6.039	1:21.392	88	5.749	1:20.836
88	5.700	1:20.533	55	9.822	1:21.712	55	10.365	1:21.240	55	11.193	1:21.571	55	11.362	1:21.295
55	8.844	1:20.798	52	12.593	1:22.436	52	13.027	1:21.131	52	13.007	1:20.723	11	13.082	1:21.140
23	10.825	1:20.836	11	12.625	1:21.915	11	13.433	1:21.505	11	13.068	1:20.378	52	13.637	1:21.756
52	10.891	1:20.696	6	12.852	1:21.754	6	14.064	1:21.909	6	14.099	1:20.778	6	13.798	1:20.825
11	11.444	1:20.766	23	13.662	1:23.571	23	16.921	1:23.956	21	18.050	1:21.452	21	18.219	1:21.295
6	11.832	1:20.853	22	13.676	1:30.308	21	17.341	1:22.127	22	21.473	1:24.555	22	24.715	1:24.368
21	15.677	1:20.919	21	15.911	1:20.968	22	17.661	1:24.682	27	23.800	1:22.929	27	25.818	1:23.144
27	19.147	1:21.948	27	20.151	1:21.738	27	21.614	1:22.160	98	26.713	1:23.894	98	28.353	1:22.766
44	19.540	1:21.514	44	20.522	1:21.716	44	22.013	1:22.188	44	32.501	1:31.231	44	33.622	1:22.247
98	20.322	1:21.918	98	21.939	1:22.351	98	23.562	1:22.320	28	40.165	1:22.899	28	42.071	1:23.032
28	33.666	1:23.496	28	35.488	1:22.556	28	38.009	1:23.218	99	40.536	1:22.861	99	42.543	1:23.133
99	34.258	1:23.327	99	36.073	1:22.549	99	38.418	1:23.042						

2010 Dunlop MSA British Touring Car Championship
ROUND 2 - LAP CHART

Lap 11			Lap 12			Lap 13			Lap 14			Lap 15		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
888		1:20.559	888		1:21.180	888		1:21.032	888		1:21.365	888		1:20.617
2	1.802	1:20.758	2	1.716	1:21.094	2	2.081	1:21.397	2	1.472	1:20.756	4	2.670	1:21.564
29	2.268	1:20.862	29	2.093	1:21.005	4	2.358	1:21.058	4	1.723	1:20.730	29	3.757	1:22.007
4	3.004	1:20.671	4	2.332	1:20.508	29	2.793	1:21.732	29	2.367	1:20.939	2	5.351	1:24.496
77	4.226	1:21.043	77	3.653	1:20.607	5	5.372	1:21.235	5	5.322	1:21.315	27	1 LAP	1:26.622
5	4.627	1:22.429	5	5.169	1:21.722	20	6.557	1:21.913	20	6.679	1:21.487	5	5.970	1:21.265
20	5.719	1:20.863	20	5.676	1:21.137	88	7.269	1:22.273	88	6.971	1:21.067	20	7.071	1:21.009
88	6.041	1:20.851	88	6.028	1:21.167	11	13.692	1:21.176	11	13.335	1:21.008	88	7.399	1:21.045
55	12.694	1:21.891	11	13.548	1:21.582	6	15.329	1:22.100	6	15.191	1:21.227	11	13.532	1:20.814
11	13.146	1:20.623	55	14.021	1:22.507	55	15.656	1:22.667	55	15.717	1:21.426	6	15.446	1:20.872
52	14.183	1:21.105	6	14.261	1:21.026	52	15.914	1:21.991	52	16.459	1:21.910	55	17.067	1:21.967
6	14.415	1:21.176	52	14.955	1:21.952	21	20.770	1:21.958	21	21.888	1:22.483	52	17.355	1:21.513
21	19.348	1:21.688	21	19.844	1:21.676	98	35.567	1:23.987	98	36.709	1:22.507	21	25.082	1:23.811
27	27.891	1:22.632	27	29.840	1:23.129	44	38.417	1:23.130	44	39.053	1:22.001	98	38.064	1:21.972
22	29.398	1:25.242	98	32.612	1:22.569	22	41.047	1:27.451	22	46.850	1:27.168	44	40.386	1:21.950
98	31.223	1:23.429	22	34.628	1:26.410	28	49.564	1:23.808	28	51.479	1:23.280	22	51.053	1:24.820
44	35.135	1:22.072	44	36.319	1:22.364	99	50.037	1:23.812	77	51.626	1:21.923	77	51.438	1:20.429
28	44.702	1:23.190	28	46.788	1:23.266	77	51.068	2:08.447 P	99	52.394	1:23.722	28	53.565	1:22.703
99	45.201	1:23.217	99	47.257	1:23.236	27	1:20.795	2:11.987 P				99	54.783	1:23.006

2010 Dunlop MSA British Touring Car Championship

ROUND 2 - LAP CHART

Lap 16		
No	Behind	Laptime
888		1:21.454
4	2.429	1:21.213
29	4.008	1:21.705
2	5.046	1:21.149
5	6.144	1:21.628
20	6.844	1:21.227
88	7.128	1:21.183
27	1 LAP	1:24.026
11	13.309	1:21.231
6	14.902	1:20.910
55	16.857	1:21.244
52	17.096	1:21.195
21	28.390	1:24.762
98	39.089	1:22.479
44	40.476	1:21.544
77	50.065	1:20.081
22	54.477	1:24.878
28	54.874	1:22.763
99	55.749	1:22.420


2010 Dunlop MSA British Touring Car Championship

ROUND 2 - POSITION CHART

No	Name	Laps Pos																
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
888	Fabrizio GIOVANARDI	1	888	888	888	888	888	888	888	888	888	888	888	888	888	888	888	888
2	Jason PLATO	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	4	4
29	Paul O'NEILL	3	29	29	29	29	29	29	29	29	29	29	29	29	4	4	29	29
5	Mat JACKSON	4	5	5	5	5	5	5	5	5	5	5	4	4	29	29	2	2
22	Tom BOARDMAN	5	22	22	22	22	22	22	20	20	4	4	77	77	5	5	5	5
20	Alex MacDOWALL	6	20	20	20	20	20	20	4	4	77	77	5	5	20	20	20	20
88	Phil GLEW	7	88	88	88	88	4	4	77	77	20	20	20	20	88	88	88	88
4	Matt NEAL	8	4	4	4	4	77	77	88	88	88	88	88	88	11	11	11	11
55	David PINKNEY	9	55	77	77	77	88	88	55	55	55	55	55	11	6	6	6	6
77	Andrew JORDAN	10	77	55	55	55	55	55	52	52	52	11	11	55	55	55	55	55
23	Tom CHILTON	11	23	23	23	23	23	23	11	11	11	52	52	6	52	52	52	52
44	Andy NEATE	12	44	52	52	52	52	52	6	6	6	6	6	52	21	21	21	21
52	Gordon SHEDDEN	13	52	44	11	11	11	11	23	23	21	21	21	21	98	98	98	98
28	John GEORGE	14	28	11	6	6	6	6	22	21	22	22	27	27	44	44	44	44
11	Steven KANE	15	11	6	44	28	21	21	21	22	27	27	22	98	22	22	22	77
6	Robert COLLARD	16	6	28	28	21	27	27	27	27	98	98	98	22	28	28	77	22
27	Martin JOHNSON	17	27	27	21	27	44	44	44	44	44	44	44	44	99	77	28	28
98	Matt HAMILTON	18	98	21	27	44	98	98	98	98	28	28	28	28	<u>77</u>	99	99	99
21	Tom ONSLOW-COLE	19	21	98	98	98	28	28	28	28	99	99	99	99	<u>27</u>	27	27	
99	Shaun HOLLAMBY	20	99	99	99	99	99	99	99	99								

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ROUND 3 - GRID

ROW 10	27 Martin JOHNSON	23 Tom CHILTON
ROW 9	28 John GEORGE	99 Shaun HOLLAMBY
ROW 8	77 Andrew JORDAN	22 Tom BOARDMAN
ROW 7	98 Matt HAMILTON	44 Andy NEATE
ROW 6	52 Gordon SHEDDEN	21 Tom ONSLOW-COLE
ROW 5	888 Fabrizio GIOVANARDI	55 David PINKNEY
ROW 4	29 Paul O'NEILL	4 Matt NEAL
ROW 3	5 Mat JACKSON	2 Jason PLATO
ROW 2	88 Phil GLEW	20 Alex MacDOWALL
ROW 1	6 Robert COLLARD	11 Steven KANE
Pole		
		

Thruxton
Circuit Length = 2.3560 miles

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

Clerk of Course :

Timekeeper :

2010 Dunlop MSA British Touring Car Championship

ROUND 3 - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	11	I	Steven KANE (GBR) Airwaves BMW	BMW 320si	18	25:29.299			99.82	1:18.836	2
2	5	I	Mat JACKSON (GBR) Airwaves BMW	BMW 320si	18	25:30.395	1.096	1.096	99.75	1:19.150	2
3	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	18	25:30.842	1.543	0.447	99.72	1:18.977	2
4	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	18	25:31.032	1.733	0.190	99.71	1:18.949	3
5	888	I	Fabrizio GIOVANARDI (ITA) Uniq Racing with Triple Eight	Vauxhall Vectra	18	25:31.206	1.907	0.174	99.70	1:18.821	3
6	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	18	25:37.680	8.381	6.474	99.28	1:19.342	4
7	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	18	25:38.335	9.036	0.655	99.24	1:19.564	3
8	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	18	25:38.942	9.643	0.607	99.20	1:19.832	2
9	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	18	25:40.662	11.363	1.720	99.09	1:19.868	4
10	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	18	25:41.302	12.003	0.640	99.05	1:19.537	4
11	44	I	Andy NEATE (GBR) WSR	BMW 320si	18	25:52.637	23.338	11.335	98.32	1:19.256	3
12	98	I	Matt HAMILTON (GBR) TH Motorsport	Honda Civic	18	26:09.476	40.177	16.839	97.27	1:21.409	3
13	22	I	Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	18	26:48.987	1:19.688	39.511	94.88	1:19.876	2
14	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	17	25:47.577	1 lap	1 lap	93.16	1:18.739	11

NOT CLASSIFIED

DNF	88	I	Phil GLEW (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	16	22:50.690	2 laps	1 lap	99.00	1:19.000	2
DNF	28	I	John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	14	21:47.609	4 laps	2 laps	90.80	1:20.470	3
DNF	99	I	Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	13	20:39.357	5 laps	1 lap	88.96	1:21.838	3
DNF	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	7	11:11.772	11 laps	6 laps	88.37	1:18.963	3
DNF	6	I	Robert COLLARD (GBR) WSR	BMW 320si	6	8:02.440	12 laps	1 lap	105.48	1:18.562	2
DNF	27	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	0						

FASTEST LAP

	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	3	1:18.949		107.43 mph		172.89 kph	
	6	I	Robert COLLARD (GBR) WSR	BMW 320si	2	1:18.562		107.96 mph		173.74 kph	

Weather / Track : Bright / Dry

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

Thruxton
Circuit Length = 2.3560 miles
Start: 17:15 End: 17:42

Clerk of Course :	Timekeeper :
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2010 Dunlop MSA British Touring Car Championship

ROUND 3 - SECTOR ANALYSIS

2	Jason PLATO										Silverline Chevrolet				
1 -		126.4		31.321	99.1	1:27.989	10 -	1:10.703	82.2	47.888	99.1	1:58.591			
2 -	47.977	126.4		31.000	100.3	1:18.977	11 -	48.815	126.4	31.475	99.7	1:20.290			
3 -	48.072	126.6		30.979	100.5	1:19.051	12 -	48.678	126.1	31.551	100.2	1:20.229			
4 -	48.489	126.1		30.956	99.9	1:19.445	13 -	48.993	125.4	31.621	100.3	1:20.614			
5 -	48.695	125.9		31.431	99.1	1:20.126	14 -	49.029	125.4	31.340	100.2	1:20.369			
6 -	48.956	125.7		31.165	99.9	1:20.121	15 -	49.171	126.1	31.515	99.7	1:20.686			
7 -	48.981	125.9		31.363	98.7	1:20.344	16 -	49.037	125.7	31.557	100.6	1:20.594			
8 -	49.262	125.2		32.215	88.0	1:21.477	17 -	49.224	125.7	31.619	99.9	1:20.843			
9 -	1:08.233	80.3		52.181	58.6	2:00.414	18 -	49.032	126.1	31.650	99.9	1:20.682			
4	Matt NEAL										Honda Racing Team				
1 -		128.1		31.079	99.0	1:26.666	5 -	48.431	125.7	31.117	98.1	1:19.548			
2 -	48.020	126.4		31.144	99.1	1:19.164	6 -	48.659	125.2	31.047	99.1	1:19.706			
3 -	48.095	126.9		30.868	99.3	1:18.963	7 -	48.503	127.1	34.340	70.0	1:22.843			
4 -	48.399	125.9		31.030	99.1	1:19.429									
5	Mat JACKSON										Airwaves BMW				
1 -		128.3		31.734	99.7	1:26.953	10 -	1:10.923	84.7	47.944	100.0	1:58.867			
2 -	48.182	127.6		30.968	100.8	1:19.150	11 -	48.344	127.6	31.319	100.2	1:19.663			
3 -	48.235	128.1		31.013	100.5	1:19.248	12 -	49.330	128.1	31.825	100.5	1:21.155			
4 -	48.178	126.9		31.117	99.4	1:19.295	13 -	48.700	126.6	31.622	100.6	1:20.322			
5 -	48.361	127.1		31.212	100.5	1:19.573	14 -	48.934	126.4	31.374	100.5	1:20.308			
6 -	48.670	126.6		31.196	100.5	1:19.866	15 -	48.875	127.1	31.872	98.1	1:20.747			
7 -	48.810	126.4		31.693	99.1	1:20.503	16 -	49.235	126.1	31.673	100.0	1:20.908			
8 -	49.176	126.4		33.812	82.5	1:22.988	17 -	48.824	125.2	31.542	100.2	1:20.366			
9 -	1:07.139	84.3		52.131	70.1	1:59.270	18 -	49.325	124.5	31.888	99.6	1:21.213			
6	Robert COLLARD										WSR				
1 -		127.8		31.109	99.3	1:25.317	4 -	48.286	126.6	31.239	99.3	1:19.525			
2 -	47.555	128.1		31.007	100.0	1:18.562	5 -	48.468	126.9	31.504	98.7	1:19.972			
3 -	47.916	127.3		31.098	100.0	1:19.014	6 -	48.629	126.4	31.421	99.6	1:20.050			
11	Steven KANE										Airwaves BMW				
1 -		129.6		31.606	99.3	1:26.017	10 -	1:11.039	97.1	48.292	99.4	1:59.331			
2 -	47.732	127.3		31.104	100.5	1:18.836	11 -	48.694	126.1	31.397	97.3	1:20.091			
3 -	47.912	126.9		31.080	100.3	1:18.992	12 -	49.368	126.6	31.752	99.9	1:21.120			
4 -	48.092	127.3		30.993	100.3	1:19.085	13 -	48.745	125.9	31.624	99.6	1:20.369			
5 -	48.382	127.3		31.509	99.1	1:19.891	14 -	48.746	125.4	31.469	100.0	1:20.215			
6 -	48.586	127.6		31.209	100.0	1:19.795	15 -	48.929	126.1	31.973	98.5	1:20.902			
7 -	49.117	126.9		32.669	96.0	1:21.786	16 -	48.882	126.1	31.423	100.8	1:20.305			
8 -	49.040	125.9		34.066	83.1	1:23.106	17 -	48.931	125.2	31.670	100.0	1:20.601			
9 -	1:06.091	86.1		52.118	64.4	1:58.209	18 -	49.021	125.4	31.627	100.3	1:20.648			
20	Alex MacDOWALL										Silverline Chevrolet				
1 -		129.1		31.660	100.2	1:31.577	10 -	1:09.964	100.6	46.026	100.5	1:55.990			
2 -	48.523	129.3		31.441	100.5	1:19.964	11 -	49.108	128.3	32.022	90.8	1:21.130			
3 -	48.727	127.3		31.335	101.2	1:20.062	12 -	50.498	125.4	31.513	100.5	1:22.011			
4 -	48.767	127.3		31.101	99.6	1:19.868	13 -	49.277	127.1	32.148	100.6	1:21.425			
5 -	49.268	126.6		31.294	100.6	1:20.562	14 -	49.198	127.6	31.632	100.6	1:20.830			
6 -	49.359	126.9		31.937	99.6	1:21.296	15 -	49.047	127.3	31.601	100.5	1:20.648			
7 -	49.400	126.9		31.466	100.6	1:20.866	16 -	49.093	127.1	31.807	100.0	1:20.900			
8 -	49.722	126.9		32.513	93.9	1:22.235	17 -	49.166	127.6	32.143	100.5	1:21.309			
9 -	1:06.620	73.0		52.406	49.5	1:59.026	18 -	49.173	126.6	31.790	100.3	1:20.963			
21	Tom ONSLOW-COLE										Team Aon				
1 -		128.1		31.679	101.1	1:30.707	10 -	1:09.492	85.1	47.656	99.9	1:57.148			
2 -	48.344	127.8		31.592	101.1	1:19.936	11 -	49.412	126.4	31.376	101.1	1:20.788			
3 -	48.585	127.1		30.979	101.1	1:19.564	12 -	49.122	126.1	31.491	101.1	1:20.613			
4 -	48.867	127.1		31.097	100.3	1:19.964	13 -	49.444	125.7	31.529	100.8	1:20.973			
5 -	49.357	127.1		31.199	100.2	1:20.556	14 -	49.442	125.9	31.577	101.1	1:21.019			
6 -	50.176	126.1		31.344	100.0	1:21.520	15 -	49.497	125.4	31.448	100.8	1:20.945			
7 -	49.249	125.9		31.253	100.2	1:20.502	16 -	49.587	125.9	31.554	100.9	1:21.141			

Thruxton
Circuit Length = 2.3560 miles
Start: 17:15 End: 17:42

Weather / Track : Bright / Dry

2010 Dunlop MSA British Touring Car Championship

ROUND 3 - SECTOR ANALYSIS

8 -	49.586	125.9	31.872	89.2	1:21.458	17 -	49.638	125.7	31.731	99.7	1:21.369
9 -	1:06.294	76.8	52.528	55.9	1:58.822	18 -	49.669	125.0	31.641	100.5	1:21.310
22	Tom BOARDMAN					I	Special Tuning UK				
1 -		125.9	31.743	98.5	1:31.911	10 -	1:10.199	110.4	45.506	98.7	1:55.705
2 -	48.433	127.3	31.443	99.3	1:19.876	11 -	49.182	125.2	31.838	98.1	1:21.020
3 -	48.791	125.2	31.387	99.1	1:20.178	12 -	49.963	123.6	31.192	97.0	1:21.155
4 -	48.667	126.6	31.332	99.1	1:19.999	13 -	49.578	123.8	31.480	98.4	1:21.058
5 -	49.107	125.9	31.211	99.1	1:20.318	14 -	49.245	124.7	31.398	98.3	1:20.643
6 -	49.358	125.0	31.877	98.0	1:21.235	15 -	49.145	124.7	31.449	98.0	1:20.594
7 -	49.608	124.0	31.615	98.4	1:21.223	16 -	49.317	124.0	31.507	98.1	1:20.824
8 -	50.536	122.7	32.792	96.6	1:23.328	17 -	49.204	123.6	In		2:29.302P
9 -	1:05.843	70.2	52.220	49.9	1:58.063	18 -	Out	123.8	32.516	97.7	1:22.555
23	Tom CHILTON					I	Team Aon				
1 -		128.3	31.749	102.3	1:31.374	10 -	1:09.428	89.5	47.267	103.2	1:56.695
2 -	48.475	127.8	31.357	102.9	1:19.832	11 -	49.503	127.6	31.490	102.1	1:20.993
3 -	48.815	128.1	31.166	102.1	1:19.981	12 -	49.083	128.3	31.430	101.5	1:20.513
4 -	49.000	128.6	31.105	100.9	1:20.105	13 -	49.559	126.6	31.550	100.3	1:21.109
5 -	49.138	127.6	31.221	100.8	1:20.359	14 -	49.360	127.6	31.664	101.4	1:21.024
6 -	49.491	128.6	31.551	100.5	1:21.042	15 -	49.552	126.4	31.447	100.3	1:20.999
7 -	49.318	127.3	31.327	101.2	1:20.645	16 -	49.759	126.4	31.309	101.5	1:21.068
8 -	49.573	126.9	32.307	97.4	1:21.880	17 -	49.739	126.6	31.506	100.3	1:21.245
9 -	1:06.105	74.2	52.288	53.0	1:58.393	18 -	49.867	125.9	31.818	98.5	1:21.685
27	Martin JOHNSON					I	Boulevard Team Racing				
28	John GEORGE					I	Sunshine.co.uk with Tech-Speed Msport				
1 -		125.2	32.743	96.7	1:33.752	8 -	50.443	124.5	33.142	92.2	1:23.585
2 -	49.117	127.1	32.093	99.0	1:21.210	9 -	1:00.091	63.5	51.864	54.5	1:51.955
3 -	48.790	125.7	31.680	100.2	1:20.470	10 -	1:11.170	117.3	45.275	98.0	1:56.445
4 -	48.898	125.9	32.065	99.4	1:20.963	11 -	50.542	122.5	33.282	100.5	1:23.824
5 -	49.641	125.4	32.211	99.7	1:21.852	12 -	49.880	125.4	32.194	99.6	1:22.074
6 -	49.575	124.7	32.266	99.9	1:21.841	13 -	50.065	124.3	32.483	99.9	1:22.548
7 -	49.782	126.1	32.248	99.3	1:22.030	14 -	50.066	125.2	32.523	100.3	1:22.589
29	Paul O'NEILL					I	Sunshine.co.uk with Tech-Speed Msport				
1 -		127.3	31.710	98.1	1:28.909	10 -	1:09.749	87.7	47.490	98.3	1:57.239
2 -	49.199	128.1	31.102	97.7	1:20.301	11 -	48.875	126.4	31.148	98.3	1:20.023
3 -	48.255	126.9	31.242	97.3	1:19.497	12 -	48.928	125.9	31.240	98.3	1:20.168
4 -	48.252	126.4	31.090	98.1	1:19.342	13 -	49.098	126.1	31.257	99.4	1:20.355
5 -	48.693	127.1	31.153	97.8	1:19.846	14 -	49.220	126.1	31.630	98.1	1:20.850
6 -	48.956	126.6	31.212	98.0	1:20.168	15 -	49.215	126.4	31.358	98.7	1:20.573
7 -	49.111	126.9	31.442	97.8	1:20.553	16 -	49.231	126.4	31.305	99.4	1:20.536
8 -	49.323	124.7	32.581	78.9	1:21.904	17 -	50.164	119.6	32.481	96.8	1:22.645
9 -	1:08.684	71.0	52.431	57.3	2:01.115	18 -	50.340	123.1	33.316	85.8	1:23.656
44	Andy NEATE					I	WSR				
1 -		129.1	31.825	98.7	1:29.544	10 -	1:09.322	91.8	47.804	98.0	1:57.126
2 -	48.998	127.6	31.400	99.3	1:20.398	11 -	50.228	115.9	31.984	99.4	1:22.212
3 -	48.535	127.1	30.721	101.7	1:19.256	12 -	49.640	124.7	32.031	97.8	1:21.671
4 -	48.912	126.4	31.593	97.0	1:20.505	13 -	49.245	125.4	31.820	98.8	1:21.065
5 -	48.918	126.9	31.855	98.0	1:20.773	14 -	49.277	125.7	32.472	99.3	1:21.749
6 -	48.910	126.1	31.891	97.7	1:20.801	15 -	53.925	79.9	33.845	98.8	1:27.770
7 -	49.246	126.4	30.205	102.6	1:19.451	16 -	50.164	118.1	32.822	100.2	1:22.986
8 -	49.962	125.0	32.879	96.6	1:22.841	17 -	50.824	125.2	32.146	99.3	1:22.970
9 -	1:06.277	72.8	52.649	54.5	1:58.926	18 -	50.122	126.1	32.471	89.6	1:22.593
52	Gordon SHEDDEN						Honda Racing Team				
1 -		127.3	31.779	97.4	1:29.129	10 -	1:10.746	84.1	47.393	99.0	1:58.139
2 -	48.291	126.4	31.019	98.4	1:19.310	11 -	48.560	125.0	31.390	98.3	1:19.950
3 -	47.912	125.9	31.037	98.4	1:18.949	12 -	48.686	125.0	31.471	99.6	1:20.157
4 -	48.131	126.4	31.203	98.3	1:19.334	13 -	49.011	124.5	31.647	98.8	1:20.658

Thruxton
Circuit Length = 2.3560 miles
Start: 17:15 End: 17:42

Weather / Track : Bright / Dry

2010 Dunlop MSA British Touring Car Championship

ROUND 3 - SECTOR ANALYSIS

5-	48.519	125.2	31.080	98.4	1:19.599	14-	49.120	124.3	31.487	99.3	1:20.607
6-	49.306	124.3	31.099	99.1	1:20.405	15-	48.728	125.2	31.283	98.1	1:20.011
7-	48.818	124.5	31.186	97.7	1:20.004	16-	49.204	124.3	31.475	99.1	1:20.679
8-	49.129	125.0	32.812	71.8	1:21.941	17-	49.324	123.8	31.475	99.1	1:20.799
9-	1:08.529	75.7	52.219	59.0	2:00.748	18-	49.115	125.2	31.498	97.4	1:20.613
55	David PINKNEY Pinkney Motorsport										
1-		127.1	31.513	99.4	1:30.949	10-	1:10.388	102.8	45.848	98.3	1:56.236
2-	48.619	126.4	31.356	99.7	1:19.975	11-	49.359	125.7	32.377	98.5	1:21.736
3-	48.591	127.1	31.294	99.4	1:19.885	12-	49.530	126.4	31.676	96.0	1:21.206
4-	48.630	127.1	30.907	99.4	1:19.537	13-	49.394	125.7	32.693	98.4	1:22.087
5-	49.497	125.9	30.965	100.6	1:20.462	14-	49.981	124.5	31.526	100.2	1:21.507
6-	49.097	127.3	33.116	99.1	1:22.213	15-	49.434	125.4	31.309	100.0	1:20.743
7-	49.360	126.4	31.432	99.0	1:20.792	16-	49.497	125.0	31.209	100.2	1:20.706
8-	49.648	124.3	32.483	86.7	1:22.131	17-	49.391	125.4	31.842	99.6	1:21.233
9-	1:06.012	72.5	52.716	52.0	1:58.728	18-	49.736	121.8	31.440	100.2	1:21.176
77	Andrew JORDAN Pirtek Racing										
1-		120.3	33.439	94.2	1:34.745	10-	57.898	86.1	37.762	100.0	1:35.660
2-	49.772	121.1	32.129	92.7	1:21.901	11-	48.605	126.4	30.134	101.8	1:18.739
3-	49.656	122.0	In		2:23.340P	12-	48.583	126.4	31.110	100.9	1:19.693
4-	Out	126.9	31.145	101.2	1:34.349	13-	48.814	125.9	30.723	100.9	1:19.537
5-	48.122	127.6	31.203	100.3	1:19.325	14-	49.144	127.1	31.687	98.7	1:20.831
6-	54.786	122.0	31.290	97.5	1:26.076	15-	49.020	126.1	31.185	100.3	1:20.205
7-	49.588	125.4	33.880	86.0	1:23.468	16-	49.474	125.4	30.896	100.0	1:20.370
8-	1:01.919	61.0	51.794	56.2	1:53.713	17-	49.055	125.0	30.849	100.0	1:19.904
9-	1:10.807	118.1	44.914	100.5	1:55.721						
88	Phil GLEW Uniq Racing with Triple Eight										
1-		127.3	31.329	98.8	1:28.187	9-	1:08.625	72.8	52.326	59.4	2:00.951
2-	48.061	127.1	30.939	100.0	1:19.000	10-	1:10.396	82.5	47.625	98.1	1:58.021
3-	48.234	127.3	30.856	100.3	1:19.090	11-	48.732	126.1	30.869	99.0	1:19.601
4-	48.612	120.5	31.378	99.4	1:19.990	12-	48.914	125.4	31.202	99.4	1:20.116
5-	48.553	127.3	31.202	99.3	1:19.755	13-	49.048	126.4	31.528	98.8	1:20.576
6-	49.918	125.9	31.163	98.4	1:21.081	14-	49.382	125.4	31.918	99.7	1:21.300
7-	49.031	125.7	30.883	98.7	1:19.914	15-	48.992	126.1	30.965	99.3	1:19.957
8-	49.355	124.5	32.824	69.8	1:22.179	16-	49.555	122.2	31.417	98.7	1:20.972
98	Matt HAMILTON TH Motorsport										
1-		124.0	35.414	94.1	1:36.154	10-	1:11.047	115.3	45.389	98.0	1:56.436
2-	49.986	123.1	32.374	96.6	1:22.360	11-	50.436	119.6	32.210	97.7	1:22.646
3-	49.329	122.7	32.080	97.1	1:21.409	12-	51.408	119.2	32.315	98.0	1:23.723
4-	49.393	120.5	32.332	97.7	1:21.725	13-	51.694	119.2	32.605	97.3	1:24.299
5-	50.234	119.6	32.357	97.5	1:22.591	14-	51.778	115.1	32.546	98.0	1:24.324
6-	50.643	121.1	32.275	97.4	1:22.918	15-	51.367	118.8	32.850	96.8	1:24.217
7-	50.701	121.1	32.493	97.1	1:23.194	16-	52.068	119.6	33.123	96.8	1:25.191
8-	50.994	121.4	33.783	94.0	1:24.777	17-	51.764	118.6	32.929	97.5	1:24.693
9-	53.227	79.6	50.018	60.6	1:43.245	18-	52.229	114.5	33.345	95.5	1:25.574
99	Shaun HOLLAMBY AmD Milltek Racing.com										
1-		122.0	34.948	92.9	1:35.951	8-	53.483	119.2	35.091	94.8	1:28.574
2-	49.828	121.4	33.257	96.3	1:23.085	9-	50.977	120.9	34.035	97.0	1:25.012
3-	49.258	122.2	32.580	97.5	1:21.838	10-	49.836	121.1	33.213	96.4	1:23.049
4-	49.161	121.8	42.223	92.6	1:31.384	11-	49.577	120.9	33.320	96.8	1:22.897
5-	54.699	97.5	In		3:08.150P	12-	49.975	119.4	33.811	96.6	1:23.786
6-	Out	117.9	36.777	90.3	1:30.955	13-	50.284	120.3	39.662	15.2	1:29.946
7-	55.311	114.7	39.419	91.1	1:34.730						
888	Fabrizio GIOVANARDI Uniq Racing with Triple Eight										
1-		128.1	31.381	98.0	1:28.463	10-	1:10.571	74.6	47.778	99.9	1:58.349
2-	48.247	126.6	31.015	98.5	1:19.262	11-	48.526	126.9	31.497	98.5	1:20.023
3-	48.035	127.3	30.786	99.6	1:18.821	12-	48.754	126.6	31.661	98.4	1:20.415
4-	48.363	126.1	30.971	98.8	1:19.334	13-	48.859	125.4	31.642	98.0	1:20.501
5-	48.641	126.9	31.323	98.3	1:19.964	14-	49.482	122.2	32.012	98.4	1:21.494
6-	48.953	125.7	31.177	98.4	1:20.130	15-	48.712	125.9	30.982	98.7	1:19.694

Thruxton
Circuit Length = 2.3560 miles
Start: 17:15 End: 17:42

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2010 Dunlop MSA British Touring Car Championship
ROUND 3 - SECTOR ANALYSIS

7 -	48.927	126.6	31.446	98.4	1:20.373	16 -	49.376	124.7	31.557	97.4	1:20.933
8 -	49.273	125.4	32.534	79.3	1:21.807	17 -	49.177	125.2	31.401	98.4	1:20.578
9 -	1:08.202	81.6	52.288	59.3	2:00.490	18 -	49.378	125.2	31.197	98.4	1:20.575

2010 Dunlop MSA British Touring Car Championship ROUND 3 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	11	Steven KANE	129.6				23	Tom CHILTON	103.2	
2	20	Alex MacDOWALL	129.3				44	Andy NEATE	102.6	
3	44	Andy NEATE	129.1				77	Andrew JORDAN	101.8	
4	23	Tom CHILTON	128.6				20	Alex MacDOWALL	101.2	
5	5	Mat JACKSON	128.3				21	Tom ONSLOW-COLE	101.1	
6	4	Matt NEAL	128.1				5	Mat JACKSON	100.8	
7	6	Robert COLLARD	128.1				11	Steven KANE	100.8	
8	21	Tom ONSLOW-COLE	128.1				2	Jason PLATO	100.6	
9	29	Paul O'NEILL	128.1				55	David PINKNEY	100.6	
10	888	Fabrizio GIOVANARDI	128.1				28	John GEORGE	100.5	
11	77	Andrew JORDAN	127.6				88	Phil GLEW	100.3	
12	22	Tom BOARDMAN	127.3				6	Robert COLLARD	100.0	
13	52	Gordon SHEDDEN	127.3				888	Fabrizio GIOVANARDI	99.9	
14	55	David PINKNEY	127.3				52	Gordon SHEDDEN	99.6	
15	88	Phil GLEW	127.3				29	Paul O'NEILL	99.4	
16	28	John GEORGE	127.1				4	Matt NEAL	99.3	
17	2	Jason PLATO	126.6				22	Tom BOARDMAN	99.3	
18	98	Matt HAMILTON	124.0				98	Matt HAMILTON	98.0	
19	99	Shaun HOLLAMBY	122.2				99	Shaun HOLLAMBY	97.5	
20										

Weather / Track : Bright / Dry

www.tsl-timing.com

Thruxton
Circuit Length = 2.3560 miles
Start: 17:15 End: 17:42

Printed - 17.45 Sunday, 04 April 2010

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ROUND 3 - BEST SECTOR TIMES

SECTOR 1			SECTOR 2			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	6	COLLARD	47.555	77	JORDAN	30.134	1	77	JORDAN	1:18.256	1:18.739	0.483
2	11	KANE	47.732	44	NEATE	30.205	2	6	COLLARD	1:18.562	1:18.562	0.000
3	52	SHEDDEN	47.912	888	GIOVANARDI	30.786	3	11	KANE	1:18.725	1:18.836	0.111
4	2	PLATO	47.977	88	GLEW	30.856	4	44	NEATE	1:18.740	1:19.256	0.516
5	4	NEAL	48.020	4	NEAL	30.868	5	888	GIOVANARDI	1:18.821	1:18.821	0.000
6	888	GIOVANARDI	48.035	55	PINKNEY	30.907	6	4	NEAL	1:18.888	1:18.963	0.075
7	88	GLEW	48.061	2	PLATO	30.956	7	88	GLEW	1:18.917	1:19.000	0.083
8	77	JORDAN	48.122	5	JACKSON	30.968	8	52	SHEDDEN	1:18.931	1:18.949	0.018
9	5	JACKSON	48.178	21	ONSLow-COLE	30.979	9	2	PLATO	1:18.933	1:18.977	0.044
10	29	O'NEILL	48.252	11	KANE	30.993	10	5	JACKSON	1:19.146	1:19.150	0.004
11	21	ONSLow-COLE	48.344	6	COLLARD	31.007	11	21	ONSLow-COLE	1:19.323	1:19.564	0.241
12	22	BOARDMAN	48.433	52	SHEDDEN	31.019	12	29	O'NEILL	1:19.342	1:19.342	0.000
13	23	CHILTON	48.475	29	O'NEILL	31.090	13	55	PINKNEY	1:19.498	1:19.537	0.039
14	20	MacDOWALL	48.523	20	MacDOWALL	31.101	14	23	CHILTON	1:19.580	1:19.832	0.252
15	44	NEATE	48.535	23	CHILTON	31.105	15	20	MacDOWALL	1:19.624	1:19.868	0.244
16	55	PINKNEY	48.591	22	BOARDMAN	31.192	16	22	BOARDMAN	1:19.625	1:19.876	0.251
17	28	GEORGE	48.790	28	GEORGE	31.680	17	28	GEORGE	1:20.470	1:20.470	0.000
18	99	HOLLAMBY	49.161	98	HAMILTON	32.080	18	98	HAMILTON	1:21.409	1:21.409	0.000
19	98	HAMILTON	49.329	99	HOLLAMBY	32.580	19	99	HOLLAMBY	1:21.741	1:21.838	0.097

Perfect lap	1:17.689
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2010 Dunlop MSA British Touring Car Championship
ROUND 3 - LAP CHART

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
6		1:25.317	6		1:18.562	6		1:19.014	6		1:19.525	6		1:19.972
11	0.700	1:26.017	11	0.974	1:18.836	11	0.952	1:18.992	11	0.512	1:19.085	11	0.431	1:19.891
4	1.349	1:26.666	4	1.951	1:19.164	4	1.900	1:18.963	4	1.804	1:19.429	4	1.380	1:19.548
5	1.636	1:26.953	5	2.224	1:19.150	5	2.458	1:19.248	5	2.228	1:19.295	5	1.829	1:19.573
2	2.672	1:27.989	2	3.087	1:18.977	2	3.124	1:19.051	2	3.044	1:19.445	2	3.198	1:20.126
88	2.870	1:28.187	88	3.308	1:19.000	88	3.384	1:19.090	888	3.462	1:19.334	888	3.454	1:19.964
888	3.146	1:28.463	888	3.846	1:19.262	888	3.653	1:18.821	88	3.849	1:19.990	88	3.632	1:19.755
29	3.592	1:28.909	52	4.560	1:19.310	52	4.495	1:18.949	52	4.304	1:19.334	52	3.931	1:19.599
52	3.812	1:29.129	29	5.331	1:20.301	29	5.814	1:19.497	29	5.631	1:19.342	29	5.505	1:19.846
44	4.227	1:29.544	44	6.063	1:20.398	44	6.305	1:19.256	44	7.285	1:20.505	44	8.086	1:20.773
21	5.390	1:30.707	21	6.764	1:19.936	21	7.314	1:19.564	21	7.753	1:19.964	21	8.337	1:20.556
55	5.632	1:30.949	55	7.045	1:19.975	55	7.916	1:19.885	55	7.928	1:19.537	55	8.418	1:20.462
23	6.057	1:31.374	23	7.327	1:19.832	23	8.294	1:19.981	23	8.874	1:20.105	23	9.261	1:20.359
20	6.260	1:31.577	20	7.662	1:19.964	20	8.710	1:20.062	20	9.053	1:19.868	20	9.643	1:20.562
22	6.594	1:31.911	22	7.908	1:19.876	22	9.072	1:20.178	22	9.546	1:19.999	22	9.892	1:20.318
28	8.435	1:33.752	28	11.083	1:21.210	28	12.539	1:20.470	28	13.977	1:20.963	77	1 LAP	1:34.349
77	9.428	1:34.745	77	12.767	1:21.901	98	17.030	1:21.409	98	19.230	1:21.725	28	15.857	1:21.852
99	10.634	1:35.951	98	14.635	1:22.360	99	17.981	1:21.838	99	29.840	1:31.384	98	21.849	1:22.591
98	10.837	1:36.154	99	15.157	1:23.085	77	1:17.093	2:23.340 P						

2010 Dunlop MSA British Touring Car Championship
ROUND 3 - LAP CHART

Lap 6			Lap 7			Lap 8			Lap 9			Lap 10		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
6		1:20.050	11		1:21.786	11		1:23.106	11		1:58.209	11		1:59.331
11	0.176	1:19.795	5	0.186	1:20.503	2	0.022	1:21.477	5	1.129	1:59.270	5	0.665	1:58.867
4	1.036	1:19.706	2	1.651	1:20.344	5	0.068	1:22.988	2	2.227	2:00.414	2	1.487	1:58.591
5	1.645	1:19.866	4	1.917	1:22.843	888	0.646	1:21.807	888	2.927	2:00.490	888	1.945	1:58.349
2	3.269	1:20.121	888	1.945	1:20.373	52	1.163	1:21.941	52	3.702	2:00.748	52	2.510	1:58.139
888	3.534	1:20.130	52	2.328	1:20.004	88	1.688	1:22.179	88	4.430	2:00.951	88	3.120	1:58.021
52	4.286	1:20.405	88	2.615	1:19.914	29	3.012	1:21.904	29	5.918	2:01.115	29	3.826	1:57.239
88	4.663	1:21.081	29	4.214	1:20.553	44	6.061	1:22.841	44	6.778	1:58.926	44	4.573	1:57.126
29	5.623	1:20.168	44	6.326	1:19.451	21	6.699	1:21.458	21	7.312	1:58.822	21	5.129	1:57.148
44	8.837	1:20.801	21	8.347	1:20.502	23	7.710	1:21.880	23	7.894	1:58.393	23	5.258	1:56.695
21	9.807	1:21.520	23	8.936	1:20.645	55	8.436	1:22.131	55	8.955	1:58.728	55	5.860	1:56.236
23	10.253	1:21.042	55	9.411	1:20.792	20	8.922	1:22.235	20	9.739	1:59.026	20	6.398	1:55.990
55	10.581	1:22.213	20	9.793	1:20.866	22	10.560	1:23.328	22	10.414	1:58.063	22	6.788	1:55.705
20	10.889	1:21.296	22	10.338	1:21.223	77	1 LAP	1:23.468	77	1 LAP	1:53.713	77	1 LAP	1:55.721
22	11.077	1:21.235	77	1 LAP	1:26.076	28	18.195	1:23.585	28	11.941	1:51.955	28	9.055	1:56.445
77	1 LAP	1:19.325	28	17.716	1:22.030	98	27.620	1:24.777	98	12.656	1:43.245	98	9.761	1:56.436
28	17.648	1:21.841	98	25.949	1:23.194	99	1 LAP	1:34.730	99	1 LAP	1:28.574	99	1 LAP	1:25.012
98	24.717	1:22.918	99	1 LAP	1:30.955									
99	1 LAP	3:08.150 P												

2010 Dunlop MSA British Touring Car Championship
ROUND 3 - LAP CHART

Lap 11			Lap 12			Lap 13			Lap 14			Lap 15		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
11		1:20.091	11		1:21.120	11		1:20.369	11		1:20.215	11		1:20.902
5	0.237	1:19.663	5	0.272	1:21.155	5	0.225	1:20.322	5	0.318	1:20.308	5	0.163	1:20.747
2	1.686	1:20.290	2	0.795	1:20.229	2	1.040	1:20.614	2	1.194	1:20.369	2	0.978	1:20.686
888	1.877	1:20.023	888	1.172	1:20.415	888	1.304	1:20.501	52	2.087	1:20.607	52	1.196	1:20.011
52	2.369	1:19.950	52	1.406	1:20.157	52	1.695	1:20.658	888	2.583	1:21.494	888	1.375	1:19.694
88	2.630	1:19.601	88	1.626	1:20.116	88	1.833	1:20.576	88	2.918	1:21.300	88	1.973	1:19.957
29	3.758	1:20.023	29	2.806	1:20.168	29	2.792	1:20.355	29	3.427	1:20.850	29	3.098	1:20.573
21	5.826	1:20.788	21	5.319	1:20.613	21	5.923	1:20.973	21	6.727	1:21.019	21	6.770	1:20.945
23	6.160	1:20.993	23	5.553	1:20.513	23	6.293	1:21.109	23	7.102	1:21.024	23	7.199	1:20.999
44	6.694	1:22.212	44	7.245	1:21.671	44	7.941	1:21.065	22	8.869	1:20.643	22	8.561	1:20.594
20	7.437	1:21.130	55	7.591	1:21.206	22	8.441	1:21.058	44	9.475	1:21.749	20	9.745	1:20.648
55	7.505	1:21.736	22	7.752	1:21.155	55	9.309	1:22.087	20	9.999	1:20.830	55	10.442	1:20.743
22	7.717	1:21.020	20	8.328	1:22.011	20	9.384	1:21.425	55	10.601	1:21.507	44	16.343	1:27.770
98	12.316	1:22.646	28	13.742	1:22.074	28	15.921	1:22.548	28	18.295	1:22.589	77	1 LAP	1:20.831
28	12.788	1:23.824	98	14.919	1:23.723	98	18.849	1:24.299	77	1 LAP	1:19.537	98	26.273	1:24.217
99	1 LAP	1:23.049	99	1 LAP	1:22.897	77	1 LAP	1:19.693	98	22.958	1:24.324			
77	1 LAP	1:35.660	77	1 LAP	1:18.739	99	1 LAP	1:23.786	99	1 LAP	1:29.946			

2010 Dunlop MSA British Touring Car Championship
ROUND 3 - LAP CHART

Lap 16			Lap 17			Lap 18		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
11		1:20.305	11		1:20.601	11		1:20.648
5	0.766	1:20.908	5	0.531	1:20.366	5	1.096	1:21.213
2	1.267	1:20.594	2	1.509	1:20.843	2	1.543	1:20.682
52	1.570	1:20.679	52	1.768	1:20.799	52	1.733	1:20.613
888	2.003	1:20.933	888	1.980	1:20.578	888	1.907	1:20.575
88	2.640	1:20.972	29	5.373	1:22.645	29	8.381	1:23.656
29	3.329	1:20.536	21	8.374	1:21.369	21	9.036	1:21.310
21	7.606	1:21.141	23	8.606	1:21.245	23	9.643	1:21.685
23	7.962	1:21.068	20	11.048	1:21.309	20	11.363	1:20.963
22	9.080	1:20.824	55	11.475	1:21.233	55	12.003	1:21.176
20	10.340	1:20.900	77	1 LAP	1:20.370	77	1 LAP	1:19.904
55	10.843	1:20.706	44	21.393	1:22.970	44	23.338	1:22.593
44	19.024	1:22.986	98	35.251	1:24.693	98	40.177	1:25.574
77	1 LAP	1:20.205	22	1:17.781	2:29.302 P	22	1:19.688	1:22.555
98	31.159	1:25.191						

2010 Dunlop MSA British Touring Car Championship

ROUND 3 - POSITION CHART

No	Name	Pos	Laps																	
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
6	Robert COLLARD	1	6	6	6	6	6	6	11	11	11	11	11	11	11	11	11	11	11	
11	Steven KANE	2	11	11	11	11	11	11	5	2	5	5	5	5	5	5	5	5	5	
4	Matt NEAL	3	4	4	4	4	4	4	2	5	2	2	2	2	2	2	2	2	2	
5	Mat JACKSON	4	5	5	5	5	5	5	4	888	888	888	888	888	888	52	52	52	52	
2	Jason PLATO	5	2	2	2	2	2	2	888	52	52	52	52	52	52	888	888	888	888	
88	Phil GLEW	6	88	88	88	888	888	888	52	88	88	88	88	88	88	88	88	88	29	
888	Fabrizio GIOVANARDI	7	888	888	888	88	88	52	88	29	29	29	29	29	29	29	29	29	21	
29	Paul O'NEILL	8	29	52	52	52	52	88	29	44	44	44	21	21	21	21	21	23	23	
52	Gordon SHEDDEN	9	52	29	29	29	29	29	44	21	21	21	23	23	23	23	23	20	20	
44	Andy NEATE	10	44	44	44	44	44	44	21	23	23	23	44	44	44	22	22	22	55	
21	Tom ONSLOW-COLE	11	21	21	21	21	21	21	23	55	55	55	20	55	22	44	20	20	44	
55	David PINKNEY	12	55	55	55	55	55	23	55	20	20	20	55	22	55	20	55	55	98	
23	Tom CHILTON	13	23	23	23	23	23	55	20	22	22	22	22	20	20	55	44	44	22	
20	Alex MacDOWALL	14	20	20	20	20	20	20	22	28	28	28	98	28	28	28	98	98	77	
22	Tom BOARDMAN	15	22	22	22	22	22	22	28	98	98	98	28	98	98	98	77	77	77	
28	John GEORGE	16	28	28	28	28	28	28	98	77	77	99	99	77	77	77				
77	Andrew JORDAN	17	77	77	98	98	98	98	77	99	99	77	77	99	99					
99	Shaun HOLLAMBY	18	99	98	99	99	77	77	99											
98	Matt HAMILTON	19	98	99	77	77	99	99												