



BRITISH TOURING CARS

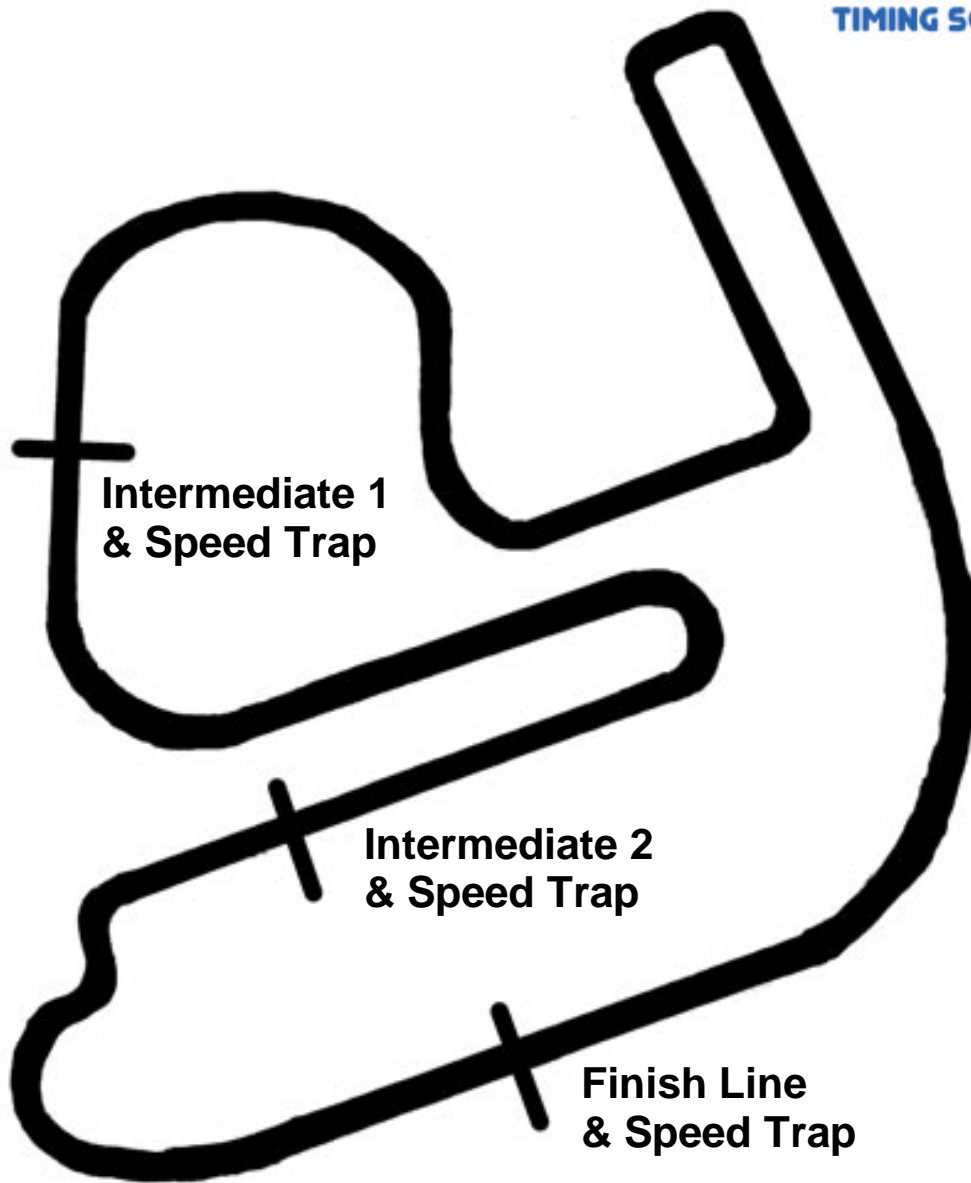
Official Test Rockingham International

25th May 2010



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

ROCKINGHAM INTERNATIONAL SUPER SPORTS CAR CIRCUIT



Circuit Length:	1.9400 miles / 3122.1 metres
Intermediate 1:	1,718 metres
Intermediate 2:	2,524 metres
Pit In:	2,977 metres
Pit Out:	162 metres after Finish Line

2010 Dunlop MSA BRITish Touring Car Championship

MORNING FREE PRACTICE SESSION - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	TIME	ON	LAPS	GAP	DIFF	MPH
1	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	1:23.886	28	34			83.25
2	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	1:23.951	12	34	0.065	0.065	83.19
3	14	I	James NASH (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:23.957	22	28	0.071	0.006	83.18
4	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	1:24.050	34	39	0.164	0.093	83.09
5	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	1:24.169	26	32	0.283	0.119	82.97
6	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	1:24.693	17	33	0.807	0.524	82.46
7	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	1:24.828	13	25	0.942	0.135	82.33
8	28	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:25.033	4	5	1.147	0.205	82.13
9	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	1:25.275	47	55	1.389	0.242	81.89
10	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:25.301	2	8	1.415	0.026	81.87
11	88T	I	Daniel LLOYD Uniq Racing with Triple Eight	Vauxhall Vectra	1:26.014	23	29	2.128	0.713	81.19
12	37	I	Arthur FORSTER (GBR) Forster Motorsport	BMW 320si	1:26.588	24	29	2.702	0.574	80.65
13	30	I	Martin DEPPER (GBR) Forster Motorsport	BMW 320si	1:27.278	30	30	3.392	0.690	80.01

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 10:00 End: 13:01

2010 Dunlop MSA British Touring Car Championship

MORNING FREE PRACTICE SESSION - SECTOR ANALYSIS

88T		Daniel LLOYD				I Uniq Racing with Triple Eight									
1 -	48.546	91.6	24.619	95.1	18.530	102.0	1:31.695	16 -	45.295	98.7	23.577	96.6	17.722	103.7	1:26.594
2 -	47.077	92.3	23.927	95.9	18.078	102.1	1:29.082	17 -	45.283	99.3	23.333	97.0	17.952	103.7	1:26.568
3 -	46.627	94.8	23.779	96.1	38.678	102.6	1:49.084	18 -	46.530	95.1	24.166	93.1	In		13:29.831 P
4 -	47.267	93.5	24.206	96.0	18.506	102.3	1:29.979	19 -	Out	90.0	24.752	94.1	18.659	102.5	1:33.955
5 -	46.773	94.8	24.156	96.1	18.259	103.1	1:29.188	20 -	45.951	98.1	23.649	96.1	17.918	103.7	1:27.518
6 -	46.317	97.0	23.801	96.1	17.933	102.3	1:28.051	21 -	45.595	98.5	23.468	96.6	17.679	104.4	1:26.742
7 -	46.317	96.1	23.580	96.1	18.006	103.6	1:27.903	22 -	45.190	97.3	23.474	97.0	17.736	103.6	1:26.400
8 -	45.908	97.3	23.507	96.4	18.000	103.7	1:27.415	23 -	44.919	98.4	23.327	96.4	17.768	104.0	1:26.014
9 -	45.781	97.0	24.859	75.7	In		1:35:02.576 P	24 -	45.139	98.0	23.586	96.3	17.866	104.4	1:26.591
10 -	Out	81.2	27.474	90.0	In		4:52.498 P	25 -	45.752	95.3	24.932	88.4	In		5:51.945 P
11 -	Out	89.0	25.793	94.3	19.236	102.3	1:36.123	26 -	Out	88.0	26.150	94.3	In		4:19.481 P
12 -	47.922	95.2	24.197	96.3	18.117	102.3	1:30.236	27 -	Out	93.5	24.228	95.2	18.423	102.8	1:31.002
13 -	47.050	98.4	23.531	97.1	17.888	103.2	1:28.469	28 -	45.491	99.6	23.409	96.6	18.090	102.9	1:26.990
14 -	45.557	97.1	23.641	97.0	17.818	103.6	1:27.016	29 -	45.266	100.0	23.194	96.8	17.613	104.4	1:26.073
15 -	45.321	99.1	23.360	97.0	17.692	103.7	1:26.373								
2		Jason PLATO				Silverline Chevrolet									
1 -	48.574	95.1	23.707	96.1	In		3:36.635 P	18 -	44.356	99.1	22.749	97.3	17.353	102.5	1:24.458
2 -	Out	96.6	23.376	96.6	18.344	101.7	1:28.802	19 -	47.786	87.3	24.466	91.7	In		9:07.160 P
3 -	44.741	98.7	23.039	96.7	17.604	101.2	1:25.384	20 -	Out	97.0	23.940	95.5	In		3:08.884 P
4 -	44.586	98.3	23.078	96.6	17.523	101.5	1:25.187	21 -	Out	95.7	23.223	97.5	17.807	102.3	1:27.455
5 -	44.806	98.5	23.128	96.4	17.531	101.7	1:25.465	22 -	44.129	99.9	22.745	97.7	17.182	102.5	1:24.056
6 -	44.785	97.5	23.188	95.3	In		23:19.515 P	23 -	44.062	98.8	22.753	98.0	17.300	102.3	1:24.115
7 -	Out	95.7	24.488	96.8	17.901	102.5	1:31.954	24 -	46.812	92.2	24.562	79.8	In		20:15.465 P
8 -	44.560	98.4	22.952	96.8	18.191	102.6	1:25.703	25 -	Out	96.4	23.522	94.5	In		3:09.510 P
9 -	44.547	98.0	24.329	85.9	In		9:15.377 P	26 -	Out	98.1	23.054	96.1	17.753	102.9	1:26.208
10 -	Out	94.7	23.986	95.2	In		3:19.374 P	27 -	44.107	99.3	22.757	97.0	17.168	102.6	1:24.032
11 -	Out	96.3	23.260	96.8	17.737	102.5	1:27.456	28 -	44.154	98.5	22.820	97.0	17.342	102.1	1:24.316
12 -	43.934	99.4	22.781	97.1	17.236	102.8	1:23.951	29 -	46.103	95.9	23.568	94.5	In		23:05.179 P
13 -	44.030	98.8	22.918	97.4	17.286	102.1	1:24.234	30 -	Out	96.6	23.973	96.6	In		3:16.599 P
14 -	47.398	91.4	23.518	94.7	In		18:29.597 P	31 -	Out	98.7	23.925	89.5	18.390	102.8	1:28.729
15 -	Out	95.1	24.262	95.3	In		3:21.197 P	32 -	46.137	88.5	23.943	97.1	In		3:47.475 P
16 -	Out	97.1	23.760	97.3	17.846	102.1	1:27.697	33 -	Out	94.9	24.420	95.3	17.927	102.1	1:28.775
17 -	44.142	99.9	22.733	97.7	17.322	102.1	1:24.197	34 -	44.754	98.1	23.221	96.8	17.493	102.9	1:25.468
4		Matt NEAL				Honda Racing Team									
1 -	53.893	86.5	26.261	91.1	In		4:10.553 P	21 -	44.576	99.9	23.013	97.4	17.418	103.7	1:25.007
2 -	Out	93.5	23.858	96.6	18.325	103.6	1:35.802	22 -	44.489	99.4	23.137	97.0	17.497	103.9	1:25.123
3 -	45.101	99.9	23.099	97.0	17.563	103.6	1:25.763	23 -	47.433	94.1	23.995	93.3	In		26:31.766 P
4 -	46.737	69.8	24.754	96.7	17.835	104.4	1:29.326	24 -	Out	90.6	25.341	82.3	18.501	103.6	1:39.859
5 -	44.750	99.0	23.155	96.7	17.419	104.0	1:25.324	25 -	44.798	98.8	23.039	96.4	17.483	103.9	1:25.320
6 -	44.849	97.3	23.385	96.7	17.627	103.9	1:25.861	26 -	44.736	99.0	22.993	97.0	17.469	104.2	1:25.198
7 -	46.758	97.0	23.721	86.8	In		6:40.328 P	27 -	48.617	87.2	25.294	87.6	In		5:53.592 P
8 -	Out	94.4	24.063	92.4	18.720	103.6	1:34.780	28 -	Out	91.2	24.587	93.3	18.379	103.9	1:36.711
9 -	45.017	98.0	23.291	96.3	17.547	104.2	1:25.855	29 -	44.709	99.3	23.294	96.1	17.547	104.2	1:25.550
10 -	44.778	98.3	23.239	96.7	17.520	103.9	1:25.537	30 -	44.687	99.4	23.506	96.6	17.845	103.2	1:26.038
11 -	45.807	97.4	23.574	95.9	In		5:56.404 P	31 -	47.478	94.1	23.946	89.1	In		14:33.126 P
12 -	Out	90.2	24.628	89.6	19.627	100.9	1:36.866	32 -	Out	90.6	25.693	87.7	In		3:05.160 P
13 -	48.803	92.4	24.322	94.0	19.076	100.2	1:32.201	33 -	Out	90.4	24.990	90.0	18.080	105.0	1:35.231
14 -	49.628	87.2	25.016	89.2	In		3:45.428 P	34 -	43.936	100.8	22.867	96.7	17.247	104.0	1:24.050
15 -	Out	88.3	25.885	85.6	In		3:50.717 P	35 -	44.074	100.2	22.983	96.1	17.402	104.0	1:24.459
16 -	Out	94.5	23.922	94.8	18.199	104.7	1:34.193	36 -	48.710	90.1	24.529	91.2	In		5:35.829 P
17 -	44.217	100.6	22.782	97.3	17.286	104.4	1:24.285	37 -	Out	91.8	26.491	63.7	20.137	104.5	1:39.558
18 -	44.199	99.9	22.897	97.0	17.272	104.0	1:24.368	38 -	44.274	99.4	22.956	96.7	17.510	103.6	1:24.740
19 -	46.683	93.9	23.743	93.7	In		11:33.696 P	39 -	44.412	99.3	23.134	96.6	17.521	103.2	1:25.067
20 -	Out	87.8	25.105	92.4	18.324	104.2	1:37.554								
14		James NASH				I Uniq Racing with Triple Eight									
1 -	45.541	97.4	23.149	97.1	17.580	104.0	1:26.270	15 -	44.947	97.5	23.703	96.3	In		4:41.057 P
2 -	44.757	97.7	22.897	96.7	17.381	104.4	1:25.035	16 -	Out	98.3	23.615	95.2	17.924	103.1	1:28.944
3 -	44.760	98.8	22.922	97.0	17.431	104.0	1:25.113	17 -	45.219	98.5	23.552	95.7	17.896	103.1	1:26.667
4 -	44.794	98.4	22.969	96.6	17.581	103.7	1:25.344	18 -	45.396	97.7	23.722	95.6	18.050	103.2	1:27.168

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 10:00 End: 13:01

2010 Dunlop MSA British Touring Car Championship

MORNING FREE PRACTICE SESSION - SECTOR ANALYSIS

5 -	44.768	98.7	23.088	96.4	17.702	103.6	1:25.558	19 -	45.203	97.8	23.802	95.7	In	46:32.047 P	
6 -	44.879	98.0	23.190	96.0	17.663	104.0	1:25.732	20 -	Out	88.7	25.930	94.0	In	5:01.983 P	
7 -	45.293	92.6	24.432	93.2	In		37:26.386 P	21 -	Out	93.5	24.351	94.5	18.039	104.4	1:31.070
8 -	Out	92.9	24.034	96.8	18.445	103.2	1:34.440	22 -	43.956	100.6	22.729	96.8	17.272	104.2	1:23.957
9 -	44.990	98.8	23.036	96.7	17.531	104.0	1:25.557	23 -	43.970	99.7	22.794	96.7	17.309	103.6	1:24.073
10 -	44.774	99.7	23.315	96.8	17.655	103.2	1:25.744	24 -	44.100	100.2	22.983	96.8	17.500	103.4	1:24.583
11 -	44.668	99.6	23.411	95.5	In		4:54.230 P	25 -	44.672	98.3	23.084	96.1	In		36:15.651 P
12 -	Out	97.4	23.770	95.6	18.108	103.6	1:29.207	26 -	Out	92.4	24.600	94.7	In		4:35.089 P
13 -	44.973	98.7	23.369	97.3	17.578	102.8	1:25.920	27 -	Out	97.4	23.971	95.3	17.701	103.9	1:28.107
14 -	44.926	98.4	23.396	96.7	17.686	103.4	1:26.008	28 -	44.176	101.2	22.730	96.8	17.287	103.9	1:24.193
20	Alex MacDOWALL							Silverline Chevrolet							
1 -	45.479	98.1	23.396	97.3	17.706	102.1	1:26.581	17 -	44.711	98.5	22.888	97.5	17.340	101.7	1:24.939
2 -	45.326	97.4	23.373	97.5	17.707	102.0	1:26.406	18 -	51.517	84.1	25.980	82.4	In		8:20.595 P
3 -	45.044	97.7	23.247	97.1	17.545	102.6	1:25.836	19 -	Out	93.3	25.636	62.7	In		4:05.382 P
4 -	44.901	97.7	23.258	97.4	17.672	102.3	1:25.831	20 -	Out	92.3	25.422	70.3	18.366	102.5	1:31.941
5 -	44.813	98.1	23.139	97.7	17.598	102.3	1:25.550	21 -	44.450	99.1	22.744	97.5	17.272	102.3	1:24.466
6 -	48.738	84.8	25.162	88.3	In		18:35.596 P	22 -	44.321	98.8	22.783	97.8	17.303	102.3	1:24.407
7 -	Out	94.9	23.631	96.7	18.228	102.5	1:32.078	23 -	49.590	84.7	27.272	53.5	In		8:32.150 P
8 -	44.836	97.7	23.157	97.1	17.547	102.5	1:25.540	24 -	Out	93.1	25.615	51.3	In		4:05.476 P
9 -	44.840	96.4	23.525	97.5	In		11:48.515 P	25 -	Out	93.6	27.147	50.5	19.177	102.3	1:34.128
10 -	Out	92.2	23.818	96.6	18.432	101.8	1:33.461	26 -	44.232	98.8	22.725	97.8	17.212	102.3	1:24.169
11 -	44.960	98.8	23.217	97.5	17.555	102.0	1:25.732	27 -	44.136	99.3	22.752	97.8	17.396	102.1	1:24.284
12 -	44.959	97.8	23.103	97.7	17.574	102.3	1:25.636	28 -	49.790	83.7	25.476	77.4	In		16:52.916 P
13 -	44.868	95.7	23.490	96.8	In		15:06.645 P	29 -	Out	91.4	25.111	74.9	In		4:16.863 P
14 -	Out	92.7	28.972	51.6	In		4:23.574 P	30 -	Out	87.3	26.570	61.0	18.767	102.6	1:35.742
15 -	Out	89.5	24.887	69.6	18.633	101.8	1:33.876	31 -	44.367	98.8	22.872	97.3	17.338	102.5	1:24.577
16 -	44.602	99.0	22.994	97.4	17.278	101.8	1:24.874	32 -	44.295	99.0	22.861	97.4	17.329	101.8	1:24.485
21	Tom ONSLOW-COLE							I Team Aon							
1 -	44.980	97.8	23.761	97.0	17.804	104.2	1:26.545	14 -	44.807	96.3	23.292	97.7	17.555	104.2	1:25.654
2 -	45.171	96.6	23.251	97.5	17.766	103.4	1:26.188	15 -	46.453	88.8	24.443	96.3	In		1:09:39.364 P
3 -	45.427	94.9	23.593	96.4	17.761	103.9	1:26.781	16 -	Out	91.7	24.041	94.4	In		3:21.240 P
4 -	47.532	90.0	24.075	95.9	In		27:54.254 P	17 -	Out	92.3	24.071	95.5	18.685	102.1	1:31.126
5 -	Out	76.1	24.516	94.0	18.494	102.6	1:34.304	18 -	46.302	95.2	23.909	94.5	18.189	101.5	1:28.400
6 -	45.416	96.7	23.363	97.1	17.782	102.9	1:26.561	19 -	46.242	94.7	23.961	96.6	18.120	102.5	1:28.323
7 -	45.331	96.3	23.609	97.3	17.863	102.8	1:26.803	20 -	46.509	91.7	24.204	96.0	In		5:00.663 P
8 -	45.380	95.7	23.574	97.3	17.837	103.9	1:26.791	21 -	Out	88.7	24.540	95.3	18.598	100.5	1:37.779
9 -	45.520	95.2	23.993	94.5	In		8:52.458 P	22 -	48.258	94.5	23.962	93.9	In		3:31.807 P
10 -	Out	87.7	24.980	94.9	18.744	102.3	1:42.101	23 -	Out	91.9	24.018	96.7	17.864	104.4	1:34.088
11 -	49.218	93.9	23.669	97.7	In		3:13.536 P	24 -	44.680	98.4	23.039	96.7	17.477	102.9	1:25.196
12 -	Out	89.4	24.222	97.7	18.091	104.2	1:31.103	25 -	44.972	95.3	23.228	97.5	17.809	102.8	1:26.009
13 -	44.254	97.0	23.131	96.6	17.443	103.2	1:24.828								
23	Tom CHILTON							I Team Aon							
1 -	46.857	95.9	25.026	67.0	In		4:12.335 P	18 -	44.350	98.8	22.983	97.4	17.877	102.9	1:25.210
2 -	Out	93.2	24.211	77.0	18.513	105.2	1:30.861	19 -	47.568	91.8	26.237	69.9	In		1:31:57.601 P
3 -	44.666	98.4	23.018	97.3	17.675	104.5	1:25.359	20 -	Out	92.2	24.386	94.3	18.860	100.9	1:35.188
4 -	44.843	98.0	23.070	96.8	17.714	104.5	1:25.627	21 -	47.557	94.8	24.577	77.2	In		2:59.783 P
5 -	45.880	94.1	25.186	64.3	In		6:28.489 P	22 -	Out	96.0	23.651	96.7	18.010	102.8	1:29.013
6 -	Out	94.7	25.093	69.5	18.867	104.7	1:34.256	23 -	45.019	98.0	23.091	97.4	17.699	102.6	1:25.809
7 -	45.187	98.5	23.155	97.1	17.809	104.0	1:26.151	24 -	44.972	96.8	23.095	97.3	17.691	102.9	1:25.758
8 -	44.926	97.0	23.593	97.0	17.704	104.5	1:26.223	25 -	46.694	90.2	25.944	64.3	In		7:05.057 P
9 -	47.280	93.1	26.629	67.0	In		5:22.878 P	26 -	Out	90.2	26.311	72.9	19.013	100.8	1:40.311
10 -	Out	95.2	23.610	97.4	18.122	104.7	1:28.733	27 -	48.255	98.7	23.817	87.2	In		3:26.101 P
11 -	44.824	97.3	23.301	97.1	17.724	105.2	1:25.849	28 -	Out	91.8	26.777	66.6	18.965	104.0	1:41.384
12 -	44.775	97.4	23.225	97.8	17.686	104.9	1:25.686	29 -	44.216	98.0	22.999	97.0	17.564	103.4	1:24.779
13 -	46.396	95.5	25.698	73.7	In		6:50.860 P	30 -	44.518	98.0	23.070	97.1	17.660	102.6	1:25.248
14 -	Out	90.6	25.557	86.8	18.709	104.0	1:40.121	31 -	47.759	91.1	26.970	63.2	In		8:04.579 P
15 -	47.921	97.5	24.336	79.7	In		4:25.229 P	32 -	Out	95.6	23.776	96.7	18.174	102.5	1:30.639
16 -	Out	96.1	24.703	95.6	18.870	102.5	1:34.884	33 -	45.307	95.1	23.543	96.4	17.884	102.1	1:26.734
17 -	44.223	98.0	22.792	97.7	17.678	104.0	1:24.693								

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 10:00 End: 13:01

2010 Dunlop MSA British Touring Car Championship

MORNING FREE PRACTICE SESSION - SECTOR ANALYSIS

28	Paul O'NEILL				I	Sunshine.co.uk with Tech-Speed Msport									
1 -	54.476	91.1	25.248	93.5	In	4:10.779 P	4 -	44.394	98.5	23.134	98.0	17.505	105.3	1:25.033	
2 -	Out	97.4	23.881	97.4	17.811	105.7	1:29.768	5 -	44.507	98.4	23.110	98.1	17.535	105.3	1:25.152
3 -	44.747	99.1	22.882	97.8	17.561	105.5	1:25.190								
29	Paul O'NEILL				I	Sunshine.co.uk with Tech-Speed Msport									
1 -	44.578	99.1	23.168	97.3	17.981	104.2	1:25.727	5 -	53.373	72.9	27.270	78.3	In	22:15.175 P	
2 -	44.557	98.8	23.046	98.0	17.698	104.7	1:25.301	6 -	Out	97.0	24.203	97.1	18.121	105.2	1:33.196
3 -	45.985	94.8	23.840	97.4	17.927	104.7	1:27.752	7 -	45.022	98.5	23.340	97.1	17.743	104.9	1:26.105
4 -	44.472	99.1	23.150	97.4	17.710	103.9	1:25.332	8 -	44.697	97.3	23.273	97.5	17.606	104.9	1:25.576
30	Martin DEPPER				I	Forster Motorsport									
1 -	55.366	88.9	25.975	91.8	In	7:00.710 P	16 -	Out	98.0	23.538	97.4	17.973	101.1	1:29.014	
2 -	Out	90.1	25.538	95.5	19.386	99.3	1:38.237	17 -	46.163	98.4	24.035	97.3	18.235	101.1	1:28.433
3 -	49.449	93.2	25.792	86.9	18.926	101.2	1:34.167	18 -	46.174	97.0	23.584	97.4	17.935	101.5	1:27.693
4 -	47.756	94.4	24.391	96.7	18.871	100.6	1:31.018	19 -	45.811	96.8	23.829	97.0	18.098	101.4	1:27.738
5 -	47.378	93.6	24.153	97.5	18.349	100.2	1:29.880	20 -	48.600	89.6	23.833	96.7	18.098	101.5	1:30.531
6 -	46.733	95.6	24.311	97.0	18.367	101.4	1:29.411	21 -	48.150	87.8	24.823	95.9	18.235	101.8	1:31.208
7 -	47.331	94.5	24.216	96.8	18.241	101.1	1:29.788	22 -	45.986	96.0	23.581	97.3	18.057	101.4	1:27.624
8 -	50.709	76.2	25.268	97.3	18.837	101.8	1:34.814	23 -	46.478	97.3	23.677	96.7	18.285	100.8	1:28.440
9 -	47.225	94.4	24.062	97.4	18.513	101.1	1:29.800	24 -	46.048	96.3	23.543	97.4	17.841	101.5	1:27.432
10 -	46.685	94.5	24.169	96.8	18.319	101.1	1:29.173	25 -	46.962	97.7	24.442	90.3	In	6:26.626 P	
11 -	47.124	96.1	23.718	97.5	18.800	92.8	1:29.642	26 -	Out	89.7	29.006	48.5	19.378	102.1	1:38.345
12 -	49.145	94.8	24.234	96.0	In	58:17.343 P	27 -	45.997	96.4	23.650	97.3	18.382	102.1	1:28.029	
13 -	Out	89.0	26.621	94.9	19.558	100.6	1:41.894	28 -	45.656	97.7	23.744	97.1	In	4:31.026 P	
14 -	49.545	95.9	24.405	94.9	18.356	101.5	1:32.306	29 -	Out	97.3	23.629	97.4	17.954	102.1	1:31.866
15 -	46.330	99.1	23.562	96.4	In	3:34.560 P	30 -	45.785	96.4	23.454	97.1	18.039	102.1	1:27.278	
37	Arthur FORSTER				I	Forster Motorsport									
1 -	53.092	88.8	25.078	96.1	19.051	102.5	1:37.221	16 -	46.949	92.3	24.424	96.7	18.423	102.8	1:29.796
2 -	48.067	92.3	24.556	96.4	In	3:22.245 P	17 -	46.761	93.6	23.722	98.7	In	59:43.003 P		
3 -	Out	93.2	24.404	96.4	18.258	102.9	1:34.503	18 -	Out	76.3	26.779	90.9	19.805	99.7	1:45.857
4 -	46.358	95.2	24.203	96.1	18.128	103.1	1:28.689	19 -	49.160	88.9	24.481	95.3	18.404	102.3	1:32.045
5 -	46.514	94.0	24.008	95.6	18.245	103.2	1:28.767	20 -	45.918	97.7	23.778	95.1	In	3:32.884 P	
6 -	46.217	93.1	24.027	96.6	17.954	103.1	1:28.198	21 -	Out	97.5	23.473	96.6	17.865	102.6	1:30.284
7 -	46.922	94.3	24.032	96.8	17.905	103.7	1:28.859	22 -	45.770	96.7	23.322	96.0	17.777	103.7	1:26.869
8 -	46.176	94.0	23.668	97.7	18.207	103.9	1:28.051	23 -	45.382	95.2	23.337	96.4	17.926	103.4	1:26.645
9 -	45.734	94.5	23.635	97.1	18.121	103.4	1:27.490	24 -	45.436	96.1	23.583	96.7	17.569	103.7	1:26.588
10 -	46.024	94.3	23.767	97.7	17.945	103.6	1:27.736	25 -	45.471	95.7	23.674	96.4	17.789	104.0	1:26.934
11 -	46.037	94.3	23.748	97.7	17.973	103.4	1:27.758	26 -	45.414	94.5	23.591	96.7	17.734	103.7	1:26.739
12 -	45.882	95.1	23.716	97.3	18.132	103.4	1:27.730	27 -	50.018	85.5	25.522	84.8	In	5:38.339 P	
13 -	45.736	94.5	23.561	98.1	18.147	103.6	1:27.444	28 -	Out	88.5	24.196	96.0	17.985	103.7	1:31.884
14 -	47.683	84.9	24.758	97.1	18.680	102.9	1:31.121	29 -	45.586	94.9	23.809	97.3	18.426	103.2	1:27.821
15 -	47.196	93.1	24.153	97.3	18.058	103.2	1:29.407								
55	David PINKNEY				I	Pinkney Motorsport									
1 -	49.625	94.3	25.243	89.0	In	4:30.159 P	29 -	44.661	99.3	23.214	97.3	17.743	102.6	1:25.618	
2 -	Out	98.8	23.692	97.1	18.016	104.0	1:30.128	30 -	45.181	98.1	23.175	97.4	18.082	102.5	1:26.438
3 -	45.451	96.7	23.647	96.0	17.848	103.9	1:26.946	31 -	51.923	98.5	26.116	79.3	In	4:30.458 P	
4 -	45.261	94.9	23.547	96.6	18.090	102.9	1:26.898	32 -	Out	97.7	23.237	97.8	18.921	95.1	1:28.705
5 -	45.390	96.1	23.587	96.8	18.014	103.1	1:26.991	33 -	45.436	96.7	23.534	97.3	18.019	102.9	1:26.989
6 -	50.423	70.4	29.013	71.2	In	3:59.599 P	34 -	45.189	98.1	23.362	97.5	17.954	103.1	1:26.505	
7 -	Out	95.6	24.025	96.4	18.173	103.1	1:30.530	35 -	45.317	97.7	23.350	98.0	17.990	102.8	1:26.657
8 -	45.528	97.0	23.610	96.6	18.090	103.1	1:27.228	36 -	56.545	84.1	27.136	71.5	In	30:51.705 P	
9 -	51.376	80.7	28.003	72.8	In	4:29.016 P	37 -	Out	96.6	23.860	96.4	18.022	102.5	1:32.113	
10 -	Out	97.4	23.689	97.1	17.918	103.6	1:29.669	38 -	45.317	97.8	23.432	97.4	18.244	103.2	1:26.993
11 -	46.926	95.3	24.331	96.7	18.218	102.8	1:29.475	39 -	45.249	97.4	23.559	97.3	18.069	103.1	1:26.877
12 -	46.170	96.1	23.641	96.6	18.572	103.2	1:28.383	40 -	46.487	96.8	24.308	86.9	In	3:43.102 P	
13 -	1:06.081	68.1	31.191	61.1	In	6:29.702 P	41 -	Out	94.4	24.247	97.5	18.798	97.4	1:31.583	
14 -	Out	96.0	23.729	97.5	20.094	102.5	1:36.335	42 -	49.425	88.3	28.760	67.2	In	5:09.070 P	
15 -	46.205	92.6	24.091	96.7	19.146	82.5	1:29.442	43 -	Out	91.3	23.973	96.8	18.483	102.3	1:28.664
16 -	56.526	89.6	28.620	53.7	In	8:34.942 P	44 -	46.035	94.5	24.301	97.7	19.729	89.6	1:30.065	

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 10:00 End: 13:01

2010 Dunlop MSA British Touring Car Championship

MORNING FREE PRACTICE SESSION - SECTOR ANALYSIS

17 -	Out	97.0	23.445	97.3	17.931	103.6	1:30.412	45 -	53.008	72.9	28.722	77.6	In		4:40.204 P	
18 -	45.189	98.3	23.316	97.4	17.635	103.4	1:26.140	46 -	Out	96.0	23.469	96.4	18.034	103.6	1:28.583	
19 -	44.761	98.4	23.400	97.1	17.827	103.6	1:25.988	47 -	44.835	99.6	22.983	97.3	17.457	104.0	1:25.275	
20 -	44.978	98.3	23.222	97.3	17.922	103.2	1:26.122	48 -	44.829	98.8	23.196	97.0	17.563	104.5	1:25.588	
21 -	54.710	67.2	30.242	68.5	In		4:59.806 P	49 -	44.918	99.3	23.269	96.7	17.649	104.0	1:25.836	
22 -	Out	97.7	23.582	97.1	17.834	103.1	1:28.682	50 -	50.978	69.3	26.746	82.2	In		3:33.510 P	
23 -	45.231	98.0	23.383	97.7	18.063	101.7	1:26.677	51 -	Out	97.4	23.688	96.6	18.287	103.4	1:28.479	
24 -	45.556	97.5	23.467	96.4	18.176	101.7	1:27.199	52 -	45.598	97.5	23.458	97.0	18.058	101.2	1:27.114	
25 -	45.677	96.8	23.613	97.1	18.577	99.0	1:27.867	53 -	45.447	98.5	23.481	96.8	17.783	103.1	1:26.711	
26 -	52.653	77.0	29.099	56.5	In		20:07.357 P	54 -	45.720	95.5	23.795	97.0	18.100	101.5	1:27.615	
27 -	Out	94.9	24.244	96.0	18.011	103.9	1:32.865	55 -	46.001	92.4	28.376	60.9	23.248	68.9	1:37.625	
28 -	45.041	99.3	23.158	97.4	17.633	103.7	1:25.832									
77	Andrew JORDAN							I	Pirtek Racing							
1 -	45.740	100.3	23.364	96.8	17.493	103.9	1:26.597	18 -	44.222	100.5	22.664	97.8	17.352	104.0	1:24.238	
2 -	50.740	66.9	26.501	90.9	In		10:29.158 P	19 -	44.378	100.6	23.190	97.8	17.366	103.7	1:24.934	
3 -	Out	83.8	25.228	85.3	18.339	104.5	1:33.016	20 -	44.403	100.6	23.167	97.3	17.406	103.9	1:24.976	
4 -	44.954	99.0	23.291	97.3	17.516	104.4	1:25.761	21 -	47.055	93.3	24.546	96.7	In		7:28.528 P	
5 -	44.791	99.1	23.523	97.3	17.844	103.4	1:26.158	22 -	Out	99.4	23.307	97.1	17.598	103.6	1:27.990	
6 -	45.336	98.8	23.622	96.7	17.766	103.6	1:26.724	23 -	44.809	100.2	23.131	97.5	17.398	103.6	1:25.338	
7 -	47.782	91.1	25.640	78.7	In		13:03.512 P	24 -	44.826	99.7	23.169	97.5	17.563	103.1	1:25.558	
8 -	Out	96.1	23.639	97.5	17.691	103.9	1:33.522	25 -	45.841	92.3	25.133	86.1	In		38:23.731 P	
9 -	44.657	100.3	22.942	98.3	17.487	104.0	1:25.086	26 -	Out	64.3	26.333	83.9	In		3:35.510 P	
10 -	44.547	100.6	22.953	98.0	17.344	104.2	1:24.844	27 -	Out	101.2	24.512	83.0	18.255	103.7	1:29.799	
11 -	44.458	99.9	23.151	98.3	17.449	103.7	1:25.058	28 -	43.858	101.5	22.731	97.8	17.297	103.6	1:23.886	
12 -	47.743	93.1	25.761	79.0	In		14:05.237 P	29 -	44.152	100.8	23.050	97.4	17.283	103.6	1:24.485	
13 -	Out	99.7	23.309	97.7	17.428	103.7	1:27.939	30 -	44.671	100.0	22.990	97.5	17.577	102.6	1:25.238	
14 -	44.628	100.2	23.244	98.1	17.533	104.2	1:25.405	31 -	45.583	96.3	23.811	96.6	In		20:04.469 P	
15 -	44.786	99.0	24.479	81.4	In		9:28.373 P	32 -	Out	100.6	23.188	96.7	17.551	103.7	1:28.541	
16 -	Out	96.0	26.340	74.2	In		5:36.874 P	33 -	44.559	100.5	23.103	97.0	17.396	104.0	1:25.058	
17 -	Out	95.6	23.206	97.8	17.406	103.9	1:36.305	34 -	44.483	99.6	23.271	96.7	17.444	104.2	1:25.198	

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 10:00 End: 13:01

2010 Dunlop MSA British Touring Car Championship
MORNING FREE PRACTICE SESSION - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE		
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	77	Andrew JORDAN	101.5	37	Arthur FORSTER	98.7	28	Paul O'NEILL	105.7
2	14	James NASH	101.2	77	Andrew JORDAN	98.3	21	Tom ONSLOW-COLE	105.2
3	4	Matt NEAL	100.8	28	Paul O'NEILL	98.1	23	Tom CHILTON	105.2
4	88T	Daniel LLOYD	100.0	2	Jason PLATO	98.0	29	Paul O'NEILL	105.2
5	2	Jason PLATO	99.9	29	Paul O'NEILL	98.0	4	Matt NEAL	105.0
6	55	David PINKNEY	99.6	55	David PINKNEY	98.0	55	David PINKNEY	104.5
7	20	Alex MacDOWALL	99.3	20	Alex MacDOWALL	97.8	77	Andrew JORDAN	104.5
8	28	Paul O'NEILL	99.1	23	Tom CHILTON	97.8	88T	Daniel LLOYD	104.4
9	29	Paul O'NEILL	99.1	21	Tom ONSLOW-COLE	97.7	14	James NASH	104.4
10	30	Martin DEPPER	99.1	30	Martin DEPPER	97.5	37	Arthur FORSTER	104.0
11	23	Tom CHILTON	98.8	4	Matt NEAL	97.4	2	Jason PLATO	102.9
12	21	Tom ONSLOW-COLE	98.4	14	James NASH	97.3	20	Alex MacDOWALL	102.6
13	37	Arthur FORSTER	97.7	88T	Daniel LLOYD	97.1	30	Martin DEPPER	102.1

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
 Circuit Length = 1.9400 miles
 Start: 10:00 End: 13:01

2010 Dunlop MSA British Touring Car Championship

MORNING FREE PRACTICE SESSION - BEST SECTOR TIMES

SECTOR 1			SECTOR 2			SECTOR 3			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	77	JORDAN	43.858	77	JORDAN	22.664	2	PLATO	17.168	1	77	JORDAN	1:23.805	1:23.886	0.081
2	2	PLATO	43.934	20	MacDOWALL	22.725	20	MacDOWALL	17.212	2	2	PLATO	1:23.835	1:23.951	0.116
3	4	NEAL	43.936	14	NASH	22.729	4	NEAL	17.247	3	14	NASH	1:23.957	1:23.957	0.000
4	14	NASH	43.956	2	PLATO	22.733	14	NASH	17.272	4	4	NEAL	1:23.965	1:24.050	0.085
5	20	MacDOWALL	44.136	4	NEAL	22.782	77	JORDAN	17.283	5	20	MacDOWALL	1:24.073	1:24.169	0.096
6	23	CHILTON	44.216	23	CHILTON	22.792	21	ONSLow-COLE	17.443	6	23	CHILTON	1:24.572	1:24.693	0.121
7	21	ONSLow-COLE	44.254	28	O'NEILL	22.882	55	PINKNEY	17.457	7	21	ONSLow-COLE	1:24.736	1:24.828	0.092
8	28	O'NEILL	44.394	55	PINKNEY	22.983	28	O'NEILL	17.505	8	28	O'NEILL	1:24.781	1:25.033	0.252
9	29	O'NEILL	44.472	21	ONSLow-COLE	23.039	23	CHILTON	17.564	9	55	PINKNEY	1:25.101	1:25.275	0.174
10	55	PINKNEY	44.661	29	O'NEILL	23.046	37	FORSTER	17.569	10	29	O'NEILL	1:25.124	1:25.301	0.177
11	88T	LLOYD	44.919	88T	LLOYD	23.194	29	O'NEILL	17.606	11	88T	LLOYD	1:25.726	1:26.014	0.288
12	37	FORSTER	45.382	37	FORSTER	23.322	88T	LLOYD	17.613	12	37	FORSTER	1:26.273	1:26.588	0.315
13	30	DEPPER	45.535	30	DEPPER	23.454	30	DEPPER	17.841	13	30	DEPPER	1:26.830	1:27.278	0.448
													Perfect Lap	1:23.690	

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 10:00 End: 13:01

2010 Dunlop MSA BRITish Touring Car Championship

AFTERNOON FREE PRACTICE SESSION - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	TIME	ON	LAPS	GAP	DIFF	MPH
1	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	1:23.887	35	36			83.25
2	23		Tom CHILTON (GBR) Team Aon	Ford Focus	1:24.187	13	29	0.300	0.300	82.95
3	14		James NASH (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:24.245	12	35	0.358	0.058	82.90
4	88T		Daniel LLOYD (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:24.261	21	39	0.374	0.016	82.88
5	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	1:24.363	8	9	0.476	0.102	82.78
6	4T		James THOMPSON (GBR) Honda Racing Team	Honda Civic	1:24.456	11	19	0.569	0.093	82.69
7	21		Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	1:24.532	22	29	0.645	0.076	82.61
8	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	1:24.572	9	14	0.685	0.040	82.57
9	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	1:24.641	12	30	0.754	0.069	82.51
10	77		Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	1:24.718	7	26	0.831	0.077	82.43
11	28		Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:24.894	3	9	1.007	0.176	82.26
12	55		David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	1:25.037	8	31	1.150	0.143	82.12
13	37		Arthur FORSTER (GBR) Forster Motorsport	BMW 320si	1:25.779	28	31	1.892	0.742	81.41
14	30		Martin DEPPEP (GBR) Forster Motorsport	BMW 320si	1:26.464	6	30	2.577	0.685	80.77

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 14:00 End: 17:01

2010 Dunlop MSA BRITish Touring Car Championship

COMBINED CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	FIRST		SECOND		GAP	DIFF
					TIME	LAPS	TIME	LAPS		
1	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	1:23.886	34	1:24.718	26		
2	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	1:23.951	34	1:23.887	36	0.001	0.001
3	14	I	James NASH (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:23.957	28	1:24.245	35	0.071	0.070
4	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	1:24.050	39	1:24.572	14	0.164	0.093
5	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	1:24.169	32	1:24.641	30	0.283	0.119
6	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	1:24.693	33	1:24.187	29	0.301	0.018
7	88T	I	Daniel LLOYD (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:26.014	29	1:24.261	39	0.375	0.074
8	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	1:24.363	0	1:24.363	9	0.477	0.102
9	4T	I	James THOMPSON (GBR) Honda Racing Team	Honda Civic	1:24.456	0	1:24.456	19	0.570	0.093
10	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	1:24.828	25	1:24.532	29	0.646	0.076
11	28	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:25.033	5	1:24.894	9	1.008	0.362
12	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	1:25.275	55	1:25.037	31	1.151	0.143
13	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:25.301	8		0	1.415	0.264
14	37	I	Arthur FORSTER (GBR) Forster Motorsport	BMW 320si	1:26.588	29	1:25.779	31	1.893	0.478
15	30	I	Martin DEPPER (GBR) Forster Motorsport	BMW 320si	1:27.278	30	1:26.464	30	2.578	0.685

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 14:00 End: 17:01

2010 Dunlop MSA British Touring Car Championship

AFTERNOON FREE PRACTICE SESSION - SECTOR ANALYSIS

4T		James THOMPSON				I Honda Racing Team									
1 -	45.705	95.1	23.752	81.9	In	3:54.631 P	11 -	44.232	100.3	22.815	96.8	17.409	103.7	1:24.456	
2 -	Out	85.3	25.272	95.5	18.207	103.2	1:35.628	12 -	44.279	99.1	23.136	96.1	In		10:17.298 P
3 -	45.287	96.8	23.244	96.8	17.722	103.4	1:26.253	13 -	Out	78.5	26.271	94.3	18.562	103.6	1:40.860
4 -	44.851	97.5	23.056	96.7	17.729	103.7	1:25.636	14 -	44.463	99.4	22.996	96.0	17.432	104.2	1:24.891
5 -	44.654	97.7	23.315	95.1	17.620	103.2	1:25.589	15 -	44.363	100.2	23.008	96.8	17.485	103.9	1:24.856
6 -	45.024	97.5	23.087	96.4	17.618	103.6	1:25.729	16 -	44.450	98.4	23.173	96.6	17.543	103.9	1:25.166
7 -	46.944	94.4	25.526	80.6	In		4:23.969 P	17 -	44.395	98.8	23.236	96.4	17.486	104.2	1:25.117
8 -	Out	94.5	27.624	93.9	In		9:00.051 P	18 -	44.521	99.0	23.173	96.7	17.537	104.0	1:25.231
9 -	Out	93.5	23.881	95.6	18.050	104.4	1:36.417	19 -	44.584	98.8	23.166	96.7	17.517	104.0	1:25.267
10 -	44.413	100.2	22.918	96.7	17.381	103.7	1:24.712								

88T		Daniel LLOYD				I Uniq Racing with Triple Eight									
1 -	46.057	97.8	23.713	96.3	17.968	103.1	1:27.738	21 -	44.055	101.4	22.942	97.7	17.264	104.2	1:24.261
2 -	45.371	99.9	23.408	96.0	17.803	103.2	1:26.582	22 -	44.157	100.2	22.923	97.0	17.246	104.7	1:24.326
3 -	44.915	99.3	23.173	96.4	17.592	103.6	1:25.680	23 -	47.459	85.9	25.739	83.2	In		6:03.590 P
4 -	44.747	99.6	23.096	96.0	17.593	103.4	1:25.436	24 -	Out	89.5	24.809	95.1	18.384	103.1	1:37.554
5 -	44.806	99.6	23.142	96.7	17.665	103.4	1:25.613	25 -	44.731	100.5	23.134	96.0	17.412	104.7	1:25.277
6 -	44.832	99.4	23.314	96.7	17.683	102.9	1:25.829	26 -	45.176	97.7	23.303	96.4	17.547	104.4	1:26.026
7 -	45.077	99.3	23.460	95.6	17.829	103.4	1:26.366	27 -	44.439	100.2	23.149	96.4	17.479	104.2	1:25.067
8 -	45.242	99.1	23.450	96.6	In		10:54.060 P	28 -	45.338	91.9	25.165	82.2	In		22:52.772 P
9 -	Out	92.8	24.611	95.9	18.023	103.1	1:32.552	29 -	Out	85.6	28.122	64.7	In		3:55.573 P
10 -	45.375	99.6	23.539	96.6	17.719	102.9	1:26.633	30 -	Out	92.2	24.481	94.3	18.336	103.6	1:30.747
11 -	45.108	99.1	23.403	96.6	17.612	103.4	1:26.123	31 -	44.918	100.0	23.289	96.0	17.446	104.4	1:25.653
12 -	44.956	96.0	23.709	96.6	17.737	103.7	1:26.402	32 -	44.465	99.9	23.292	96.6	17.520	105.2	1:25.277
13 -	45.211	97.3	23.423	96.6	17.734	103.6	1:26.368	33 -	44.901	100.0	23.389	96.3	17.458	104.5	1:25.748
14 -	45.136	97.7	24.268	91.2	In		9:00.305 P	34 -	46.301	99.4	24.175	91.4	In		4:06.217 P
15 -	Out	78.1	28.335	69.3	20.167	102.0	1:48.428	35 -	Out	92.7	24.305	95.1	18.345	103.6	1:30.269
16 -	49.846	83.3	25.826	89.5	19.669	102.3	1:35.341	36 -	44.842	99.6	23.340	96.0	17.496	104.2	1:25.678
17 -	48.730	94.3	25.528	85.6	In		1:02:51.415 P	37 -	44.760	100.0	23.363	95.9	17.454	104.7	1:25.577
18 -	Out	82.0	27.158	79.0	In		4:10.109 P	38 -	44.418	99.9	23.226	95.6	17.438	105.2	1:25.082
19 -	Out	97.3	23.799	95.7	17.870	104.7	1:28.410	39 -	44.497	100.2	23.331	96.1	17.463	105.2	1:25.291
20 -	44.306	101.7	23.057	96.8	17.292	104.9	1:24.655								

2		Jason PLATO				Silverline Chevrolet									
1 -	44.337	98.8	22.802	97.4	17.172	102.5	1:24.311	19 -	Out	97.1	23.495	96.4	In		3:26.642 P
2 -	44.284	98.8	22.866	97.1	17.275	102.6	1:24.425	20 -	Out	96.6	35.345	51.0	19.026	102.9	1:43.617
3 -	45.736	97.7	23.303	91.2	In		9:08.310 P	21 -	44.256	98.4	22.744	97.3	17.242	103.6	1:24.242
4 -	Out	96.8	23.519	93.5	In		3:29.809 P	22 -	44.200	99.1	22.839	97.5	17.391	102.9	1:24.430
5 -	Out	94.3	24.394	75.3	18.125	102.6	1:31.170	23 -	44.124	98.8	22.968	97.3	In		6:17.670 P
6 -	44.386	99.1	22.721	97.3	17.575	103.1	1:24.682	24 -	Out	95.1	23.538	95.2	In		3:18.978 P
7 -	44.171	99.1	22.998	97.4	17.294	102.6	1:24.463	25 -	Out	98.7	23.101	95.1	17.764	103.4	1:26.256
8 -	44.254	99.0	22.965	91.2	In		23:32.552 P	26 -	44.151	99.1	22.909	97.5	17.221	103.1	1:24.281
9 -	Out	93.1	24.293	96.3	In		3:21.457 P	27 -	44.509	98.5	22.932	97.0	17.326	103.1	1:24.767
10 -	Out	97.7	23.382	96.4	17.981	103.1	1:27.204	28 -	44.889	98.7	23.580	93.2	In		9:37.058 P
11 -	44.058	99.6	22.731	97.8	17.271	102.9	1:24.060	29 -	Out	96.6	23.631	95.6	In		3:29.365 P
12 -	44.186	99.1	22.781	97.5	17.287	102.9	1:24.254	30 -	Out	96.8	24.092	93.1	17.789	103.2	1:28.841
13 -	44.395	98.5	23.114	91.4	In		18:33.487 P	31 -	43.955	99.0	23.010	97.4	17.505	103.6	1:24.470
14 -	Out	98.0	23.444	96.6	In		3:25.310 P	32 -	44.432	98.5	23.052	84.1	In		8:28.138 P
15 -	Out	98.1	23.204	96.8	17.884	103.2	1:26.499	33 -	Out	97.4	23.282	97.1	In		3:22.656 P
16 -	44.039	98.7	22.762	97.4	17.211	103.1	1:24.012	34 -	Out	98.7	23.265	92.9	17.841	104.0	1:26.399
17 -	43.989	99.3	22.664	97.5	17.332	102.6	1:23.985	35 -	43.999	98.7	22.712	97.7	17.176	103.2	1:23.887
18 -	43.959	99.1	22.824	97.5	In		25:15.651 P	36 -	43.951	99.3	23.026	98.7	17.491	103.9	1:24.468

4		Matt NEAL				Honda Racing Team									
1 -	44.722	99.0	23.002	96.3	17.418	103.7	1:25.142	8 -	Out	82.4	26.916	66.2	19.245	103.4	1:39.349
2 -	44.386	99.9	22.963	96.6	17.381	103.9	1:24.730	9 -	44.324	99.6	22.982	96.0	17.266	103.6	1:24.572
3 -	44.584	99.0	23.266	94.4	In		4:23.500 P	10 -	44.295	99.1	22.955	96.3	17.384	103.9	1:24.634
4 -	Out	94.8	23.924	93.3	18.595	103.7	1:34.625	11 -	48.088	93.9	24.017	88.9	In		28:54.828 P
5 -	44.672	99.4	23.228	96.1	17.475	103.7	1:25.375	12 -	Out	86.6	25.572	81.6	19.016	103.9	1:38.710
6 -	44.882	98.1	23.635	81.4	In		3:48.163 P	13 -	44.582	99.6	22.935	96.6	17.358	104.4	1:24.875
7 -	Out	92.2	26.056	92.2	In		3:15.111 P	14 -	44.468	99.3	23.054	96.4	17.398	104.0	1:24.920

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 14:00 End: 17:01

2010 Dunlop MSA British Touring Car Championship

AFTERNOON FREE PRACTICE SESSION - SECTOR ANALYSIS

14 James NASH		I Uniq Racing with Triple Eight									
1 -	53.040 94.0	24.090 95.2	19.112 101.2	1:36.242	19 -	44.480 99.6	23.318 95.7	In	7:56.688 P		
2 -	51.534 84.0	27.158 78.7	In	8:26.219 P	20 -	Out 94.0	24.870 94.3	In	4:10.672 P		
3 -	Out 91.3	24.381 95.3	In	4:18.008 P	21 -	Out 97.4	23.305 94.9	17.564 103.9	1:31.271		
4 -	Out 97.7	23.861 95.6	18.110 103.4	1:30.014	22 -	44.831 98.4	23.272 95.3	17.445 103.6	1:25.548		
5 -	44.370 100.6	22.928 96.3	17.247 103.7	1:24.545	23 -	44.368 100.0	23.216 95.7	17.449 103.9	1:25.033		
6 -	44.261 99.0	23.113 95.3	17.397 103.1	1:24.771	24 -	44.516 99.0	23.290 95.9	17.344 104.0	1:25.150		
7 -	44.103 100.3	23.122 96.0	17.399 103.7	1:24.624	25 -	44.900 98.4	23.289 95.9	In	11:46.026 P		
8 -	44.322 100.5	23.203 95.9	In	40:35.297 P	26 -	Out 94.1	25.621 61.6	18.578 103.9	1:31.865		
9 -	Out 91.7	24.489 94.5	In	4:48.411 P	27 -	44.517 100.9	23.150 96.0	17.204 104.2	1:24.871		
10 -	Out 92.4	24.018 94.8	17.762 103.4	1:29.788	28 -	44.205 100.3	23.063 95.9	17.238 104.2	1:24.506		
11 -	44.297 100.8	22.970 95.7	17.336 104.0	1:24.603	29 -	44.195 99.9	23.169 96.0	17.267 104.9	1:24.631		
12 -	44.037 99.7	22.945 95.7	17.263 104.2	1:24.245	30 -	44.959 98.5	23.397 95.9	In	13:21.554 P		
13 -	44.143 99.4	23.223 95.5	17.383 103.7	1:24.749	31 -	Out 99.1	24.238 72.0	19.864 103.9	1:31.812		
14 -	44.467 99.6	23.341 95.2	In	36:34.917 P	32 -	44.515 99.7	23.354 95.7	17.567 103.7	1:25.436		
15 -	Out 93.6	24.406 94.9	In	4:12.077 P	33 -	44.463 99.0	23.379 96.3	17.385 104.5	1:25.227		
16 -	Out 96.1	23.687 95.1	18.011 103.4	1:29.172	34 -	44.513 99.4	23.432 95.6	17.530 104.9	1:25.475		
17 -	44.490 100.0	23.081 96.0	17.348 104.7	1:24.919	35 -	44.725 99.6	23.414 95.7	17.564 104.5	1:25.703		
18 -	44.336 100.5	23.228 95.6	18.379 102.8	1:25.943							
20 Alex MacDOWALL		Silverline Chevrolet									
1 -	44.830 98.0	23.172 96.3	17.515 101.8	1:25.517	16 -	44.667 98.5	23.985 96.7	17.919 102.8	1:26.571		
2 -	44.738 98.1	22.998 97.3	17.568 101.5	1:25.304	17 -	44.558 99.1	23.128 97.4	17.422 103.1	1:25.108		
3 -	47.788 87.7	25.234 92.6	In	9:54.959 P	18 -	46.986 88.9	24.631 82.5	In	43:51.072 P		
4 -	Out 91.6	24.155 94.5	In	3:49.825 P	19 -	Out 92.8	25.100 65.0	In	4:03.768 P		
5 -	Out 92.9	25.852 60.7	18.893 102.3	1:33.163	20 -	Out 92.3	27.282 59.9	18.817 102.6	1:39.320		
6 -	44.666 98.3	23.342 96.6	17.538 102.8	1:25.546	21 -	44.672 98.4	23.195 96.6	17.346 102.9	1:25.213		
7 -	44.492 98.3	22.983 96.7	17.401 102.5	1:24.876	22 -	44.496 98.8	23.206 96.6	17.411 102.9	1:25.113		
8 -	48.043 87.4	24.227 95.2	In	20:44.961 P	23 -	49.937 93.9	23.990 94.9	In	7:13.494 P		
9 -	Out 92.1	23.814 95.6	In	4:23.229 P	24 -	Out 94.8	23.774 96.3	18.220 103.1	1:28.430		
10 -	Out 93.6	25.727 51.0	19.652 102.9	1:33.184	25 -	44.996 97.5	23.190 96.6	17.495 102.8	1:25.681		
11 -	44.528 99.0	23.009 97.1	17.389 102.5	1:24.926	26 -	44.619 98.4	23.512 96.7	17.550 103.2	1:25.681		
12 -	44.343 98.5	22.939 97.1	17.359 102.6	1:24.641	27 -	46.748 95.7	23.796 95.2	In	4:57.527 P		
13 -	48.067 87.2	25.339 81.8	In	13:05.816 P	28 -	Out 62.7	25.596 95.9	18.024 102.8	1:40.230		
14 -	Out 92.3	27.036 51.0	In	4:00.162 P	29 -	45.132 96.3	23.811 96.8	17.678 102.6	1:26.621		
15 -	Out 92.2	27.788 50.9	19.129 102.3	1:35.622	30 -	44.773 97.1	23.343 96.7	17.538 102.9	1:25.654		
21 Tom ONSLOW-COLE		I Team Aon									
1 -	45.086 98.0	23.067 96.6	17.420 103.2	1:25.573	16 -	45.367 90.9	23.388 96.1	17.603 102.9	1:26.358		
2 -	44.814 97.5	23.235 96.0	17.550 102.9	1:25.599	17 -	44.988 97.1	23.345 96.3	17.574 103.2	1:25.907		
3 -	45.232 95.3	23.257 96.6	In	7:16.209 P	18 -	45.146 95.6	23.395 97.8	In	5:27.697 P		
4 -	Out 90.7	24.375 96.1	18.225 103.9	1:34.823	19 -	Out 91.7	25.046 95.2	18.222 102.6	1:35.674		
5 -	44.975 97.1	23.291 95.9	17.576 103.2	1:25.842	20 -	48.275 92.2	24.200 94.9	In	3:04.610 P		
6 -	45.031 97.0	23.409 96.1	17.650 102.3	1:26.090	21 -	Out 90.1	23.902 95.6	17.970 104.9	1:34.047		
7 -	45.178 96.1	23.674 96.4	In	6:12.245 P	22 -	44.269 98.1	22.937 96.8	17.326 103.9	1:24.532		
8 -	Out 90.9	24.771 89.5	18.551 103.6	1:37.041	23 -	44.381 97.3	23.039 98.1	17.431 103.9	1:24.851		
9 -	47.349 92.6	23.795 96.1	In	3:11.366 P	24 -	44.962 96.3	23.514 95.6	In	6:08.135 P		
10 -	Out 90.8	24.604 94.4	17.885 103.6	1:30.813	25 -	Out 86.6	27.026 95.6	17.611 104.9	1:34.580		
11 -	44.269 97.8	23.131 96.7	17.367 103.2	1:24.767	26 -	44.801 96.3	23.159 96.7	17.639 103.7	1:25.599		
12 -	44.557 95.1	23.199 97.3	17.430 103.7	1:25.186	27 -	45.245 95.9	23.394 96.1	17.635 104.2	1:26.274		
13 -	45.592 94.1	23.671 96.0	In	1:15:19.638 P	28 -	45.371 96.3	23.468 96.0	In	4:18.811 P		
14 -	Out 89.0	24.577 92.7	In	3:14.188 P	29 -	Out 78.6	27.341 77.8	In	2:23.200 P		
15 -	Out 92.6	23.588 95.3	18.030 103.1	1:28.716							
23 Tom CHILTON		I Team Aon									
1 -	47.058 93.1	24.355 75.3	In	2:55.694 P	16 -	Out 91.8	25.470 86.5	18.195 103.2	1:33.247		
2 -	Out 94.7	23.673 98.7	17.740 103.2	1:28.524	17 -	44.731 97.8	22.959 98.7	17.538 102.9	1:25.228		
3 -	44.465 97.7	22.924 99.1	17.415 103.6	1:24.804	18 -	44.820 98.1	24.339 81.3	In	8:26.549 P		
4 -	44.278 98.0	22.893 99.3	17.513 103.4	1:24.684	19 -	Out 93.6	23.714 97.7	18.198 104.0	1:29.483		
5 -	44.526 98.0	26.723 63.5	In	9:39.474 P	20 -	44.637 97.3	22.985 98.8	17.503 103.9	1:25.125		
6 -	Out 95.9	23.581 98.4	17.713 104.0	1:28.737	21 -	44.686 96.6	24.883 68.4	In	4:37.973 P		
7 -	44.394 97.8	22.832 99.4	17.508 103.7	1:24.734	22 -	Out 92.9	24.010 97.1	17.881 104.2	1:29.138		
8 -	44.551 98.5	23.033 99.1	17.740 103.7	1:25.324	23 -	44.870 97.7	23.202 99.0	17.579 103.7	1:25.651		

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 14:00 End: 17:01

2010 Dunlop MSA British Touring Car Championship

AFTERNOON FREE PRACTICE SESSION - SECTOR ANALYSIS

9 -	44.567	98.1	26.212	63.1	In	11:49.607 P	24 -	45.165	97.4	25.967	72.9	In	23:18.104 P		
10 -	Out	88.2	25.241	83.3	18.971	93.3	1:36.724	25 -	Out	94.5	24.972	95.6	18.107	104.4	1:34.946
11 -	58.848	57.6	27.912	86.0	In	4:02.281 P	26 -	44.930	97.1	23.300	98.8	17.703	104.0	1:25.933	
12 -	Out	96.1	24.133	93.1	18.164	104.5	1:30.221	27 -	44.969	96.4	23.433	98.7	17.786	103.6	1:26.188
13 -	44.169	99.4	22.661	99.6	17.357	103.2	1:24.187	28 -	46.472	94.3	45.281	50.1	In	3:36.432 P	
14 -	44.153	98.1	22.946	99.1	17.484	102.9	1:24.583	29 -	Out	87.4	25.746	77.0	19.610	99.4	1:55.399
15 -	47.110	93.5	24.101	85.1	In	21:56.373 P									
28	Paul O'NEILL I Sunshine.co.uk with Tech-Speed Msport														
1 -	48.421	97.8	23.493	97.8	In	3:01.853 P	6 -	44.621	98.7	23.212	97.5	17.778	104.5	1:25.611	
2 -	Out	92.8	27.688	75.6	18.445	104.7	1:33.948	7 -	50.169	88.4	27.961	51.4	In	5:10.029 P	
3 -	44.438	97.8	22.980	97.5	17.476	104.2	1:24.894	8 -	Out	93.2	24.103	97.4	18.329	104.2	1:32.774
4 -	44.754	98.4	23.158	97.3	17.824	104.9	1:25.736	9 -	45.132	98.5	23.425	97.4	17.880	104.7	1:26.437
5 -	44.551	98.4	23.110	97.7	17.682	104.2	1:25.343								
30	Martin DEPPER I Forster Motorsport														
1 -	48.091	93.9	24.190	94.7	In	9:06.520 P	16 -	45.693	93.1	23.434	97.0	18.041	102.3	1:27.168	
2 -	Out	95.1	25.296	58.3	20.006	101.8	1:34.459	17 -	45.380	97.1	23.545	96.8	17.851	102.5	1:26.776
3 -	45.641	97.1	23.720	96.4	17.923	101.8	1:27.284	18 -	46.080	70.6	24.709	95.9	28.529	88.2	1:39.318
4 -	45.656	96.6	23.656	96.6	17.891	101.8	1:27.203	19 -	47.172	97.1	5:29.240	53.8	In	51:40.129 P	
5 -	45.607	97.1	23.602	96.6	17.855	101.8	1:27.064	20 -	Out	89.1	24.824	94.8	18.876	100.0	1:36.585
6 -	45.149	97.1	23.383	96.7	17.932	101.8	1:26.464	21 -	47.459	94.4	24.021	95.3	In	5:54.069 P	
7 -	45.747	95.3	23.646	96.8	17.953	101.8	1:27.346	22 -	Out	92.2	26.410	67.2	20.684	100.0	1:40.706
8 -	47.313	95.5	23.826	96.3	In	6:42.033 P	23 -	54.509	91.9	24.717	95.7	18.783	102.1	1:38.009	
9 -	Out	98.3	23.339	96.7	17.947	101.8	1:28.091	24 -	46.259	97.4	23.863	95.6	18.176	101.5	1:28.298
10 -	45.838	97.1	23.340	96.7	18.031	102.0	1:27.209	25 -	45.659	97.7	23.521	96.4	17.801	101.1	1:26.981
11 -	45.222	97.1	23.436	97.4	18.104	101.8	1:26.762	26 -	45.342	97.5	23.447	96.0	17.894	101.1	1:26.683
12 -	47.810	94.0	24.348	87.8	In	12:40.634 P	27 -	45.619	97.8	23.468	96.8	17.786	101.8	1:26.873	
13 -	Out	96.7	23.710	97.3	18.230	101.5	1:30.821	28 -	45.517	97.1	23.410	96.3	17.797	101.7	1:26.724
14 -	45.868	97.3	23.148	97.5	18.157	101.5	1:27.173	29 -	45.683	96.7	23.380	96.8	17.992	102.0	1:27.055
15 -	49.445	93.7	24.153	94.3	18.263	100.8	1:31.861	30 -	45.750	97.7	23.341	96.7	18.104	100.9	1:27.195
37	Arthur FORSTER I Forster Motorsport														
1 -	50.201	83.9	25.764	84.3	In	3:31.824 P	17 -	47.133	95.3	23.797	96.6	In	3:06.225 P		
2 -	Out	94.8	24.292	95.5	17.787	102.0	1:31.853	18 -	Out	94.3	23.575	95.7	17.758	104.5	1:29.655
3 -	45.168	96.4	23.686	97.0	17.661	103.6	1:26.515	19 -	49.657	81.7	25.551	84.2	19.175	98.0	1:34.383
4 -	45.141	95.2	23.634	95.9	17.730	103.2	1:26.505	20 -	47.357	92.4	26.124	78.0	18.799	103.6	1:32.280
5 -	45.410	94.5	23.317	96.8	17.558	104.0	1:26.285	21 -	46.352	82.8	28.736	69.8	In	33:45.340 P	
6 -	45.506	95.2	23.810	97.0	18.310	103.6	1:27.626	22 -	Out	84.8	25.815	79.7	20.966	90.1	1:45.149
7 -	45.465	94.5	23.543	96.0	17.648	103.6	1:26.656	23 -	50.139	93.7	24.348	94.3	17.899	103.9	1:32.386
8 -	45.114	94.8	23.234	97.4	17.661	103.4	1:26.009	24 -	45.721	93.1	23.681	96.6	18.360	100.6	1:27.762
9 -	45.124	96.1	23.435	97.1	17.584	103.6	1:26.143	25 -	47.497	92.3	24.375	86.5	In	4:01.265 P	
10 -	45.268	94.9	23.571	95.9	In	5:11.810 P	26 -	Out	86.3	27.055	65.0	19.095	103.6	1:38.477	
11 -	Out	94.0	23.987	95.9	18.205	103.9	1:32.755	27 -	46.762	95.6	23.926	95.2	17.778	104.7	1:28.466
12 -	45.221	95.7	23.430	96.3	17.491	104.4	1:26.142	28 -	44.895	97.0	23.504	96.6	17.380	103.9	1:25.779
13 -	45.339	95.7	23.630	96.8	17.564	103.2	1:26.533	29 -	44.918	93.7	23.357	97.1	19.043	83.8	1:27.318
14 -	49.917	94.5	24.057	89.5	In	26:30.005 P	30 -	53.433	84.4	25.592	96.3	17.765	103.7	1:36.790	
15 -	Out	84.2	29.725	63.0	In	8:14.264 P	31 -	45.082	96.6	23.737	94.5	17.492	104.9	1:26.311	
16 -	Out	91.8	24.106	95.9	18.064	104.2	1:32.522								
52	Gordon SHEDDEN Honda Racing Team														
1 -	45.154	98.5	23.461	96.4	17.688	104.0	1:26.303	6 -	Out	99.3	23.571	96.0	17.806	104.9	1:28.990
2 -	44.724	99.0	23.408	96.4	17.652	104.2	1:25.784	7 -	44.252	100.3	23.035	96.6	17.284	105.2	1:24.571
3 -	44.791	98.5	23.423	96.3	17.588	104.5	1:25.802	8 -	44.173	100.5	22.952	96.8	17.238	105.2	1:24.363
4 -	44.786	98.8	23.701	96.1	17.632	104.7	1:26.119	9 -	44.127	100.0	22.924	96.7	17.346	105.0	1:24.397
5 -	45.053	98.7	23.808	93.2	In	4:10.950 P									
55	David PINKNEY I Pinkney Motorsport														
1 -	45.046	98.7	23.391	97.1	17.827	102.5	1:26.264	17 -	44.913	99.1	23.440	96.8	17.770	103.4	1:26.123
2 -	45.269	98.1	23.411	96.8	17.863	103.4	1:26.543	18 -	48.997	73.1	28.459	62.2	In	8:41.606 P	
3 -	45.517	87.6	23.626	97.0	18.031	102.3	1:27.174	19 -	Out	98.8	23.679	96.7	17.916	103.4	1:29.173
4 -	1:00.458	78.3	27.731	75.2	In	20:23.038 P	20 -	45.164	97.8	23.534	96.0	18.387	102.8	1:27.085	
5 -	Out	92.8	24.393	81.9	In	3:51.727 P	21 -	45.314	97.1	24.792	90.6	18.559	104.2	1:28.665	

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 14:00 End: 17:01

2010 Dunlop MSA British Touring Car Championship

AFTERNOON FREE PRACTICE SESSION - SECTOR ANALYSIS

6 -	Out	100.2	23.310	95.9	17.777	104.2	1:27.599	22 -	45.369	97.4	23.526	96.8	17.953	103.6	1:26.848	
7 -	44.488	99.6	23.200	97.0	17.378	104.0	1:25.066	23 -	52.660	65.7	29.117	78.6	In		8:18.668 P	
8 -	44.341	99.1	23.112	96.8	17.584	103.4	1:25.037	24 -	Out	94.5	23.717	96.1	18.244	102.9	1:29.548	
9 -	44.616	98.8	23.547	96.6	17.643	103.2	1:25.806	25 -	45.416	97.4	23.787	96.8	18.028	103.2	1:27.231	
10 -	52.725	75.1	28.697	64.0	In		12:32.235 P	26 -	50.727	90.1	28.176	58.5	In		7:51.760 P	
11 -	Out	98.8	23.497	96.0	18.032	101.7	1:29.154	27 -	Out	93.1	24.829	94.1	18.047	103.7	1:34.866	
12 -	45.161	97.8	23.419	96.8	17.775	103.4	1:26.355	28 -	44.747	98.8	23.195	97.1	17.491	104.5	1:25.433	
13 -	45.574	97.4	23.665	95.9	17.923	103.4	1:27.162	29 -	44.774	99.4	23.039	97.0	17.586	104.2	1:25.399	
14 -	59.467	60.3	31.641	61.9	In		44:37.513 P	30 -	44.490	99.3	23.085	97.0	17.528	104.2	1:25.103	
15 -	Out	93.2	24.257	95.6	18.075	102.9	1:31.703	31 -	44.543	98.5	23.276	97.3	17.677	103.7	1:25.496	
16 -	45.125	98.8	23.361	96.0	17.705	103.6	1:26.191									
77	Andrew JORDAN							I	Pirtek Racing							
1 -	45.215	94.8	23.299	96.0	17.573	104.0	1:26.087	14 -	45.794	95.2	26.100	69.9	In		13:36.767 P	
2 -	44.730	100.3	23.363	96.7	17.530	103.9	1:25.623	15 -	Out	100.3	23.213	96.6	17.566	103.7	1:27.762	
3 -	45.008	100.2	23.358	96.8	17.684	103.7	1:26.050	16 -	44.711	99.9	23.777	94.8	In		20:46.545 P	
4 -	47.332	93.9	24.675	86.1	In		7:21.210 P	17 -	Out	93.9	24.906	79.0	In		3:16.675 P	
5 -	Out	95.6	26.642	65.2	In		3:29.007 P	18 -	Out	99.3	23.602	95.9	17.559	103.6	1:27.919	
6 -	Out	99.4	23.357	96.8	17.950	103.6	1:29.856	19 -	44.634	100.5	23.014	96.7	17.471	104.5	1:25.119	
7 -	44.415	100.9	22.978	96.6	17.325	103.9	1:24.718	20 -	44.690	101.1	23.021	96.8	17.456	104.2	1:25.167	
8 -	44.572	100.8	22.975	97.4	17.389	103.7	1:24.936	21 -	44.790	100.5	23.122	97.0	17.670	104.2	1:25.582	
9 -	48.705	84.4	27.607	71.9	In		24:01.303 P	22 -	46.404	94.5	24.613	86.7	In		4:42.970 P	
10 -	Out	92.8	25.265	76.3	In		3:25.994 P	23 -	Out	99.9	23.351	96.7	17.649	102.6	1:27.626	
11 -	Out	100.2	26.604	91.3	17.734	103.7	1:31.279	24 -	44.977	100.0	27.449	38.8	18.828	104.2	1:31.254	
12 -	44.620	101.1	23.190	96.8	17.415	104.5	1:25.225	25 -	44.789	99.9	23.272	96.8	17.545	104.0	1:25.606	
13 -	44.583	100.5	23.220	96.7	17.623	103.2	1:25.426	26 -	44.838	99.3	23.380	96.8	17.548	103.9	1:25.766	

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 14:00 End: 17:01

2010 Dunlop MSA British Touring Car Championship
AFTERNOON FREE PRACTICE SESSION - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	88T	Daniel LLOYD	101.7	23	Tom CHILTON	99.6	88T	Daniel LLOYD	105.2	
2	77	Andrew JORDAN	101.1	2	Jason PLATO	98.1	52	Gordon SHEDDEN	105.2	
3	14	James NASH	100.9	21	Tom ONSLOW-COLE	98.1	14	James NASH	104.9	
4	52	Gordon SHEDDEN	100.5	28	Paul O'NEILL	97.8	21	Tom ONSLOW-COLE	104.9	
5	4T	James THOMPSON	100.3	30	Martin DEPPEP	97.5	28	Paul O'NEILL	104.9	
6	55	David PINKNEY	100.2	20	Alex MacDOWALL	97.4	37	Arthur FORSTER	104.9	
7	4	Matt NEAL	99.9	37	Arthur FORSTER	97.4	23	Tom CHILTON	104.5	
8	2	Jason PLATO	99.6	77	Andrew JORDAN	97.4	55	David PINKNEY	104.5	
9	23	Tom CHILTON	99.4	55	David PINKNEY	97.3	77	Andrew JORDAN	104.5	
10	20	Alex MacDOWALL	99.1	88T	Daniel LLOYD	97.1	4T	James THOMPSON	104.4	
11	28	Paul O'NEILL	98.7	52	Gordon SHEDDEN	97.1	4	Matt NEAL	104.4	
12	30	Martin DEPPEP	98.3	4T	James THOMPSON	96.8	2	Jason PLATO	104.0	
13	21	Tom ONSLOW-COLE	98.1	4	Matt NEAL	96.6	20	Alex MacDOWALL	103.2	
14	37	Arthur FORSTER	97.0	14	James NASH	96.3	30	Martin DEPPEP	102.5	

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
 Circuit Length = 1.9400 miles
 Start: 14:00 End: 17:01

2010 Dunlop MSA British Touring Car Championship

AFTERNOON FREE PRACTICE SESSION - BEST SECTOR TIMES

SECTOR 1			SECTOR 2			SECTOR 3			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	2	PLATO	43.951	23	CHILTON	22.661	2	PLATO	17.172	1	2	PLATO	1:23.787	1:23.887	0.100
2	14	NASH	44.037	2	PLATO	22.664	14	NASH	17.204	2	14	NASH	1:24.169	1:24.245	0.076
3	88T	LLOYD	44.055	4T	THOMPSON	22.815	52	SHEDDEN	17.238	3	23	CHILTON	1:24.171	1:24.187	0.016
4	52	SHEDDEN	44.127	88T	LLOYD	22.923	88T	LLOYD	17.246	4	88T	LLOYD	1:24.224	1:24.261	0.037
5	23	CHILTON	44.153	52	SHEDDEN	22.924	4	NEAL	17.266	5	52	SHEDDEN	1:24.289	1:24.363	0.074
6	4T	THOMPSON	44.232	14	NASH	22.928	77	JORDAN	17.325	6	4T	THOMPSON	1:24.428	1:24.456	0.028
7	21	ONSLow-COLE	44.269	4	NEAL	22.935	21	ONSLow-COLE	17.326	7	4	NEAL	1:24.496	1:24.572	0.076
8	4	NEAL	44.295	21	ONSLow-COLE	22.937	20	MacDOWALL	17.346	8	21	ONSLow-COLE	1:24.532	1:24.532	0.000
9	55	PINKNEY	44.341	20	MacDOWALL	22.939	23	CHILTON	17.357	9	20	MacDOWALL	1:24.628	1:24.641	0.013
10	20	MacDOWALL	44.343	77	JORDAN	22.975	55	PINKNEY	17.378	10	77	JORDAN	1:24.715	1:24.718	0.003
11	77	JORDAN	44.415	28	O'NEILL	22.980	37	FORSTER	17.380	11	55	PINKNEY	1:24.758	1:25.037	0.279
12	28	O'NEILL	44.438	55	PINKNEY	23.039	4T	THOMPSON	17.381	12	28	O'NEILL	1:24.894	1:24.894	0.000
13	37	FORSTER	44.895	30	DEPPER	23.148	28	O'NEILL	17.476	13	37	FORSTER	1:25.509	1:25.779	0.270
14	30	DEPPER	45.149	37	FORSTER	23.234	30	DEPPER	17.786	14	30	DEPPER	1:26.083	1:26.464	0.381
												Perfect Lap	1:23.784		

Weather / Track : Cloudy / Dry

Rockingham Int. Sportscar
Circuit Length = 1.9400 miles
Start: 14:00 End: 17:01