



BRITISH TOURING CARS

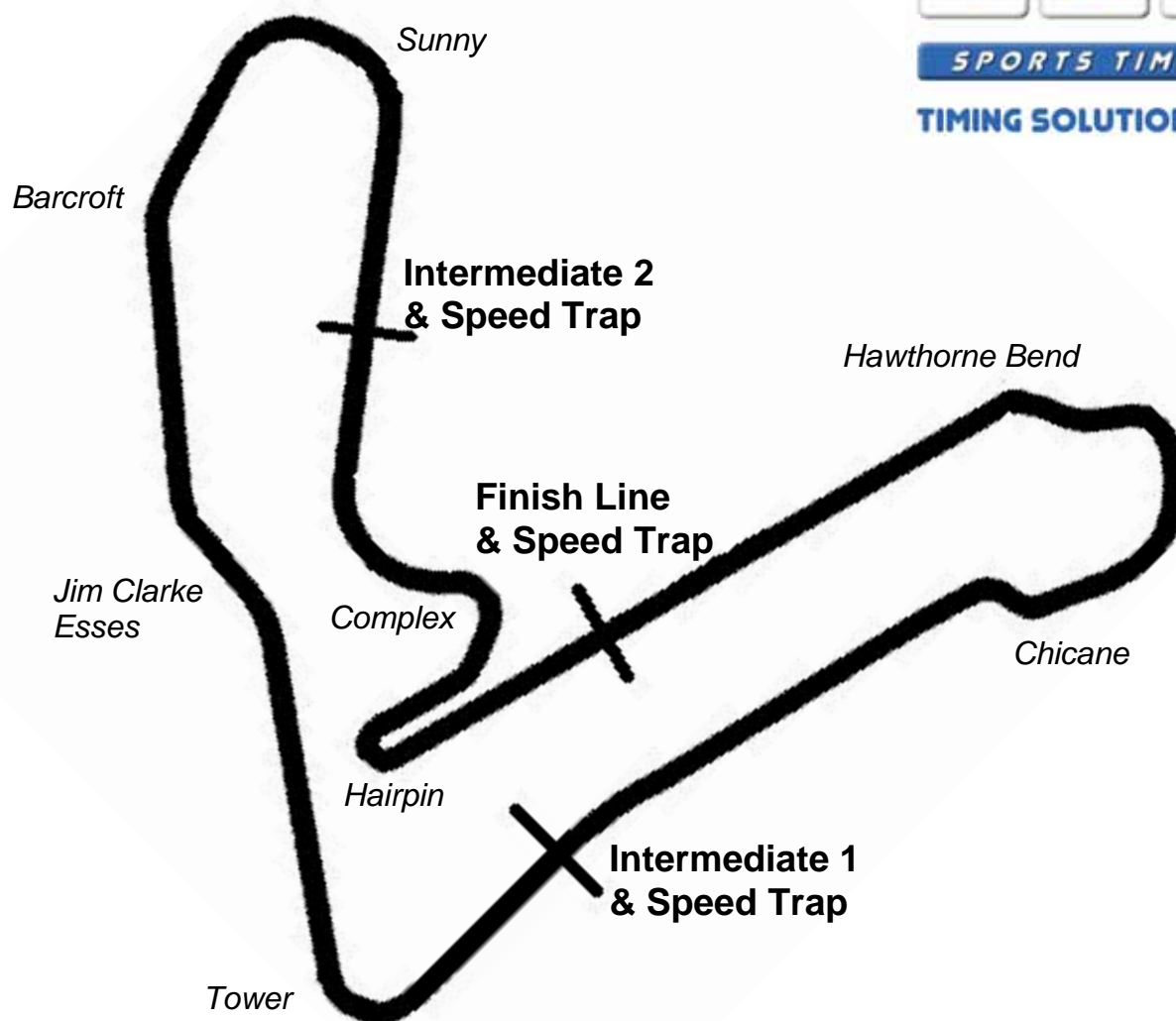
**Rounds 13, 14 & 15
Croft**

19th / 20th June 2010



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

CROFT



Circuit Length:	2.1250 miles / 3419.9 metres
Intermediate 1:	1088 metres
Intermediate 2:	2562 metres
Pit In:	3280 metres
Pit Out:	126 metres after Finish Line

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	23		Tom CHILTON (GBR) Team Aon	Ford Focus	1:25.685	13	13			89.28
2	11		Steven KANE (GBR) Airwaves BMW	BMW 320si	1:26.081	14	14	0.396	0.396	88.87
3	77		Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	1:26.155	16	16	0.470	0.074	88.79
4	6		Robert COLLARD (GBR) WSR	BMW 320si	1:26.389	3	7	0.704	0.234	88.55
5	29		Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:26.623	14	15	0.938	0.234	88.31
6	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	1:26.651	7	15	0.966	0.028	88.28
7	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	1:26.702	5	10	1.017	0.051	88.23
8	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	1:26.775	14	14	1.090	0.073	88.16
9	14		James NASH (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:26.933	10	21	1.248	0.158	87.99
10	5		Mat JACKSON (GBR) Airwaves BMW	BMW 320si	1:26.977	11	14	1.292	0.044	87.95
11	21		Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	1:27.032	5	16	1.347	0.055	87.89
12	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	1:27.222	6	14	1.537	0.190	87.70
13	55		David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	1:27.847	10	14	2.162	0.625	87.08
14	37		Arthur FORSTER (GBR) Forster Motorsport	BMW 320si	1:28.397	12	19	2.712	0.550	86.54
15	25		Daniel LLOYD (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:28.552	12	17	2.867	0.155	86.39
16	44		Andy NEATE (GBR) WSR	BMW 320si	1:28.860	13	14	3.175	0.308	86.09
17	27		Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	1:28.955	7	18	3.270	0.095	85.99
18	28		John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:29.047	10	10	3.362	0.092	85.91
19	43		Lea WOOD (GBR) Central Group Racing	Honda Integra	1:29.732	8	15	4.047	0.685	85.25
20	99		Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	1:30.231	15	16	4.546	0.499	84.78
21	30		Martin DEPPER (GBR) Forster Motorsport	BMW 320si	1:30.979	9	17	5.294	0.748	84.08
22	22		Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	1:40.666	1	3	14.981	9.687	75.99

Weather / Track : Cloudy / Dry

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

Croft

Circuit Length = 2.1250 miles

Start: 09:29 End: 10:12

Clerk of Course :

Timekeeper :

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 1 - SECTOR ANALYSIS

2	Jason PLATO				Silverline Chevrolet										
1 -	31.077	102.3	45.589	100.9	In	3:50.196 P	6 -	27.765	116.7	37.734	101.8	In	16:45.490 P		
2 -	Out	113.7	38.797	50.6	28.371	97.7	1:39.924	7 -	Out	115.1	37.821	102.0	In	3:01.122 P	
3 -	26.661	119.8	35.482	104.7	24.975	98.1	1:27.118	8 -	Out	116.7	42.803	101.2	25.458	97.8	1:37.645
4 -	26.369	120.5	35.724	104.0	24.843	97.0	1:26.936	9 -	26.416	120.7	35.472	104.0	24.888	98.1	1:26.776
5 -	26.422	119.8	35.431	104.0	24.849	97.7	1:26.702	10 -	26.293	121.1	35.393	103.1	25.190	96.7	1:26.876
4	Matt NEAL				Honda Racing Team										
1 -	27.467	118.6	36.506	103.4	25.014	97.3	1:28.987	8 -	Out	113.0	38.283	98.4	26.157	96.7	1:35.925
2 -	26.655	120.7	35.587	102.1	24.890	97.3	1:27.132	9 -	26.610	120.7	35.781	102.6	24.940	96.1	1:27.331
3 -	26.463	120.9	35.518	103.1	24.858	96.4	1:26.839	10 -	26.534	121.8	36.250	101.2	In	6:00.543 P	
4 -	26.450	121.4	35.646	94.8	In		4:26.673 P	11 -	Out	104.9	39.955	98.4	26.792	97.1	1:39.456
5 -	Out	113.4	39.184	97.7	27.175	97.0	1:37.864	12 -	26.565	122.0	35.700	100.6	25.067	96.7	1:27.332
6 -	26.607	120.5	35.636	102.6	25.043	96.4	1:27.286	13 -	26.496	121.4	35.503	101.2	24.895	97.3	1:26.894
7 -	28.183	117.3	38.209	98.3	In		3:33.222 P	14 -	26.316	121.8	35.476	102.6	24.983	95.9	1:26.775
5	Mat JACKSON				Airwaves BMW										
1 -	31.646	102.5	40.624	96.6	26.610	95.2	1:38.880	8 -	32.416	105.0	41.091	97.0	26.435	94.5	1:39.942
2 -	27.177	117.7	36.777	103.1	24.885	96.7	1:28.839	9 -	29.862	101.5	39.188	71.9	29.403	96.8	1:38.453
3 -	26.834	119.8	36.328	100.5	25.008	96.0	1:28.170	10 -	26.536	120.9	35.926	102.5	24.722	96.7	1:27.184
4 -	26.959	119.4	36.519	101.4	24.884	96.4	1:28.362	11 -	26.474	120.5	35.773	103.1	24.730	96.7	1:26.977
5 -	26.657	120.1	36.034	99.7	24.982	96.4	1:27.673	12 -	26.481	120.3	35.886	102.3	In	3:50.764 P	
6 -	26.792	119.4	36.663	100.8	In		14:40.964 P	13 -	Out	88.3	36.753	101.5	25.258	96.7	1:33.748
7 -	Out	82.1	46.021	84.3	27.811	94.1	1:51.074	14 -	26.671	120.1	36.029	101.8	24.767	97.1	1:27.467
6	Robert COLLARD				WSR										
1 -	28.506	114.1	37.320	94.0	26.293	97.5	1:32.119	5 -	Out	114.5	37.602	99.4	In	8:06.839 P	
2 -	27.135	117.7	35.433	103.9	24.808	97.3	1:27.376	6 -	Out	116.3	37.341	100.2	In	3:29.532 P	
3 -	26.445	120.7	35.305	101.7	24.639	97.3	1:26.389	7 -	Out	113.6	38.960	100.0	27.572	86.5	1:36.288
4 -	26.652	120.1	36.499	92.4	In		7:46.143 P								
11	Steven KANE				Airwaves BMW										
1 -	31.710	115.3	39.538	81.1	27.318	94.3	1:38.566	8 -	Out	116.5	36.471	102.9	27.412	96.3	1:33.913
2 -	27.312	117.9	36.688	103.2	25.067	96.6	1:29.067	9 -	26.527	119.4	35.863	102.8	24.823	96.3	1:27.213
3 -	26.621	119.0	36.056	103.4	24.906	96.0	1:27.583	10 -	26.584	119.6	38.840	85.4	In	4:44.910 P	
4 -	26.894	117.7	35.972	102.9	24.739	96.0	1:27.605	11 -	Out	94.1	45.946	99.1	26.415	94.4	1:48.770
5 -	26.582	119.8	35.769	102.9	24.936	95.9	1:27.287	12 -	29.369	112.2	39.008	100.3	25.233	96.6	1:33.610
6 -	26.610	119.6	35.823	102.5	25.030	95.7	1:27.463	13 -	26.356	120.5	35.487	103.1	24.939	96.3	1:26.782
7 -	26.932	118.6	36.741	101.4	In		7:19.488 P	14 -	26.323	119.6	35.277	103.1	24.481	97.0	1:26.081
14	James NASH				Uniq Racing with Triple Eight										
1 -	29.092	112.4	39.554	98.4	In		4:18.225 P	12 -	26.653	120.9	35.765	102.3	24.912	97.0	1:27.330
2 -	Out	114.9	37.454	102.6	25.399	97.0	1:31.283	13 -	26.523	120.7	35.828	102.1	25.020	97.1	1:27.371
3 -	27.072	119.8	36.207	104.4	25.074	96.6	1:28.353	14 -	26.507	121.4	36.032	101.8	25.008	96.6	1:27.547
4 -	26.635	120.3	35.497	104.4	24.945	97.3	1:27.077	15 -	26.715	120.7	36.275	101.8	25.116	97.3	1:28.106
5 -	26.489	120.9	35.805	103.9	24.849	97.1	1:27.143	16 -	26.912	120.5	36.084	101.5	24.995	97.0	1:27.991
6 -	26.490	120.7	36.156	102.1	24.890	97.0	1:27.536	17 -	26.865	120.5	35.998	102.3	In	5:27.969 P	
7 -	26.533	121.1	35.681	103.1	24.870	97.1	1:27.084	18 -	Out	118.8	36.958	100.5	25.239	96.8	1:29.026
8 -	26.457	120.5	35.663	102.9	25.352	96.6	1:27.472	19 -	26.814	119.8	36.367	100.2	25.062	96.7	1:28.243
9 -	26.463	120.7	35.691	102.8	24.974	97.1	1:27.128	20 -	26.723	120.9	36.263	101.7	25.330	96.8	1:28.316
10 -	26.404	120.5	35.615	102.6	24.914	96.8	1:26.933	21 -	26.752	121.6	36.770	100.2	25.417	97.3	1:28.939
11 -	26.443	120.3	36.829	98.1	25.093	96.0	1:28.365								
20	Alex MacDOWALL				Silverline Chevrolet										
1 -	30.756	95.5	40.559	97.1	In		5:01.764 P	8 -	26.453	121.6	35.816	102.8	25.048	97.4	1:27.317
2 -	Out	115.3	41.245	85.1	25.983	98.8	1:41.266	9 -	27.550	117.5	37.406	95.2	In	7:35.419 P	
3 -	27.032	120.7	37.651	100.5	27.451	97.4	1:32.134	10 -	Out	114.3	37.013	102.9	26.579	97.8	1:33.867
4 -	27.356	119.4	36.412	103.7	24.849	97.8	1:28.617	11 -	26.830	119.6	35.790	102.5	24.870	97.8	1:27.490
5 -	26.555	121.1	35.987	104.2	24.880	97.4	1:27.422	12 -	26.535	121.8	37.094	102.5	25.061	97.3	1:28.690
6 -	26.515	122.0	35.809	104.0	24.898	96.8	1:27.222	13 -	29.411	116.3	38.117	96.8	In	5:20.026 P	
7 -	26.550	120.9	35.825	103.2	24.894	97.5	1:27.269	14 -	Out	113.4	39.551	100.2	25.823	97.7	1:35.889

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 09:29 End: 10:12

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 1 - SECTOR ANALYSIS

21	Tom ONSLOW-COLE				I Team Aon										
1 -	30.892	85.8	39.864	100.2	In	4:05.271 P	9 -	26.314	120.9	36.237	102.5	25.159	99.9	1:27.710	
2 -	Out	115.9	37.404	105.0	25.209	100.3	10 -	26.783	122.5	37.918	102.3	In		7:00.222 P	
3 -	28.126	115.7	36.155	103.6	24.937	99.7	11 -	Out	113.7	37.385	101.7	25.899	99.6	1:31.651	
4 -	26.717	120.3	35.560	104.7	25.025	99.9	12 -	27.225	119.0	36.783	103.9	25.544	100.8	1:29.552	
5 -	26.547	120.5	35.475	104.2	25.010	99.9	13 -	26.787	121.1	36.070	103.6	25.652	100.2	1:28.509	
6 -	27.091	119.8	36.385	101.8	In		14 -	26.476	121.1	36.257	103.2	25.459	99.9	1:28.192	
7 -	Out	118.1	36.236	104.2	25.200	100.5	15 -	26.766	121.1	36.279	103.1	25.306	100.2	1:28.351	
8 -	26.634	119.4	35.816	104.4	24.892	99.4	16 -	26.752	121.1	37.731	100.0	27.405	90.4	1:31.888	
22	Tom BOARDMAN				I Special Tuning UK										
1 -	31.336	80.5	40.917	100.6	28.413	82.5	1:40.666	3 -	Out	107.4	38.621	101.4	25.884	96.7	1:38.972
2 -	29.214	116.5	38.932	98.5	In		26:03.656 P								
23	Tom CHILTON				I Team Aon										
1 -	31.685	101.2	40.789	85.6	In		3:47.241 P	8 -	26.443	122.0	36.045	105.2	In	9:59.457 P	
2 -	Out	119.0	36.404	99.6	25.771	102.0	1:29.351	9 -	Out	118.8	35.806	104.5	In	4:41.642 P	
3 -	26.872	122.2	35.442	106.4	24.571	102.6	1:26.885	10 -	Out	103.1	41.604	86.3	27.456	83.4	1:41.469
4 -	26.406	121.4	35.321	106.4	24.729	101.2	1:26.456	11 -	30.509	117.9	40.899	103.9	In	2:59.119 P	
5 -	26.331	122.2	35.532	106.2	In		5:08.996 P	12 -	Out	119.0	36.464	104.4	24.961	100.3	1:29.150
6 -	Out	120.5	35.948	102.0	25.495	100.9	1:27.822	13 -	26.016	122.7	35.147	106.2	24.522	100.0	1:25.685
7 -	26.329	122.0	35.562	104.9	25.520	100.0	1:27.411								
25	Daniel LLOYD				I Uniq Racing with Triple Eight										
1 -	29.372	112.8	39.893	99.7	In		4:19.935 P	10 -	27.273	119.8	37.031	100.9	25.511	96.8	1:29.815
2 -	Out	113.7	39.200	89.5	26.548	96.6	1:34.250	11 -	27.145	120.1	36.627	102.0	25.262	96.8	1:29.034
3 -	27.847	118.1	37.652	101.4	25.947	97.1	1:31.446	12 -	26.824	121.4	36.425	102.6	25.303	96.6	1:28.552
4 -	27.361	119.6	37.316	101.1	25.640	97.4	1:30.317	13 -	27.024	120.9	36.538	102.6	25.261	97.3	1:28.823
5 -	27.166	120.5	37.223	102.0	25.501	97.0	1:29.890	14 -	26.970	120.3	36.645	102.5	25.381	97.4	1:28.996
6 -	27.764	98.0	37.363	102.8	25.867	96.8	1:30.994	15 -	27.890	94.0	38.944	100.0	In	7:39.020 P	
7 -	27.099	120.3	37.238	101.7	25.570	96.4	1:29.907	16 -	Out	78.9	45.083	79.2	In	5:02.312 P	
8 -	27.272	121.4	36.985	102.1	25.819	96.4	1:30.076	17 -	Out	113.9	38.030	100.6	25.829	96.7	1:32.525
9 -	27.742	111.1	37.517	101.4	25.780	97.1	1:31.039								
27	Martin JOHNSON				I Boulevard Team Racing										
1 -	29.757	113.4	39.208	92.9	25.977	96.7	1:34.942	10 -	27.427	118.1	37.113	101.2	25.320	95.2	1:29.860
2 -	29.431	114.9	39.253	100.9	25.624	96.3	1:34.308	11 -	27.497	118.1	37.203	101.2	25.378	95.2	1:30.078
3 -	28.213	115.5	37.706	102.1	25.124	96.4	1:31.043	12 -	28.861	89.1	41.544	78.4	27.902	96.0	1:38.307
4 -	27.554	117.1	36.888	100.8	25.288	95.6	1:29.730	13 -	27.568	118.1	37.370	99.9	25.431	95.7	1:30.369
5 -	27.548	116.9	37.087	101.8	25.316	95.7	1:29.951	14 -	30.624	107.4	39.381	96.3	In	6:00.967 P	
6 -	27.225	117.7	36.826	101.8	25.214	95.9	1:29.265	15 -	Out	112.8	38.474	100.6	26.014	96.4	1:33.816
7 -	27.130	118.4	36.753	101.1	25.072	96.1	1:28.955	16 -	27.614	117.3	37.331	99.9	25.419	96.1	1:30.364
8 -	27.428	117.3	38.383	100.2	26.050	96.1	1:31.861	17 -	27.604	116.9	37.537	99.0	25.333	96.1	1:30.474
9 -	27.567	115.9	37.192	101.2	25.371	95.1	1:30.130	18 -	28.097	114.1	39.741	90.8	26.900	96.1	1:34.738
28	John GEORGE				I Sunshine.co.uk with Tech-Speed Msport										
1 -	32.703	109.3	42.593	90.1	In		9:11.309 P	6 -	Out	90.1	38.291	103.2	25.695	96.4	1:42.434
2 -	Out	77.3	42.441	76.9	28.097	71.4	1:47.197	7 -	27.640	109.7	38.424	102.0	25.730	97.5	1:31.794
3 -	31.727	102.9	37.922	102.3	25.503	95.7	1:35.152	8 -	27.618	118.4	37.357	87.6	25.952	96.1	1:30.927
4 -	28.007	111.7	38.091	105.4	25.455	97.1	1:31.553	9 -	27.869	118.1	36.414	104.2	25.287	96.4	1:29.570
5 -	27.413	119.2	37.588	97.3	In		4:21.588 P	10 -	27.389	118.8	36.362	103.2	25.296	97.0	1:29.047
29	Paul O'NEILL				I Sunshine.co.uk with Tech-Speed Msport										
1 -	33.151	110.2	42.745	93.2	In		3:50.291 P	9 -	Out	105.5	38.529	97.4	25.492	96.4	1:33.563
2 -	Out	100.3	40.497	95.5	26.400	97.4	1:40.640	10 -	28.009	108.8	38.308	99.0	25.701	96.8	1:32.018
3 -	29.087	106.0	38.175	100.9	24.843	97.7	1:32.105	11 -	27.046	120.3	38.093	89.1	In	5:37.432 P	
4 -	27.275	120.1	36.788	101.1	25.468	96.8	1:29.531	12 -	Out	92.2	40.590	91.9	26.862	97.0	1:41.851
5 -	26.775	119.8	36.414	100.8	25.058	97.3	1:28.247	13 -	27.661	115.3	41.793	70.5	25.757	97.5	1:35.211
6 -	26.971	118.8	36.180	98.5	25.277	97.1	1:28.428	14 -	26.464	119.8	35.444	100.8	24.715	97.5	1:26.623
7 -	26.790	119.8	36.104	100.2	25.202	96.8	1:28.096	15 -	26.427	121.6	35.454	100.5	24.751	97.1	1:26.632
8 -	28.052	117.3	37.076	99.0	In		5:44.760 P								

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 09:29 End: 10:12

2010 Dunlop MSA British Touring Car Championship
FREE PRACTICE SESSION 1 - SECTOR ANALYSIS

30	Martin DEPPER				I Forster Motorsport										
1 -	32.093	110.2	43.170	96.7	27.678	93.6	1:42.941	10 -	27.910	118.8	39.112	98.5	In	4:51.006 P	
2 -	30.545	111.7	41.106	94.4	26.744	94.7	1:38.395	11 -	Out	110.7	41.193	94.4	26.750	94.8	1:40.519
3 -	30.622	111.3	39.397	99.1	In		4:20.690 P	12 -	30.191	112.2	40.512	73.9	28.773	95.6	1:39.476
4 -	Out	110.0	41.612	99.3	26.547	95.7	1:43.459	13 -	28.770	106.0	39.327	97.8	25.771	95.2	1:33.868
5 -	28.666	115.9	38.845	98.8	26.201	94.8	1:33.712	14 -	28.460	117.7	38.144	100.2	25.935	95.3	1:32.539
6 -	29.622	115.7	38.698	99.1	In		5:29.910 P	15 -	28.430	116.3	38.075	99.7	25.537	95.7	1:32.042
7 -	Out	111.8	40.290	86.6	26.858	94.1	1:37.211	16 -	27.756	117.7	38.186	98.0	25.741	96.1	1:31.683
8 -	28.585	115.9	38.081	101.1	26.170	95.9	1:32.836	17 -	28.399	115.3	38.069	99.4	26.231	94.0	1:32.699
9 -	27.599	117.7	37.843	99.9	25.537	94.9	1:30.979								
37	Arthur FORSTER				I Forster Motorsport										
1 -	32.778	112.2	41.631	98.0	27.320	94.7	1:41.729	11 -	26.929	122.5	36.925	103.2	24.942	96.7	1:28.796
2 -	29.251	116.3	39.054	101.2	In		3:21.769 P	12 -	26.968	122.0	36.532	102.9	24.897	97.0	1:28.397
3 -	Out	109.5	42.896	94.9	26.629	95.6	1:38.706	13 -	27.316	120.9	36.512	102.6	25.238	96.4	1:29.066
4 -	28.411	114.7	38.456	102.3	25.574	95.5	1:32.441	14 -	27.541	98.8	39.637	65.7	28.953	96.8	1:36.131
5 -	27.429	120.3	36.889	102.3	25.368	96.6	1:29.686	15 -	26.798	121.6	36.626	101.5	25.301	97.4	1:28.725
6 -	27.168	120.7	36.777	101.8	25.049	96.3	1:28.994	16 -	26.622	122.5	36.678	102.5	25.571	96.8	1:28.871
7 -	41.612	114.5	38.799	99.6	In		4:29.334 P	17 -	27.056	121.4	36.645	102.1	In		4:19.642 P
8 -	Out	96.7	43.311	96.8	27.206	91.4	1:45.115	18 -	Out	92.6	37.893	101.2	26.408	94.7	1:37.662
9 -	29.852	111.3	38.416	100.0	25.891	94.3	1:34.159	19 -	27.227	121.6	36.158	101.1	25.332	96.7	1:28.717
10 -	27.641	120.3	36.776	100.8	25.434	96.0	1:29.851								
43	Lea WOOD				I Central Group Racing										
1 -	32.678	99.0	43.132	84.4	28.595	94.8	1:44.405	9 -	27.242	117.7	37.377	100.6	In		11:31.246 P
2 -	30.125	112.0	39.577	101.5	25.649	95.6	1:35.351	10 -	Out	74.0	39.908	101.5	25.587	95.7	1:36.720
3 -	28.293	114.9	38.550	97.4	25.617	95.5	1:32.460	11 -	27.801	116.3	36.783	98.3	25.820	95.2	1:30.404
4 -	27.822	116.7	37.329	101.2	25.354	95.3	1:30.505	12 -	27.974	118.1	37.107	99.9	25.976	95.6	1:31.057
5 -	28.542	113.7	37.977	87.5	25.846	94.9	1:32.365	13 -	27.651	117.5	37.239	99.1	25.871	95.1	1:30.761
6 -	27.339	116.9	36.841	100.8	25.621	95.3	1:29.801	14 -	27.404	118.6	37.166	99.6	26.189	95.2	1:30.759
7 -	27.444	116.3	37.366	99.3	25.718	95.7	1:30.528	15 -	27.618	118.6	37.148	100.0	26.150	95.3	1:30.916
8 -	27.310	117.5	36.815	100.8	25.607	95.2	1:29.732								
44	Andy NEATE				I WSR										
1 -	30.904	112.0	39.739	100.2	26.493	95.9	1:37.136	8 -	28.438	117.1	38.344	79.0	In		10:08.382 P
2 -	28.834	117.3	38.352	77.4	27.010	97.3	1:34.196	9 -	Out	93.2	48.943	66.2	31.295	87.4	2:01.828
3 -	28.308	117.1	38.826	101.5	26.115	96.8	1:33.249	10 -	32.964	95.3	41.071	97.3	26.964	97.1	1:40.999
4 -	27.815	116.9	37.176	102.6	26.521	96.4	1:31.512	11 -	29.622	115.7	40.870	96.3	27.207	97.3	1:37.699
5 -	30.664	114.5	38.318	95.7	26.791	97.0	1:35.773	12 -	28.019	118.6	37.504	102.8	26.371	97.1	1:31.894
6 -	28.152	117.7	37.607	102.5	26.155	88.7	1:31.914	13 -	27.509	119.8	36.008	103.9	25.343	97.4	1:28.860
7 -	28.620	117.9	37.566	102.0	26.152	87.6	1:32.338	14 -	27.284	119.2	36.740	99.1	25.599	97.3	1:29.623
52	Gordon SHEDDEN				Honda Racing Team										
1 -	31.640	109.1	40.282	98.7	In		3:40.315 P	9 -	26.342	121.1	37.995	77.5	In		5:11.267 P
2 -	Out	111.3	37.756	100.6	25.457	97.0	1:33.934	10 -	Out	85.1	41.826	87.4	27.425	96.3	1:41.631
3 -	27.022	119.2	35.787	102.1	25.011	96.8	1:27.820	11 -	26.758	120.1	36.475	82.8	27.731	96.4	1:30.964
4 -	26.494	119.6	35.585	101.8	24.673	96.4	1:26.752	12 -	26.444	121.1	36.011	89.0	27.409	96.4	1:29.864
5 -	26.531	120.1	35.913	101.5	In		7:25.772 P	13 -	26.469	120.9	37.832	84.9	In		4:07.527 P
6 -	Out	89.4	38.969	99.9	26.634	95.6	1:35.537	14 -	Out	78.0	39.342	102.6	26.431	96.4	1:40.230
7 -	26.525	120.3	35.573	102.8	24.553	95.7	1:26.651	15 -	26.502	120.1	35.596	102.5	26.167	97.0	1:28.265
8 -	26.313	120.5	35.798	101.1	24.720	95.9	1:26.831								
55	David PINKNEY				I Pinkney Motorsport										
1 -	31.448	111.8	39.843	95.5	In		3:52.762 P	8 -	27.588	115.9	36.391	103.4	25.682	97.5	1:29.661
2 -	Out	115.5	37.235	104.7	25.554	98.1	1:31.543	9 -	26.661	121.1	36.108	102.8	25.243	97.5	1:28.012
3 -	27.033	119.6	36.510	105.2	25.334	98.1	1:28.877	10 -	26.710	122.5	35.896	103.6	25.241	97.7	1:27.847
4 -	26.783	120.7	35.742	104.9	25.381	98.0	1:27.906	11 -	26.869	123.1	46.770	82.0	In		4:11.988 P
5 -	26.692	121.1	37.035	103.9	29.606	98.0	1:33.333	12 -	Out	75.7	42.042	84.5	28.457	98.3	1:42.388
6 -	26.781	120.7	40.084	90.1	In		4:53.929 P	13 -	26.965	121.1	37.555	99.0	26.802	98.5	1:31.322
7 -	Out	117.9	36.381	92.7	27.279	98.0	1:31.115	14 -	26.370	123.6	36.653	103.9	25.645	98.5	1:28.668

Weather / Track : Cloudy / Dry

Croft
 Circuit Length = 2.1250 miles
 Start: 09:29 End: 10:12

2010 Dunlop MSA British Touring Car Championship
FREE PRACTICE SESSION 1 - SECTOR ANALYSIS

77		Andrew JORDAN				I		Pirtek Racing					
1 -	30.562 111.1	40.598 85.4	In		3:40.697 P	9 -	Out 120.9	36.724 103.6	25.646 96.7		1:32.143		
2 -	Out 110.7	39.318 41.8	29.062 97.5		1:40.780	10 -	26.448 123.6	35.832 103.7	25.053 97.4		1:27.333		
3 -	34.726 89.4	42.263 84.5	26.952 97.5		1:43.941	11 -	26.225 123.4	35.880 103.9	25.107 97.4		1:27.212		
4 -	26.608 121.4	35.874 102.6	24.958 97.3		1:27.440	12 -	28.021 91.9	40.381 95.9	In		4:33.781 P		
5 -	27.122 121.4	35.942 103.7	25.360 97.0		1:28.424	13 -	Out 81.4	46.454 94.9	27.695 95.5		1:48.188		
6 -	26.422 122.5	35.681 103.2	25.055 96.8		1:27.158	14 -	29.056 117.3	38.228 101.2	In		4:02.348 P		
7 -	26.352 123.4	35.745 102.6	25.245 96.7		1:27.342	15 -	Out 118.4	41.765 54.6	28.324 97.4		1:38.342		
8 -	26.551 122.7	37.032 101.7	In		6:30.399 P	16 -	26.367 122.5	35.214 104.7	24.574 97.1		1:26.155		
99		Shaun HOLLAMBY				I		AmD Milltek Racing.com					
1 -	32.174 109.1	43.598 94.7	In		4:12.281 P	9 -	Out 112.2	40.354 102.0	25.922 93.1		1:37.313		
2 -	Out 108.1	45.048 88.3	27.563 93.7		1:45.693	10 -	27.746 116.7	37.933 99.7	25.916 93.6		1:31.595		
3 -	29.195 112.6	39.366 97.8	27.042 93.9		1:35.603	11 -	27.809 115.9	39.454 91.3	In		5:08.479 P		
4 -	28.222 114.7	38.034 95.9	31.734 94.3		1:37.990	12 -	Out 97.7	47.240 100.6	26.031 93.9		1:45.921		
5 -	28.109 114.3	38.558 93.3	27.413 93.9		1:34.080	13 -	29.250 114.1	38.088 100.5	25.800 93.7		1:33.138		
6 -	27.741 116.5	37.536 100.6	25.755 93.3		1:31.032	14 -	28.571 105.7	37.910 100.8	25.893 93.2		1:32.374		
7 -	27.491 116.3	37.335 100.9	25.743 93.9		1:30.569	15 -	27.537 117.1	37.280 100.6	25.414 92.9		1:30.231		
8 -	27.514 115.7	37.697 101.2	In		6:24.982 P	16 -	27.849 114.7	38.331 97.0	In		1:55.823 P		

Weather / Track : Cloudy / Dry

Croft
 Circuit Length = 2.1250 miles
 Start: 09:29 End: 10:12

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	55	David PINKNEY	123.6	23	Tom CHILTON	106.4	23	Tom CHILTON	102.6	
2	77	Andrew JORDAN	123.6	28	John GEORGE	105.4	21	Tom ONSLOW-COLE	100.8	
3	23	Tom CHILTON	122.7	55	David PINKNEY	105.2	20	Alex MacDOWALL	98.8	
4	21	Tom ONSLOW-COLE	122.5	21	Tom ONSLOW-COLE	105.0	55	David PINKNEY	98.5	
5	37	Arthur FORSTER	122.5	2	Jason PLATO	104.7	2	Jason PLATO	98.1	
6	4	Matt NEAL	122.0	77	Andrew JORDAN	104.7	29	Paul O'NEILL	97.7	
7	20	Alex MacDOWALL	122.0	14	James NASH	104.4	6	Robert COLLARD	97.5	
8	14	James NASH	121.6	20	Alex MacDOWALL	104.2	28	John GEORGE	97.5	
9	29	Paul O'NEILL	121.6	6	Robert COLLARD	103.9	77	Andrew JORDAN	97.5	
10	25	Daniel LLOYD	121.4	44	Andy NEATE	103.9	25	Daniel LLOYD	97.4	
11	2	Jason PLATO	121.1	4	Matt NEAL	103.4	37	Arthur FORSTER	97.4	
12	52	Gordon SHEDDEN	121.1	11	Steven KANE	103.4	44	Andy NEATE	97.4	
13	5	Mat JACKSON	120.9	37	Arthur FORSTER	103.2	4	Matt NEAL	97.3	
14	6	Robert COLLARD	120.7	5	Mat JACKSON	103.1	14	James NASH	97.3	
15	11	Steven KANE	120.5	25	Daniel LLOYD	102.8	5	Mat JACKSON	97.1	
16	44	Andy NEATE	120.1	52	Gordon SHEDDEN	102.8	11	Steven KANE	97.0	
17	28	John GEORGE	119.4	27	Martin JOHNSON	102.1	52	Gordon SHEDDEN	97.0	
18	30	Martin DEPPER	118.8	99	Shaun HOLLAMBY	102.0	22	Tom BOARDMAN	96.7	
19	43	Lea WOOD	118.6	43	Lea WOOD	101.5	27	Martin JOHNSON	96.7	
20	27	Martin JOHNSON	118.4	22	Tom BOARDMAN	101.4	30	Martin DEPPER	96.1	
21	99	Shaun HOLLAMBY	117.1	29	Paul O'NEILL	101.1	43	Lea WOOD	95.7	
22	22	Tom BOARDMAN	116.5	30	Martin DEPPER	101.1	99	Shaun HOLLAMBY	94.3	

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 09:29 End: 10:12

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 1 - 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	23	CHILTON	26.016	23	CHILTON	35.147	11	KANE	24.481	1	23	CHILTON	1:25.685	1:25.685	0.000
2	77	JORDAN	26.207	77	JORDAN	35.214	23	CHILTON	24.522	2	77	JORDAN	1:25.995	1:26.155	0.160
3	2	PLATO	26.293	11	KANE	35.277	52	SHEDDEN	24.553	3	11	KANE	1:26.081	1:26.081	0.000
4	52	SHEDDEN	26.313	6	COLLARD	35.305	77	JORDAN	24.574	4	6	COLLARD	1:26.389	1:26.389	0.000
5	21	ONSLow-COLE	26.314	2	PLATO	35.393	6	COLLARD	24.639	5	52	SHEDDEN	1:26.439	1:26.651	0.212
6	4	NEAL	26.316	29	O'NEILL	35.444	29	O'NEILL	24.715	6	2	PLATO	1:26.529	1:26.702	0.173
7	11	KANE	26.323	21	ONSLow-COLE	35.475	5	JACKSON	24.722	7	29	O'NEILL	1:26.586	1:26.623	0.037
8	55	PINKNEY	26.370	4	NEAL	35.476	2	PLATO	24.843	8	4	NEAL	1:26.650	1:26.775	0.125
9	14	NASH	26.404	14	NASH	35.497	14	NASH	24.849	9	21	ONSLow-COLE	1:26.681	1:27.032	0.351
10	29	O'NEILL	26.427	52	SHEDDEN	35.573	20	MacDOWALL	24.849	10	14	NASH	1:26.750	1:26.933	0.183
11	6	COLLARD	26.445	55	PINKNEY	35.742	4	NEAL	24.858	11	5	JACKSON	1:26.969	1:26.977	0.008
12	20	MacDOWALL	26.453	5	JACKSON	35.773	21	ONSLow-COLE	24.892	12	20	MacDOWALL	1:27.092	1:27.222	0.130
13	5	JACKSON	26.474	20	MacDOWALL	35.790	37	FORSTER	24.897	13	55	PINKNEY	1:27.353	1:27.847	0.494
14	37	FORSTER	26.622	44	NEATE	36.008	27	JOHNSON	25.072	14	37	FORSTER	1:27.677	1:28.397	0.720
15	25	LLOYD	26.824	37	FORSTER	36.158	55	PINKNEY	25.241	15	25	LLOYD	1:28.510	1:28.552	0.042
16	28	GEORGE	27.079	28	GEORGE	36.362	25	LLOYD	25.261	16	44	NEATE	1:28.635	1:28.860	0.225
17	27	JOHNSON	27.130	25	LLOYD	36.425	28	GEORGE	25.287	17	28	GEORGE	1:28.728	1:29.047	0.319
18	43	WOOD	27.242	27	JOHNSON	36.753	44	NEATE	25.343	18	27	JOHNSON	1:28.955	1:28.955	0.000
19	44	NEATE	27.284	43	WOOD	36.783	43	WOOD	25.354	19	43	WOOD	1:29.379	1:29.732	0.353
20	99	HOLLAMBY	27.491	99	HOLLAMBY	37.280	99	HOLLAMBY	25.414	20	99	HOLLAMBY	1:30.185	1:30.231	0.046
21	30	DEPPER	27.599	30	DEPPER	37.843	30	DEPPER	25.537	21	30	DEPPER	1:30.979	1:30.979	0.000
22	22	BOARDMAN	29.214	22	BOARDMAN	38.621	22	BOARDMAN	25.884	22	22	BOARDMAN	1:33.719	1:40.666	6.947
													Perfect Lap	1:25.644	

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 09:29 End: 10:12

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	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	1:25.430	7	13			89.54
2	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	1:25.687	9	15	0.257	0.257	89.27
3	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:25.692	12	12	0.262	0.005	89.27
4	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	1:25.776	10	13	0.346	0.084	89.18
5	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	1:25.909	8	13	0.479	0.133	89.04
6	6	I	Robert COLLARD (GBR) WSR	BMW 320si	1:25.920	9	16	0.490	0.011	89.03
7	14	I	James NASH (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:25.935	10	16	0.505	0.015	89.02
8	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	1:26.088	4	18	0.658	0.153	88.86
9	11	I	Steven KANE (GBR) Airwaves BMW	BMW 320si	1:26.190	3	16	0.760	0.102	88.75
10	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	1:26.349	13	13	0.919	0.159	88.59
11	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	1:26.358	13	14	0.928	0.009	88.58
12	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	1:26.402	14	14	0.972	0.044	88.54
13	22	I	Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	1:26.448	9	10	1.018	0.046	88.49
14	25	I	Daniel LLOYD (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:26.680	15	17	1.250	0.232	88.25
15	5	I	Mat JACKSON (GBR) Airwaves BMW	BMW 320si	1:26.700	18	18	1.270	0.020	88.23
16	28	I	John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:27.228	12	14	1.798	0.528	87.70
17	37	I	Arthur FORSTER (GBR) Forster Motorsport	BMW 320si	1:27.401	14	18	1.971	0.173	87.52
18	44	I	Andy NEATE (GBR) WSR	BMW 320si	1:28.544	18	19	3.114	1.143	86.39
19	30	I	Martin DEPPER (GBR) Forster Motorsport	BMW 320si	1:28.591	12	16	3.161	0.047	86.35
20	27	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	1:28.626	4	9	3.196	0.035	86.31
21	43	I	Lea WOOD (GBR) Central Group Racing	Honda Integra	1:29.052	12	13	3.622	0.426	85.90
22	99	I	Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	1:29.079	2	12	3.649	0.027	85.87

Weather / Track : Cloudy / Dry

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

Croft

Circuit Length = 2.1250 miles

Start: 11:55 End: 12:36

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 -	26.543	121.8	35.356	104.4	24.632	98.5	1:26.531	8 -	26.287	120.3	34.933	105.0	24.689	98.4	1:25.909
2 -	26.418	121.8	35.339	102.3	25.465	98.4	1:27.222	9 -	26.091	122.0	35.072	104.5	25.028	97.8	1:26.191
3 -	26.740	120.5	41.149	99.6	In		4:43.835 P	10 -	26.293	122.5	36.548	101.2	In		3:49.839 P
4 -	Out	117.9	36.924	103.4	26.073	98.1	1:29.915	11 -	Out	115.1	37.430	103.4	25.336	98.3	1:32.066
5 -	26.579	120.7	36.628	98.4	In		3:24.187 P	12 -	26.247	121.8	35.195	103.7	In		5:26.592 P
6 -	Out	76.5	42.333	100.8	In		3:35.033 P	13 -	Out	118.1	36.378	104.2	25.475	98.1	1:34.080
7 -	Out	102.3	36.471	104.2	25.962	98.7	1:29.975								
4	Matt NEAL				Honda Racing Team										
1 -	29.729	115.5	38.118	87.7	26.802	97.7	1:34.649	8 -	26.208	120.9	35.181	103.6	24.485	96.7	1:25.874
2 -	26.922	121.1	35.756	102.0	25.024	96.8	1:27.702	9 -	27.790	116.7	37.454	99.7	In		6:49.583 P
3 -	26.620	122.2	35.638	100.6	25.139	96.7	1:27.397	10 -	Out	104.2	40.229	96.7	26.610	97.4	1:42.957
4 -	27.665	119.6	37.343	100.3	In		7:05.826 P	11 -	26.489	120.3	35.315	103.2	24.893	95.9	1:26.697
5 -	Out	90.6	43.855	83.6	In		3:41.412 P	12 -	26.402	121.1	35.581	102.5	In		4:05.177 P
6 -	Out	99.1	42.195	81.7	26.050	97.3	1:39.101	13 -	Out	109.5	38.593	100.8	25.796	96.6	1:35.638
7 -	26.210	121.8	34.961	103.6	24.259	96.7	1:25.430								
5	Mat JACKSON				I Airwaves BMW										
1 -	29.050	113.7	40.390	66.4	28.205	95.9	1:37.645	10 -	Out	117.3	36.263	101.5	25.235	95.7	1:29.182
2 -	27.076	118.6	37.230	100.5	25.288	96.6	1:29.594	11 -	26.850	119.4	37.505	75.3	26.396	97.3	1:30.751
3 -	26.564	120.9	35.676	101.8	24.628	96.6	1:26.868	12 -	26.735	118.6	35.803	100.8	24.901	96.0	1:27.439
4 -	26.549	120.3	35.650	101.8	24.617	96.3	1:26.816	13 -	26.600	120.7	35.908	100.6	24.853	96.3	1:27.361
5 -	26.626	120.9	35.690	101.7	In		6:41.538 P	14 -	26.671	120.3	36.175	100.6	In		3:45.772 P
6 -	Out	106.2	38.878	97.0	25.988	96.7	1:33.399	15 -	Out	98.3	41.634	97.3	26.249	94.0	1:40.509
7 -	26.487	120.7	35.870	102.6	24.732	96.1	1:27.089	16 -	30.505	99.9	37.796	100.0	25.028	96.4	1:33.329
8 -	26.466	120.7	35.798	101.2	24.911	96.7	1:27.175	17 -	27.429	118.4	35.778	103.4	25.605	96.4	1:28.812
9 -	26.537	120.3	36.393	101.2	In		6:04.198 P	18 -	26.327	120.9	35.724	102.0	24.649	96.8	1:26.700
6	Robert COLLARD				I WSR										
1 -	27.411	117.1	36.161	100.6	25.271	97.5	1:28.843	9 -	26.276	121.1	35.179	103.1	24.465	97.7	1:25.920
2 -	26.636	120.9	35.407	102.3	24.658	97.4	1:26.701	10 -	26.230	121.4	35.359	103.4	24.683	98.0	1:26.272
3 -	26.740	121.6	35.499	102.9	24.616	96.7	1:26.855	11 -	29.727	114.3	37.187	101.4	In		7:37.646 P
4 -	26.647	121.1	35.441	100.6	24.722	97.1	1:26.810	12 -	Out	111.8	37.090	102.6	25.947	98.1	1:33.593
5 -	26.617	120.7	35.634	101.4	In		6:34.651 P	13 -	26.601	119.2	35.734	103.1	24.927	98.5	1:27.262
6 -	Out	109.8	38.906	99.3	25.240	97.0	1:35.287	14 -	26.493	121.4	35.794	101.5	24.869	98.3	1:27.156
7 -	28.081	113.4	36.614	100.5	25.309	97.3	1:30.004	15 -	26.659	121.6	35.757	101.7	24.777	98.0	1:27.193
8 -	26.421	120.9	35.283	103.1	24.531	97.4	1:26.235	16 -	26.705	121.1	35.966	102.1	24.761	98.0	1:27.432
11	Steven KANE				I Airwaves BMW										
1 -	29.049	114.5	38.173	97.5	26.288	95.7	1:33.510	9 -	26.414	120.5	35.594	102.8	24.649	96.0	1:26.657
2 -	26.565	120.3	35.526	104.0	24.445	96.4	1:26.536	10 -	28.855	116.9	35.833	102.8	24.943	95.9	1:29.631
3 -	26.392	119.8	35.383	103.6	24.415	96.1	1:26.190	11 -	27.177	114.5	37.193	84.8	In		7:34.628 P
4 -	26.482	120.7	35.592	101.5	24.739	95.9	1:26.813	12 -	Out	100.6	39.969	100.9	25.779	94.8	1:39.219
5 -	26.394	120.9	35.537	102.9	24.635	96.0	1:26.566	13 -	27.061	117.9	35.989	103.6	25.045	96.4	1:28.095
6 -	26.696	120.5	35.838	103.1	In		10:26.872 P	14 -	26.429	119.4	35.469	103.6	24.503	96.1	1:26.401
7 -	Out	113.6	36.508	102.9	25.329	96.0	1:35.082	15 -	30.511	116.1	36.374	103.1	29.122	95.9	1:36.007
8 -	26.750	119.0	35.799	102.6	24.852	96.1	1:27.401	16 -	26.410	120.1	35.878	101.7	24.521	96.7	1:26.809
14	James NASH				I Uniq Racing with Triple Eight										
1 -	30.000	115.3	38.453	98.7	In		3:43.909 P	9 -	Out	113.2	39.022	94.5	26.228	97.5	1:34.634
2 -	Out	116.3	36.450	103.1	24.914	96.7	1:29.307	10 -	26.414	121.1	34.946	104.7	24.575	96.8	1:25.935
3 -	26.561	120.7	35.932	103.1	24.657	96.7	1:27.150	11 -	26.101	120.9	35.182	103.6	24.955	97.5	1:26.238
4 -	26.518	120.5	36.355	89.1	25.429	96.7	1:28.302	12 -	30.930	111.1	40.673	99.6	27.019	97.5	1:38.622
5 -	26.498	121.6	35.591	103.1	24.661	96.8	1:26.750	13 -	26.424	120.1	35.203	102.9	24.728	96.7	1:26.355
6 -	26.553	120.9	35.712	102.6	24.905	96.3	1:27.170	14 -	26.478	120.3	35.662	102.3	In		3:19.318 P
7 -	26.915	118.6	37.024	101.1	In		9:18.898 P	15 -	Out	110.7	39.049	100.8	26.674	96.7	1:38.088
8 -	Out	104.0	43.986	98.1	In		4:21.604 P	16 -	26.512	120.7	35.436	103.1	24.978	96.8	1:26.926
20	Alex MacDOWALL				Silverline Chevrolet										
1 -	26.693	122.2	35.614	104.5	24.499	98.5	1:26.806	8 -	Out	95.5	41.558	100.3	In		3:17.106 P
2 -	26.301	122.9	35.491	103.7	24.575	98.0	1:26.367	9 -	Out	64.1	41.144	87.2	25.760	99.6	1:41.352

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 11:55 End: 12:36

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 2 - SECTOR ANALYSIS

3 -	26.525	122.9	36.287	101.5	In	8:05.806 P	10 -	25.972	123.8	35.323	103.1	24.481	98.0	1:25.776	
4 -	Out	102.5	36.441	103.9	25.504	98.7	1:37.754	11 -	26.066	122.9	35.413	104.2	In	5:49.055 P	
5 -	26.321	122.5	35.759	100.6	25.182	98.7	1:27.262	12 -	Out	102.5	38.380	102.9	25.287	98.7	1:43.619
6 -	26.539	122.7	35.637	101.7	25.000	98.7	1:27.176	13 -	26.850	121.4	36.013	103.2	24.935	98.0	1:27.798
7 -	26.450	122.2	37.257	94.5	In		3:58.520 P								
21	Tom ONSLOW-COLE I Team Aon														
1 -	28.686	115.9	40.332	70.9	In	3:23.046 P	8 -	26.352	121.1	36.122	101.4	25.138	99.4	1:27.612	
2 -	Out	117.3	41.726	84.7	27.457	100.9	1:38.081	9 -	26.839	120.5	35.903	102.1	In	3:27.475 P	
3 -	26.254	121.4	35.619	104.4	24.656	99.3	1:26.529	10 -	Out	103.4	42.553	101.5	26.786	97.4	1:41.198
4 -	26.346	121.8	35.523	104.9	24.808	99.6	1:26.677	11 -	28.227	111.7	37.200	103.2	In	4:15.539 P	
5 -	26.369	122.5	37.377	105.0	25.062	98.8	1:28.808	12 -	Out	112.2	37.384	102.1	25.490	100.0	1:34.018
6 -	26.501	121.4	35.804	101.4	In	13:00.281 P	13 -	26.209	120.9	35.590	105.2	24.673	99.3	1:26.472	
7 -	Out	114.7	36.728	101.7	25.326	99.9	1:33.303	14 -	26.193	122.2	35.393	102.6	24.816	99.4	1:26.402
22	Tom BOARDMAN I Special Tuning UK														
1 -	27.886	117.9	38.158	102.8	In	21:46.399 P	6 -	26.388	121.7	35.786	103.1	In		2:46.612 P	
2 -	Out	116.7	37.670	101.7	25.191	96.3	1:31.293	7 -	Out	115.1	36.969	103.7	27.001	97.0	1:32.435
3 -	27.250	118.6	36.145	103.6	In		2:31.491 P	8 -	26.551	119.6	35.436	104.7	24.483	96.8	1:26.470
4 -	Out	118.6	36.328	103.1	26.329	96.6	1:29.933	9 -	26.288	120.9	35.418	104.4	24.742	96.3	1:26.448
5 -	26.535	120.9	35.554	103.7	24.709	97.1	1:26.798	10 -	31.507	88.9	43.583	80.8	31.046	81.7	1:46.136
23	Tom CHILTON I Team Aon														
1 -	28.731	117.5	40.334	53.7	In	3:28.042 P	10 -	26.639	122.9	36.281	104.5	25.447	100.9	1:28.367	
2 -	Out	117.3	37.519	81.9	26.975	101.5	1:33.236	11 -	26.696	122.9	36.962	100.8	In	8:44.277 P	
3 -	26.200	124.5	35.663	106.2	24.765	102.1	1:26.628	12 -	Out	117.1	37.023	103.6	25.641	100.8	1:34.226
4 -	26.213	123.8	35.219	104.9	24.656	101.7	1:26.088	13 -	26.862	121.1	35.889	102.9	25.516	100.6	1:28.267
5 -	26.168	125.4	35.486	105.5	24.754	100.6	1:26.408	14 -	26.974	121.4	36.132	103.2	25.548	101.1	1:28.654
6 -	26.269	123.8	35.760	104.2	25.099	100.9	1:27.128	15 -	26.848	122.7	36.351	103.4	25.467	100.9	1:28.666
7 -	26.401	122.9	35.537	105.7	25.014	100.6	1:26.952	16 -	27.014	121.8	36.383	104.2	25.531	100.3	1:28.928
8 -	26.443	123.6	35.948	104.9	25.049	101.1	1:27.440	17 -	26.860	123.8	36.644	103.2	25.579	100.9	1:29.083
9 -	26.485	122.9	35.807	103.6	25.128	100.8	1:27.420	18 -	27.042	123.1	36.601	102.1	25.778	101.1	1:29.421
25	Daniel LLOYD I Uniq Racing with Triple Eight														
1 -	30.175	106.7	39.504	97.0	In	3:32.530 P	10 -	26.494	121.8	35.638	103.4	24.819	97.4	1:26.951	
2 -	Out	117.1	36.618	103.2	25.174	97.0	1:30.077	11 -	27.448	119.6	36.431	101.7	In	7:30.471 P	
3 -	27.024	120.7	36.030	103.1	25.015	97.4	1:28.069	12 -	Out	119.8	36.766	102.8	25.259	97.3	1:31.273
4 -	26.756	120.7	35.652	104.5	24.809	97.1	1:27.217	13 -	26.587	120.5	35.610	102.9	24.952	97.3	1:27.149
5 -	26.462	122.7	35.659	103.4	24.943	96.6	1:27.064	14 -	26.314	120.9	35.518	104.0	24.862	97.0	1:26.694
6 -	27.367	119.2	37.075	100.9	In	5:08.914 P	15 -	26.344	121.1	35.440	103.7	24.896	97.1	1:26.680	
7 -	Out	113.0	36.286	102.3	26.004	97.3	1:34.257	16 -	26.508	121.4	35.681	104.0	24.963	96.8	1:27.152
8 -	26.517	121.4	35.760	102.8	24.896	97.5	1:27.173	17 -	27.484	121.1	36.647	102.3	In	2:07.126 P	
9 -	26.474	121.4	35.564	103.6	24.921	97.4	1:26.959								
27	Martin JOHNSON I Boulevard Team Racing														
1 -	28.340	114.1	37.672	101.2	25.395	96.3	1:31.407	6 -	27.361	116.9	37.602	99.9	25.322	95.7	1:30.285
2 -	27.322	117.3	36.580	102.1	25.201	95.7	1:29.103	7 -	27.341	118.1	37.891	98.7	25.643	96.1	1:30.875
3 -	27.263	117.9	36.700	102.3	25.001	96.1	1:28.964	8 -	27.587	117.7	37.267	99.3	25.403	95.7	1:30.257
4 -	27.042	118.6	36.605	101.4	24.979	95.7	1:28.626	9 -	27.792	117.9	37.097	99.7	25.686	94.5	1:30.575
5 -	27.334	116.9	36.893	101.7	25.138	95.9	1:29.365								
28	John GEORGE I Sunshine.co.uk with Tech-Speed Msport														
1 -	31.532	101.5	40.145	97.8	In	3:54.497 P	8 -	Out	82.6	46.341	81.6	30.477	65.3	1:53.001	
2 -	Out	110.6	40.134	88.4	28.083	97.1	1:37.566	9 -	34.754	91.1	44.177	74.2	In	5:45.097 P	
3 -	27.430	118.6	36.465	102.3	25.065	97.5	1:28.960	10 -	Out	101.4	38.764	99.9	25.817	98.3	1:39.887
4 -	27.125	119.6	35.930	102.6	25.105	96.7	1:28.160	11 -	28.082	112.6	36.954	103.1	25.326	98.0	1:30.362
5 -	27.142	120.3	35.988	102.8	25.291	97.1	1:28.421	12 -	26.823	119.0	35.433	103.9	24.972	98.0	1:27.228
6 -	27.242	118.4	36.227	102.6	25.102	97.5	1:28.571	13 -	26.623	119.8	36.333	102.8	24.951	97.4	1:27.907
7 -	27.226	118.8	36.361	102.8	In		4:59.548 P	14 -	27.316	120.3	35.753	103.2	25.175	96.8	1:28.244
29	Paul O'NEILL I Sunshine.co.uk with Tech-Speed Msport														
1 -	31.156	108.2	38.708	94.4	In	3:54.607 P	7 -	30.620	106.7	37.345	95.5	In		5:20.562 P	
2 -	Out	103.7	41.719	55.4	26.426	97.7	1:37.812	8 -	Out	83.6	44.538	94.8	27.819	83.1	1:45.650

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 11:55 End: 12:36

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 2 - SECTOR ANALYSIS

3 -	26.681	120.1	37.404	99.7	24.947	97.4	1:29.032	9 -	30.408	88.3	40.038	95.7	In	5:35.303 P	
4 -	26.910	119.2	35.525	100.3	24.574	97.1	1:27.009	10 -	Out	100.9	38.754	92.7	25.947	97.4	1:40.633
5 -	26.500	121.1	35.313	100.8	24.810	97.3	1:26.623	11 -	28.295	110.0	36.781	96.6	25.066	97.1	1:30.142
6 -	26.497	120.7	35.585	100.6	24.935	97.5	1:27.017	12 -	26.087	121.1	35.159	100.8	24.446	96.8	1:25.692
30	Martin DEPPER I Forster Motorsport														
1 -	30.299	111.7	39.595	98.5	26.108	95.2	1:36.002	9 -	27.657	119.0	37.203	95.9	In	4:02.664 P	
2 -	28.235	116.7	38.057	100.3	In		5:26.730 P	10 -	Out	115.5	37.106	102.8	25.285	95.2	1:30.638
3 -	Out	113.9	37.386	101.4	25.495	93.9	1:35.863	11 -	27.241	118.8	36.420	102.1	25.289	95.6	1:28.950
4 -	27.635	117.9	37.108	100.8	26.010	95.3	1:30.753	12 -	27.133	119.2	36.274	101.5	25.184	95.9	1:28.591
5 -	27.003	119.4	43.661	35.8	In		6:51.067 P	13 -	27.616	118.1	39.483	101.2	In		3:34.662 P
6 -	Out	113.0	37.488	99.6	25.839	95.5	1:32.326	14 -	Out	104.0	36.951	102.5	25.388	95.9	1:33.797
7 -	27.693	118.6	37.828	100.6	25.523	95.5	1:31.044	15 -	27.994	117.7	37.298	98.7	25.446	95.1	1:30.738
8 -	28.076	115.7	37.289	100.5	25.722	95.3	1:31.087	16 -	27.346	118.1	37.127	101.7	25.269	95.6	1:29.742
37	Arthur FORSTER I Forster Motorsport														
1 -	29.942	109.5	42.367	96.7	26.096	90.4	1:38.405	10 -	Out	85.3	44.858	84.1	27.705	90.4	1:51.452
2 -	27.881	119.4	50.641	79.5	In		3:26.686 P	11 -	30.435	82.1	39.809	98.1	27.204	96.3	1:37.448
3 -	Out	108.8	45.183	96.6	25.899	96.7	1:43.372	12 -	27.575	121.1	35.823	99.1	24.949	97.0	1:28.347
4 -	27.692	119.2	36.610	102.5	25.542	95.3	1:29.844	13 -	26.694	122.2	36.092	102.8	24.723	96.1	1:27.509
5 -	27.616	120.9	36.523	101.7	25.417	96.0	1:29.556	14 -	26.680	121.4	35.715	103.2	25.006	95.7	1:27.401
6 -	27.780	120.1	36.247	103.2	25.144	96.3	1:29.171	15 -	27.198	119.2	40.553	94.1	In		3:14.836 P
7 -	27.440	120.3	36.715	102.0	26.444	96.7	1:30.599	16 -	Out	88.3	39.057	97.4	26.621	96.6	1:39.724
8 -	27.298	120.9	36.613	102.0	25.782	95.3	1:29.693	17 -	27.298	120.5	36.989	103.2	24.890	96.6	1:29.177
9 -	28.349	119.6	37.482	101.7	In		4:21.418 P	18 -	26.840	121.1	36.483	103.1	25.074	96.6	1:28.397
43	Lea WOOD I Central Group Racing														
1 -	30.276	112.6	40.160	97.7	In		4:05.675 P	8 -	27.273	119.4	36.598	99.4	27.243	88.9	1:31.114
2 -	Out	114.1	40.533	63.3	27.736	96.0	1:45.154	9 -	27.685	118.4	36.930	98.8	26.186	95.1	1:30.801
3 -	27.036	119.0	36.398	101.1	55.636	70.6	1:59.070	10 -	27.431	118.1	36.978	99.1	In		5:15.254 P
4 -	30.193	117.3	37.552	102.0	26.218	95.3	1:33.963	11 -	Out	113.6	39.387	99.4	25.717	95.3	1:38.230
5 -	28.103	108.6	37.095	100.3	25.557	95.1	1:30.755	12 -	27.201	119.2	36.313	100.6	25.538	95.5	1:29.052
6 -	27.460	117.7	36.365	100.6	25.770	95.3	1:29.595	13 -	38.323	91.4	41.246	59.0	28.943	95.9	1:48.512
7 -	27.403	119.2	36.730	99.7	25.873	94.7	1:30.006								
44	Andy NEATE I WSR														
1 -	30.783	109.8	39.706	96.7	26.397	97.7	1:36.886	11 -	26.879	120.3	36.556	97.5	25.280	97.3	1:28.715
2 -	27.782	117.9	36.496	97.0	26.205	97.0	1:30.483	12 -	26.690	120.3	36.216	102.8	25.746	96.3	1:28.652
3 -	27.581	118.6	37.051	101.1	25.864	98.1	1:30.496	13 -	27.468	118.4	36.070	102.6	25.060	97.0	1:28.598
4 -	29.072	110.6	40.621	98.5	26.599	97.8	1:36.292	14 -	27.382	119.2	36.318	98.4	In		5:03.958 P
5 -	27.510	119.4	36.901	95.6	25.967	97.3	1:30.378	15 -	Out	115.7	37.748	101.1	25.942	97.7	1:33.628
6 -	27.497	118.8	36.656	101.1	26.545	96.0	1:30.698	16 -	28.149	112.8	40.549	101.4	25.528	98.0	1:34.226
7 -	31.117	103.2	40.745	93.9	In		5:03.359 P	17 -	26.946	119.6	36.968	96.8	27.065	97.5	1:30.979
8 -	Out	87.6	45.930	80.2	29.976	94.9	1:53.459	18 -	27.204	119.8	36.158	102.8	25.182	97.4	1:28.544
9 -	30.404	111.7	41.866	77.7	27.242	98.0	1:39.512	19 -	27.176	119.2	36.692	101.2	26.441	97.5	1:30.309
10 -	27.567	119.2	36.365	102.6	25.558	97.0	1:29.490								
52	Gordon SHEDDEN Honda Racing Team														
1 -	26.775	120.1	35.720	100.9	25.747	97.8	1:28.242	9 -	26.103	121.6	34.959	104.5	24.625	97.0	1:25.687
2 -	26.425	121.4	35.477	102.1	24.870	96.6	1:26.772	10 -	26.164	122.5	35.026	102.3	24.557	97.0	1:25.747
3 -	26.470	121.4	35.820	93.7	In		2:51.316 P	11 -	26.282	121.4	35.660	101.5	24.907	97.1	1:26.849
4 -	Out	110.6	36.224	101.4	25.358	97.4	1:34.560	12 -	26.380	121.6	35.703	100.8	24.957	97.0	1:27.040
5 -	26.403	121.4	35.687	101.5	25.064	96.8	1:27.154	13 -	26.470	121.4	35.991	97.1	In		4:17.731 P
6 -	33.596	82.1	44.157	81.8	In		4:01.390 P	14 -	Out	113.2	36.803	100.6	25.734	97.1	1:36.636
7 -	Out	103.2	40.422	97.1	In		4:09.048 P	15 -	26.522	120.5	35.703	101.5	28.575	97.3	1:30.800
8 -	Out	101.5	38.304	98.5	25.379	97.5	1:35.226								
55	David PINKNEY I Pinkney Motorsport														
1 -	29.695	110.2	38.430	96.7	In		4:27.218 P	8 -	30.748	87.7	43.716	74.8	In		4:53.399 P
2 -	Out	118.1	52.569	101.8	27.113	98.7	1:51.397	9 -	Out	82.6	41.189	95.5	26.224	98.4	1:39.334
3 -	26.565	122.5	36.012	105.5	25.659	95.9	1:28.236	10 -	39.929	50.7	44.353	67.8	29.679	54.0	1:53.961
4 -	26.702	123.1	35.939	102.9	25.391	98.1	1:28.032	11 -	41.116	90.0	40.938	86.3	In		6:53.619 P
5 -	26.663	122.9	36.535	87.3	25.386	97.7	1:28.584	12 -	Out	121.4	35.694	104.9	24.908	98.1	1:38.258

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 11:55 End: 12:36

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

6 -	26.624	122.7	36.003	104.2	25.442	98.3	1:28.069	13 -	26.392	122.2	35.280	104.4	24.686	98.7	1:26.358
7 -	26.646	123.1	35.937	102.8	25.477	98.7	1:28.060	14 -	26.160	123.6	36.069	103.2	25.102	98.4	1:27.331
77	Andrew JORDAN Pirtek Racing														
1 -	26.603	120.9	35.673	104.5	25.074	96.0	1:27.350	8 -	26.795	122.5	36.474	102.1	In		7:57.511 P
2 -	26.437	121.6	35.702	103.6	24.859	96.7	1:26.998	9 -	Out	92.3	44.394	61.0	27.313	96.3	1:43.336
3 -	26.411	121.8	35.900	102.3	24.994	96.6	1:27.305	10 -	28.485	117.3	36.963	102.6	In		3:00.483 P
4 -	26.559	121.6	35.867	102.9	25.009	96.6	1:27.435	11 -	Out	119.4	36.228	102.8	25.476	97.1	1:28.256
5 -	26.554	121.6	35.968	102.9	25.215	96.8	1:27.737	12 -	26.062	123.1	35.780	102.9	26.127	97.0	1:27.969
6 -	26.496	122.9	36.241	102.8	25.151	96.7	1:27.888	13 -	26.177	122.7	35.407	103.6	24.765	97.3	1:26.349
7 -	26.528	122.2	36.027	102.6	25.397	96.7	1:27.952								
99	Shaun HOLLAMBY AmD Milltek Racing.com														
1 -	28.375	113.9	37.518	100.2	25.262	93.3	1:31.155	7 -	Out	109.5	50.183	98.0	25.999	91.9	1:47.821
2 -	27.583	114.5	36.535	101.7	24.961	93.3	1:29.079	8 -	27.671	114.7	36.870	100.6	25.348	93.7	1:29.889
3 -	27.300	115.7	41.469	101.5	25.869	93.3	1:34.638	9 -	27.496	114.7	37.122	100.2	25.389	93.6	1:30.007
4 -	27.388	115.5	37.053	98.4	39.064	93.1	1:43.505	10 -	27.448	115.5	36.929	100.2	25.581	92.4	1:29.958
5 -	27.783	115.3	37.435	102.5	25.361	93.5	1:30.579	11 -	27.579	115.7	37.909	100.9	In		4:12.598 P
6 -	27.374	115.1	39.827	70.7	In		6:42.640 P	12 -	Out	102.0	47.221	54.7	28.441	93.3	1:51.534

Weather / Track : Cloudy / Dry

Croft
 Circuit Length = 2.1250 miles
 Start: 11:55 End: 12:36

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	23	Tom CHILTON	125.4	23	Tom CHILTON	106.2	23	Tom CHILTON	102.1	
2	20	Alex MacDOWALL	123.8	55	David PINKNEY	105.5	21	Tom ONSLOW-COLE	100.9	
3	55	David PINKNEY	123.6	21	Tom ONSLOW-COLE	105.2	20	Alex MacDOWALL	99.6	
4	77	Andrew JORDAN	123.1	2	Jason PLATO	105.0	2	Jason PLATO	98.7	
5	25	Daniel LLOYD	122.7	14	James NASH	104.7	55	David PINKNEY	98.7	
6	2	Jason PLATO	122.5	22	Tom BOARDMAN	104.7	6	Robert COLLARD	98.5	
7	21	Tom ONSLOW-COLE	122.5	20	Alex MacDOWALL	104.5	28	John GEORGE	98.3	
8	52	Gordon SHEDDEN	122.5	25	Daniel LLOYD	104.5	44	Andy NEATE	98.1	
9	4	Matt NEAL	122.2	52	Gordon SHEDDEN	104.5	52	Gordon SHEDDEN	98.1	
10	37	Arthur FORSTER	122.2	77	Andrew JORDAN	104.5	4	Matt NEAL	97.8	
11	6	Robert COLLARD	121.6	11	Steven KANE	104.0	29	Paul O'NEILL	97.7	
12	14	James NASH	121.6	28	John GEORGE	103.9	14	James NASH	97.5	
13	22	Tom BOARDMAN	121.1	4	Matt NEAL	103.6	25	Daniel LLOYD	97.5	
14	29	Paul O'NEILL	121.1	5	Mat JACKSON	103.4	5	Mat JACKSON	97.3	
15	5	Mat JACKSON	120.9	6	Robert COLLARD	103.4	77	Andrew JORDAN	97.3	
16	11	Steven KANE	120.9	37	Arthur FORSTER	103.2	22	Tom BOARDMAN	97.1	
17	28	John GEORGE	120.3	30	Martin DEPPER	102.8	37	Arthur FORSTER	97.0	
18	44	Andy NEATE	120.3	44	Andy NEATE	102.8	11	Steven KANE	96.7	
19	30	Martin DEPPER	119.4	99	Shaun HOLLAMBY	102.5	27	Martin JOHNSON	96.3	
20	43	Lea WOOD	119.4	27	Martin JOHNSON	102.3	43	Lea WOOD	96.0	
21	27	Martin JOHNSON	118.6	43	Lea WOOD	102.0	30	Martin DEPPER	95.9	
22	99	Shaun HOLLAMBY	115.7	29	Paul O'NEILL	100.8	99	Shaun HOLLAMBY	93.7	

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 11:55 End: 12:36

2010 Dunlop MSA British Touring Car Championship

FREE PRACTICE SESSION 2 - 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	20	MacDOWALL	25.972	2	PLATO	34.933	4	NEAL	24.259	1	4	NEAL	1:25.428	1:25.430	0.002
2	77	JORDAN	26.062	14	NASH	34.946	11	KANE	24.415	2	52	SHEDDEN	1:25.619	1:25.687	0.068
3	29	O'NEILL	26.087	52	SHEDDEN	34.959	29	O'NEILL	24.446	3	14	NASH	1:25.622	1:25.935	0.313
4	2	PLATO	26.091	4	NEAL	34.961	6	COLLARD	24.465	4	2	PLATO	1:25.656	1:25.909	0.253
5	14	NASH	26.101	29	O'NEILL	35.159	20	MacDOWALL	24.481	5	29	O'NEILL	1:25.692	1:25.692	0.000
6	52	SHEDDEN	26.103	6	COLLARD	35.179	22	BOARDMAN	24.483	6	20	MacDOWALL	1:25.776	1:25.776	0.000
7	55	PINKNEY	26.160	23	CHILTON	35.219	52	SHEDDEN	24.557	7	6	COLLARD	1:25.874	1:25.920	0.046
8	23	CHILTON	26.168	55	PINKNEY	35.280	14	NASH	24.575	8	23	CHILTON	1:26.043	1:26.088	0.045
9	21	ONSLow-COLE	26.193	20	MacDOWALL	35.323	5	JACKSON	24.617	9	55	PINKNEY	1:26.126	1:26.358	0.232
10	4	NEAL	26.208	11	KANE	35.383	2	PLATO	24.632	10	22	BOARDMAN	1:26.189	1:26.448	0.259
11	6	COLLARD	26.230	21	ONSLow-COLE	35.393	21	ONSLow-COLE	24.656	11	11	KANE	1:26.190	1:26.190	0.000
12	22	BOARDMAN	26.288	77	JORDAN	35.407	23	CHILTON	24.656	12	77	JORDAN	1:26.234	1:26.349	0.115
13	25	LLOYD	26.314	22	BOARDMAN	35.418	55	PINKNEY	24.686	13	21	ONSLow-COLE	1:26.242	1:26.402	0.160
14	5	JACKSON	26.327	28	GEORGE	35.433	37	FORSTER	24.723	14	25	LLOYD	1:26.563	1:26.680	0.117
15	11	KANE	26.392	25	LLOYD	35.440	77	JORDAN	24.765	15	5	JACKSON	1:26.594	1:26.700	0.106
16	28	GEORGE	26.623	5	JACKSON	35.650	25	LLOYD	24.809	16	28	GEORGE	1:27.007	1:27.228	0.221
17	37	FORSTER	26.680	37	FORSTER	35.715	28	GEORGE	24.951	17	37	FORSTER	1:27.118	1:27.401	0.283
18	44	NEATE	26.690	44	NEATE	36.070	99	HOLLAMBY	24.961	18	44	NEATE	1:27.820	1:28.544	0.724
19	30	DEPPER	27.003	30	DEPPER	36.274	27	JOHNSON	24.979	19	30	DEPPER	1:28.461	1:28.591	0.130
20	43	WOOD	27.036	43	WOOD	36.313	44	NEATE	25.060	20	27	JOHNSON	1:28.601	1:28.626	0.025
21	27	JOHNSON	27.042	99	HOLLAMBY	36.535	30	DEPPER	25.184	21	99	HOLLAMBY	1:28.796	1:29.079	0.283
22	99	HOLLAMBY	27.300	27	JOHNSON	36.580	43	WOOD	25.538	22	43	WOOD	1:28.887	1:29.052	0.165
													Perfect Lap		1:25.164

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 11:55 End: 12:36

2010 Dunlop MSA British Touring Car Championship

QUALIFYING - ROUND 13 - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	TIME	ON	LAPS	GAP	DIFF	MPH
1	23		Tom CHILTON (GBR) Team Aon	Ford Focus	1:24.629	10	10			90.39
2	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	1:24.706	10	11	0.077	0.077	90.31
3	6		Robert COLLARD (GBR) WSR	BMW 320si	1:25.105	14	15	0.476	0.399	89.89
4	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	1:25.157	9	9	0.528	0.052	89.83
5	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	1:25.234	11	12	0.605	0.077	89.75
6	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	1:25.317	9	10	0.688	0.083	89.66
7	21		Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	1:25.337	7	14	0.708	0.020	89.64
8	14		James NASH (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:25.339	10	11	0.710	0.002	89.64
9	29		Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:25.480	11	12	0.851	0.141	89.49
10	77		Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	1:25.593	9	13	0.964	0.113	89.37
11	25		Daniel LLOYD (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	1:25.858	10	10	1.229	0.265	89.10
12	5		Mat JACKSON (GBR) Airwaves BMW	BMW 320si	1:25.884	9	11	1.255	0.026	89.07
13	22		Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	1:25.915	8	12	1.286	0.031	89.04
14	55		David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	1:25.925	11	13	1.296	0.010	89.03
15	11		Steven KANE (GBR) Airwaves BMW	BMW 320si	1:25.948	15	15	1.319	0.023	89.00
16	44		Andy NEATE (GBR) WSR	BMW 320si	1:26.484	10	14	1.855	0.536	88.45
17	30		Martin DEPPE (GBR) Forster Motorsport	BMW 320si	1:27.123	10	15	2.494	0.639	87.80
18	27		Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	1:27.528	9	13	2.899	0.405	87.40
19	28		John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	1:27.538	12	14	2.909	0.010	87.39
20	37		Arthur FORSTER (GBR) Forster Motorsport	BMW 320si	1:28.311	7	15	3.682	0.773	86.62
21	99		Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf		0	11			
22	43		Lea WOOD (GBR) Central Group Racing	Honda Integra		0	0			

Weather / Track : Cloudy / Dry

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

Croft

Circuit Length = 2.1250 miles

Start: 15:15 End: 15:46

Clerk of Course :

Timekeeper :

2010 Dunlop MSA British Touring Car Championship

QUALIFYING - ROUND 13 - SECTOR ANALYSIS

2	Jason PLATO				Silverline Chevrolet										
1 -	26.524	120.7	35.167	104.2	24.713	97.5	1:26.404	6 -	25.999	122.7	35.112	104.7	In	4:52.674 P	
2 -	26.204	122.9	35.373	104.2	In		6:36.517 P	7 -	Out	113.0	37.932	102.8	In	2:33.848 P	
3 -	Out	65.3	39.760	101.1	In		2:51.787 P	8 -	Out	116.7	36.386	98.5	26.405	99.4	1:30.111
4 -	Out	118.6	36.129	104.9	25.344	98.4	1:31.093	9 -	25.977	122.5	34.744	105.2	24.596	97.8	1:25.317
5 -	26.215	122.5	34.876	104.4	24.532	97.5	1:25.623	10 -	25.946	122.2	35.054	104.4	24.797	97.7	1:25.797
4	Matt NEAL				Honda Racing Team										
1 -	26.120	123.1	35.035	104.5	24.489	96.6	1:25.644	7 -	26.103	123.1	35.017	103.2	24.427	96.7	1:25.547
2 -	26.074	122.9	35.204	102.8	24.465	96.1	1:25.743	8 -	27.579	99.1	38.616	100.8	In		2:55.140 P
3 -	28.165	100.5	38.265	100.5	In		3:48.572 P	9 -	Out	104.9	39.123	98.3	In		2:58.195 P
4 -	Out	91.4	40.547	76.3	In		3:09.546 P	10 -	Out	102.8	38.265	98.1	25.861	97.8	1:34.294
5 -	Out	92.7	40.712	83.1	26.266	97.4	1:42.483	11 -	25.991	122.2	34.916	104.0	24.327	97.3	1:25.234
6 -	26.214	122.2	35.030	103.6	24.354	96.7	1:25.598	12 -	25.919	122.5	35.021	102.8	24.491	97.4	1:25.431
5	Mat JACKSON				I Airwaves BMW										
1 -	28.968	105.7	40.227	84.6	27.033	92.8	1:36.228	7 -	29.782	107.7	37.949	77.3	26.324	94.7	1:34.055
2 -	30.469	98.7	38.253	74.9	27.687	96.6	1:36.409	8 -	28.058	116.7	35.714	103.6	24.721	97.3	1:28.493
3 -	26.291	121.1	35.377	103.4	24.401	96.3	1:26.069	9 -	26.126	120.9	35.386	102.0	24.372	96.8	1:25.884
4 -	26.382	121.1	35.483	102.6	24.393	96.3	1:26.258	10 -	26.247	120.5	35.881	102.1	24.371	96.6	1:26.499
5 -	26.659	119.6	35.600	102.8	In		6:12.125 P	11 -	26.446	120.1	38.034	73.3	26.719	97.4	1:31.199
6 -	Out	112.4	41.081	95.7	26.779	94.4	1:41.415								
6	Robert COLLARD				I WSR										
1 -	29.481	113.2	37.078	99.1	25.858	97.4	1:32.417	9 -	26.978	108.2	36.529	101.7	26.116	97.8	1:29.623
2 -	27.206	96.8	40.562	96.8	26.478	97.4	1:34.246	10 -	26.041	122.0	35.118	103.1	24.447	98.0	1:25.606
3 -	26.253	122.0	35.324	101.5	24.427	98.0	1:26.004	11 -	26.101	121.8	35.432	102.9	In		4:35.959 P
4 -	26.135	122.5	35.309	102.3	24.378	97.5	1:25.822	12 -	Out	112.8	38.505	99.3	25.640	96.4	1:34.947
5 -	26.260	122.5	35.292	102.5	24.619	97.5	1:26.171	13 -	27.529	117.5	35.926	102.5	25.088	99.0	1:28.543
6 -	28.139	119.4	36.129	100.9	In		4:21.083 P	14 -	26.015	121.6	34.792	103.2	24.298	98.7	1:25.105
7 -	Out	115.1	37.723	99.4	25.554	96.1	1:31.877	15 -	25.928	121.8	35.161	102.6	24.603	98.0	1:25.692
8 -	27.817	113.6	36.003	94.3	25.273	98.1	1:29.093								
11	Steven KANE				I Airwaves BMW										
1 -	28.586	115.1	37.080	104.2	25.418	96.1	1:31.084	9 -	26.615	119.8	35.345	104.4	24.368	96.7	1:26.328
2 -	26.543	119.8	35.485	103.6	24.556	96.1	1:26.584	10 -	26.250	120.5	35.254	103.7	24.475	96.4	1:25.979
3 -	29.290	106.7	38.805	103.2	25.115	96.0	1:33.210	11 -	26.329	120.3	36.092	102.8	In		3:04.462 P
4 -	26.356	120.5	35.437	103.4	24.695	96.0	1:26.488	12 -	Out	68.3	39.160	100.2	25.540	94.9	1:35.808
5 -	26.317	120.7	35.328	103.1	24.454	96.0	1:26.099	13 -	26.636	119.4	36.265	101.4	24.842	97.3	1:27.743
6 -	26.324	120.7	35.878	102.0	In		6:33.714 P	14 -	28.326	116.3	35.837	102.6	24.887	96.7	1:29.050
7 -	Out	102.6	41.225	99.1	26.037	95.1	1:43.091	15 -	26.235	120.9	35.233	102.0	24.480	96.1	1:25.948
8 -	27.976	116.3	35.759	104.0	25.026	95.2	1:28.761								
14	James NASH				I Uniq Racing with Triple Eight										
1 -	26.433	120.7	35.221	98.3	24.761	96.3	1:26.415	7 -	25.913	122.9	35.378	102.9	In		3:59.825 P
2 -	26.388	122.7	35.209	103.9	24.849	96.4	1:26.446	8 -	Out	105.7	40.378	99.6	In		3:21.991 P
3 -	26.349	121.4	35.376	103.9	In		3:40.710 P	9 -	Out	113.7	36.818	101.1	25.412	98.0	1:30.322
4 -	Out	97.7	41.664	96.4	In		3:41.653 P	10 -	26.174	121.1	34.848	104.5	24.317	96.8	1:25.339
5 -	Out	111.1	37.302	103.2	25.163	97.0	1:34.231	11 -	26.124	121.8	35.156	103.4	24.538	97.1	1:25.818
6 -	26.272	121.6	34.918	104.2	24.294	97.1	1:25.484								
20	Alex MacDOWALL				Silverline Chevrolet										
1 -	25.951	124.3	35.068	104.0	24.477	97.5	1:25.496	6 -	28.175	116.5	38.176	93.2	In		3:53.691 P
2 -	28.495	115.3	40.976	96.0	In		5:41.911 P	7 -	Out	112.4	43.399	101.4	In		3:03.368 P
3 -	Out	91.6	40.695	83.0	In		3:10.343 P	8 -	Out	88.7	41.047	103.6	25.158	99.6	1:35.156
4 -	Out	81.5	40.564	102.1	25.603	99.4	1:39.079	9 -	25.963	122.0	34.793	105.5	24.401	98.3	1:25.157
5 -	25.886	123.6	34.918	104.7	24.449	98.8	1:25.253								
21	Tom ONSLOW-COLE				I Team Aon										
1 -	28.464	114.1	37.620	105.7	In		3:43.537 P	8 -	25.998	123.8	35.174	104.9	24.709	100.6	1:25.881
2 -	Out	83.5	40.630	81.0	27.962	100.6	1:39.748	9 -	26.408	121.4	36.080	82.3	In		3:13.006 P
3 -	30.549	101.8	37.222	102.3	25.288	101.5	1:33.059	10 -	Out	84.9	39.685	104.0	27.524	98.0	1:39.258

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 15:15 End: 15:46

2010 Dunlop MSA British Touring Car Championship

QUALIFYING - ROUND 13 - SECTOR ANALYSIS

4 -	25.985	122.7	35.046	104.0	24.839	100.8	1:25.870	11 -	28.067	117.7	36.692	106.4	In	3:29.582 P	
5 -	26.079	123.1	35.495	102.5	In		3:48.436 P	12 -	Out	113.2	36.940	104.7	25.152	102.5	1:30.542
6 -	Out	110.4	37.686	96.7	25.473	102.1	1:33.564	13 -	25.774	123.4	35.087	105.7	24.619	101.2	1:25.480
7 -	25.847	124.5	34.844	103.1	24.646	100.9	1:25.337	14 -	26.053	124.0	35.161	105.2	24.806	99.4	1:26.020
22	Tom BOARDMAN I Special Tuning UK														
1 -	29.040	116.5	37.996	102.0	In		3:25.739 P	7 -	26.215	121.1	35.008	105.0	26.472	97.7	1:27.695
2 -	Out	117.3	36.569	104.5	25.580	96.8	1:31.659	8 -	26.160	121.8	35.223	103.2	24.532	97.8	1:25.915
3 -	29.105	116.5	37.640	105.4	25.741	97.4	1:32.486	9 -	26.281	121.6	35.241	102.1	In		4:27.849 P
4 -	26.255	121.6	35.338	104.0	24.625	97.8	1:26.218	10 -	Out	104.5	38.473	102.5	25.730	96.4	1:35.820
5 -	26.063	122.7	35.502	103.6	In		2:41.535 P	11 -	27.715	118.6	36.604	104.5	25.932	97.7	1:30.251
6 -	Out	116.3	37.442	102.5	26.367	97.4	1:31.689	12 -	26.081	122.2	35.403	103.4	24.590	97.1	1:26.074
23	Tom CHILTON I Team Aon														
1 -	29.233	103.2	39.599	64.7	In		3:07.010 P	6 -	Out	118.1	37.770	61.0	27.341	102.3	1:34.034
2 -	Out	81.7	43.623	60.5	28.252	102.6	1:41.803	7 -	25.717	125.7	34.766	106.7	24.576	102.0	1:25.059
3 -	1:31.078	44.1	In		In		5:32.053 P	8 -	25.800	126.6	34.834	107.2	In		2:48.602 P
4 -	Out	104.2	40.136	100.5	27.002	98.0	1:40.019	9 -	Out	102.0	39.859	74.2	28.494	102.9	1:39.729
5 -	28.338	116.5	38.291	84.7	In		3:00.947 P	10 -	25.706	126.6	34.502	106.7	24.421	102.1	1:24.629
25	Daniel LLOYD I Uniq Racing with Triple Eight														
1 -	26.375	122.2	35.290	104.9	24.772	97.1	1:26.437	6 -	26.346	122.7	35.283	103.4	24.814	97.3	1:26.443
2 -	28.238	119.4	36.462	102.9	In		4:06.145 P	7 -	26.370	122.5	35.586	103.2	In		5:52.636 P
3 -	Out	98.1	40.663	89.2	In		3:42.854 P	8 -	Out	91.4	41.682	58.0	27.646	97.4	1:43.557
4 -	Out	114.7	38.194	94.3	27.036	96.6	1:35.570	9 -	26.386	122.2	35.345	104.7	24.664	97.7	1:26.395
5 -	26.594	120.5	35.756	102.8	24.851	97.4	1:27.201	10 -	26.129	122.2	35.104	104.2	24.625	97.8	1:25.858
27	Martin JOHNSON I Boulevard Team Racing														
1 -	28.271	115.9	37.287	102.3	25.391	95.5	1:30.949	8 -	28.818	111.8	37.147	102.1	25.281	96.3	1:31.246
2 -	27.476	118.4	36.515	102.1	24.935	96.6	1:28.926	9 -	26.913	119.2	35.915	103.4	24.700	96.6	1:27.528
3 -	28.125	116.7	36.773	102.6	25.369	96.6	1:30.267	10 -	26.797	119.4	36.365	102.3	24.858	96.3	1:28.020
4 -	29.000	116.1	38.583	100.5	25.481	96.8	1:33.064	11 -	26.933	119.2	35.963	102.0	24.791	96.3	1:27.687
5 -	27.029	119.4	36.537	102.0	25.071	95.6	1:28.637	12 -	26.865	119.8	36.485	101.4	24.924	95.9	1:28.274
6 -	27.987	116.7	39.794	100.0	In		3:08.949 P	13 -	27.083	119.8	45.431	77.3	26.848	96.1	1:39.362
7 -	Out	109.5	41.971	98.7	26.103	96.1	1:37.682								
28	John GEORGE I Sunshine.co.uk with Tech-Speed Msport														
1 -	31.603	110.4	40.187	83.7	In		3:03.315 P	8 -	Out	81.4	46.999	80.6	30.476	63.4	1:54.968
2 -	Out	105.8	40.215	97.1	26.333	98.3	1:40.788	9 -	36.374	73.4	44.491	94.8	In		3:03.662 P
3 -	27.493	120.1	35.750	104.4	25.198	97.7	1:28.441	10 -	Out	110.0	39.474	99.4	26.322	96.8	1:42.153
4 -	26.693	120.1	35.682	104.5	25.224	97.7	1:27.599	11 -	26.989	120.7	35.804	103.6	24.977	98.0	1:27.770
5 -	26.862	121.6	35.731	103.9	25.062	97.3	1:27.655	12 -	26.863	120.7	35.577	103.2	25.098	97.5	1:27.538
6 -	27.059	120.9	36.232	102.0	25.141	97.7	1:28.432	13 -	26.811	119.8	41.004	94.0	25.983	99.4	1:33.798
7 -	28.224	114.3	38.082	101.2	In		3:14.872 P	14 -	27.844	117.5	36.489	102.5	25.170	97.7	1:29.503
29	Paul O'NEILL I Sunshine.co.uk with Tech-Speed Msport														
1 -	30.408	113.4	38.909	94.8	In		3:05.904 P	7 -	28.330	115.1	37.723	96.6	In		4:45.479 P
2 -	Out	74.0	41.952	82.8	26.105	97.3	1:40.670	8 -	Out	67.0	43.607	93.2	In		3:17.203 P
3 -	26.906	119.6	35.171	102.6	24.352	97.0	1:26.429	9 -	Out	112.4	36.333	99.6	25.066	97.5	1:29.577
4 -	26.336	121.8	35.249	101.5	24.381	97.3	1:25.966	10 -	27.242	115.3	36.371	100.2	25.233	98.0	1:28.846
5 -	26.306	121.8	35.252	101.1	24.452	96.6	1:26.010	11 -	26.026	122.0	34.983	102.0	24.471	97.5	1:25.480
6 -	26.274	121.1	35.218	100.9	24.666	97.1	1:26.158	12 -	26.072	121.4	35.209	99.9	24.526	97.3	1:25.807
30	Martin DEPPER I Forster Motorsport														
1 -	28.871	116.3	38.621	97.8	In		3:04.520 P	9 -	27.090	118.1	36.160	102.8	25.023	95.6	1:28.273
2 -	Out	87.2	41.234	97.0	27.152	94.4	1:42.311	10 -	26.642	121.1	35.581	103.4	24.900	96.0	1:27.123
3 -	30.084	116.9	37.676	100.0	25.832	95.5	1:33.592	11 -	27.244	119.4	37.912	89.0	In		2:40.859 P
4 -	27.434	119.6	36.841	102.1	25.231	95.9	1:29.506	12 -	Out	115.7	40.567	101.2	25.275	96.1	1:34.837
5 -	26.954	120.5	36.153	101.8	25.251	95.5	1:28.358	13 -	27.065	119.8	36.257	99.6	24.928	95.9	1:28.250
6 -	28.301	110.2	36.961	102.3	In		2:51.614 P	14 -	26.700	122.2	35.961	100.6	24.979	96.0	1:27.640
7 -	Out	110.2	40.036	96.0	26.105	94.7	1:36.722	15 -	27.408	108.4	36.217	102.1	25.057	96.7	1:28.682
8 -	30.143	97.5	37.476	101.2	25.310	95.9	1:32.929								

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 15:15 End: 15:46

2010 Dunlop MSA British Touring Car Championship

QUALIFYING - ROUND 13 - SECTOR ANALYSIS

37	Arthur FORSTER				I Forster Motorsport										
1 -	29.408	119.2	37.350	101.7	26.181	93.7	1:32.939	9 -	26.522	121.8	36.619	102.1	25.378	97.3	1:28.519
2 -	27.361	120.7	36.460	98.8	25.391	96.0	1:29.212	10 -	28.824	101.5	39.794	99.1	In		2:51.818 P
3 -	29.400	119.6	36.961	103.1	In		2:56.631 P	11 -	Out	90.8	40.993	96.7	26.388	93.6	1:44.380
4 -	Out	101.7	41.685	95.2	27.054	91.9	1:46.365	12 -	28.386	119.2	36.783	103.1	25.946	98.3	1:31.115
5 -	30.120	98.4	38.699	98.7	27.008	97.1	1:35.827	13 -	26.663	122.7	40.844	97.0	28.952	98.0	1:36.459
6 -	27.125	118.6	37.170	104.0	25.543	96.8	1:29.838	14 -	26.691	122.2	37.566	91.1	26.230	97.8	1:30.487
7 -	26.866	120.7	36.182	99.7	25.263	97.5	1:28.311	15 -	30.554	96.1	43.350	91.3	26.768	98.0	1:40.672
8 -	27.139	120.5	36.116	101.7	25.579	97.5	1:28.834								
43	Lea WOOD				I Central Group Racing										
44	Andy NEATE				I WSR										
1 -	29.255	112.0	37.482	101.8	25.755	98.0	1:32.492	8 -	29.860	115.7	42.188	95.3	25.695	98.3	1:37.743
2 -	27.128	99.9	40.301	97.1	26.903	98.0	1:34.332	9 -	28.039	115.3	37.487	102.3	26.998	97.5	1:32.524
3 -	28.351	115.3	36.849	102.5	25.066	98.3	1:30.266	10 -	26.425	123.1	35.352	105.4	24.707	98.1	1:26.484
4 -	26.858	121.4	36.191	102.0	24.807	97.4	1:27.856	11 -	26.389	121.8	35.512	102.9	24.759	98.0	1:26.660
5 -	26.704	121.6	35.630	103.4	25.324	96.6	1:27.658	12 -	28.580	114.3	40.084	98.3	26.181	98.1	1:34.845
6 -	29.721	116.9	38.122	100.0	In		4:23.907 P	13 -	26.710	120.9	39.714	98.3	In		4:26.453 P
7 -	Out	107.4	43.127	79.7	30.215	88.8	1:45.698	14 -	Out	78.6	48.235	47.3	29.204	97.8	1:56.187
52	Gordon SHEDDEN				Honda Racing Team										
1 -	26.337	122.9	34.969	105.5	29.725	97.8	1:31.031	7 -	26.024	123.1	34.835	101.8	24.447	98.1	1:25.306
2 -	26.249	123.8	35.128	103.7	24.490	96.6	1:25.867	8 -	31.002	104.2	44.295	71.5	In		6:46.344 P
3 -	28.079	96.1	38.128	89.7	In		3:22.109 P	9 -	Out	97.1	38.108	100.5	25.330	98.4	1:38.420
4 -	Out	71.0	41.809	83.5	In		3:11.291 P	10 -	25.964	122.7	34.663	104.9	24.079	97.4	1:24.706
5 -	Out	92.3	38.042	91.6	26.015	98.4	1:34.659	11 -	25.976	122.5	36.459	65.0	28.574	97.3	1:31.009
6 -	26.040	122.5	34.727	104.5	24.141	97.4	1:24.908								
55	David PINKNEY				I Pinkney Motorsport										
1 -	28.970	116.7	37.424	102.6	In		3:24.999 P	8 -	26.260	123.4	35.266	104.4	24.800	98.4	1:26.326
2 -	Out	108.8	38.801	86.3	In		5:04.370 P	9 -	26.319	122.5	35.613	102.1	In		3:25.813 P
3 -	Out	121.8	36.030	104.5	25.467	98.3	1:27.955	10 -	Out	95.2	38.857	101.1	25.331	98.8	1:34.911
4 -	26.469	123.4	35.686	102.8	24.869	98.1	1:27.024	11 -	26.089	123.8	35.156	103.4	24.680	99.0	1:25.925
5 -	26.472	122.5	35.590	104.0	25.048	98.7	1:27.110	12 -	26.102	123.8	35.650	103.6	24.738	98.8	1:26.490
6 -	26.536	122.0	37.485	96.3	In		2:35.297 P	13 -	26.229	123.8	35.789	103.7	24.872	98.3	1:26.890
7 -	Out	114.3	37.070	104.7	25.651	98.4	1:31.855								
77	Andrew JORDAN				I Pirtek Racing										
1 -	28.344	119.2	37.824	100.6	In		3:11.898 P	8 -	Out	96.3	37.821	103.6	25.168	97.8	1:33.390
2 -	Out	102.8	42.078	75.8	27.461	96.8	1:39.291	9 -	26.012	123.1	35.100	104.2	24.481	97.7	1:25.593
3 -	26.492	122.9	35.530	104.7	24.571	96.8	1:26.593	10 -	25.983	123.8	35.539	103.9	In		3:02.956 P
4 -	26.109	123.1	35.427	104.4	24.701	97.3	1:26.237	11 -	Out	95.3	39.371	102.0	In		3:04.663 P
5 -	26.167	122.7	35.456	103.4	In		3:20.885 P	12 -	Out	119.4	35.703	103.9	25.105	97.8	1:30.440
6 -	Out	115.3	39.276	99.6	26.584	95.7	1:35.396	13 -	25.902	123.1	35.178	104.0	24.646	97.5	1:25.726
7 -	30.817	116.7	37.086	101.8	In		3:03.892 P								
99	Shaun HOLLAMBY				I AmD Milltek Racing.com										
1 -	28.496	112.6	39.192	99.4	25.557	93.2	1:33.245 D	7 -	27.037	116.5	36.409	101.1	25.104	93.2	1:28.550 D
2 -	28.954	114.3	37.877	100.6	28.309	93.6	1:35.140 D	8 -	28.528	112.4	37.991	99.7	In		2:59.056 P
3 -	27.222	116.7	37.613	101.7	25.206	92.9	1:30.041 D	9 -	Out	93.6	45.581	92.6	27.488	79.5	1:50.085 D
4 -	27.307	116.7	36.197	101.7	25.001	93.2	1:28.505 D	10 -	32.100	84.6	46.260	99.9	26.303	93.5	1:44.663 D
5 -	27.202	116.7	36.180	102.1	25.058	93.5	1:28.440 D	11 -	27.687	113.7	39.733	99.3	In		5:18.544 P
6 -	27.029	116.7	36.197	101.7	25.275	93.2	1:28.501 D								

Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 15:15 End: 15:46

2010 Dunlop MSA British Touring Car Championship

QUALIFYING - ROUND 13 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	23	Tom CHILTON	126.6	23	Tom CHILTON	107.2	23	Tom CHILTON	102.9	
2	21	Tom ONSLOW-COLE	124.5	21	Tom ONSLOW-COLE	106.4	21	Tom ONSLOW-COLE	102.5	
3	20	Alex MacDOWALL	124.3	20	Alex MacDOWALL	105.5	20	Alex MacDOWALL	99.6	
4	52	Gordon SHEDDEN	123.8	52	Gordon SHEDDEN	105.5	2	Jason PLATO	99.4	
5	55	David PINKNEY	123.8	22	Tom BOARDMAN	105.4	28	John GEORGE	99.4	
6	77	Andrew JORDAN	123.8	44	Andy NEATE	105.4	6	Robert COLLARD	99.0	
7	4	Matt NEAL	123.1	2	Jason PLATO	105.2	55	David PINKNEY	99.0	
8	44	Andy NEATE	123.1	25	Daniel LLOYD	104.9	52	Gordon SHEDDEN	98.4	
9	2	Jason PLATO	122.9	55	David PINKNEY	104.7	37	Arthur FORSTER	98.3	
10	14	James NASH	122.9	77	Andrew JORDAN	104.7	44	Andy NEATE	98.3	
11	22	Tom BOARDMAN	122.7	4	Matt NEAL	104.5	14	James NASH	98.0	
12	25	Daniel LLOYD	122.7	14	James NASH	104.5	29	Paul O'NEILL	98.0	
13	37	Arthur FORSTER	122.7	28	John GEORGE	104.5	4	Matt NEAL	97.8	
14	6	Robert COLLARD	122.5	11	Steven KANE	104.4	22	Tom BOARDMAN	97.8	
15	30	Martin DEPPER	122.2	37	Arthur FORSTER	104.0	25	Daniel LLOYD	97.8	
16	29	Paul O'NEILL	122.0	5	Mat JACKSON	103.6	77	Andrew JORDAN	97.8	
17	28	John GEORGE	121.6	27	Martin JOHNSON	103.4	5	Mat JACKSON	97.4	
18	5	Mat JACKSON	121.1	30	Martin DEPPER	103.4	11	Steven KANE	97.3	
19	11	Steven KANE	120.9	6	Robert COLLARD	103.2	27	Martin JOHNSON	96.8	
20	27	Martin JOHNSON	119.8	29	Paul O'NEILL	102.6	30	Martin DEPPER	96.7	
21	99	Shaun HOLLAMBY	116.7	99	Shaun HOLLAMBY	102.1	99	Shaun HOLLAMBY	93.6	

Weather / Track : Cloudy / Dry

Croft
 Circuit Length = 2.1250 miles
 Start: 15:15 End: 15:46

2010 Dunlop MSA British Touring Car Championship QUALIFYING - ROUND 13 - 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	23	CHILTON	25.706	23	CHILTON	34.502	52	SHEDDEN	24.079	1	23	CHILTON	1:24.629	1:24.629	0.000
2	21	ONSLow-COLE	25.774	52	SHEDDEN	34.663	14	NASH	24.294	2	52	SHEDDEN	1:24.706	1:24.706	0.000
3	20	MacDOWALL	25.886	2	PLATO	34.744	6	COLLARD	24.298	3	6	COLLARD	1:25.018	1:25.105	0.087
4	77	JORDAN	25.902	6	COLLARD	34.792	4	NEAL	24.327	4	14	NASH	1:25.055	1:25.339	0.284
5	14	NASH	25.913	20	MacDOWALL	34.793	29	O'NEILL	24.352	5	20	MacDOWALL	1:25.080	1:25.157	0.077
6	4	NEAL	25.919	21	ONSLow-COLE	34.844	11	KANE	24.368	6	4	NEAL	1:25.162	1:25.234	0.072
7	6	COLLARD	25.928	14	NASH	34.848	5	JACKSON	24.371	7	2	PLATO	1:25.222	1:25.317	0.095
8	2	PLATO	25.946	4	NEAL	34.916	20	MacDOWALL	24.401	8	21	ONSLow-COLE	1:25.237	1:25.337	0.100
9	52	SHEDDEN	25.964	29	O'NEILL	34.983	23	CHILTON	24.421	9	29	O'NEILL	1:25.361	1:25.480	0.119
10	29	O'NEILL	26.026	22	BOARDMAN	35.008	77	JORDAN	24.481	10	77	JORDAN	1:25.483	1:25.593	0.110
11	22	BOARDMAN	26.063	77	JORDAN	35.100	2	PLATO	24.532	11	22	BOARDMAN	1:25.603	1:25.915	0.312
12	55	PINKNEY	26.089	25	LLOYD	35.104	22	BOARDMAN	24.532	12	11	KANE	1:25.836	1:25.948	0.112
13	5	JACKSON	26.126	55	PINKNEY	35.156	21	ONSLow-COLE	24.619	13	25	LLOYD	1:25.858	1:25.858	0.000
14	25	LLOYD	26.129	11	KANE	35.233	25	LLOYD	24.625	14	5	JACKSON	1:25.874	1:25.884	0.010
15	11	KANE	26.235	44	NEATE	35.352	55	PINKNEY	24.680	15	55	PINKNEY	1:25.925	1:25.925	0.000
16	44	NEATE	26.389	5	JACKSON	35.377	27	JOHNSON	24.700	16	44	NEATE	1:26.448	1:26.484	0.036
17	37	FORSTER	26.522	28	GEORGE	35.577	44	NEATE	24.707	17	30	DEPPER	1:27.123	1:27.123	0.000
18	30	DEPPER	26.642	30	DEPPER	35.581	30	DEPPER	24.900	18	28	GEORGE	1:27.247	1:27.538	0.291
19	28	GEORGE	26.693	27	JOHNSON	35.915	28	GEORGE	24.977	19	27	JOHNSON	1:27.412	1:27.528	0.116
20	27	JOHNSON	26.797	37	FORSTER	36.116	99	HOLLAMBY	25.001	20	37	FORSTER	1:27.901	1:28.311	0.410
21	99	HOLLAMBY	27.029	99	HOLLAMBY	36.180	37	FORSTER	25.263	21	99	HOLLAMBY	1:28.210		

Perfect Lap	1:24.287
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Weather / Track : Cloudy / Dry

Croft
Circuit Length = 2.1250 miles
Start: 15:15 End: 15:46

2010 Dunlop MSA British Touring Car Championship

ROUND 13 - GRID

ROW 11	99 Shaun HOLLAMBY	1:26.484 44 Andy NEATE
ROW 10	1:28.311 37 Arthur FORSTER	43 Lea WOOD
ROW 9	1:27.528 27 Martin JOHNSON	1:27.538 28 John GEORGE
ROW 8	1:25.948 11 Steven KANE	1:27.123 30 Martin DEPPEP
ROW 7	1:25.915 22 Tom BOARDMAN	1:25.925 55 David PINKNEY
ROW 6	1:25.858 25 Daniel LLOYD	1:25.884 5 Mat JACKSON
ROW 5	1:25.480 29 Paul O'NEILL	1:25.593 77 Andrew JORDAN
ROW 4	1:25.337 21 Tom ONSLOW-COLE	1:25.339 14 James NASH
ROW 3	1:25.234 4 Matt NEAL	1:25.317 2 Jason PLATO
ROW 2	1:25.105 6 Robert COLLARD	1:25.157 20 Alex MacDOWALL
ROW 1	1:24.629 23 Tom CHILTON	1:24.706 52 Gordon SHEDDEN

Pole



Car 44 - 6 position Grid penalty BTCC Regulation 4.2.1 (i)

Croft

Circuit Length = 2.1250 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 13 - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	15	21:59.863			86.94	1:26.297	3
2	6	I	Robert COLLARD (GBR) WSR	BMW 320si	15	21:59.898	0.035	0.035	86.93	1:26.688	3
3	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	15	22:18.218	18.355	18.320	85.74	1:27.123	3
4	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	15	22:19.875	20.012	1.657	85.64	1:27.067	2
5	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	15	22:20.128	20.265	0.253	85.62	1:27.244	2
6	14	I	James NASH (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	15	22:27.139	27.276	7.011	85.18	1:27.296	2
7	25	I	Daniel LLOYD (GBR) Uniq Racing with Triple Eight	Vauxhall Vecta	15	22:27.751	27.888	0.612	85.14	1:27.912	6
8	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	15	22:30.186	30.323	2.435	84.98	1:26.924	3
9	5	I	Mat JACKSON (GBR) Airwaves BMW	BMW 320si	15	22:30.417	30.554	0.231	84.97	1:27.028	3
10	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	15	22:30.862	30.999	0.445	84.94	1:27.222	3
11	11	I	Steven KANE (GBR) Airwaves BMW	BMW 320si	15	22:33.758	33.895	2.896	84.76	1:27.636	4
12	22	I	Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	15	22:35.803	35.940	2.045	84.63	1:27.005	3
13	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	15	22:36.464	36.601	0.661	84.59	1:26.910	2
14	30	I	Martin DEPPEP (GBR) Forster Motorsport	BMW 320si	15	22:36.925	37.062	0.461	84.56	1:28.548	2
15	28	I	John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	15	22:48.091	48.228	11.166	83.87	1:28.607	2
16	27	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	15	22:50.536	50.673	2.445	83.72	1:29.023	3
17	44	I	Andy NEATE (GBR) WSR	BMW 320si	15	22:51.485	51.622	0.949	83.66	1:28.658	3
18	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	15	23:22.461	1:22.598	30.976	81.82	1:26.317	2

NOT CLASSIFIED

DNC	37	I	Arthur FORSTER (GBR) Forster Motorsport	BMW 320si	12	23:03.819	3 laps	3 laps	66.33	1:30.271	11
DNF	43	I	Lea WOOD (GBR) Central Group Racing	Honda Integra	11	16:38.468	4 laps	1 lap	84.28	1:28.627	3
DNF	99	I	Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	4	6:17.437	11 laps	7 laps	81.07	1:29.676	3
DNF	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	3	6:33.847	12 laps	1 lap	58.27	1:28.609	3

FASTEST LAP

	52		Gordon SHEDDEN (GBR)	Honda Civic	3	1:26.297		88.64 mph		142.66 kph	
	23	I	Tom CHILTON (GBR)	Ford Focus	2	1:26.317		88.62 mph		142.63 kph	

Weather / Track : Bright / Dry

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

Croft
Circuit Length = 2.1250 miles
Start: 12:10 End: 12:33

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

ROUND 13 - SECTOR ANALYSIS

2	Jason PLATO				Silverline Chevrolet										
1-	119.2	35.816	103.2	25.102	97.1	1:35.186	9-	27.058	120.1	36.405	100.6	25.550	97.8	1:29.013	
2-	26.807	120.9	35.514	102.8	24.898	97.4	1:27.219	10-	26.807	121.6	37.227	98.8	25.436	97.5	1:29.470
3-	26.757	119.8	35.563	103.1	24.803	97.5	1:27.123	11-	26.907	120.5	37.321	97.4	26.381	96.8	1:30.609
4-	26.798	121.4	36.076	102.0	25.196	97.7	1:28.070	12-	27.102	120.1	36.594	101.4	25.601	97.1	1:29.297
5-	26.712	120.9	35.944	101.4	25.152	97.5	1:27.808	13-	27.030	119.6	36.525	101.1	25.759	97.5	1:29.314
6-	26.676	120.1	35.899	101.5	25.316	97.5	1:27.891	14-	27.013	119.6	36.633	100.8	25.866	97.5	1:29.512
7-	26.728	120.9	36.384	101.5	25.850	97.7	1:28.962	15-	27.216	119.8	36.842	100.3	26.066	97.4	1:30.124
8-	26.709	121.1	36.306	100.3	25.605	97.8	1:28.620								
4	Matt NEAL				Honda Racing Team										
1-	117.9	36.079	102.9	25.081	96.6	1:36.221	9-	27.367	120.3	36.191	99.0	25.495	96.6	1:29.053	
2-	26.632	121.4	35.513	102.0	24.922	97.7	1:27.067	10-	26.834	121.1	36.972	97.5	25.712	96.6	1:29.518
3-	26.597	120.1	35.775	99.9	25.006	96.3	1:27.378	11-	26.848	121.1	36.971	96.4	26.588	96.4	1:30.407
4-	26.605	120.7	35.685	100.6	25.100	97.4	1:27.390	12-	27.717	118.1	36.844	98.8	25.706	96.3	1:30.267
5-	26.543	120.9	36.074	99.7	25.248	96.3	1:27.865	13-	27.025	119.6	36.493	98.7	25.618	96.1	1:29.136
6-	26.612	120.7	35.879	100.3	25.276	97.1	1:27.767	14-	27.062	119.8	36.518	98.4	26.000	94.8	1:29.580
7-	26.638	119.6	36.434	98.4	25.836	96.3	1:28.908	15-	27.902	119.2	36.672	99.0	25.966	90.7	1:30.540
8-	26.874	120.5	36.209	100.5	25.695	96.7	1:28.778								
5	Mat JACKSON				Airwaves BMW										
1-	120.3	36.250	103.6	25.692	93.5	1:37.303	9-	27.128	119.2	36.688	100.9	24.881	96.8	1:28.697	
2-	27.684	120.5	35.695	101.5	24.712	96.7	1:28.091	10-	27.036	120.3	36.506	100.3	25.177	96.8	1:28.719
3-	26.668	119.8	35.658	101.8	24.702	96.8	1:27.028	11-	27.131	120.5	36.360	100.5	25.007	97.1	1:28.498
4-	26.800	120.3	35.938	100.8	25.146	96.6	1:27.884	12-	27.275	120.5	36.498	100.3	25.462	97.7	1:29.235
5-	26.892	119.8	36.152	101.7	25.557	96.4	1:28.601	13-	28.401	120.9	37.909	99.4	25.696	95.9	1:32.006
6-	26.920	119.4	36.156	102.1	25.658	95.1	1:28.734	14-	27.929	120.1	37.171	100.6	25.829	96.7	1:30.929
7-	33.277	118.4	36.697	100.8	25.001	96.8	1:34.975	15-	27.569	118.8	37.708	100.0	26.078	96.0	1:31.355
8-	27.026	119.2	36.291	101.1	25.045	97.3	1:28.362								
6	Robert COLLARD				WSR										
1-	118.4	35.673	101.1	24.516	97.5	1:33.355	9-	26.819	119.4	35.985	101.8	24.844	97.8	1:27.648	
2-	26.640	120.3	35.388	102.9	24.696	97.5	1:26.724	10-	26.782	119.8	35.860	101.2	24.934	97.8	1:27.576
3-	26.518	119.6	35.474	101.8	24.696	97.7	1:26.688	11-	26.766	120.1	35.813	101.8	24.849	97.7	1:27.428
4-	26.530	120.5	35.570	102.9	24.795	98.0	1:26.895	12-	26.976	119.8	36.094	101.5	24.840	97.7	1:27.910
5-	26.558	120.7	35.617	101.7	24.776	98.0	1:26.951	13-	26.806	120.3	36.023	101.4	24.886	97.8	1:27.715
6-	26.806	119.6	35.832	101.4	25.225	98.0	1:27.863	14-	26.882	120.9	36.100	101.2	25.105	97.0	1:28.087
7-	26.918	120.3	36.027	101.2	25.504	98.0	1:28.449	15-	27.052	120.7	36.165	100.2	25.453	95.2	1:28.670
8-	27.185	118.1	35.851	101.8	24.903	98.0	1:27.939								
11	Steven KANE				Airwaves BMW										
1-	116.3	36.375	102.3	25.394	95.2	1:38.479	9-	26.882	119.2	36.382	100.3	25.297	96.4	1:28.561	
2-	27.513	118.8	35.990	102.6	25.303	94.9	1:28.806	10-	26.968	119.2	36.361	100.6	25.178	96.6	1:28.507
3-	27.188	119.4	35.933	101.2	24.852	96.8	1:27.973	11-	27.142	119.4	36.557	100.3	25.337	96.6	1:29.036
4-	26.555	120.1	35.997	100.6	25.084	96.8	1:27.636	12-	27.138	119.6	36.737	100.2	25.887	96.4	1:29.762
5-	26.776	119.0	36.051	100.8	25.221	96.0	1:28.048	13-	28.200	120.3	37.560	100.6	26.625	94.5	1:32.385
6-	26.977	119.0	38.914	96.1	25.489	96.3	1:31.380	14-	27.631	119.6	37.227	100.5	26.405	96.7	1:31.263
7-	27.745	117.9	36.194	100.0	25.091	96.8	1:29.030	15-	27.573	119.4	40.141	98.8	26.595	94.5	1:34.309
8-	27.129	117.9	36.215	101.4	25.239	96.8	1:28.583								
14	James NASH				Uniq Racing with Triple Eight										
1-	117.3	35.903	103.1	25.218	96.1	1:35.698	9-	27.203	120.1	36.424	100.3	25.277	96.1	1:28.904	
2-	26.672	120.3	35.700	102.1	24.924	96.4	1:27.296	10-	27.033	120.3	36.604	100.0	25.532	96.4	1:29.169
3-	26.618	120.3	35.814	101.7	25.665	95.2	1:28.097	11-	27.152	119.4	36.889	99.0	25.934	95.6	1:29.975
4-	26.973	119.8	36.009	101.1	25.248	96.6	1:28.230	12-	27.434	119.8	37.200	99.0	26.178	96.0	1:30.812
5-	26.756	119.4	36.615	99.0	25.423	96.3	1:28.794	13-	27.677	117.9	37.300	99.4	25.810	95.2	1:30.787
6-	26.819	119.6	36.422	100.2	25.860	94.9	1:29.101	14-	27.695	118.4	37.155	99.0	26.128	95.7	1:30.978
7-	27.078	118.8	36.249	100.5	25.292	96.3	1:28.619	15-	28.156	118.6	37.752	99.4	25.865	94.9	1:31.773
8-	27.117	119.0	36.457	100.9	25.332	96.7	1:28.906								
20	Alex MacDOWALL				Silverline Chevrolet										
1-	120.5	35.755	103.7	25.203	98.4	1:34.369	9-	26.916	120.9	36.287	101.4	25.695	98.7	1:28.898	

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 12:10 End: 12:33

2010 Dunlop MSA British Touring Car Championship

ROUND 13 - SECTOR ANALYSIS

2 -	26.714	120.7	35.182	102.8	25.014	99.1	1:26.910	10 -	26.982	121.6	38.132	97.0	26.578	95.1	1:31.692	
3 -	26.547	121.1	35.719	101.5	25.161	98.3	1:27.427	11 -	27.628	120.9	37.161	99.6	26.138	97.1	1:30.927	
4 -	27.442	121.6	35.823	101.8	25.162	98.5	1:28.427	12 -	29.015	120.9	37.338	98.8	27.155	98.1	1:33.508	
5 -	26.715	120.9	35.856	102.1	25.111	98.8	1:27.682	13 -	28.149	121.1	37.706	100.9	27.557	95.5	1:33.412	
6 -	26.655	121.1	35.984	102.3	25.432	98.4	1:28.071	14 -	28.859	119.0	37.252	99.9	26.645	98.0	1:32.756	
7 -	26.897	120.9	36.217	102.3	25.815	98.4	1:28.929	15 -	27.946	120.5	39.696	99.0	27.095	97.3	1:34.737	
8 -	26.853	120.7	36.238	102.1	25.628	98.4	1:28.719									
21	Tom ONSLOW-COLE				I Team Aon											
1 -		122.0	35.802	105.5	25.060	102.0	1:34.626	9 -	27.064	121.1	36.572	102.5	25.684	100.8	1:29.320	
2 -	26.996	120.1	35.253	104.7	25.051	100.8	1:27.300	10 -	27.020	121.1	36.645	101.5	25.792	100.6	1:29.457	
3 -	26.278	122.7	35.560	103.7	25.086	100.9	1:26.924	11 -	27.146	122.0	36.864	102.1	26.158	100.2	1:30.168	
4 -	27.018	120.9	35.752	101.1	25.116	100.6	1:27.886	12 -	27.475	121.8	38.465	96.4	26.652	100.0	1:32.592	
5 -	26.607	120.5	35.759	103.2	25.236	100.8	1:27.602	13 -	27.952	119.2	37.271	100.5	26.235	99.4	1:31.458	
6 -	26.674	120.3	35.903	104.2	29.037	100.6	1:31.614	14 -	27.358	121.4	37.727	101.4	26.292	99.9	1:31.377	
7 -	26.889	120.5	36.206	103.4	25.349	101.1	1:28.444	15 -	28.195	120.7	37.516	99.9	26.651	99.3	1:32.362	
8 -	26.989	120.1	36.526	102.6	25.541	100.9	1:29.056									
22	Tom BOARDMAN				I Special Tuning UK											
1 -		120.1	36.099	103.2	25.302	96.1	1:37.283	9 -	26.783	120.5	36.446	100.6	26.078	97.1	1:29.307	
2 -	26.948	121.8	35.521	103.4	24.774	97.7	1:27.243	10 -	26.905	120.3	36.628	99.6	25.752	97.4	1:29.285	
3 -	26.329	122.7	35.876	102.1	24.800	98.1	1:27.005	11 -	26.886	120.5	36.889	99.9	25.908	96.1	1:29.683	
4 -	27.157	120.3	35.987	101.8	25.471	96.8	1:28.615	12 -	27.145	120.1	36.805	99.9	26.451	93.9	1:30.401	
5 -	26.532	121.8	36.266	100.5	25.563	96.3	1:28.361	13 -	28.234	120.7	38.066	99.7	26.681	95.2	1:32.981	
6 -	26.733	119.8	36.318	100.5	27.545	90.3	1:30.596	14 -	28.202	118.6	37.123	100.2	26.310	96.6	1:31.635	
7 -	27.562	118.8	36.267	101.1	25.313	97.5	1:29.142	15 -	27.518	119.2	40.981	97.4	26.707	94.7	1:35.206	
8 -	26.742	120.7	36.538	100.6	25.780	96.6	1:29.060									
23	Tom CHILTON				I Team Aon											
1 -		121.6	35.240	105.8	24.788	101.7	1:32.723	9 -	27.255	121.1	36.976	101.5	26.090	100.5	1:30.321	
2 -	26.526	122.9	34.918	105.5	24.873	102.0	1:26.317	10 -	27.449	121.6	37.164	99.3	26.272	100.5	1:30.885	
3 -	26.398	122.5	35.237	104.7	25.000	102.0	1:26.635	11 -	27.628	120.9	37.933	99.1	27.423	100.2	1:32.984	
4 -	26.360	123.6	35.522	105.4	24.928	102.1	1:26.810	12 -	28.346	121.1	37.773	98.4	26.338	99.1	1:32.457	
5 -	26.597	122.9	35.744	103.6	25.289	101.8	1:27.630	13 -	29.852	112.6	40.936	98.5	In		2:32.804 P	
6 -	26.804	122.2	35.955	102.9	25.268	102.1	1:28.027	14 -	Out	119.8	36.588	104.4	25.090	101.8	1:29.507	
7 -	26.815	122.0	36.223	102.3	25.623	100.6	1:28.661	15 -	26.498	122.2	35.436	104.0	24.755	101.2	1:26.689	
8 -	27.606	122.2	36.640	102.5	25.765	101.8	1:30.011									
25	Daniel LLOYD				I Uniq Racing with Triple Eight											
1 -		119.6	36.496	102.9	25.348	96.1	1:38.034	9 -	26.893	122.0	36.614	100.5	25.633	95.1	1:29.140	
2 -	27.697	119.0	35.693	102.3	25.140	97.1	1:28.530	10 -	26.932	120.9	36.375	100.3	25.548	96.6	1:28.855	
3 -	26.509	121.6	36.486	100.5	24.977	97.5	1:27.972	11 -	27.006	120.9	36.863	100.3	26.105	97.1	1:29.974	
4 -	26.644	121.4	36.313	102.1	25.060	97.8	1:28.017	12 -	27.267	121.6	37.617	97.8	25.908	96.4	1:30.792	
5 -	26.711	120.7	36.049	101.7	25.345	97.7	1:28.105	13 -	28.299	116.9	36.718	100.3	25.664	96.4	1:30.681	
6 -	26.609	120.9	36.083	102.3	25.220	97.5	1:27.912	14 -	27.684	119.8	37.142	99.7	26.321	96.8	1:31.147	
7 -	27.168	120.5	35.964	101.8	25.083	98.0	1:28.215	15 -	27.954	113.2	37.786	99.9	26.210	97.0	1:31.950	
8 -	26.752	121.4	36.226	101.5	25.449	97.8	1:28.427									
27	Martin JOHNSON				I Boulevard Team Racing											
1 -		114.7	37.030	100.9	25.091	95.9	1:40.471	9 -	27.477	117.9	39.850	94.1	25.668	96.4	1:32.995	
2 -	27.671	117.7	36.530	101.7	24.969	95.6	1:29.170	10 -	27.669	116.5	37.471	99.4	25.677	95.2	1:30.817	
3 -	27.386	117.9	36.712	99.6	24.925	96.0	1:29.023	11 -	27.740	116.9	37.493	99.7	25.612	95.5	1:30.845	
4 -	27.179	117.7	37.760	96.1	25.214	96.4	1:30.153	12 -	27.601	117.3	38.032	99.0	25.664	96.1	1:31.297	
5 -	27.351	117.1	37.168	100.3	25.203	96.0	1:29.722	13 -	27.512	116.5	37.791	98.5	25.720	95.9	1:31.023	
6 -	27.422	116.9	36.923	99.9	25.258	95.7	1:29.603	14 -	28.007	116.3	37.995	98.4	25.912	95.5	1:31.914	
7 -	27.339	117.9	38.610	99.3	25.630	94.3	1:31.579	15 -	28.013	116.3	38.181	98.8	25.734	95.2	1:31.928	
8 -	27.308	117.5	37.120	99.7	25.568	95.9	1:29.996									
28	John GEORGE				I Sunshine.co.uk with Tech-Speed Msport											
1 -		115.1	37.597	102.6	25.176	97.4	1:41.760	9 -	27.454	117.7	36.897	98.5	25.404	97.1	1:29.755	
2 -	26.652	121.8	36.682	102.6	25.273	97.1	1:28.607	10 -	27.245	119.0	36.901	87.4	25.778	95.5	1:29.924	
3 -	26.812	118.8	36.918	100.3	25.589	93.7	1:29.319	11 -	27.801	116.5	36.977	99.3	25.672	95.5	1:30.450	
4 -	27.373	117.5	37.433	95.6	25.836	95.3	1:30.642	12 -	27.592	117.7	37.157	99.4	25.712	95.9	1:30.461	

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 12:10 End: 12:33

2010 Dunlop MSA British Touring Car Championship

ROUND 13 - SECTOR ANALYSIS

5 -	26.822	119.4	36.456	99.1	25.995	92.6	1:29.273	13 -	27.619	117.3	37.343	100.0	25.862	96.7	1:30.824
6 -	27.957	119.6	36.684	97.0	25.520	96.1	1:30.161	14 -	27.716	116.7	37.299	99.4	25.906	95.6	1:30.921
7 -	27.263	119.0	37.379	100.2	25.659	96.0	1:30.301	15 -	27.533	117.9	41.982	99.6	26.032	94.5	1:35.547
8 -	27.809	115.7	36.813	98.0	25.524	96.7	1:30.146								
29	Paul O'NEILL			I Sunshine.co.uk with Tech-Speed Msport											
1 -	118.8		35.987	100.0	25.653	96.6	1:36.545	9 -	27.676	120.1	36.145	98.1	25.549	97.5	1:29.370
2 -	26.987	120.1	35.475	100.2	24.782	97.3	1:27.244	10 -	26.867	120.7	37.034	95.3	26.019	96.8	1:29.920
3 -	26.864	120.9	35.873	99.6	24.759	97.3	1:27.496	11 -	26.977	120.7	36.540	98.1	26.203	95.7	1:29.720
4 -	27.169	121.4	35.935	98.8	25.276	96.6	1:28.380	12 -	27.744	121.1	37.178	98.5	25.667	97.7	1:30.589
5 -	26.741	120.5	35.986	98.4	24.960	97.1	1:27.687	13 -	27.069	120.5	36.523	98.4	25.559	96.6	1:29.151
6 -	26.512	120.5	36.056	98.4	25.062	97.0	1:27.630	14 -	27.028	120.5	36.566	98.5	25.690	97.0	1:29.284
7 -	26.661	120.3	36.045	98.1	25.317	97.3	1:28.023	15 -	28.012	120.7	36.959	97.8	25.616	94.9	1:30.587
8 -	26.845	120.7	36.167	99.0	25.490	96.7	1:28.502								
30	Martin DEPPER			I Forster Motorsport											
1 -	117.3		36.778	101.7	25.438	95.1	1:39.535	9 -	27.629	118.4	36.710	100.9	25.597	95.3	1:29.936
2 -	27.107	120.5	36.298	100.9	25.143	95.6	1:28.548	10 -	27.317	118.4	36.524	101.1	25.435	95.7	1:29.276
3 -	27.623	111.1	36.719	100.8	25.131	95.6	1:29.473	11 -	27.388	118.8	36.711	100.2	25.487	95.1	1:29.586
4 -	27.356	117.9	37.775	94.9	25.311	95.3	1:30.442	12 -	27.528	118.6	36.565	101.2	26.086	95.5	1:30.179
5 -	27.274	117.9	36.674	100.5	25.167	95.7	1:29.115	13 -	27.564	119.2	37.573	99.7	25.593	95.7	1:30.730
6 -	27.334	117.9	36.712	100.8	25.333	93.6	1:29.379	14 -	27.546	118.1	36.839	100.8	25.543	95.3	1:29.928
7 -	27.339	118.4	36.479	100.8	25.262	95.6	1:29.080	15 -	27.612	118.4	37.014	101.2	27.053	83.7	1:31.679
8 -	27.385	118.4	36.626	101.2	26.028	89.5	1:30.039								
37	Arthur FORSTER			I Forster Motorsport											
1 -	117.7		58.334	94.3	In		3:18.708 P	7 -	28.237	117.9	37.782	98.7	25.693	95.6	1:31.712
2 -	Out	114.5	38.366	94.0	25.892	95.1	1:34.043	8 -	27.953	117.5	37.362	99.6	25.233	96.4	1:30.548
3 -	27.976	118.1	37.782	99.4	26.072	95.6	1:31.830	9 -	27.666	119.0	37.175	100.5	26.608	95.7	1:31.449
4 -	27.757	117.3	38.248	100.2	25.480	95.7	1:31.485	10 -	28.056	117.5	37.063	98.1	25.540	96.3	1:30.659
5 -	28.582	116.9	37.981	94.7	In		4:23.797 P	11 -	27.820	117.1	37.092	100.6	25.359	96.0	1:30.271
6 -	Out	111.5	41.794	98.7	25.844	95.7	1:38.652	12 -	27.832	118.8	37.071	101.4	25.762	92.4	1:30.665
43	Lea WOOD			I Central Group Racing											
1 -	115.1		37.860	101.7	25.119	95.9	1:42.750	7 -	26.899	119.4	37.683	99.0	25.510	94.7	1:30.092
2 -	26.968	119.2	36.491	99.1	25.306	96.4	1:28.765	8 -	26.982	117.3	36.608	99.4	26.347	95.6	1:29.937
3 -	26.774	120.3	36.602	99.9	25.251	96.0	1:28.627	9 -	27.189	117.7	36.683	99.1	25.743	94.8	1:29.615
4 -	27.228	119.2	37.652	93.7	25.484	96.4	1:30.364	10 -	26.970	118.1	36.719	98.5	25.692	94.9	1:29.381
5 -	26.963	120.1	36.459	99.9	25.613	91.3	1:29.035	11 -	27.296	118.8	36.951	98.7	25.975	95.6	1:30.222
6 -	27.559	119.6	36.628	97.7	25.493	94.8	1:29.680								
44	Andy NEATE			I WSR											
1 -	116.1		37.891	103.6	24.929	97.7	1:42.236	9 -	27.281	119.0	36.555	101.7	25.538	97.1	1:29.374
2 -	27.334	119.8	36.378	102.3	25.132	97.7	1:28.844	10 -	27.268	118.6	36.427	100.2	25.123	97.5	1:28.818
3 -	26.831	120.5	36.466	102.1	25.361	97.5	1:28.658	11 -	27.242	117.7	36.706	99.3	25.282	97.3	1:29.230
4 -	26.963	120.3	37.282	97.5	26.458	96.0	1:30.703	12 -	27.329	117.5	37.067	101.7	25.496	97.5	1:29.892
5 -	28.141	119.0	36.250	100.6	24.983	98.0	1:29.374	13 -	27.209	118.4	36.246	101.1	25.286	97.7	1:28.741
6 -	26.999	119.6	36.403	101.2	25.385	98.0	1:28.787	14 -	27.005	119.2	36.368	100.5	25.970	97.4	1:29.343
7 -	27.135	120.7	55.898	98.3	25.426	97.0	1:48.459	15 -	27.099	119.0	36.758	100.2	26.380	95.9	1:30.237
8 -	27.288	118.4	36.388	102.3	25.113	97.1	1:28.789								
52	Gordon SHEDDEN			I Honda Racing Team											
1 -	119.2		35.171	104.2	24.511	97.1	1:31.997	9 -	26.741	119.4	35.943	100.5	25.192	97.0	1:27.876
2 -	26.408	121.1	35.262	101.7	24.636	97.1	1:26.306	10 -	26.856	120.1	36.063	100.5	25.150	97.3	1:28.069
3 -	26.390	120.7	35.272	103.4	24.635	97.7	1:26.297	11 -	26.809	120.7	36.113	101.5	25.183	97.3	1:28.105
4 -	26.518	120.1	35.489	100.9	24.779	97.4	1:26.786	12 -	26.826	120.3	36.002	100.3	25.355	97.1	1:28.183
5 -	26.591	119.4	35.734	100.3	25.114	97.3	1:27.439	13 -	26.845	119.8	36.119	101.1	25.404	96.8	1:28.368
6 -	26.580	119.6	35.720	100.3	25.165	97.4	1:27.465	14 -	27.051	120.1	36.075	101.7	25.500	97.1	1:28.626
7 -	26.716	119.4	35.800	100.5	25.179	97.4	1:27.695	15 -	26.955	120.7	36.192	99.9	25.736	93.1	1:28.883
8 -	26.698	120.5	35.880	100.8	25.190	97.1	1:27.768								
55	David PINKNEY			I Pinkney Motorsport											
1 -	116.5		36.283	102.8	25.063	98.1	1:38.494	3 -	27.638	119.8	36.040	102.6	24.931	99.1	1:28.609

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 12:10 End: 12:33

2010 Dunlop MSA British Touring Car Championship
ROUND 13 - SECTOR ANALYSIS

2 -	27.609	117.9	36.398	103.6	24.827	98.3	1:28.834								
77	Andrew JORDAN						I	Pirtek Racing							
1 -		120.7	36.837	102.6	25.340	97.1	1:37.722	9 -	26.965	121.1	36.605	100.6	25.662	97.1	1:29.232
2 -	27.498	119.8	35.850	102.9	24.934	97.4	1:28.282	10 -	27.064	121.4	36.768	100.3	25.476	97.1	1:29.308
3 -	26.449	122.5	35.828	102.6	24.945	98.3	1:27.222	11 -	27.158	120.9	36.752	100.9	25.459	97.4	1:29.369
4 -	26.500	122.9	35.966	102.5	25.261	98.3	1:27.727	12 -	27.147	121.8	36.881	99.9	26.621	97.5	1:30.649
5 -	26.623	122.2	36.248	102.0	25.300	97.4	1:28.171	13 -	27.878	117.7	37.371	100.2	26.100	96.7	1:31.349
6 -	26.930	122.2	36.308	101.7	25.370	97.8	1:28.608	14 -	27.379	120.7	37.816	98.5	26.156	97.0	1:31.351
7 -	28.472	120.7	36.180	101.7	25.395	97.8	1:30.047	15 -	28.619	115.7	37.269	99.6	26.928	95.2	1:32.816
8 -	26.828	121.6	36.623	100.8	25.558	97.1	1:29.009								
99	Shaun HOLLAMBY						I	AmD Milltek Racing.com							
1 -		114.3	39.105	100.2	25.449	94.1	1:44.216	3 -	27.579	114.5	36.619	101.1	25.478	93.1	1:29.676
2 -	27.554	115.3	37.170	100.0	25.400	93.7	1:30.124	4 -	27.431	114.7	39.072	74.7	26.918	93.5	1:33.421

Weather / Track : Bright / Dry

Croft
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2010 Dunlop MSA British Touring Car Championship

ROUND 13 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE		
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	23	Tom CHILTON	123.6	23	Tom CHILTON	105.8	23	Tom CHILTON	102.1
2	77	Andrew JORDAN	122.9	21	Tom ONSLOW-COLE	105.5	21	Tom ONSLOW-COLE	102.0
3	21	Tom ONSLOW-COLE	122.7	52	Gordon SHEDDEN	104.2	20	Alex MacDOWALL	99.1
4	22	Tom BOARDMAN	122.7	20	Alex MacDOWALL	103.7	55	David PINKNEY	99.1
5	25	Daniel LLOYD	122.0	5	Mat JACKSON	103.6	77	Andrew JORDAN	98.3
6	28	John GEORGE	121.8	44	Andy NEATE	103.6	22	Tom BOARDMAN	98.1
7	2	Jason PLATO	121.6	55	David PINKNEY	103.6	6	Robert COLLARD	98.0
8	20	Alex MacDOWALL	121.6	22	Tom BOARDMAN	103.4	25	Daniel LLOYD	98.0
9	4	Matt NEAL	121.4	2	Jason PLATO	103.2	44	Andy NEATE	98.0
10	29	Paul O'NEILL	121.4	14	James NASH	103.1	2	Jason PLATO	97.8
11	52	Gordon SHEDDEN	121.1	4	Matt NEAL	102.9	4	Matt NEAL	97.7
12	5	Mat JACKSON	120.9	6	Robert COLLARD	102.9	5	Mat JACKSON	97.7
13	6	Robert COLLARD	120.9	25	Daniel LLOYD	102.9	29	Paul O'NEILL	97.7
14	44	Andy NEATE	120.7	77	Andrew JORDAN	102.9	52	Gordon SHEDDEN	97.7
15	30	Martin DEPPER	120.5	11	Steven KANE	102.6	28	John GEORGE	97.4
16	11	Steven KANE	120.3	28	John GEORGE	102.6	11	Steven KANE	96.8
17	14	James NASH	120.3	27	Martin JOHNSON	101.7	14	James NASH	96.7
18	43	Lea WOOD	120.3	30	Martin DEPPER	101.7	27	Martin JOHNSON	96.4
19	55	David PINKNEY	119.8	37	Arthur FORSTER	101.4	37	Arthur FORSTER	96.4
20	37	Arthur FORSTER	119.0	43	Lea WOOD	101.1	43	Lea WOOD	96.4
21	27	Martin JOHNSON	117.9	99	Shaun HOLLAMBY	101.1	30	Martin DEPPER	95.7
22	99	Shaun HOLLAMBY	115.3	29	Paul O'NEILL	100.2	99	Shaun HOLLAMBY	94.1

Weather / Track : Bright / Dry

Croft
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2010 Dunlop MSA British Touring Car Championship

ROUND 13 - 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	21	ONSLow-COLE	26.278	23	CHILTON	34.918	52	SHEDDEN	24.511	1	23	CHILTON	1:26.033	1:26.317	0.284
2	22	BOARDMAN	26.329	52	SHEDDEN	35.171	6	COLLARD	24.516	2	52	SHEDDEN	1:26.072	1:26.297	0.225
3	23	CHILTON	26.360	20	MacDOWALL	35.182	5	JACKSON	24.702	3	6	COLLARD	1:26.422	1:26.688	0.266
4	52	SHEDDEN	26.390	21	ONSLow-COLE	35.253	23	CHILTON	24.755	4	21	ONSLow-COLE	1:26.582	1:26.924	0.342
5	77	JORDAN	26.449	6	COLLARD	35.388	29	O'NEILL	24.759	5	22	BOARDMAN	1:26.624	1:27.005	0.381
6	25	LLOYD	26.509	29	O'NEILL	35.475	22	BOARDMAN	24.774	6	20	MacDOWALL	1:26.743	1:26.910	0.167
7	29	O'NEILL	26.512	4	NEAL	35.513	2	PLATO	24.803	7	29	O'NEILL	1:26.746	1:27.244	0.498
8	6	COLLARD	26.518	2	PLATO	35.514	55	PINKNEY	24.827	8	4	NEAL	1:26.978	1:27.067	0.089
9	4	NEAL	26.543	22	BOARDMAN	35.521	11	KANE	24.852	9	2	PLATO	1:26.993	1:27.123	0.130
10	20	MacDOWALL	26.547	5	JACKSON	35.658	4	NEAL	24.922	10	5	JACKSON	1:27.028	1:27.028	0.000
11	11	KANE	26.555	25	LLOYD	35.693	14	NASH	24.924	11	25	LLOYD	1:27.179	1:27.912	0.733
12	55	PINKNEY	26.561	14	NASH	35.700	27	JOHNSON	24.925	12	77	JORDAN	1:27.211	1:27.222	0.011
13	14	NASH	26.618	77	JORDAN	35.828	44	NEATE	24.929	13	14	NASH	1:27.242	1:27.296	0.054
14	28	GEORGE	26.652	11	KANE	35.933	77	JORDAN	24.934	14	11	KANE	1:27.340	1:27.636	0.296
15	5	JACKSON	26.668	55	PINKNEY	36.040	25	LLOYD	24.977	15	55	PINKNEY	1:27.428	1:28.609	1.181
16	2	PLATO	26.676	44	NEATE	36.246	20	MacDOWALL	25.014	16	44	NEATE	1:28.006	1:28.658	0.652
17	43	WOOD	26.774	30	DEPPER	36.298	21	ONSLow-COLE	25.051	17	28	GEORGE	1:28.284	1:28.607	0.323
18	44	NEATE	26.831	28	GEORGE	36.456	43	WOOD	25.119	18	43	WOOD	1:28.352	1:28.627	0.275
19	30	DEPPER	27.107	43	WOOD	36.459	30	DEPPER	25.131	19	30	DEPPER	1:28.536	1:28.548	0.012
20	27	JOHNSON	27.179	27	JOHNSON	36.530	28	GEORGE	25.176	20	27	JOHNSON	1:28.634	1:29.023	0.389
21	99	HOLLAMBY	27.431	99	HOLLAMBY	36.619	37	FORSTER	25.233	21	99	HOLLAMBY	1:29.450	1:29.676	0.226
22	37	FORSTER	27.666	37	FORSTER	37.063	99	HOLLAMBY	25.400	22	37	FORSTER	1:29.962	1:30.271	0.309
													Perfect Lap	1:25.707	

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 12:10 End: 12:33

2010 Dunlop MSA British Touring Car Championship

ROUND 13 - 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		1:31.997	52		1:26.306	52		1:26.297	52		1:26.786	52		1:27.439
23	0.726	1:32.723	23	0.737	1:26.317	23	1.075	1:26.635	23	1.099	1:26.810	23	1.290	1:27.630
6	1.358	1:33.355	6	1.776	1:26.724	6	2.167	1:26.688	6	2.276	1:26.895	6	1.788	1:26.951
20	2.372	1:34.369	20	2.976	1:26.910	20	4.106	1:27.427	21	5.350	1:27.886	21	5.513	1:27.602
21	2.629	1:34.626	21	3.623	1:27.300	21	4.250	1:26.924	20	5.747	1:28.427	20	5.990	1:27.682
2	3.189	1:35.186	2	4.102	1:27.219	2	4.928	1:27.123	2	6.212	1:28.070	2	6.581	1:27.808
14	3.701	1:35.698	14	4.691	1:27.296	4	6.066	1:27.378	4	6.670	1:27.390	4	7.096	1:27.865
4	4.224	1:36.221	4	4.985	1:27.067	14	6.491	1:28.097	14	7.935	1:28.230	29	8.527	1:27.687
29	4.548	1:36.545	29	5.486	1:27.244	29	6.685	1:27.496	29	8.279	1:28.380	14	9.290	1:28.794
22	5.286	1:37.283	22	6.223	1:27.243	22	6.931	1:27.005	22	8.760	1:28.615	22	9.682	1:28.361
5	5.306	1:37.303	5	7.091	1:28.091	5	7.822	1:27.028	5	8.920	1:27.884	5	10.082	1:28.601
77	5.725	1:37.722	77	7.701	1:28.282	77	8.626	1:27.222	77	9.567	1:27.727	77	10.299	1:28.171
25	6.037	1:38.034	25	8.261	1:28.530	25	9.936	1:27.972	25	11.167	1:28.017	25	11.833	1:28.105
11	6.482	1:38.479	11	8.982	1:28.806	11	10.658	1:27.973	11	11.508	1:27.636	11	12.117	1:28.048
55	6.497	1:38.494	55	9.025	1:28.834	55	11.337	1:28.609	30	16.612	1:30.442	30	18.288	1:29.115
30	7.538	1:39.535	30	9.780	1:28.548	30	12.956	1:29.473	27	17.431	1:30.153	27	19.714	1:29.722
27	8.474	1:40.471	27	11.338	1:29.170	27	14.064	1:29.023	28	18.942	1:30.642	43	20.716	1:29.035
28	9.763	1:41.760	28	12.064	1:28.607	28	15.086	1:29.319	44	19.055	1:30.703	28	20.776	1:29.273
44	10.239	1:42.236	44	12.777	1:28.844	44	15.138	1:28.658	43	19.120	1:30.364	44	20.990	1:29.374
43	10.753	1:42.750	43	13.212	1:28.765	43	15.542	1:28.627	99	26.051	1:33.421	37	1 LAP	1:31.485
99	12.219	1:44.216	99	16.037	1:30.124	99	19.416	1:29.676	37	1 LAP	1:31.830			
			37	1 LAP	3:18.708 P	37	1 LAP	1:34.043						

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 12:10 End: 12:33

2010 Dunlop MSA British Touring Car Championship
ROUND 13 - 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		1:27.465	52		1:27.695	52		1:27.768	52		1:27.876	52		1:28.069
23	1.852	1:28.027	23	2.818	1:28.661	6	3.111	1:27.939	6	2.883	1:27.648	6	2.390	1:27.576
6	2.186	1:27.863	6	2.940	1:28.449	23	5.061	1:30.011	23	7.506	1:30.321	23	10.322	1:30.885
20	6.596	1:28.071	20	7.830	1:28.929	20	8.781	1:28.719	20	9.803	1:28.898	2	11.664	1:29.470
2	7.007	1:27.891	2	8.274	1:28.962	2	9.126	1:28.620	2	10.263	1:29.013	4	12.247	1:29.518
4	7.398	1:27.767	4	8.611	1:28.908	4	9.621	1:28.778	4	10.798	1:29.053	29	13.099	1:29.920
29	8.692	1:27.630	29	9.020	1:28.023	29	9.754	1:28.502	29	11.248	1:29.370	20	13.426	1:31.692
21	9.662	1:31.614	21	10.411	1:28.444	21	11.699	1:29.056	21	13.143	1:29.320	21	14.531	1:29.457
14	10.926	1:29.101	14	11.850	1:28.619	14	12.988	1:28.906	14	14.016	1:28.904	14	15.116	1:29.169
5	11.351	1:28.734	25	12.800	1:28.215	25	13.459	1:28.427	25	14.723	1:29.140	25	15.509	1:28.855
77	11.442	1:28.608	77	13.794	1:30.047	77	15.035	1:29.009	77	16.391	1:29.232	77	17.630	1:29.308
25	12.280	1:27.912	22	14.260	1:29.142	22	15.552	1:29.060	22	16.983	1:29.307	22	18.199	1:29.285
22	12.813	1:30.596	11	17.367	1:29.030	11	18.182	1:28.583	11	18.867	1:28.561	11	19.305	1:28.507
11	16.032	1:31.380	5	18.631	1:34.975	5	19.225	1:28.362	5	20.046	1:28.697	5	20.696	1:28.719
30	20.202	1:29.379	30	21.587	1:29.080	30	23.858	1:30.039	30	25.918	1:29.936	30	27.125	1:29.276
27	21.852	1:29.603	43	25.328	1:30.092	43	27.497	1:29.937	43	29.236	1:29.615	43	30.548	1:29.381
44	22.312	1:28.787	27	25.736	1:31.579	27	27.964	1:29.996	28	30.335	1:29.755	28	32.190	1:29.924
43	22.931	1:29.680	28	26.078	1:30.301	28	28.456	1:30.146	27	33.083	1:32.995	27	35.831	1:30.817
28	23.472	1:30.161	44	43.076	1:48.459	37	3 LAPS	4:23.797 P	44	45.595	1:29.374	44	46.344	1:28.818
						44	44.097	1:28.789	37	3 LAPS	1:38.652	37	3 LAPS	1:31.712

Weather / Track : Bright / Dry

Croft
 Circuit Length = 2.1250 miles
 Start: 12:10 End: 12:33

2010 Dunlop MSA British Touring Car Championship

ROUND 13 - 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
52		1:28.105	52		1:28.183	52		1:28.368	52		1:28.626	52		1:28.883
6	1.713	1:27.428	6	1.440	1:27.910	6	0.787	1:27.715	6	0.248	1:28.087	6	0.035	1:28.670
2	14.168	1:30.609	2	15.282	1:29.297	2	16.228	1:29.314	2	17.114	1:29.512	2	18.355	1:30.124
4	14.549	1:30.407	4	16.633	1:30.267	4	17.401	1:29.136	4	18.355	1:29.580	4	20.012	1:30.540
29	14.714	1:29.720	29	17.120	1:30.589	29	17.903	1:29.151	29	18.561	1:29.284	29	20.265	1:30.587
23	15.201	1:32.984	23	19.475	1:32.457	14	22.034	1:30.787	14	24.386	1:30.978	14	27.276	1:31.773
20	16.248	1:30.927	14	19.615	1:30.812	25	22.300	1:30.681	25	24.821	1:31.147	25	27.888	1:31.950
21	16.594	1:30.168	25	19.987	1:30.792	21	24.093	1:31.458	21	26.844	1:31.377	21	30.323	1:32.362
14	16.986	1:29.975	21	21.003	1:32.592	77	24.341	1:31.349	77	27.066	1:31.351	5	30.554	1:31.355
25	17.378	1:29.974	77	21.360	1:30.649	5	25.779	1:32.006	5	28.082	1:30.929	77	30.999	1:32.816
77	18.894	1:29.369	20	21.573	1:33.508	11	25.832	1:32.385	11	28.469	1:31.263	11	33.895	1:34.309
22	19.777	1:29.683	11	21.815	1:29.762	22	26.608	1:32.981	22	29.617	1:31.635	22	35.940	1:35.206
11	20.236	1:29.036	22	21.995	1:30.401	20	26.617	1:33.412	20	30.747	1:32.756	20	36.601	1:34.737
5	21.089	1:28.498	5	22.141	1:29.235	30	32.964	1:30.730	30	34.266	1:29.928	30	37.062	1:31.679
30	28.606	1:29.586	30	30.602	1:30.179	28	39.269	1:30.824	28	41.564	1:30.921	28	48.228	1:35.547
43	32.665	1:30.222	28	36.813	1:30.461	27	44.340	1:31.023	27	47.628	1:31.914	27	50.673	1:31.928
28	34.535	1:30.450	27	41.685	1:31.297	44	49.551	1:28.741	44	50.268	1:29.343	44	51.622	1:30.237
27	38.571	1:30.845	44	49.178	1:29.892	37	3 LAPS	1:30.659	37	3 LAPS	1:30.271	37	3 LAPS	1:30.665
44	47.469	1:29.230	37	3 LAPS	1:31.449	23	1:23.911	2:32.804 P	23	1:24.792	1:29.507	23	1:22.598	1:26.689
37	3 LAPS	1:30.548												

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 12:10 End: 12:33

2010 Dunlop MSA British Touring Car Championship ROUND 13 - POSITION CHART


No	Name	Pos	Laps														
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
52	Gordon SHEDDEN	1	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52
23	Tom CHILTON	2	23	23	23	23	23	23	23	6	6	6	6	6	6	6	6
6	Robert COLLARD	3	6	6	6	6	6	6	6	23	23	23	2	2	2	2	2
20	Alex MacDOWALL	4	20	20	20	21	21	20	20	20	20	2	4	4	4	4	4
21	Tom ONSLOW-COLE	5	21	21	21	20	20	2	2	2	2	4	29	29	29	29	29
2	Jason PLATO	6	2	2	2	2	2	4	4	4	4	29	23	23	14	14	14
14	James NASH	7	14	14	4	4	4	29	29	29	29	20	20	14	25	25	25
4	Matt NEAL	8	4	4	14	14	29	21	21	21	21	21	21	25	21	21	21
29	Paul O'NEILL	9	29	29	29	29	14	14	14	14	14	14	14	21	77	77	5
22	Tom BOARDMAN	10	22	22	22	22	22	5	25	25	25	25	25	77	5	5	77
5	Mat JACKSON	11	5	5	5	5	5	77	77	77	77	77	77	20	11	11	11
77	Andrew JORDAN	12	77	77	77	77	77	25	22	22	22	22	22	11	22	22	22
25	Daniel LLOYD	13	25	25	25	25	25	22	11	11	11	11	11	22	20	20	20
11	Steven KANE	14	11	11	11	11	11	11	5	5	5	5	5	5	30	30	30
55	David PINKNEY	15	55	55	55	30	30	30	30	30	30	30	30	30	28	28	28
30	Martin DEPPER	16	30	30	30	27	27	27	43	43	43	43	43	28	27	27	27
27	Martin JOHNSON	17	27	27	27	28	43	44	27	27	28	28	28	27	44	44	44
28	John GEORGE	18	28	28	28	44	28	43	28	28	27	27	27	44	23	23	23
44	Andy NEATE	19	44	44	44	43	44	28	44	44	44	44	44	37			
43	Lea WOOD	20	43	43	43	99	37	37	37	37	37	37	37				
99	Shaun HOLLAMBY	21	99	99	99	37											
37	Arthur FORSTER	22	37	37	37												

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 12:10 End: 12:33

2010 Dunlop MSA British Touring Car Championship

ROUND 14 - GRID

ROW 11	99 Shaun HOLLAMBY	55 David PINKNEY
ROW 10	37 Arthur FORSTER	43 Lea WOOD
ROW 9	44 Andy NEATE	23 Tom CHILTON
ROW 8	28 John GEORGE	27 Martin JOHNSON
ROW 7	20 Alex MacDOWALL	30 Martin DEPPER
ROW 6	11 Steven KANE	22 Tom BOARDMAN
ROW 5	5 Mat JACKSON	77 Andrew JORDAN
ROW 4	25 Daniel LLOYD	21 Tom ONSLOW-COLE
ROW 3	29 Paul O'NEILL	14 James NASH
ROW 2	2 Jason PLATO	4 Matt NEAL
ROW 1	52 Gordon SHEDDEN	6 Robert COLLARD
Pole		
		

Croft
Circuit Length = 2.1250 miles

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

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

ROUND 14 - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	15	22:16.514			85.85	1:27.112	2
2	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	15	22:17.256	0.742	0.742	85.81	1:26.814	3
3	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	15	22:22.864	6.350	5.608	85.45	1:27.154	3
4	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	15	22:26.472	9.958	3.608	85.22	1:26.809	3
5	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	15	22:27.423	10.909	0.951	85.16	1:26.818	3
6	22	I	Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	15	22:33.922	17.408	6.499	84.75	1:27.796	3
7	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	15	22:34.113	17.599	0.191	84.74	1:28.236	4
8	6	I	Robert COLLARD (GBR) WSR	BMW 320si	15	22:34.303	17.789	0.190	84.73	1:27.526	3
9	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	15	22:34.857	18.343	0.554	84.69	1:28.234	4
10	44	I	Andy NEATE (GBR) WSR	BMW 320si	15	22:35.845	19.331	0.988	84.63	1:28.707	4
11	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	15	22:37.683	21.169	1.838	84.52	1:28.220	4
12	30	I	Martin DEPPER (GBR) Forster Motorsport	BMW 320si	15	22:41.579	25.065	3.896	84.27	1:28.751	6
13	14	I	James NASH (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	15	22:41.762	25.248	0.183	84.26	1:27.967	4
14	25	I	Daniel LLOYD (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	15	22:42.501	25.987	0.739	84.22	1:27.800	4
15	27	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	15	23:00.408	43.894	17.907	83.12	1:29.038	2
16	99	I	Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	15	23:00.800	44.286	0.392	83.10	1:29.876	2
17	43	I	Lea WOOD (GBR) Central Group Racing	Honda Integra	14	22:45.090	1 lap	1 lap	78.45	1:28.744	2
NOT CLASSIFIED											
DNF	37	I	Arthur FORSTER (GBR) Forster Motorsport	BMW 320si	11	18:14.514	4 laps	3 laps	76.88	1:29.226	2
DNF	11	I	Steven KANE (GBR) Airwaves BMW	BMW 320si	10	16:38.621	5 laps	1 lap	76.60	1:27.362	4
DNF	28	I	John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	9	13:37.605	6 laps	1 lap	84.21	1:28.823	5
DNF	5	I	Mat JACKSON (GBR) Airwaves BMW	BMW 320si	4	7:45.402	11 laps	5 laps	65.75	1:27.372	3
FASTEST LAP											
	29	I	Paul O'NEILL (GBR)	Honda Integra	3	1:26.809		88.12 mph		141.82 kph	
	4		Matt NEAL (GBR)	Honda Civic	3	1:26.814		88.12 mph		141.81 kph	

Weather / Track : Bright / Dry
 These results are provisional until the conclusion of any judicial and technical matters.

Croft
 Circuit Length = 2.1250 miles
 Start: 14:43 End: 15:06

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

ROUND 14 - SECTOR ANALYSIS

2	Jason PLATO				Silverline Chevrolet										
1 -	119.2	36.172	103.6	24.952	97.8	1:33.996	9 -	27.063	118.4	36.477	101.7	25.650	98.0	1:29.190	
2 -	26.557	119.6	35.639	102.6	25.090	98.0	1:27.286	10 -	26.944	120.3	36.353	101.1	25.768	96.8	1:29.065
3 -	26.451	119.8	35.708	102.8	24.995	98.1	1:27.154	11 -	27.061	119.6	36.575	100.9	25.847	97.4	1:29.483
4 -	26.557	120.1	35.686	102.1	25.084	98.0	1:27.327	12 -	27.155	119.6	36.599	100.3	26.198	97.0	1:29.952
5 -	26.626	120.9	35.910	101.8	25.207	97.7	1:27.743	13 -	27.411	118.4	37.080	100.0	26.111	97.1	1:30.602
6 -	26.514	121.1	36.627	101.5	25.428	97.7	1:28.569	14 -	27.456	118.6	37.315	99.9	26.519	97.3	1:31.290
7 -	26.830	120.1	36.153	101.4	25.431	97.7	1:28.414	15 -	28.052	117.3	37.674	100.0	26.913	84.3	1:32.639
8 -	26.759	119.8	37.308	97.7	26.087	97.8	1:30.154								
4	Matt NEAL				Honda Racing Team										
1 -	118.4	35.742	102.5	25.241	97.7	1:35.162	9 -	26.932	119.4	36.118	99.7	25.289	97.7	1:28.339	
2 -	26.588	120.5	36.740	102.8	24.780	97.5	1:28.108	10 -	26.853	119.6	36.030	101.1	25.558	97.0	1:28.441
3 -	26.619	119.6	35.427	101.1	24.768	98.0	1:26.814	11 -	26.865	119.8	36.129	100.6	25.519	97.1	1:28.513
4 -	26.571	119.4	35.526	101.4	25.082	96.6	1:27.179	12 -	27.096	119.6	36.361	99.6	25.842	95.7	1:29.299
5 -	26.643	120.5	35.596	100.9	24.973	97.3	1:27.212	13 -	27.369	118.6	36.735	99.3	25.873	96.7	1:29.977
6 -	26.633	120.5	35.860	100.9	25.467	97.1	1:27.960	14 -	27.371	118.6	36.888	98.5	26.115	96.6	1:30.374
7 -	26.809	119.4	36.112	100.6	25.565	97.4	1:28.486	15 -	28.186	104.2	37.758	99.0	26.458	94.9	1:32.402
8 -	26.708	120.1	36.786	97.7	25.496	97.0	1:28.990								
5	Mat JACKSON				Airwaves BMW										
1 -	119.4	35.948	101.8	25.574	95.7	1:36.841	3 -	26.792	119.4	35.669	101.4	24.911	96.8	1:27.372	
2 -	27.395	119.8	36.975	102.0	25.060	96.3	1:29.430	4 -	26.718	119.6	36.103	101.1	25.361	96.0	1:28.182
6	Robert COLLARD				WSR										
1 -	117.7	36.030	102.5	25.081	97.4	1:34.468	9 -	28.051	117.7	36.609	98.5	25.823	97.4	1:30.483	
2 -	26.779	118.8	50.985	102.3	24.827	97.4	1:42.591	10 -	27.794	118.1	36.280	100.6	24.941	97.3	1:29.015
3 -	26.682	118.6	36.010	99.3	24.834	97.3	1:27.526	11 -	26.902	119.2	36.271	100.8	25.526	96.3	1:28.699
4 -	26.830	120.3	35.686	102.1	25.053	97.1	1:27.569	12 -	27.095	119.4	36.955	98.1	25.195	96.6	1:29.245
5 -	27.035	119.4	36.827	97.5	25.126	97.0	1:28.988	13 -	26.997	119.0	36.347	99.9	25.214	97.4	1:28.558
6 -	26.849	119.0	36.302	100.3	25.153	97.3	1:28.304	14 -	27.626	118.4	37.275	100.9	25.587	96.8	1:30.488
7 -	26.919	118.1	36.020	100.9	25.213	97.0	1:28.152	15 -	27.487	119.2	37.481	99.9	25.738	97.1	1:30.706
8 -	26.993	120.3	37.092	100.5	25.426	97.5	1:29.511								
11	Steven KANE				Airwaves BMW										
1 -	117.5	36.335	102.0	25.236	97.1	1:37.937	6 -	27.096	119.2	36.248	101.5	26.177	96.3	1:29.521	
2 -	27.271	119.4	37.097	101.5	25.994	96.1	1:30.362	7 -	27.253	118.4	36.479	101.8	25.945	92.8	1:29.677
3 -	26.910	119.8	35.772	101.1	25.344	96.4	1:28.026	8 -	26.992	119.6	36.292	102.1	25.016	97.1	1:28.300
4 -	26.558	119.6	35.614	101.5	25.190	96.3	1:27.362	9 -	26.864	118.1	35.927	101.8	25.075	97.3	1:27.866
5 -	26.942	119.0	35.977	102.1	25.670	95.9	1:28.589	10 -	26.882	118.8	35.990	101.8	24.988	97.1	1:27.860
14	James NASH				Uniq Racing with Triple Eight										
1 -	117.3	35.968	102.8	25.808	94.8	1:36.362	9 -	27.434	116.7	36.869	99.9	25.783	96.1	1:30.086	
2 -	27.122	118.1	38.300	101.5	26.600	94.3	1:32.022	10 -	27.363	118.4	36.714	99.7	25.462	96.0	1:29.539
3 -	27.106	119.4	35.972	100.8	25.451	95.2	1:28.529	11 -	27.806	117.1	36.793	99.4	26.099	95.1	1:30.698
4 -	26.867	119.4	35.979	101.2	25.121	96.4	1:27.967	12 -	27.764	117.9	37.710	95.5	26.092	95.6	1:31.566
5 -	26.810	119.2	36.404	100.9	25.319	95.3	1:28.533	13 -	27.633	117.9	37.438	98.8	26.076	96.1	1:31.147
6 -	26.948	118.6	36.267	100.5	28.211	89.7	1:31.426	14 -	27.968	117.3	37.788	97.3	26.095	95.9	1:31.851
7 -	27.734	118.8	36.378	99.9	25.532	96.3	1:29.644	15 -	28.615	116.7	38.103	97.5	26.392	95.1	1:33.110
8 -	27.198	119.0	36.677	99.6	25.407	96.3	1:29.282								
20	Alex MacDOWALL				Silverline Chevrolet										
1 -	118.4	36.882	103.6	25.011	98.4	1:39.217	9 -	27.492	118.1	36.550	99.6	25.730	98.8	1:29.772	
2 -	26.581	121.4	37.061	102.3	26.428	97.4	1:30.070	10 -	27.256	119.2	36.632	99.9	26.348	97.8	1:30.236
3 -	27.151	120.9	35.854	102.5	25.342	98.0	1:28.347	11 -	27.544	119.8	36.298	100.5	25.624	97.5	1:29.466
4 -	26.951	120.5	35.881	102.8	25.402	98.3	1:28.234	12 -	27.376	119.0	36.672	99.6	26.018	96.3	1:30.066
5 -	27.225	118.6	36.500	100.5	25.255	97.8	1:28.980	13 -	27.532	119.0	36.996	99.9	26.359	97.5	1:30.887
6 -	27.016	120.5	35.952	102.3	25.619	97.7	1:28.587	14 -	27.764	117.3	37.250	99.7	26.157	97.0	1:31.171
7 -	27.175	119.0	36.234	101.1	25.801	97.3	1:29.210	15 -	27.703	119.0	38.202	100.0	25.754	98.3	1:31.659
8 -	27.072	119.6	36.408	101.1	25.475	98.7	1:28.955								

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 14:43 End: 15:06

2010 Dunlop MSA British Touring Car Championship

ROUND 14 - SECTOR ANALYSIS

21	Tom ONSLOW-COLE				I Team Aon										
1-	119.2	36.082	103.9	25.649	97.8	1:36.606	9-	26.928	118.6	36.306	101.8	25.685	100.6	1:28.919	
2-	27.352	119.4	36.617	103.9	24.988	100.6	1:28.957	10-	26.962	120.7	36.315	101.4	25.526	100.3	1:28.803
3-	26.364	120.1	35.501	102.6	24.953	100.5	1:26.818	11-	27.025	120.1	36.490	101.8	26.029	97.7	1:29.544
4-	26.476	120.7	35.803	102.6	25.079	99.6	1:27.358	12-	27.805	119.6	36.561	100.2	26.201	97.1	1:30.567
5-	26.795	119.6	35.824	102.5	25.233	100.8	1:27.852	13-	28.095	119.0	37.110	98.5	26.425	97.0	1:31.630
6-	26.580	121.1	35.964	102.5	25.467	100.2	1:28.011	14-	28.175	117.9	38.079	98.4	26.612	98.5	1:32.866
7-	26.542	120.9	35.984	102.3	25.413	101.1	1:27.939	15-	27.706	118.8	37.185	99.9	27.986	88.1	1:32.877
8-	26.835	120.1	36.351	100.9	25.490	101.1	1:28.676								
22	Tom BOARDMAN				I Special Tuning UK										
1-	117.5	36.011	102.1	25.638	97.1	1:37.565	9-	27.260	118.1	36.753	99.1	25.643	96.7	1:29.656	
2-	27.163	119.4	37.392	101.5	25.528	96.0	1:30.083	10-	27.221	118.1	36.692	100.3	25.757	96.8	1:29.670
3-	26.760	118.4	35.926	101.4	25.110	97.0	1:27.796	11-	27.228	118.4	36.737	100.6	25.927	95.9	1:29.892
4-	26.558	119.4	36.151	101.1	25.240	97.0	1:27.949	12-	27.326	118.1	36.942	99.4	25.916	94.9	1:30.184
5-	26.876	119.2	36.115	100.8	25.650	96.1	1:28.641	13-	27.517	117.9	37.125	99.4	26.275	95.2	1:30.917
6-	27.035	118.1	36.339	100.3	26.124	95.9	1:29.498	14-	27.621	117.5	37.263	99.3	26.041	95.6	1:30.925
7-	27.230	118.1	36.551	100.8	25.713	95.3	1:29.494	15-	27.720	116.9	37.398	99.1	26.628	95.1	1:31.746
8-	27.136	118.1	37.143	100.8	25.627	96.3	1:29.906								
23	Tom CHILTON				I Team Aon										
1-	117.9	36.046	103.7	25.368	102.3	1:40.378	9-	27.156	120.9	36.465	101.4	25.828	99.9	1:29.449	
2-	26.420	121.6	36.297	103.7	26.495	99.4	1:29.212	10-	27.273	122.0	36.614	101.2	26.166	100.9	1:30.053
3-	27.170	121.8	35.900	102.8	25.352	99.3	1:28.422	11-	27.839	120.9	36.351	100.3	25.882	98.0	1:30.072
4-	26.963	122.0	35.767	103.2	25.490	99.7	1:28.220	12-	27.320	120.7	36.433	101.5	25.993	98.4	1:29.746
5-	27.144	120.9	36.630	99.7	25.510	98.8	1:29.284	13-	27.492	120.7	36.968	100.6	26.475	98.7	1:30.935
6-	26.903	122.7	35.903	102.9	25.762	97.8	1:28.568	14-	27.733	120.9	37.060	100.6	26.448	98.7	1:31.241
7-	27.033	121.1	36.238	101.7	25.658	99.0	1:28.929	15-	29.594	115.7	38.018	99.3	26.329	100.0	1:33.941
8-	27.191	119.2	36.342	101.8	25.700	99.3	1:29.233								
25	Daniel LLOYD				I Uniq Racing with Triple Eight										
1-	119.2	36.172	102.0	25.581	97.1	1:37.343	9-	27.189	119.8	36.833	98.7	25.851	97.3	1:29.873	
2-	27.024	121.4	37.135	102.6	26.348	95.6	1:30.507	10-	28.115	117.7	36.900	98.5	25.781	97.1	1:30.796
3-	26.922	120.5	36.024	101.1	25.955	96.7	1:28.901	11-	27.336	119.8	36.864	99.4	26.904	94.1	1:31.104
4-	26.702	120.9	35.969	100.9	25.129	97.0	1:27.800	12-	27.547	119.2	37.031	99.7	25.796	97.1	1:30.374
5-	26.807	120.7	36.313	100.2	25.189	96.6	1:28.309	13-	27.670	119.6	37.283	99.0	25.869	96.6	1:30.822
6-	26.847	120.9	36.457	100.8	28.656	88.3	1:31.960	14-	27.713	119.2	37.850	98.0	26.067	97.1	1:31.630
7-	28.162	120.1	36.393	99.9	25.599	96.4	1:30.154	15-	28.458	117.5	38.876	97.8	26.178	97.1	1:33.512
8-	27.226	119.0	36.711	99.7	25.479	97.4	1:29.416								
27	Martin JOHNSON				I Boulevard Team Racing										
1-	111.5	37.426	102.3	25.322	94.8	1:42.456	9-	27.765	115.7	37.560	99.0	25.830	95.3	1:31.155	
2-	27.301	116.7	36.749	100.0	24.988	96.0	1:29.038	10-	27.922	115.3	37.665	99.0	25.781	95.2	1:31.368
3-	27.237	117.3	36.964	98.5	25.178	95.9	1:29.379	11-	28.153	114.1	37.597	95.7	26.032	94.8	1:31.782
4-	27.342	116.9	37.418	97.7	25.325	95.9	1:30.085	12-	27.834	116.3	37.958	98.0	25.978	94.9	1:31.770
5-	27.397	116.9	37.991	94.9	26.224	95.5	1:31.612	13-	27.948	116.5	38.449	97.3	26.193	95.9	1:32.590
6-	27.799	116.7	37.485	98.8	25.456	95.5	1:30.740	14-	28.151	115.1	38.509	95.1	26.513	95.5	1:33.173
7-	27.662	115.7	37.236	98.3	25.621	94.8	1:30.519	15-	28.175	115.7	38.370	98.3	26.961	95.1	1:33.506
8-	27.623	115.9	37.862	98.0	25.750	95.6	1:31.235								
28	John GEORGE				I Sunshine.co.uk with Tech-Speed Msport										
1-	113.2	36.854	102.1	25.567	96.4	1:41.090	6-	27.434	117.3	36.491	100.3	25.452	95.9	1:29.377	
2-	26.966	119.0	36.474	101.1	25.536	96.1	1:28.976	7-	27.136	118.1	36.531	100.0	26.132	94.9	1:29.799
3-	27.379	119.0	36.913	95.1	25.197	96.3	1:29.489	8-	27.663	115.7	37.147	98.7	25.680	94.4	1:30.490
4-	26.813	118.8	36.794	96.6	25.441	95.9	1:29.048	9-	27.634	116.3	36.888	97.3	25.991	94.4	1:30.513
5-	26.952	117.9	36.561	98.7	25.310	95.6	1:28.823								
29	Paul O'NEILL				I Sunshine.co.uk with Tech-Speed Msport										
1-	117.3	35.944	100.3	25.151	96.8	1:34.855	9-	26.700	119.2	36.347	97.5	25.675	95.6	1:28.722	
2-	26.685	120.3	39.352	99.4	25.090	96.3	1:31.127	10-	26.974	119.0	36.389	98.1	25.696	96.3	1:29.059
3-	26.600	119.0	35.528	99.7	24.681	97.5	1:26.809	11-	26.815	119.2	36.476	97.7	25.760	97.0	1:29.051
4-	26.485	120.5	35.788	99.1	24.998	97.4	1:27.271	12-	28.189	117.1	36.615	98.5	25.733	95.9	1:30.537

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 14:43 End: 15:06

2010 Dunlop MSA British Touring Car Championship

ROUND 14 - SECTOR ANALYSIS

5 -	26.753	119.6	36.408	90.1	25.296	96.8	1:28.457	13 -	28.655	117.1	36.756	96.3	26.221	96.4	1:31.632	
6 -	26.829	119.6	36.158	97.7	25.083	97.1	1:28.070	14 -	28.388	117.1	38.041	96.6	26.613	96.0	1:33.042	
7 -	26.803	119.0	36.058	99.1	25.343	97.4	1:28.204	15 -	27.761	116.5	37.116	97.0	26.816	88.9	1:31.693	
8 -	26.781	119.2	36.055	99.1	25.107	97.3	1:27.943									
30	Martin DEPPER				I Forster Motorsport											
1 -		114.9	37.630	100.2	25.678	93.9	1:40.445	9 -	27.225	119.6	36.697	98.8	25.674	95.5	1:29.596	
2 -	27.278	118.4	36.530	98.7	25.620	95.3	1:29.428	10 -	27.798	115.7	36.897	100.0	25.406	96.1	1:30.101	
3 -	27.277	119.4	36.355	101.1	25.462	95.1	1:29.094	11 -	27.477	119.2	36.568	100.9	25.599	95.6	1:29.644	
4 -	27.131	120.1	37.583	91.7	25.996	95.9	1:30.710	12 -	27.132	119.8	36.616	99.7	25.361	95.9	1:29.109	
5 -	27.212	120.1	36.604	100.5	25.519	95.7	1:29.335	13 -	27.184	120.5	37.434	98.4	25.813	96.4	1:30.431	
6 -	27.156	119.8	36.332	99.4	25.263	95.7	1:28.751	14 -	27.663	119.6	37.913	98.4	26.212	96.0	1:31.788	
7 -	27.015	120.1	36.351	101.4	25.634	95.5	1:29.000	15 -	28.404	116.9	37.866	97.7	25.874	95.6	1:32.144	
8 -	27.532	117.7	38.981	100.6	25.490	96.3	1:32.003									
37	Arthur FORSTER				I Forster Motorsport											
1 -		114.1	37.671	100.8	25.171	96.3	1:42.830	7 -	27.442	118.8	36.661	101.2	25.699	96.4	1:29.802	
2 -	27.141	120.7	36.882	102.0	25.203	96.8	1:29.226	8 -	27.445	118.8	36.699	99.9	25.721	95.9	1:29.865	
3 -	27.266	120.1	37.070	101.1	25.186	97.1	1:29.522	9 -	27.566	118.1	36.904	99.4	25.844	96.8	1:30.314	
4 -	27.004	121.1	37.338	97.7	25.679	96.7	1:30.021	10 -	27.520	119.4	38.714	99.7	25.656	96.6	1:31.890	
5 -	27.574	112.2	37.304	98.0	25.934	96.6	1:30.812	11 -	27.771	118.1	37.559	100.8	25.503	96.0	1:30.833	
6 -	27.480	119.6	36.528	100.2	25.464	95.1	1:29.472									
43	Lea WOOD				I Central Group Racing											
1 -		113.2	36.839	100.8	25.529	94.9	1:42.155	8 -	27.187	117.3	36.699	98.3	25.495	96.1	1:29.381	
2 -	26.840	119.4	36.678	98.7	25.226	96.8	1:28.744	9 -	27.338	115.1	38.427	98.8	25.636	96.4	1:31.401	
3 -	27.115	118.1	36.886	98.8	25.535	96.6	1:29.536	10 -	27.061	116.5	37.125	98.8	25.849	95.3	1:30.035	
4 -	26.779	119.8	36.903	97.4	25.905	96.4	1:29.587	11 -	27.401	117.5	37.004	98.5	25.938	95.2	1:30.343	
5 -	27.076	119.4	36.685	98.8	25.975	95.7	1:29.736	12 -	27.461	116.7	37.562	96.3	26.082	95.2	1:31.105	
6 -	27.023	119.6	38.001	97.8	In		2:39.639 P	13 -	27.611	115.9	37.581	97.7	26.124	95.5	1:31.316	
7 -	Out	55.6	42.906	98.5	25.640	96.0	1:50.244	14 -	27.753	116.1	37.726	97.8	26.389	94.8	1:31.868	
44	Andy NEATE				I WSR											
1 -		112.8	37.107	100.2	25.002	97.7	1:41.249	9 -	26.949	119.8	36.691	98.8	25.767	97.8	1:29.407	
2 -	27.100	121.4	36.645	102.1	25.421	97.5	1:29.166	10 -	27.362	119.4	36.283	101.2	25.390	97.4	1:29.035	
3 -	27.459	119.6	36.732	99.6	25.479	98.3	1:29.670	11 -	28.146	117.3	36.454	101.5	25.843	97.1	1:30.443	
4 -	26.823	120.9	36.703	98.0	25.181	97.4	1:28.707	12 -	27.273	117.9	36.379	101.5	25.234	97.4	1:28.886	
5 -	27.333	119.8	36.662	100.3	25.289	97.7	1:29.284	13 -	27.181	119.6	36.417	101.7	26.203	96.1	1:29.801	
6 -	27.128	119.6	36.626	100.3	25.259	97.5	1:29.013	14 -	27.852	119.2	38.327	100.2	25.291	97.7	1:31.470	
7 -	27.161	120.5	36.500	100.8	25.549	97.4	1:29.210	15 -	29.065	115.1	37.059	99.7	25.583	97.7	1:31.707	
8 -	26.885	120.7	36.600	101.2	25.312	97.8	1:28.797									
52	Gordon SHEDDEN				Honda Racing Team											
1 -		117.5	36.032	102.0	24.756	95.6	1:33.506	9 -	26.893	117.5	36.105	100.6	25.450	96.6	1:28.448	
2 -	26.746	118.8	35.646	102.5	24.720	96.6	1:27.112	10 -	26.978	117.9	36.294	100.3	25.356	96.8	1:28.628	
3 -	26.668	118.1	35.769	101.4	24.825	96.7	1:27.262	11 -	27.020	118.1	36.224	100.6	25.474	96.4	1:28.718	
4 -	26.699	118.6	35.748	101.5	25.018	96.4	1:27.465	12 -	27.108	118.4	36.313	99.9	25.566	96.4	1:28.987	
5 -	26.748	118.8	35.821	101.4	24.963	96.4	1:27.532	13 -	27.258	117.7	36.634	99.7	25.800	96.7	1:29.692	
6 -	26.997	118.1	36.403	100.2	25.206	96.3	1:28.606	14 -	27.370	117.5	38.287	79.6	26.957	96.4	1:32.614	
7 -	26.998	117.9	36.076	101.1	25.379	96.1	1:28.453	15 -	27.755	117.1	37.296	99.0	26.183	83.1	1:31.234	
8 -	26.830	118.4	36.036	101.2	25.391	96.7	1:28.257									
77	Andrew JORDAN				I Pirtek Racing											
1 -		115.5	36.255	102.8	25.717	96.3	1:38.122	9 -	27.159	119.4	36.949	100.6	25.639	97.0	1:29.747	
2 -	27.195	119.6	37.339	101.5	26.076	95.3	1:30.610	10 -	27.151	120.1	36.926	99.9	26.248	97.1	1:30.325	
3 -	27.148	118.8	36.171	101.8	25.237	97.3	1:28.556	11 -	26.965	120.7	36.763	100.6	25.682	96.8	1:29.410	
4 -	26.894	120.1	36.090	101.7	25.252	96.8	1:28.236	12 -	27.206	120.3	36.931	100.3	25.944	96.1	1:30.081	
5 -	26.794	121.1	36.440	100.9	25.253	97.0	1:28.487	13 -	27.422	119.8	37.202	100.2	26.318	96.7	1:30.942	
6 -	26.919	120.9	36.419	101.4	25.762	96.6	1:29.100	14 -	27.617	118.6	37.430	99.6	26.186	97.1	1:31.233	
7 -	26.970	120.5	36.452	101.5	25.718	96.3	1:29.140	15 -	27.456	119.2	37.577	98.5	26.081	95.7	1:31.114	
8 -	26.936	120.9	36.567	101.1	25.507	96.1	1:29.010									

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 14:43 End: 15:06

2010 Dunlop MSA British Touring Car Championship
ROUND 14 - SECTOR ANALYSIS

99		Shaun HOLLAMBY						I AmD Milltek Racing.com							
1 -	110.9	37.517	100.9	25.762	93.6	1:43.853	9 -	27.742	114.1	37.300	98.3	25.882	94.1	1:30.924	
2 -	27.577	115.1	36.950	100.5	25.349	94.1	1:29.876	10 -	27.776	114.7	37.605	98.1	25.950	93.7	1:31.331
3 -	27.531	114.5	36.906	98.0	25.490	93.7	1:29.927	11 -	28.110	113.7	37.432	97.8	26.158	94.1	1:31.700
4 -	27.783	113.4	37.007	99.6	25.324	94.3	1:30.114	12 -	28.040	113.2	37.694	96.4	26.212	93.3	1:31.946
5 -	27.691	113.9	36.989	98.5	26.024	93.7	1:30.704	13 -	27.832	114.5	38.257	96.7	26.313	93.9	1:32.402
6 -	27.590	114.7	36.893	99.9	25.416	93.7	1:29.899	14 -	28.235	113.6	38.256	93.5	26.643	93.6	1:33.134
7 -	27.765	114.1	36.897	98.8	25.852	93.6	1:30.514	15 -	28.078	115.5	38.348	95.9	27.169	93.6	1:33.595
8 -	27.820	114.3	37.234	96.0	25.827	93.6	1:30.881								

Weather / Track : Bright / Dry

Croft
 Circuit Length = 2.1250 miles
 Start: 14:43 End: 15:06

2010 Dunlop MSA British Touring Car Championship

ROUND 14 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	23	Tom CHILTON	122.7	21	Tom ONSLOW-COLE	103.9	23	Tom CHILTON	102.3	
2	20	Alex MacDOWALL	121.4	23	Tom CHILTON	103.7	21	Tom ONSLOW-COLE	101.1	
3	25	Daniel LLOYD	121.4	2	Jason PLATO	103.6	20	Alex MacDOWALL	98.8	
4	44	Andy NEATE	121.4	20	Alex MacDOWALL	103.6	44	Andy NEATE	98.3	
5	2	Jason PLATO	121.1	4	Matt NEAL	102.8	2	Jason PLATO	98.1	
6	21	Tom ONSLOW-COLE	121.1	14	James NASH	102.8	4	Matt NEAL	98.0	
7	37	Arthur FORSTER	121.1	77	Andrew JORDAN	102.8	6	Robert COLLARD	97.5	
8	77	Andrew JORDAN	121.1	25	Daniel LLOYD	102.6	29	Paul O'NEILL	97.5	
9	4	Matt NEAL	120.5	6	Robert COLLARD	102.5	25	Daniel LLOYD	97.4	
10	29	Paul O'NEILL	120.5	52	Gordon SHEDDEN	102.5	11	Steven KANE	97.3	
11	30	Martin DEPPER	120.5	27	Martin JOHNSON	102.3	77	Andrew JORDAN	97.3	
12	6	Robert COLLARD	120.3	11	Steven KANE	102.1	22	Tom BOARDMAN	97.1	
13	5	Mat JACKSON	119.8	22	Tom BOARDMAN	102.1	37	Arthur FORSTER	97.1	
14	11	Steven KANE	119.8	28	John GEORGE	102.1	5	Mat JACKSON	96.8	
15	43	Lea WOOD	119.8	44	Andy NEATE	102.1	43	Lea WOOD	96.8	
16	14	James NASH	119.4	5	Mat JACKSON	102.0	52	Gordon SHEDDEN	96.8	
17	22	Tom BOARDMAN	119.4	37	Arthur FORSTER	102.0	14	James NASH	96.4	
18	28	John GEORGE	119.0	30	Martin DEPPER	101.4	28	John GEORGE	96.4	
19	52	Gordon SHEDDEN	118.8	99	Shaun HOLLAMBY	100.9	30	Martin DEPPER	96.4	
20	27	Martin JOHNSON	117.3	43	Lea WOOD	100.8	27	Martin JOHNSON	96.0	
21	99	Shaun HOLLAMBY	115.5	29	Paul O'NEILL	100.3	99	Shaun HOLLAMBY	94.3	

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 14:43 End: 15:06

2010 Dunlop MSA British Touring Car Championship ROUND 14 - 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	21	ONSLow-COLE	26.364	4	NEAL	35.427	29	O'NEILL	24.681	1	29	O'NEILL	1:26.694	1:26.809	0.115
2	23	CHILTON	26.420	21	ONSLow-COLE	35.501	52	SHEDDEN	24.720	2	4	NEAL	1:26.766	1:26.814	0.048
3	2	PLATO	26.451	29	O'NEILL	35.528	4	NEAL	24.768	3	21	ONSLow-COLE	1:26.818	1:26.818	0.000
4	29	O'NEILL	26.485	11	KANE	35.614	6	COLLARD	24.827	4	52	SHEDDEN	1:27.034	1:27.112	0.078
5	11	KANE	26.558	2	PLATO	35.639	5	JACKSON	24.911	5	2	PLATO	1:27.042	1:27.154	0.112
6	22	BOARDMAN	26.558	52	SHEDDEN	35.646	2	PLATO	24.952	6	11	KANE	1:27.160	1:27.362	0.202
7	4	NEAL	26.571	5	JACKSON	35.669	21	ONSLow-COLE	24.953	7	6	COLLARD	1:27.195	1:27.526	0.331
8	20	MacDOWALL	26.581	6	COLLARD	35.686	11	KANE	24.988	8	5	JACKSON	1:27.298	1:27.372	0.074
9	52	SHEDDEN	26.668	23	CHILTON	35.767	27	JOHNSON	24.988	9	20	MacDOWALL	1:27.446	1:28.234	0.788
10	6	COLLARD	26.682	20	MacDOWALL	35.854	44	NEATE	25.002	10	23	CHILTON	1:27.539	1:28.220	0.681
11	25	LLOYD	26.702	22	BOARDMAN	35.926	20	MacDOWALL	25.011	11	22	BOARDMAN	1:27.594	1:27.796	0.202
12	5	JACKSON	26.718	14	NASH	35.968	22	BOARDMAN	25.110	12	25	LLOYD	1:27.800	1:27.800	0.000
13	43	WOOD	26.779	25	LLOYD	35.969	14	NASH	25.121	13	14	NASH	1:27.899	1:27.967	0.068
14	77	JORDAN	26.794	77	JORDAN	36.090	25	LLOYD	25.129	14	44	NEATE	1:28.108	1:28.707	0.599
15	14	NASH	26.810	44	NEATE	36.283	37	FORSTER	25.171	15	77	JORDAN	1:28.121	1:28.236	0.115
16	28	GEORGE	26.813	30	DEPPER	36.332	28	GEORGE	25.197	16	28	GEORGE	1:28.484	1:28.823	0.339
17	44	NEATE	26.823	28	GEORGE	36.474	43	WOOD	25.226	17	30	DEPPER	1:28.610	1:28.751	0.141
18	37	FORSTER	27.004	37	FORSTER	36.528	77	JORDAN	25.237	18	43	WOOD	1:28.683	1:28.744	0.061
19	30	DEPPER	27.015	43	WOOD	36.678	30	DEPPER	25.263	19	37	FORSTER	1:28.703	1:29.226	0.523
20	27	JOHNSON	27.237	27	JOHNSON	36.749	99	HOLLAMBY	25.324	20	27	JOHNSON	1:28.974	1:29.038	0.064
21	99	HOLLAMBY	27.531	99	HOLLAMBY	36.893	23	CHILTON	25.352	21	99	HOLLAMBY	1:29.748	1:29.876	0.128
												Perfect Lap	1:26.472		

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 14:43 End: 15:06

2010 Dunlop MSA British Touring Car Championship

ROUND 14 - 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		1:33.506	52		1:27.112	52		1:27.262	52		1:27.465	52		1:27.532
2	0.490	1:33.996	2	0.664	1:27.286	2	0.556	1:27.154	2	0.418	1:27.327	2	0.629	1:27.743
6	0.962	1:34.468	4	2.652	1:28.108	4	2.204	1:26.814	4	1.918	1:27.179	4	1.598	1:27.212
29	1.349	1:34.855	21	4.945	1:28.957	21	4.501	1:26.818	21	4.394	1:27.358	21	4.714	1:27.852
4	1.656	1:35.162	29	5.364	1:31.127	29	4.911	1:26.809	29	4.717	1:27.271	29	5.642	1:28.457
14	2.856	1:36.362	5	5.653	1:29.430	5	5.763	1:27.372	5	6.480	1:28.182	22	9.157	1:28.641
21	3.100	1:36.606	22	7.030	1:30.083	22	7.564	1:27.796	22	8.048	1:27.949	11	9.399	1:28.589
5	3.335	1:36.841	25	7.232	1:30.507	11	8.445	1:28.026	11	8.342	1:27.362	25	9.983	1:28.309
25	3.837	1:37.343	11	7.681	1:30.362	25	8.871	1:28.901	25	9.206	1:27.800	14	10.536	1:28.533
22	4.059	1:37.565	14	7.766	1:32.022	14	9.033	1:28.529	14	9.535	1:27.967	77	11.134	1:28.487
11	4.431	1:37.937	77	8.114	1:30.610	77	9.408	1:28.556	77	10.179	1:28.236	20	11.971	1:28.980
77	4.616	1:38.122	20	8.669	1:30.070	20	9.754	1:28.347	20	10.523	1:28.234	23	12.639	1:29.284
20	5.711	1:39.217	23	8.972	1:29.212	23	10.132	1:28.422	23	10.887	1:28.220	28	14.549	1:28.823
23	6.872	1:40.378	30	9.255	1:29.428	30	11.087	1:29.094	28	13.258	1:29.048	44	15.199	1:29.284
30	6.939	1:40.445	28	9.448	1:28.976	28	11.675	1:29.489	44	13.447	1:28.707	30	16.135	1:29.335
28	7.584	1:41.090	44	9.797	1:29.166	44	12.205	1:29.670	30	14.332	1:30.710	43	16.881	1:29.736
44	7.743	1:41.249	43	10.281	1:28.744	43	12.555	1:29.536	43	14.677	1:29.587	6	18.265	1:28.988
43	8.649	1:42.155	27	10.876	1:29.038	27	12.993	1:29.379	27	15.613	1:30.085	37	19.534	1:30.812
27	8.950	1:42.456	37	11.438	1:29.226	37	13.698	1:29.522	37	16.254	1:30.021	27	19.693	1:31.612
37	9.324	1:42.830	99	13.111	1:29.876	99	15.776	1:29.927	6	16.809	1:27.569	99	21.597	1:30.704
99	10.347	1:43.853	6	16.441	1:42.591	6	16.705	1:27.526	99	18.425	1:30.114			

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 14:43 End: 15:06

2010 Dunlop MSA British Touring Car Championship

ROUND 14 - 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		1:28.606	52		1:28.453	52		1:28.257	52		1:28.448	52		1:28.628
2	0.592	1:28.569	2	0.553	1:28.414	4	1.718	1:28.990	4	1.609	1:28.339	4	1.422	1:28.441
4	0.952	1:27.960	4	0.985	1:28.486	2	2.450	1:30.154	2	3.192	1:29.190	2	3.629	1:29.065
21	4.119	1:28.011	21	3.605	1:27.939	21	4.024	1:28.676	21	4.495	1:28.919	21	4.670	1:28.803
29	5.106	1:28.070	29	4.857	1:28.204	29	4.543	1:27.943	29	4.817	1:28.722	29	5.248	1:29.059
22	10.049	1:29.498	22	11.090	1:29.494	11	11.581	1:28.300	11	10.999	1:27.866	11	10.231	1:27.860
11	10.314	1:29.521	11	11.538	1:29.677	22	12.739	1:29.906	22	13.947	1:29.656	22	14.989	1:29.670
77	11.628	1:29.100	77	12.315	1:29.140	77	13.068	1:29.010	77	14.367	1:29.747	77	16.064	1:30.325
20	11.952	1:28.587	20	12.709	1:29.210	20	13.407	1:28.955	20	14.731	1:29.772	20	16.339	1:30.236
23	12.601	1:28.568	23	13.077	1:28.929	23	14.053	1:29.233	23	15.054	1:29.449	23	16.479	1:30.053
25	13.337	1:31.960	14	14.547	1:29.644	14	15.572	1:29.282	14	17.210	1:30.086	14	18.121	1:29.539
14	13.356	1:31.426	25	15.038	1:30.154	25	16.197	1:29.416	25	17.622	1:29.873	44	18.269	1:29.035
28	15.320	1:29.377	44	16.363	1:29.210	44	16.903	1:28.797	44	17.862	1:29.407	25	19.790	1:30.796
44	15.606	1:29.013	28	16.666	1:29.799	28	18.899	1:30.490	6	20.951	1:30.483	6	21.338	1:29.015
30	16.280	1:28.751	30	16.827	1:29.000	6	18.916	1:29.511	28	20.964	1:30.513	30	23.194	1:30.101
6	17.963	1:28.304	6	17.662	1:28.152	30	20.573	1:32.003	30	21.721	1:29.596	43	1 LAP	1:31.401
37	20.400	1:29.472	37	21.749	1:29.802	43	1 LAP	1:50.244	43	1 LAP	1:29.381	37	28.485	1:31.890
27	21.827	1:30.740	27	23.893	1:30.519	37	23.357	1:29.865	37	25.223	1:30.314	27	32.318	1:31.368
99	22.890	1:29.899	99	24.951	1:30.514	27	26.871	1:31.235	27	29.578	1:31.155	99	32.754	1:31.331
43	1:27.914	2:39.639 P				99	27.575	1:30.881	99	30.051	1:30.924			

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 14:43 End: 15:06

2010 Dunlop MSA British Touring Car Championship

ROUND 14 - 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
52		1:28.718	52		1:28.987	52		1:29.692	4		1:30.374	52		1:31.234
4	1.217	1:28.513	4	1.529	1:29.299	4	1.814	1:29.977	52	0.426	1:32.614	4	0.742	1:32.402
2	4.394	1:29.483	2	5.359	1:29.952	2	6.269	1:30.602	2	5.371	1:31.290	2	6.350	1:32.639
21	5.496	1:29.544	21	7.076	1:30.567	21	9.014	1:31.630	21	9.692	1:32.866	29	9.958	1:31.693
29	5.581	1:29.051	29	7.131	1:30.537	29	9.071	1:31.632	29	9.925	1:33.042	21	10.909	1:32.877
22	16.163	1:29.892	22	17.360	1:30.184	22	18.585	1:30.917	22	17.322	1:30.925	22	17.408	1:31.746
77	16.756	1:29.410	77	17.850	1:30.081	77	19.100	1:30.942	77	18.145	1:31.233	77	17.599	1:31.114
20	17.087	1:29.466	20	18.166	1:30.066	20	19.361	1:30.887	20	18.344	1:31.171	6	17.789	1:30.706
23	17.833	1:30.072	23	18.592	1:29.746	23	19.835	1:30.935	6	18.743	1:30.488	20	18.343	1:31.659
44	19.994	1:30.443	44	19.893	1:28.886	44	20.002	1:29.801	23	18.888	1:31.241	44	19.331	1:31.707
14	20.101	1:30.698	6	21.577	1:29.245	6	20.443	1:28.558	44	19.284	1:31.470	23	21.169	1:33.941
6	21.319	1:28.699	14	22.680	1:31.566	14	24.135	1:31.147	14	23.798	1:31.851	30	25.065	1:32.144
25	22.176	1:31.104	25	23.563	1:30.374	25	24.693	1:30.822	25	24.135	1:31.630	14	25.248	1:33.110
30	24.120	1:29.644	30	24.242	1:29.109	30	24.981	1:30.431	30	24.581	1:31.788	25	25.987	1:33.512
43	1 LAP	1:30.035	43	1 LAP	1:30.343	43	1 LAP	1:31.105	43	1 LAP	1:31.316	43	1 LAP	1:31.868
37	30.600	1:30.833	27	38.165	1:31.770	27	41.063	1:32.590	27	42.048	1:33.173	27	43.894	1:33.506
27	35.382	1:31.782	99	38.695	1:31.946	99	41.405	1:32.402	99	42.351	1:33.134	99	44.286	1:33.595
99	35.736	1:31.700												

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 14:43 End: 15:06

2010 Dunlop MSA British Touring Car Championship ROUND 14 - POSITION CHART


No	Name	Pos	Laps															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
52	Gordon SHEDDEN	1	52	52	52	52	52	52	52	52	52	52	52	52	52	52	4	52
2	Jason PLATO	2	2	2	2	2	2	2	2	4	4	4	4	4	4	4	52	4
6	Robert COLLARD	3	6	4	4	4	4	4	4	2	2	2	2	2	2	2	2	2
29	Paul O'NEILL	4	29	21	21	21	21	21	21	21	21	21	21	21	21	21	21	29
4	Matt NEAL	5	4	29	29	29	29	29	29	29	29	29	29	29	29	29	29	21
14	James NASH	6	14	5	5	5	22	22	22	11	11	11	22	22	22	22	22	22
21	Tom ONSLOW-COLE	7	21	22	22	22	11	11	11	22	22	22	77	77	77	77	77	77
5	Mat JACKSON	8	5	25	11	11	25	77	77	77	77	77	20	20	20	20	20	6
25	Daniel LLOYD	9	25	11	25	25	14	20	20	20	20	20	23	23	23	6	20	20
22	Tom BOARDMAN	10	22	14	14	14	77	23	23	23	23	23	44	44	44	23	44	44
11	Steven KANE	11	11	77	77	77	20	25	14	14	14	14	14	6	6	44	23	23
77	Andrew JORDAN	12	77	20	20	20	23	14	25	25	25	44	6	14	14	14	14	30
20	Alex MacDOWALL	13	20	23	23	23	28	28	44	44	44	25	25	25	25	25	25	14
23	Tom CHILTON	14	23	30	30	28	44	44	28	28	6	6	30	30	30	30	25	25
30	Martin DEPPEP	15	30	28	28	44	30	30	30	6	28	30	37	27	27	27	27	27
28	John GEORGE	16	28	44	44	30	43	6	6	30	30	37	27	99	99	99	99	99
44	Andy NEATE	17	44	43	43	43	6	37	37	37	37	27	99	43	43	43	43	43
43	Lea WOOD	18	43	27	27	27	37	27	27	27	27	27	99	43	43	43	43	43
27	Martin JOHNSON	19	27	37	37	37	27	99	99	99	99	43	43	43	43	43	43	43
37	Arthur FORSTER	20	37	99	99	6	99	43	43	43	43	43	43	43	43	43	43	43
99	Shaun HOLLAMBY	21	99	6	6	99	99	43	43	43	43	43	43	43	43	43	43	43

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 14:43 End: 15:06

2010 Dunlop MSA British Touring Car Championship

ROUND 15 - GRID

ROW 11	5 Mat JACKSON	55 David PINKNEY
ROW 10	11 Steven KANE	28 John GEORGE
ROW 9	43 Lea WOOD	37 Arthur FORSTER
ROW 8	27 Martin JOHNSON	99 Shaun HOLLAMBY
ROW 7	14 James NASH	25 Daniel LLOYD
ROW 6	23 Tom CHILTON	30 Martin DEPPER
ROW 5	20 Alex MacDOWALL	44 Andy NEATE
ROW 4	52 Gordon SHEDDEN	6 Robert COLLARD
ROW 3	2 Jason PLATO	4 Matt NEAL
ROW 2	21 Tom ONSLOW-COLE	29 Paul O'NEILL
ROW 1	77 Andrew JORDAN	22 Tom BOARDMAN
Pole		
		

Croft
Circuit Length = 2.1250 miles

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

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

ROUND 15 - CLASSIFICATION

POS	NO	CL	DRIVER / TEAM	CAR	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	77	I	Andrew JORDAN (GBR) Pirtek Racing	Vauxhall Vectra	15	22:14.953			85.95	1:27.281	3
2	21	I	Tom ONSLOW-COLE (GBR) Team Aon	Ford Focus	15	22:22.838	7.885	7.885	85.45	1:27.232	2
3	11	I	Steven KANE (GBR) Airwaves BMW	BMW 320si	15	22:28.895	13.942	6.057	85.07	1:27.161	4
4	23	I	Tom CHILTON (GBR) Team Aon	Ford Focus	15	22:29.891	14.938	0.996	85.00	1:27.453	4
5	29	I	Paul O'NEILL (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	15	22:31.153	16.200	1.262	84.92	1:27.294	4
6	22	I	Tom BOARDMAN (GBR) Special Tuning UK	SEAT Leon	15	22:31.357	16.404	0.204	84.91	1:27.053	2
7	5	I	Mat JACKSON (GBR) Airwaves BMW	BMW 320si	15	22:31.457	16.504	0.100	84.90	1:27.114	3
8	25	I	Daniel LLOYD (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	15	22:31.542	16.589	0.085	84.90	1:27.557	5
9	52		Gordon SHEDDEN (GBR) Honda Racing Team	Honda Civic	15	22:36.631	21.678	5.089	84.58	1:27.182	2
10	20		Alex MacDOWALL (GBR) Silverline Chevrolet	Chevrolet Cruze	15	22:37.947	22.994	1.316	84.50	1:27.215	4
11	14	I	James NASH (GBR) Uniq Racing with Triple Eight	Vauxhall Vectra	15	22:39.214	24.261	1.267	84.42	1:28.072	2
12	28	I	John GEORGE (GBR) Sunshine.co.uk with Tech-Speed Msport	Honda Integra	15	22:47.131	32.178	7.917	83.93	1:28.865	5
13	43	I	Lea WOOD (GBR) Central Group Racing	Honda Integra	15	22:49.804	34.851	2.673	83.77	1:28.739	4
14	99	I	Shaun HOLLAMBY (GBR) AmD Milltek Racing.com	Volkswagen Golf	15	23:00.309	45.356	10.505	83.13	1:29.061	5
15	37	I	Arthur FORSTER (GBR) Forster Motorsport	BMW 320si	15	23:11.525	56.572	11.216	82.46	1:29.931	2
16	2		Jason PLATO (GBR) Silverline Chevrolet	Chevrolet Cruze	15	23:29.272	1:14.319	17.747	81.42	1:26.674	6
17	6	I	Robert COLLARD (GBR) WSR	BMW 320si	14	22:35.919	1 lap	1 lap	78.98	1:26.963	3
NOT CLASSIFIED											
DNF	30	I	Martin DEPPEP (GBR) Forster Motorsport	BMW 320si	11	16:45.663	4 laps	3 laps	83.67	1:28.813	4
DNF	4		Matt NEAL (GBR) Honda Racing Team	Honda Civic	10	14:54.910	5 laps	1 lap	85.48	1:27.526	4
DNF	44	I	Andy NEATE (GBR) WSR	BMW 320si	8	14:32.337	7 laps	2 laps	70.15	1:27.543	2
DNF	55	I	David PINKNEY (GBR) Pinkney Motorsport	Vauxhall Vectra	5	9:21.643	10 laps	3 laps	68.10	1:28.620	2
DNF	27	I	Martin JOHNSON (GBR) Boulevard Team Racing	Vauxhall Astra Coupe	1	3:28.725	14 laps	4 laps	36.65		
FASTEST LAP											
	2		Jason PLATO (GBR)	Chevrolet Cruze	6	1:26.674		88.26 mph		142.04 kph	
	6	I	Robert COLLARD (GBR)	BMW 320si	3	1:26.963		87.96 mph		141.57 kph	

Weather / Track : Bright / Dry
 These results are provisional until the conclusion of any judicial and technical matters.

Croft
 Circuit Length = 2.1250 miles
 Start: 17:18 End: 17:42

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

ROUND 15 - SECTOR ANALYSIS

2	Jason PLATO				Silverline Chevrolet										
1 -	116.3	35.938	102.0	25.146	97.4	1:36.380	9 -	26.551	120.5	35.897	102.3	25.634	97.5	1:28.082	
2 -	26.600	120.3	35.869	102.8	24.734	97.4	1:27.203	10 -	26.605	120.7	35.707	102.3	25.303	97.5	1:27.615
3 -	26.568	120.3	49.480	88.8	In		2:40.219 P	11 -	26.837	119.0	36.397	101.7	25.502	97.5	1:28.736
4 -	Out	113.7	37.524	100.6	26.295	98.1	1:31.680	12 -	26.977	119.0	35.882	102.8	25.382	97.4	1:28.241
5 -	26.450	119.8	35.579	103.1	24.676	97.4	1:26.705	13 -	27.285	118.6	36.244	102.3	25.362	98.1	1:28.891
6 -	26.353	120.1	35.416	102.8	24.905	97.4	1:26.674	14 -	27.127	118.8	36.386	102.1	25.477	97.4	1:28.990
7 -	26.469	120.1	35.678	102.3	25.150	97.5	1:27.297	15 -	26.923	120.1	37.134	100.3	30.770	52.4	1:34.827
8 -	26.705	120.5	35.961	102.8	25.066	97.3	1:27.732								
4	Matt NEAL				Honda Racing Team										
1 -	117.1	36.881	101.2	25.106	97.1	1:39.501	6 -	26.792	120.1	36.138	101.1	25.245	96.4	1:28.175	
2 -	26.608	120.7	35.711	102.1	25.402	97.3	1:27.721	7 -	26.986	118.8	36.095	99.6	25.282	96.4	1:28.363
3 -	26.714	119.8	36.012	102.0	24.938	97.5	1:27.664	8 -	26.983	118.8	36.261	100.2	25.256	96.7	1:28.500
4 -	26.532	120.1	35.709	100.5	25.285	96.7	1:27.526	9 -	27.058	119.6	36.540	99.3	25.607	96.4	1:29.205
5 -	26.791	119.2	35.900	100.3	25.087	97.0	1:27.778	10 -	27.491	118.6	36.912	97.8	26.074	95.6	1:30.477
5	Mat JACKSON				Airwaves BMW										
1 -	113.2	36.395	100.5	25.405	96.3	1:42.310	9 -	27.134	119.0	36.384	100.3	25.044	97.0	1:28.562	
2 -	26.778	119.6	35.823	101.8	24.837	96.6	1:27.438	10 -	27.886	117.9	36.576	100.2	26.169	96.6	1:30.631
3 -	26.537	119.4	35.998	101.4	24.579	97.0	1:27.114	11 -	27.860	118.6	36.848	99.3	25.336	95.2	1:30.044
4 -	26.576	119.2	35.764	101.8	24.976	96.1	1:27.316	12 -	27.980	118.1	36.610	99.9	25.394	96.3	1:29.984
5 -	26.667	119.2	35.887	100.6	25.017	96.4	1:27.571	13 -	27.158	118.4	39.675	95.1	26.124	95.3	1:32.957
6 -	26.777	119.8	35.931	101.8	25.219	96.4	1:27.927	14 -	27.564	118.8	37.241	99.1	25.421	96.1	1:30.226
7 -	26.810	120.1	36.216	100.5	25.037	96.3	1:28.063	15 -	27.344	118.8	38.244	97.1	27.353	95.2	1:32.941
8 -	26.855	119.6	36.331	100.8	25.187	96.6	1:28.373								
6	Robert COLLARD				WSR										
1 -	117.9	36.630	101.4	25.292	96.6	1:38.464	8 -	26.924	120.7	36.305	100.9	25.233	96.8	1:28.462	
2 -	26.627	120.9	36.007	100.2	24.801	97.1	1:27.435	9 -	27.065	119.6	36.043	100.9	25.101	97.4	1:28.209
3 -	26.405	120.9	35.842	101.8	24.716	97.4	1:26.963	10 -	27.276	119.2	36.366	100.3	25.412	97.3	1:29.054
4 -	26.814	118.1	35.760	101.8	24.935	97.3	1:27.509	11 -	27.066	119.8	36.441	100.0	26.053	96.6	1:29.560
5 -	26.816	120.1	35.984	100.6	25.210	97.1	1:28.010	12 -	27.174	119.8	37.164	100.8	In		3:09.337 P
6 -	26.649	120.7	36.026	101.8	25.242	97.0	1:27.917	13 -	Out	114.9	37.012	100.6	25.625	96.7	1:32.482
7 -	26.961	120.5	36.091	100.8	25.349	97.7	1:28.401	14 -	27.607	117.3	37.095	100.5	29.414	96.7	1:34.116
11	Steven KANE				Airwaves BMW										
1 -	109.1	36.884	102.0	24.865	96.3	1:43.099	9 -	27.564	120.1	36.104	101.1	25.695	96.1	1:29.363	
2 -	26.582	119.6	36.623	99.9	24.912	96.1	1:28.117	10 -	27.125	119.0	36.614	99.9	25.934	96.8	1:29.673
3 -	26.781	119.0	35.705	102.9	24.750	96.7	1:27.236	11 -	28.216	117.3	36.942	100.5	25.257	96.1	1:30.415
4 -	26.492	119.4	35.754	101.8	24.915	96.1	1:27.161	12 -	28.169	112.6	36.710	101.2	26.025	94.4	1:30.904
5 -	26.793	118.1	35.966	101.5	24.803	96.4	1:27.562	13 -	27.814	118.8	36.781	98.7	25.741	95.9	1:30.336
6 -	26.672	119.2	35.945	101.5	24.786	96.4	1:27.403	14 -	27.330	117.7	36.666	100.0	25.954	93.2	1:29.950
7 -	26.863	119.6	35.994	101.5	25.184	97.0	1:28.041	15 -	27.203	119.4	38.279	96.6	25.537	95.7	1:31.019
8 -	27.533	120.3	35.910	101.8	25.173	96.8	1:28.616								
14	James NASH				Uniq Racing with Triple Eight										
1 -	106.4	37.963	101.5	25.170	95.7	1:44.796	9 -	28.175	116.5	37.156	99.1	25.375	95.1	1:30.706	
2 -	27.301	118.1	35.908	101.7	24.863	96.0	1:28.072	10 -	27.370	117.1	36.581	99.9	25.491	95.5	1:29.442
3 -	27.248	115.9	36.795	100.9	25.103	96.3	1:29.146	11 -	27.335	117.1	37.454	99.4	25.544	95.2	1:30.333
4 -	26.809	118.6	36.583	100.3	25.448	94.3	1:28.840	12 -	27.327	116.9	36.678	99.6	25.572	95.9	1:29.577
5 -	27.303	117.9	36.025	100.2	25.241	95.5	1:28.569	13 -	27.302	116.9	36.993	99.4	25.582	95.6	1:29.877
6 -	26.954	118.4	37.070	98.1	25.682	95.2	1:29.706	14 -	27.386	117.5	36.973	98.7	25.634	95.7	1:29.993
7 -	27.433	117.5	36.505	99.6	25.481	92.4	1:29.419	15 -	27.452	117.7	37.082	98.8	25.826	94.9	1:30.360
8 -	27.981	117.1	36.834	99.1	25.563	94.3	1:30.378								
20	Alex MacDOWALL				Silverline Chevrolet										
1 -	115.9	36.564	101.5	25.158	98.3	1:38.739	9 -	27.121	120.3	36.120	100.9	26.216	97.8	1:29.457	
2 -	26.908	120.1	35.762	102.3	25.393	98.1	1:28.063	10 -	27.535	120.1	36.850	100.2	26.380	97.0	1:30.765
3 -	26.756	120.5	36.007	102.8	24.775	98.7	1:27.538	11 -	30.012	114.3	36.887	101.7	25.591	98.1	1:32.490
4 -	26.546	121.4	35.687	102.0	24.982	98.4	1:27.215	12 -	27.297	119.6	36.535	101.2	26.408	98.0	1:30.240
5 -	26.776	120.7	35.662	102.5	25.497	97.7	1:27.935	13 -	28.263	119.8	37.172	99.7	25.598	97.8	1:31.033

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 17:18 End: 17:42

2010 Dunlop MSA British Touring Car Championship

ROUND 15 - SECTOR ANALYSIS

6 -	26.995	120.9	35.899	102.3	25.517	97.7	1:28.411	14 -	27.698	120.1	37.130	100.6	25.805	98.4	1:30.633	
7 -	26.963	120.9	36.064	102.3	25.292	98.5	1:28.319	15 -	27.359	119.8	39.600	95.9	31.725	89.4	1:38.684	
8 -	26.881	120.9	35.986	102.0	25.558	97.4	1:28.425									
21	Tom ONSLOW-COLE				I				Team Aon							
1 -		118.8	36.080	101.2	25.002	100.2	1:36.029	9 -	26.806	120.1	36.252	103.1	25.684	99.9	1:28.742	
2 -	26.675	119.8	35.590	101.1	24.967	100.6	1:27.232	10 -	26.973	119.0	36.692	101.7	25.835	99.6	1:29.500	
3 -	26.496	119.8	35.757	101.5	25.073	100.2	1:27.326	11 -	27.196	119.6	36.712	101.8	25.975	100.0	1:29.883	
4 -	26.563	119.6	35.941	102.3	25.267	100.5	1:27.771	12 -	27.228	119.4	36.909	99.9	26.126	97.8	1:30.263	
5 -	26.762	119.2	35.968	103.2	25.261	100.2	1:27.991	13 -	27.353	118.4	36.873	100.9	26.197	99.4	1:30.423	
6 -	26.763	119.0	36.154	101.1	25.445	100.0	1:28.362	14 -	27.415	118.6	37.079	100.5	26.418	99.3	1:30.912	
7 -	26.652	119.8	36.144	101.8	25.464	99.9	1:28.260	15 -	27.678	118.4	37.371	99.1	26.530	96.0	1:31.579	
8 -	26.742	119.8	36.205	101.5	25.618	99.4	1:28.565									
22	Tom BOARDMAN				I				Special Tuning UK							
1 -		114.9	36.142	101.5	25.051	96.8	1:37.143	9 -	26.856	119.6	36.562	100.6	25.440	97.1	1:28.858	
2 -	26.500	120.5	35.502	102.3	25.051	96.7	1:27.053	10 -	27.142	118.6	36.472	100.5	25.807	95.9	1:29.421	
3 -	26.576	120.1	35.901	101.8	25.222	95.7	1:27.699	11 -	27.307	118.8	36.876	99.6	25.804	97.0	1:29.987	
4 -	26.784	119.2	36.042	101.7	24.873	96.3	1:27.699	12 -	27.233	119.6	36.969	99.7	26.281	95.6	1:30.483	
5 -	26.726	119.4	36.011	101.1	25.028	96.6	1:27.765	13 -	27.574	118.4	37.181	99.1	26.722	94.7	1:31.477	
6 -	26.681	119.6	36.065	101.4	25.215	96.4	1:27.961	14 -	27.999	118.1	38.012	98.3	27.113	95.3	1:33.124	
7 -	26.705	119.4	36.269	100.5	25.432	97.1	1:28.406	15 -	28.518	115.9	39.562	94.0	27.607	93.9	1:35.687	
8 -	26.744	119.6	36.341	100.5	25.509	96.7	1:28.594									
23	Tom CHILTON				I				Team Aon							
1 -		117.7	37.770	100.6	25.191	98.8	1:39.977	9 -	27.658	120.3	36.345	101.8	25.586	98.1	1:29.589	
2 -	26.598	122.0	35.639	102.6	25.580	99.6	1:27.817	10 -	27.119	119.6	36.796	101.5	26.449	98.0	1:30.364	
3 -	26.626	121.4	36.097	101.2	24.959	100.0	1:27.682	11 -	27.923	116.9	36.633	100.9	25.845	98.1	1:30.401	
4 -	26.617	120.5	35.556	102.0	25.280	99.4	1:27.453	12 -	27.546	119.6	37.054	100.2	25.848	97.4	1:30.448	
5 -	26.762	120.3	35.753	102.3	25.299	99.3	1:27.814	13 -	27.747	118.4	36.855	99.6	25.774	98.0	1:30.376	
6 -	26.808	120.5	36.273	102.3	25.450	98.7	1:28.531	14 -	27.320	118.6	36.678	100.6	25.869	98.0	1:29.867	
7 -	26.698	121.1	35.954	102.1	25.478	97.8	1:28.130	15 -	27.616	119.4	39.099	98.5	26.159	99.3	1:32.874	
8 -	26.793	121.4	36.149	101.8	25.626	98.1	1:28.568									
25	Daniel LLOYD				I				Uniq Racing with Triple Eight							
1 -		114.5	36.541	101.8	25.563	96.7	1:40.525	9 -	27.279	119.8	36.184	100.6	25.588	96.8	1:29.051	
2 -	26.781	119.4	36.020	102.8	24.961	96.8	1:27.762	10 -	26.951	121.4	36.583	100.3	26.256	97.0	1:29.790	
3 -	26.576	120.7	36.064	100.5	25.074	96.8	1:27.714	11 -	28.195	116.1	40.634	100.0	25.285	96.1	1:34.114	
4 -	26.548	120.7	35.985	100.8	25.107	96.7	1:27.640	12 -	27.067	118.8	36.540	99.7	25.454	96.3	1:29.061	
5 -	26.698	120.1	35.813	101.5	25.046	96.6	1:27.557	13 -	26.982	120.3	37.466	94.9	26.330	96.4	1:30.778	
6 -	26.683	120.5	36.248	100.6	25.590	95.2	1:28.521	14 -	27.749	117.7	36.666	99.7	25.584	96.3	1:29.999	
7 -	27.243	120.9	36.094	101.1	25.468	96.0	1:28.805	15 -	27.137	119.8	37.181	98.0	27.204	96.4	1:31.522	
8 -	27.155	120.5	36.033	101.4	25.515	94.9	1:28.703									
27	Martin JOHNSON				I				Boulevard Team Racing							
1 -		107.9	39.179	91.3	28.176	83.9	1:48.807									
28	John GEORGE				I				Sunshine.co.uk with Tech-Speed Msport							
1 -		108.8	38.208	99.9	25.143	95.5	1:45.702	9 -	27.901	115.1	37.154	100.2	25.603	96.1	1:30.658	
2 -	27.057	117.1	36.648	102.1	25.271	95.1	1:28.976	10 -	27.372	117.3	36.986	96.4	25.637	96.1	1:29.995	
3 -	29.204	113.7	36.541	100.5	25.055	95.5	1:30.800	11 -	27.593	115.7	37.847	99.3	25.445	95.9	1:30.885	
4 -	27.677	114.7	36.153	101.2	25.037	95.9	1:28.867	12 -	27.463	116.3	37.177	97.3	25.749	95.5	1:30.389	
5 -	27.467	115.1	36.376	101.1	25.022	95.3	1:28.865	13 -	27.452	116.7	36.900	98.4	25.700	95.1	1:30.052	
6 -	27.347	117.5	37.382	100.3	25.456	95.3	1:30.185	14 -	27.956	116.1	37.287	97.8	25.859	95.2	1:31.102	
7 -	27.430	116.3	36.528	98.3	25.337	95.5	1:29.295	15 -	27.803	115.5	37.753	98.4	25.758	94.8	1:31.314	
8 -	27.668	115.9	36.797	100.6	25.581	94.9	1:30.046									
29	Paul O'NEILL				I				Sunshine.co.uk with Tech-Speed Msport							
1 -		112.6	36.922	100.2	24.933	96.3	1:37.938	9 -	26.835	119.8	36.587	96.0	25.714	94.9	1:29.136	
2 -	26.871	120.3	36.449	98.4	25.130	96.8	1:28.450	10 -	27.787	117.9	36.384	98.3	25.345	96.0	1:29.516	
3 -	26.760	118.8	35.912	99.6	24.833	96.7	1:27.505	11 -	27.082	118.8	36.432	96.7	25.427	96.0	1:28.941	
4 -	26.510	120.3	35.777	97.4	25.007	96.6	1:27.294	12 -	26.954	119.2	36.489	96.4	25.850	95.3	1:29.293	
5 -	26.679	120.1	36.002	96.0	25.327	96.3	1:28.008	13 -	27.904	117.9	36.984	97.3	26.372	95.2	1:31.260	

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 17:18 End: 17:42

2010 Dunlop MSA British Touring Car Championship

ROUND 15 - SECTOR ANALYSIS

6 -	26.888	119.2	36.157	97.4	25.260	96.6	1:28.305	14 -	28.376	117.5	37.897	97.8	27.053	94.9	1:33.326	
7 -	26.886	119.0	36.063	98.4	25.262	96.6	1:28.211	15 -	28.651	117.9	39.526	95.3	27.131	95.2	1:35.308	
8 -	26.845	120.1	36.246	98.8	25.571	96.4	1:28.662									
30	Martin DEPPER				I Forster Motorsport											
1 -	113.2	37.048	99.9	25.591	95.1	1:41.606	7 -	27.357	118.4	36.512	99.0	25.671	94.5	1:29.540		
2 -	27.072	118.1	36.939	101.5	25.538	95.2	1:29.549	8 -	27.917	116.9	36.648	100.5	25.952	93.6	1:30.517	
3 -	27.605	118.4	36.161	101.4	25.410	94.8	1:29.176	9 -	27.881	118.6	37.256	98.3	26.537	91.9	1:31.674	
4 -	27.033	118.6	36.475	100.3	25.305	95.5	1:28.813	10 -	27.728	118.1	36.957	99.1	26.255	93.7	1:30.940	
5 -	27.034	118.6	36.770	100.8	25.406	94.9	1:29.210	11 -	29.466	92.9	37.990	99.1	26.081	93.7	1:33.537	
6 -	27.617	115.3	37.818	100.0	25.666	95.2	1:31.101									
37	Arthur FORSTER				I Forster Motorsport											
1 -	110.6	39.145	101.1	25.610	96.4	1:44.558	9 -	27.940	117.7	36.835	95.5	26.241	96.1	1:31.016		
2 -	27.244	119.4	37.293	100.8	25.394	96.0	1:29.931	10 -	27.612	118.6	37.091	100.3	26.029	95.6	1:30.732	
3 -	43.702	116.5	36.716	100.0	25.305	95.5	1:45.723	11 -	27.759	118.4	37.494	100.2	25.913	95.7	1:31.166	
4 -	27.770	115.9	36.604	99.9	25.910	94.7	1:30.284	12 -	27.987	116.1	37.435	97.1	26.315	95.2	1:31.737	
5 -	27.817	117.7	38.087	98.7	25.776	96.1	1:31.680	13 -	27.802	118.4	37.364	98.7	25.958	96.3	1:31.124	
6 -	27.820	117.7	36.850	100.8	25.841	95.7	1:30.511	14 -	27.806	118.6	37.300	97.8	26.120	96.3	1:31.226	
7 -	27.755	116.9	37.037	100.0	25.574	96.1	1:30.366	15 -	27.684	119.2	37.502	99.6	26.279	96.6	1:31.465	
8 -	27.577	119.8	36.548	100.5	25.881	96.0	1:30.006									
43	Lea WOOD				I Central Group Racing											
1 -	111.1	36.968	98.8	25.308	95.7	1:42.039	9 -	27.875	116.9	38.143	98.0	26.179	93.6	1:32.197		
2 -	27.360	118.1	36.814	99.0	25.979	94.9	1:30.153	10 -	27.362	117.9	37.206	98.7	25.982	93.7	1:30.550	
3 -	27.183	118.6	36.622	100.8	25.256	95.2	1:29.061	11 -	27.503	116.7	37.931	98.1	25.929	95.3	1:31.363	
4 -	27.003	117.9	36.510	96.1	25.226	95.5	1:28.739	12 -	27.476	116.9	37.257	97.5	25.953	95.2	1:30.686	
5 -	26.953	118.1	36.653	98.7	25.319	94.9	1:28.925	13 -	27.522	116.5	37.562	97.8	26.652	94.9	1:31.736	
6 -	27.185	116.7	37.136	97.4	25.596	93.7	1:29.917	14 -	27.860	115.7	37.759	97.5	26.494	93.7	1:32.113	
7 -	27.208	117.9	36.666	98.4	25.878	94.3	1:29.752	15 -	27.992	116.5	37.827	97.1	26.442	93.6	1:32.261	
8 -	27.628	116.7	36.907	98.8	25.777	93.7	1:30.312									
44	Andy NEATE				I WSR											
1 -	98.0	37.358	100.5	25.138	97.0	1:51.651	5 -	26.961	119.0	36.186	101.4	24.954	97.1	1:28.101		
2 -	27.067	117.3	35.634	102.1	24.842	97.0	1:27.543	6 -	27.107	120.7	36.595	100.0	24.864	97.1	1:28.566	
3 -	26.929	118.1	35.740	98.8	25.260	97.1	1:27.929	7 -	27.095	117.9	36.254	99.1	24.998	97.0	1:28.347	
4 -	26.935	120.7	35.998	99.3	25.536	96.7	1:28.469	8 -	26.942	119.8	38.642	100.6	25.179	96.4	1:30.763	
52	Gordon SHEDDEN				Honda Racing Team											
1 -	117.3	36.382	99.4	24.977	96.1	1:37.708	9 -	27.097	119.2	37.123	96.8	25.938	94.4	1:30.158		
2 -	26.653	119.2	35.753	100.2	24.776	96.3	1:27.182	10 -	27.680	115.5	37.131	97.7	26.272	95.2	1:31.083	
3 -	26.504	119.2	35.953	100.9	24.949	96.4	1:27.406	11 -	27.760	116.3	37.113	98.3	25.896	95.3	1:30.769	
4 -	26.743	118.8	36.117	99.9	25.004	95.9	1:27.864	12 -	28.015	114.5	37.122	98.7	26.050	94.8	1:31.187	
5 -	26.652	118.8	36.117	100.6	25.050	96.1	1:27.819	13 -	28.359	117.1	38.497	96.8	26.264	95.6	1:33.120	
6 -	26.748	118.8	36.155	99.3	25.199	95.9	1:28.102	14 -	28.523	116.3	37.600	97.3	26.519	95.3	1:32.642	
7 -	26.885	118.6	36.208	99.3	25.287	96.1	1:28.380	15 -	28.272	116.1	38.245	97.5	27.761	92.3	1:34.278	
8 -	26.863	119.2	36.383	99.3	25.687	96.6	1:28.933									
55	David PINKNEY				I Pinkney Motorsport											
1 -	113.7	36.551	102.3	26.494	95.1	1:43.721	4 -	26.931	118.6	36.426	99.4	25.699	92.2	1:29.056		
2 -	26.783	118.4	36.146	102.5	25.691	96.3	1:28.620	5 -	27.959	115.7	36.497	100.3	25.315	95.2	1:29.771	
3 -	27.642	117.1	36.616	101.2	25.042	95.5	1:29.300									
77	Andrew JORDAN				I Pirtek Racing											
1 -	118.4	35.689	103.6	24.750	96.7	1:33.010	9 -	26.913	120.5	36.382	101.4	25.200	97.0	1:28.495		
2 -	26.806	120.1	35.758	102.3	24.932	97.0	1:27.496	10 -	27.070	120.3	36.603	101.1	25.666	96.3	1:29.339	
3 -	26.843	119.2	35.660	102.9	24.778	97.0	1:27.281	11 -	27.365	119.8	36.507	101.2	25.373	97.0	1:29.245	
4 -	26.519	120.7	35.936	102.3	24.892	97.1	1:27.347	12 -	27.084	119.8	36.496	100.9	25.415	97.1	1:28.995	
5 -	26.722	120.3	36.039	101.7	25.085	97.0	1:27.846	13 -	27.230	119.4	36.713	100.6	25.681	97.0	1:29.624	
6 -	26.810	120.3	36.287	102.0	25.215	96.8	1:28.312	14 -	27.381	119.8	37.040	100.3	25.910	97.1	1:30.331	
7 -	26.944	119.8	36.188	101.2	25.541	96.8	1:28.673	15 -	27.546	118.8	37.099	100.9	26.002	96.1	1:30.647	
8 -	26.984	119.8	36.154	102.1	25.174	96.7	1:28.312									

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 17:18 End: 17:42

2010 Dunlop MSA British Touring Car Championship
ROUND 15 - SECTOR ANALYSIS

99		Shaun HOLLAMBY						I AmD Milltek Racing.com							
1 -	105.2	37.164	100.6	26.488	92.9	1:47.463	9 -	28.048	114.3	37.056	99.1	25.555	92.9	1:30.659	
2 -	27.408	114.5	36.594	100.0	25.200	93.1	1:29.202	10 -	27.894	114.7	37.239	98.4	25.700	92.9	1:30.833
3 -	27.635	114.7	36.663	99.0	25.618	93.1	1:29.916	11 -	27.763	113.9	37.321	98.1	26.724	92.6	1:31.808
4 -	27.412	113.9	36.713	97.3	25.485	93.7	1:29.610	12 -	28.050	113.2	41.779	98.0	25.775	92.4	1:35.604
5 -	27.457	114.5	36.417	100.2	25.187	93.3	1:29.061	13 -	28.241	112.4	37.759	98.0	25.826	93.1	1:31.826
6 -	27.444	113.7	36.761	99.4	25.357	92.7	1:29.562	14 -	28.132	113.4	37.818	97.0	26.284	92.2	1:32.234
7 -	27.714	114.5	36.957	98.0	25.370	93.2	1:30.041	15 -	28.144	113.2	37.795	97.0	26.374	91.8	1:32.313
8 -	27.814	114.5	36.950	99.6	25.413	93.3	1:30.177								

Weather / Track : Bright / Dry

Croft
 Circuit Length = 2.1250 miles
 Start: 17:18 End: 17:42

2010 Dunlop MSA British Touring Car Championship

ROUND 15 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	23	Tom CHILTON	122.0	77	Andrew JORDAN	103.6	21	Tom ONSLOW-COLE	100.6	
2	20	Alex MacDOWALL	121.4	21	Tom ONSLOW-COLE	103.2	23	Tom CHILTON	100.0	
3	25	Daniel LLOYD	121.4	2	Jason PLATO	103.1	20	Alex MacDOWALL	98.7	
4	6	Robert COLLARD	120.9	11	Steven KANE	102.9	2	Jason PLATO	98.1	
5	2	Jason PLATO	120.7	20	Alex MacDOWALL	102.8	6	Robert COLLARD	97.7	
6	4	Matt NEAL	120.7	25	Daniel LLOYD	102.8	4	Matt NEAL	97.5	
7	44	Andy NEATE	120.7	23	Tom CHILTON	102.6	22	Tom BOARDMAN	97.1	
8	77	Andrew JORDAN	120.7	55	David PINKNEY	102.5	44	Andy NEATE	97.1	
9	22	Tom BOARDMAN	120.5	22	Tom BOARDMAN	102.3	77	Andrew JORDAN	97.1	
10	11	Steven KANE	120.3	4	Matt NEAL	102.1	5	Mat JACKSON	97.0	
11	29	Paul O'NEILL	120.3	28	John GEORGE	102.1	11	Steven KANE	97.0	
12	5	Mat JACKSON	120.1	44	Andy NEATE	102.1	25	Daniel LLOYD	97.0	
13	21	Tom ONSLOW-COLE	120.1	5	Mat JACKSON	101.8	29	Paul O'NEILL	96.8	
14	37	Arthur FORSTER	119.8	6	Robert COLLARD	101.8	37	Arthur FORSTER	96.6	
15	52	Gordon SHEDDEN	119.2	14	James NASH	101.7	52	Gordon SHEDDEN	96.6	
16	14	James NASH	118.6	30	Martin DEPPER	101.5	14	James NASH	96.3	
17	30	Martin DEPPER	118.6	37	Arthur FORSTER	101.1	55	David PINKNEY	96.3	
18	43	Lea WOOD	118.6	52	Gordon SHEDDEN	100.9	28	John GEORGE	96.1	
19	55	David PINKNEY	118.6	43	Lea WOOD	100.8	43	Lea WOOD	95.7	
20	28	John GEORGE	117.5	99	Shaun HOLLAMBY	100.6	30	Martin DEPPER	95.5	
21	99	Shaun HOLLAMBY	114.7	29	Paul O'NEILL	100.2	99	Shaun HOLLAMBY	93.7	
22	27	Martin JOHNSON	107.9	27	Martin JOHNSON	91.3	27	Martin JOHNSON	83.9	

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 17:18 End: 17:42

2010 Dunlop MSA British Touring Car Championship

ROUND 15 - 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	26.353	2	PLATO	35.416	5	JACKSON	24.579	1	2	PLATO	1:26.445	1:26.674	0.229
2	6	COLLARD	26.405	22	BOARDMAN	35.502	2	PLATO	24.676	2	22	BOARDMAN	1:26.875	1:27.053	0.178
3	11	KANE	26.492	23	CHILTON	35.556	6	COLLARD	24.716	3	5	JACKSON	1:26.880	1:27.114	0.234
4	21	ONSLOW-COLE	26.496	21	ONSLOW-COLE	35.590	11	KANE	24.750	4	6	COLLARD	1:26.881	1:26.963	0.082
5	22	BOARDMAN	26.500	44	NEATE	35.634	77	JORDAN	24.750	5	77	JORDAN	1:26.929	1:27.281	0.352
6	52	SHEDDEN	26.504	77	JORDAN	35.660	20	MacDOWALL	24.775	6	11	KANE	1:26.947	1:27.161	0.214
7	29	O'NEILL	26.510	20	MacDOWALL	35.662	52	SHEDDEN	24.776	7	20	MacDOWALL	1:26.983	1:27.215	0.232
8	77	JORDAN	26.519	11	KANE	35.705	29	O'NEILL	24.833	8	52	SHEDDEN	1:27.033	1:27.182	0.149
9	4	NEAL	26.532	4	NEAL	35.709	44	NEATE	24.842	9	21	ONSLOW-COLE	1:27.053	1:27.232	0.179
10	5	JACKSON	26.537	52	SHEDDEN	35.753	14	NASH	24.863	10	23	CHILTON	1:27.113	1:27.453	0.340
11	20	MacDOWALL	26.546	6	COLLARD	35.760	22	BOARDMAN	24.873	11	29	O'NEILL	1:27.120	1:27.294	0.174
12	25	LLOYD	26.548	5	JACKSON	35.764	4	NEAL	24.938	12	4	NEAL	1:27.179	1:27.526	0.347
13	23	CHILTON	26.598	29	O'NEILL	35.777	23	CHILTON	24.959	13	25	LLOYD	1:27.322	1:27.557	0.235
14	55	PINKNEY	26.783	25	LLOYD	35.813	25	LLOYD	24.961	14	44	NEATE	1:27.405	1:27.543	0.138
15	14	NASH	26.809	14	NASH	35.908	21	ONSLOW-COLE	24.967	15	14	NASH	1:27.580	1:28.072	0.492
16	44	NEATE	26.929	55	PINKNEY	36.146	28	GEORGE	25.022	16	55	PINKNEY	1:27.971	1:28.620	0.649
17	43	WOOD	26.953	28	GEORGE	36.153	55	PINKNEY	25.042	17	28	GEORGE	1:28.232	1:28.865	0.633
18	30	DEPPER	27.033	30	DEPPER	36.161	99	HOLLAMBY	25.187	18	30	DEPPER	1:28.499	1:28.813	0.314
19	28	GEORGE	27.057	99	HOLLAMBY	36.417	43	WOOD	25.226	19	43	WOOD	1:28.689	1:28.739	0.050
20	37	FORSTER	27.244	43	WOOD	36.510	30	DEPPER	25.305	20	99	HOLLAMBY	1:29.012	1:29.061	0.049
21	99	HOLLAMBY	27.408	37	FORSTER	36.548	37	FORSTER	25.305	21	37	FORSTER	1:29.097	1:29.931	0.834
22	27	JOHNSON	31.664	27	JOHNSON	39.179	27	JOHNSON	28.176	22	27	JOHNSON	1:39.019		
											Perfect Lap		1:26.348		

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 17:18 End: 17:42

2010 Dunlop MSA British Touring Car Championship

ROUND 15 - 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
77		1:33.010	77		1:27.496	77		1:27.281	77		1:27.347	77		1:27.846
21	3.019	1:36.029	21	2.755	1:27.232	21	2.800	1:27.326	21	3.224	1:27.771	21	3.369	1:27.991
2	3.370	1:36.380	2	3.077	1:27.203	22	4.108	1:27.699	22	4.460	1:27.699	22	4.379	1:27.765
22	4.133	1:37.143	22	3.690	1:27.053	52	4.509	1:27.406	52	5.026	1:27.864	52	4.999	1:27.819
52	4.698	1:37.708	52	4.384	1:27.182	6	5.075	1:26.963	6	5.237	1:27.509	6	5.401	1:28.010
29	4.928	1:37.938	6	5.393	1:27.435	29	6.106	1:27.505	29	6.053	1:27.294	29	6.215	1:28.008
6	5.454	1:38.464	29	5.882	1:28.450	20	6.553	1:27.538	20	6.421	1:27.215	20	6.510	1:27.935
20	5.729	1:38.739	20	6.296	1:28.063	4	7.099	1:27.664	4	7.278	1:27.526	4	7.210	1:27.778
4	6.491	1:39.501	4	6.716	1:27.721	23	7.689	1:27.682	23	7.795	1:27.453	23	7.763	1:27.814
23	6.967	1:39.977	23	7.288	1:27.817	25	8.214	1:27.714	25	8.507	1:27.640	25	8.218	1:27.557
25	7.515	1:40.525	25	7.781	1:27.762	5	9.075	1:27.114	5	9.044	1:27.316	5	8.769	1:27.571
30	8.596	1:41.606	5	9.242	1:27.438	11	10.665	1:27.236	11	10.479	1:27.161	11	10.195	1:27.562
43	9.029	1:42.039	30	10.649	1:29.549	30	12.544	1:29.176	30	14.010	1:28.813	30	15.374	1:29.210
5	9.300	1:42.310	11	10.710	1:28.117	43	13.466	1:29.061	43	14.858	1:28.739	43	15.937	1:28.925
11	10.089	1:43.099	43	11.686	1:30.153	55	13.854	1:29.300	55	15.563	1:29.056	14	16.443	1:28.569
55	10.711	1:43.721	55	11.835	1:28.620	14	14.227	1:29.146	14	15.720	1:28.840	55	17.488	1:29.771
37	11.548	1:44.558	14	12.362	1:28.072	28	17.691	1:30.800	28	19.211	1:28.867	28	20.230	1:28.865
14	11.786	1:44.796	37	13.983	1:29.931	99	18.794	1:29.916	44	20.458	1:28.469	44	20.713	1:28.101
28	12.692	1:45.702	28	14.172	1:28.976	44	19.336	1:27.929	99	21.057	1:29.610	99	22.272	1:29.061
99	14.453	1:47.463	99	16.159	1:29.202	37	32.425	1:45.723	37	35.362	1:30.284	37	39.196	1:31.680
27	15.797	1:48.807	44	18.688	1:27.543	2	1:16.015	2:40.219 P	2	1:20.348	1:31.680	2	1:19.207	1:26.705
44	18.641	1:51.651												

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 17:18 End: 17:42

2010 Dunlop MSA British Touring Car Championship

ROUND 15 - 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
77		1:28.312	77		1:28.673	77		1:28.312	77		1:28.495	77		1:29.339
21	3.419	1:28.362	21	3.006	1:28.260	21	3.259	1:28.565	21	3.506	1:28.742	21	3.667	1:29.500
22	4.028	1:27.961	22	3.761	1:28.406	22	4.043	1:28.594	22	4.406	1:28.858	6	4.313	1:29.054
52	4.789	1:28.102	52	4.496	1:28.380	6	4.884	1:28.462	6	4.598	1:28.209	22	4.488	1:29.421
6	5.006	1:27.917	6	4.734	1:28.401	52	5.117	1:28.933	29	6.737	1:29.136	29	6.914	1:29.516
29	6.208	1:28.305	29	5.746	1:28.211	29	6.096	1:28.662	52	6.780	1:30.158	52	8.524	1:31.083
20	6.609	1:28.411	20	6.255	1:28.319	20	6.368	1:28.425	20	7.330	1:29.457	20	8.756	1:30.765
4	7.073	1:28.175	4	6.763	1:28.363	4	6.951	1:28.500	4	7.661	1:29.205	4	8.799	1:30.477
23	7.982	1:28.531	23	7.439	1:28.130	23	7.695	1:28.568	5	7.902	1:28.562	5	9.194	1:30.631
5	8.384	1:27.927	5	7.774	1:28.063	5	7.835	1:28.373	23	8.789	1:29.589	23	9.814	1:30.364
25	8.427	1:28.521	25	8.559	1:28.805	25	8.950	1:28.703	25	9.506	1:29.051	25	9.957	1:29.790
11	9.286	1:27.403	11	8.654	1:28.041	11	8.958	1:28.616	11	9.826	1:29.363	11	10.160	1:29.673
43	17.542	1:29.917	14	18.583	1:29.419	43	20.621	1:30.312	14	22.860	1:30.706	14	22.963	1:29.442
14	17.837	1:29.706	43	18.621	1:29.752	14	20.649	1:30.378	43	24.323	1:32.197	43	25.534	1:30.550
30	18.163	1:31.101	30	19.030	1:29.540	30	21.235	1:30.517	30	24.414	1:31.674	30	26.015	1:30.940
44	20.967	1:28.566	44	20.641	1:28.347	44	23.092	1:30.763	28	26.622	1:30.658	28	27.278	1:29.995
28	22.103	1:30.185	28	22.725	1:29.295	28	24.459	1:30.046	99	28.919	1:30.659	99	30.413	1:30.833
99	23.522	1:29.562	99	24.890	1:30.041	99	26.755	1:30.177	37	47.303	1:31.016	37	48.696	1:30.732
37	41.395	1:30.511	37	43.088	1:30.366	37	44.782	1:30.006	2	1:15.200	1:28.082	2	1:13.476	1:27.615
2	1:17.569	1:26.674	2	1:16.193	1:27.297	2	1:15.613	1:27.732						

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 17:18 End: 17:42

2010 Dunlop MSA British Touring Car Championship

ROUND 15 - 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
77		1:29.245	77		1:28.995	77		1:29.624	77		1:30.331	77		1:30.647
21	4.305	1:29.883	21	5.573	1:30.263	21	6.372	1:30.423	21	6.953	1:30.912	21	7.885	1:31.579
6	4.628	1:29.560	22	6.718	1:30.483	29	8.544	1:31.260	22	11.364	1:33.124	11	13.942	1:31.019
22	5.230	1:29.987	29	6.908	1:29.293	22	8.571	1:31.477	29	11.539	1:33.326	23	14.938	1:32.874
29	6.610	1:28.941	5	10.982	1:29.984	23	13.175	1:30.376	23	12.711	1:29.867	29	16.200	1:35.308
5	9.993	1:30.044	52	12.240	1:31.187	11	13.951	1:30.336	11	13.570	1:29.950	22	16.404	1:35.687
52	10.048	1:30.769	23	12.423	1:30.448	5	14.315	1:32.957	5	14.210	1:30.226	5	16.504	1:32.941
23	10.970	1:30.401	11	13.239	1:30.904	20	14.655	1:31.033	20	14.957	1:30.633	25	16.589	1:31.522
11	11.330	1:30.415	20	13.246	1:30.240	6	1 LAP	3:09.337	25	15.714	1:29.999	6	1 LAP	1:34.116
20	12.001	1:32.490	25	14.892	1:29.061	52	15.736	1:33.120	6	1 LAP	1:32.482	52	21.678	1:34.278
25	14.826	1:34.114	14	24.633	1:29.577	25	16.046	1:30.778	52	18.047	1:32.642	20	22.994	1:38.684
14	24.051	1:30.333	43	29.343	1:30.686	14	24.886	1:29.877	14	24.548	1:29.993	14	24.261	1:30.360
43	27.652	1:31.363	28	30.312	1:30.389	28	30.740	1:30.052	28	31.511	1:31.102	28	32.178	1:31.314
28	28.918	1:30.885	99	39.585	1:35.604	43	31.455	1:31.736	43	33.237	1:32.113	43	34.851	1:32.261
30	30.307	1:33.537	37	53.359	1:31.737	99	41.787	1:31.826	99	43.690	1:32.234	99	45.356	1:32.313
99	32.976	1:31.808	2	1:12.213	1:28.241	37	54.859	1:31.124	37	55.754	1:31.226	37	56.572	1:31.465
37	50.617	1:31.166				2	1:11.480	1:28.891	2	1:10.139	1:28.990	2	1:14.319	1:34.827
2	1:12.967	1:28.736												

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 17:18 End: 17:42

2010 Dunlop MSA British Touring Car Championship ROUND 15 - POSITION CHART

No	Name	Laps Pos															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
77	Andrew JORDAN	1	77	77	77	77	77	77	77	77	77	77	77	77	77	77	77
21	Tom ONSLOW-COLE	2	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
2	Jason PLATO	3	2	2	22	22	22	22	22	22	22	6	6	22	29	22	11
22	Tom BOARDMAN	4	22	22	52	52	52	52	52	6	6	22	22	29	22	29	23
52	Gordon SHEDDEN	5	52	52	6	6	6	6	6	52	29	29	29	5	23	23	29
29	Paul O'NEILL	6	29	6	29	29	29	29	29	29	52	52	5	52	11	11	22
6	Robert COLLARD	7	6	29	20	20	20	20	20	20	20	20	52	23	5	5	5
20	Alex MacDOWALL	8	20	20	4	4	4	4	4	4	4	4	23	11	20	20	25
4	Matt NEAL	9	4	4	23	23	23	23	23	23	5	5	11	20	52	25	52
23	Tom CHILTON	10	23	23	25	25	25	5	5	5	23	23	20	25	25	52	20
25	Daniel LLOYD	11	25	25	5	5	5	25	25	25	25	25	25	14	14	14	14
30	Martin DEPPER	12	30	5	11	11	11	11	11	11	11	11	14	43	28	28	28
43	Lea WOOD	13	43	30	30	30	30	43	14	43	14	14	43	28	43	43	43
5	Mat JACKSON	14	5	11	43	43	43	14	43	14	43	43	28	99	99	99	99
11	Steven KANE	15	11	43	55	55	14	30	30	30	30	30	30	37	37	37	37
55	David PINKNEY	16	55	55	14	14	55	44	44	44	28	28	99	2	2	2	2
37	Arthur FORSTER	17	37	14	28	28	28	28	28	28	99	99	37	6	6	6	
14	James NASH	18	14	37	99	44	44	99	99	99	37	37	2				
28	John GEORGE	19	28	28	44	99	99	37	37	37	2	2					
99	Shaun HOLLAMBY	20	99	99	37	37	37	2	2	2							
27	Martin JOHNSON	21	27	44	2	2	2										
44	Andy NEATE	22	44														

Weather / Track : Bright / Dry

Croft
Circuit Length = 2.1250 miles
Start: 17:18 End: 17:42