



**Round 2**

**Silverstone National Circuit**

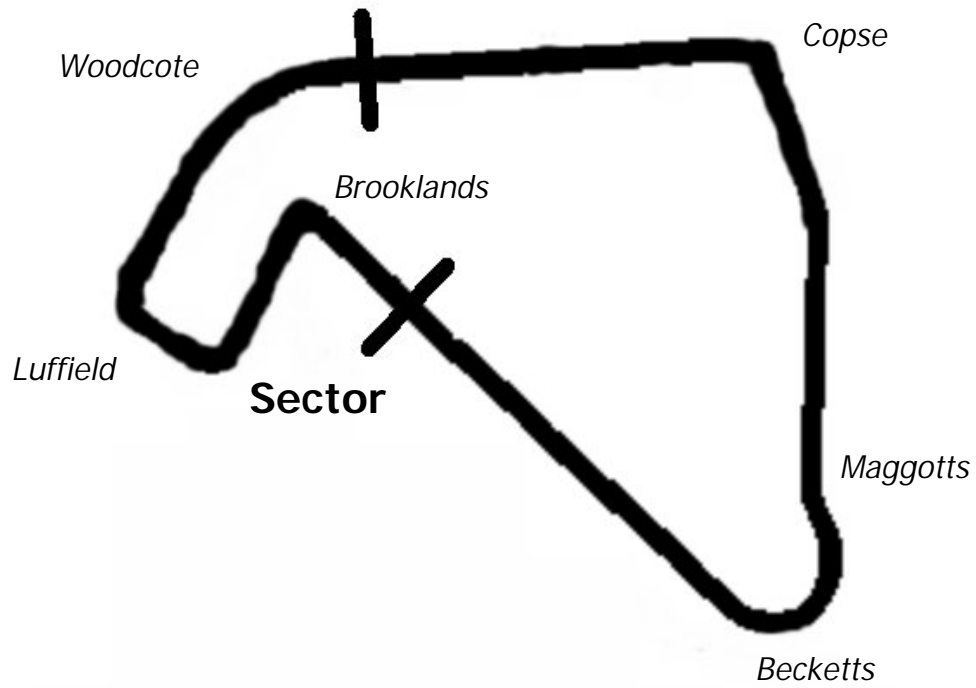
Saturday 17<sup>th</sup> June 2006



Results Provided By MST Sports Timing LTD  
***[www.msttiming.com](http://www.msttiming.com)***

# SILVERSTONE - NATIONAL

**Finish Line**



Circuit Length – 1.6390 miles

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## WARM UP - Classification

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	26	C4D	Steve FITZPATRICK		Ford Escort Cosworth	1:03.366	4		93.11
2	108	T4D	David HARRISON		Nissan Skyline R32 GTR	1:03.816	8	0.450	92.46
3	122	T4D	Philip KEEN		Subaru Impreza Type 25	1:04.363	11	0.997	91.67
4	121	T4D	Darren SOOTHILL		Mitsubishi EVO 5	1:04.734	7	1.368	91.14
5	102	T4D	Simon NORRIS		Mitsubishi EVO 9	1:05.257	6	1.891	90.41
6	131	T4D	John CURISTAN		Subaru	1:05.512	9	2.146	90.06
7	116	T4D	Clive SEDDON		Mitsubishi EVO 6	1:06.498	7	3.132	88.73
8	106	T4D	Adrian SMITH		Toyota Celica	1:07.325	11	3.959	87.64
9	6	C4D	Darren BLY		Nissan Skyline R32 GTR	1:07.956	9	4.590	86.82
10	14	CRD	Shaun HARVEY		Subaru Impreza P1	1:12.016	9	8.650	81.93
11	16	CFD	Simon MISKELLY		Mitsubishi EVO	1:12.817	24	9.451	81.03
12	27	CFD	Paul WEST		Honda Civic Type R	1:15.785	16	12.419	77.85
13	22	CRD	Thomas FARNHAM		Nissan 200SX S14	1:16.086	7	12.720	77.54
14	3	CRD	Nadine GEARY		Dodge Viper	1:16.205	19	12.839	77.42
15	8	CFD	Dixon CHENG		Honda Integra DC2	1:17.709	2	14.343	75.92
16	104	T4D	Rob BARNES		Mitsubishi EVO 8	1:17.787	5	14.421	75.85
17	15	CRD	Shaun FENNINGS		Subaru Impreza Type 25C	1:19.964	6	16.598	73.78
18	24	CRD	Tony PEARMAN		Lotus Elise	1:20.860	2	17.494	72.97
19	11	CRD	Nigel WILSON		Mitsubishi EVO	1:28.707	5	25.341	66.51

Weather/Track - Sunny/Dry

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 09:45 End: 10:15

Clerk of Course:	Stewards:	Timekeeper:
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# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Warm Up - SECTOR ANALYSIS

<b>3</b>	<b>Nadine GEARY</b>				Dodge Viper				<b>CRD</b>
1 -	8:51.689	85.7	32.248	X:00.000	11 -				1:17.678
2 -				1:22.352	12 -				1:17.442
3 -				1:24.600	13 -				1:20.362
4 -				1:17.668	14 -	50.100	97.8	35.311	1:25.411
5 -				1:20.583	15 -	<b>49.048</b>	<b>98.5</b>	<b>35.030</b>	1:24.078
6 -				1:18.709	16 -				1:26.646
7 -				1:19.662	17 -				1:22.166
8 -				<b>1:16.205</b>	18 -				1:24.468
9 -				1:17.018	19 -				1:25.186
10 -				1:19.564					
<b>4</b>	<b>Jeremy HORSHAM</b>				Nissan 200 SX S13				<b>CRD</b>
1 -				<b>4:57.252</b>					
<b>6</b>	<b>Darren BLY</b>				Nissan Skyline R32 GTR				<b>C4D</b>
1 -	4:16.269	50.6	40.791	4:57.060	6 -	39.806	103.5	30.685	1:10.491
2 -	42.354	116.1		1:11.466	7 -	40.531	93.5	<b>32.061</b>	1:12.592
3 -	41.075			1:11.067	8 -	40.674	107.5		1:10.558
4 -	38.753			1:08.516	9 -	<b>39.188</b>	<b>121.1</b>		<b>1:07.956</b>
5 -	40.685	111.4		1:09.600					
<b>8</b>	<b>Dixon CHENG</b>				Honda Integra DC2				<b>CFD</b>
1 -				X:00.000	2 -				1:17.709
<b>10</b>	<b>Raj GILL</b>				Peugeot 106 Gti				<b>CFD</b>
1 -				<b>X:00.000</b>					
<b>11</b>	<b>Nigel WILSON</b>				Mitsubishi EVO				<b>CRD</b>
1 -				4:56.089	4 -				1:28.707
2 -				2:36.852	5 -				2:29.440
3 -				2:54.488					
<b>12</b>	<b>Terry BUCKEL</b>				Subaru Impreza Sti5 RA				<b>CRD</b>
1 -				<b>X:00.000</b>					
<b>14</b>	<b>Shaun HARVEY</b>				Subaru Impreza P1				<b>CRD</b>
1 -	4:47.176	53.7	41.636	X:00.000	6 -	45.855	105.3	<b>31.181</b>	1:17.036
2 -	48.852	82.2	32.432	1:21.284	7 -	42.122	<b>114.1</b>		<b>1:12.016</b>
3 -	46.315	98.5	32.937	1:19.252	8 -	<b>41.625</b>	111.1	30.622	1:12.247
4 -	42.497	112.4		1:12.222	9 -	42.569	100.7	<b>31.181</b>	1:13.750
5 -	46.494	101.9	30.626	1:17.120					
<b>15</b>	<b>Shaun FENNINGS</b>				Subaru Impreza Type 25C				<b>CRD</b>
1 -	4:53.482	61.3	39.548	X:00.000	4 -	53.494	88.4	34.005	1:27.499
2 -	51.086	83.2	35.217	1:26.303	5 -	<b>47.250</b>	87.3	<b>32.714</b>	<b>1:19.964</b>
3 -	48.961	<b>95.5</b>	33.284	1:22.245	6 -	4:57.407	81.7	32.902	X:00.000

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Warm Up - SECTOR ANALYSIS

(contd.)

<b>16</b>	<b>Simon MISKELLY</b>				Mitsubishi EVO			<b>CFD</b>	
1 -				4:59.120	13 -			1:13.500	
2 -				1:25.137	14 -			1:13.786	
3 -				1:13.905	15 -			1:12.955	
4 -	43.812	107.0	30.506	1:14.318	16 -			1:12.965	
5 -				1:16.821	17 -			<b>1:12.817</b>	
6 -				1:15.525	18 -			1:13.932	
7 -	43.834	110.1		1:13.534	19 -			1:13.470	
8 -				1:13.430	20 -			1:13.104	
9 -				1:16.511	21 -			1:13.472	
10 -	44.095	<b>110.9</b>	30.315	1:14.410	22 -			1:13.969	
11 -				1:15.445	23 -			1:13.087	
12 -				1:13.294	24 -	<b>43.638</b>	108.4	30.020	1:13.658
<b>21</b>	<b>Maxim TAYLOR</b>				Mazda RX7 FD3S			<b>CRD</b>	
1 -				<b>X:00.000</b>					
<b>22</b>	<b>Thomas FARNHAM</b>				Nissan 200SX S14			<b>CRD</b>	
1 -	8:20.158	90.6	35.903	X:00.000	5 -			1:16.343	
2 -	47.827	93.5	34.594	1:22.421	6 -			<b>1:16.086</b>	
3 -				1:18.075	7 -			1:27.553	
4 -	<b>45.084</b>	<b>106.5</b>	<b>32.605</b>	1:17.689					
<b>23</b>	<b>Tony KEMBER</b>				Porsche GT3			<b>CRD</b>	
1 -				<b>X:00.000</b>					
<b>24</b>	<b>Tony PEARMAN</b>				Lotus Elise			<b>CRD</b>	
1 -				4:59.734	2 -			<b>1:20.860</b>	
<b>25</b>	<b>Neil WRENN</b>				Subaru Impreza WRX			<b>C4D</b>	
1 -				<b>X:00.000</b>					
<b>26</b>	<b>Steve FITZPATRICK</b>				Ford Escort Cosworth			<b>C4D</b>	
1 -	4:27.977	58.7	37.149	X:00.000	3 -	36.484	132.3	<b>1:03.366</b>	
2 -	43.429	<b>139.2</b>		1:10.563	4 -	36.759	123.3	1:03.851	
<b>27</b>	<b>Paul WEST</b>				Honda Civic Type R			<b>CFD</b>	
1 -	4:11.507	55.8	47.127	4:58.634	9 -	46.531	103.8	31.540	1:18.071
2 -	50.835	85.5	35.626	1:26.461	10 -	45.564	105.3	31.357	1:16.921
3 -	49.724	89.5	34.087	1:23.811	11 -	<b>44.182</b>	108.2	32.360	1:16.542
4 -	48.403	84.0	33.812	1:22.215	12 -	44.386	<b>110.9</b>	31.589	1:15.975
5 -	53.056	99.5	32.478	1:25.534	13 -	44.394	108.9	32.399	1:16.793
6 -	49.227	82.5	34.710	1:23.937	14 -	44.649	104.2	<b>31.136</b>	<b>1:15.785</b>
7 -	8:28.475	89.4	33.188	X:00.000	15 -	44.309	101.9	31.747	1:16.056
8 -	46.520	104.6	31.782	1:18.302	16 -	46.097	98.3	35.601	1:21.698

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Warm Up - SECTOR ANALYSIS

(contd.)

<b>102</b>	<b>Simon NORRIS</b>				Mitsubishi EVO 9			<b>T4D</b>
1 -			X:00.000	4 -			3:25.527	
2 -			1:30.288	5 -			1:06.848	
3 -			1:13.712	6 -			<b>1:05.257</b>	
<b>104</b>	<b>Rob BARNES</b>				Mitsubishi EVO 8			<b>T4D</b>
1 -	4:32.461	54.7	39.631	X:00.000	4 -		<b>1:17.787</b>	
2 -				1:19.963	5 -	<b>50.086 91.9</b>	<b>31.523</b>	
3 -				1:21.389			1:21.609	
<b>106</b>	<b>Adrian SMITH</b>				Toyota Celica			<b>T4D</b>
1 -	4:38.226		41.208	X:00.000	7 -	39.876 105.0	30.710	
2 -	51.563	95.8		1:20.557	8 -	42.211 104.2	35.755	
3 -	49.361	68.3		1:19.190	9 -	47.038 105.6		
4 -	48.504	94.7		1:18.210	10 -	52.826 86.4	33.096	
5 -	53.004	86.2		1:22.334	11 -	<b>39.671 106.3</b>		
6 -	47.682	67.1	<b>32.904</b>	1:20.586			<b>1:07.325</b>	
<b>108</b>	<b>David HARRISON</b>				Nissan Skyline R32 GTR			<b>T4D</b>
1 -	4:29.069	62.4	38.066	X:00.000	5 -	X:00.000 124.0	X:00.000	
2 -	45.437		34.479	1:19.916	6 -	<b>37.047</b> 126.6	<b>1:03.816</b>	
3 -	49.773		34.410	1:24.183	7 -	38.125 125.4	1:05.905	
4 -	41.286	<b>132.6</b>		1:08.716	8 -	38.567 125.9	1:06.159	
<b>114</b>	<b>Philip GOORIAH</b>				Mazda RX7 FD3S			<b>TRD</b>
1 -				<b>X:00.000</b>				
<b>116</b>	<b>Clive SEDDON</b>				Mitsubishi EVO 6			<b>T4D</b>
1 -				X:00.000	5 -		1:08.686	
2 -				1:09.383	6 -		<b>1:06.498</b>	
3 -				1:07.259	7 -		1:10.398	
4 -				1:07.607				
<b>121</b>	<b>Darren SOOTHILL</b>				Mitsubishi EVO 5			<b>T4D</b>
1 -	6:47.340	100.0	30.075	X:00.000	5 -		1:09.948	
2 -	40.295	111.1		1:08.715	6 -	<b>37.358 122.6</b>	<b>1:04.734</b>	
3 -	38.339	105.1		1:06.988	7 -		1:06.415	
4 -				1:06.951				
<b>122</b>	<b>Philip KEEN</b>				Subaru Impreza Type 25			<b>T4D</b>
1 -	4:43.639	62.9	41.022	X:00.000	7 -	5:09.812 123.1	X:00.000	
2 -	50.159	81.0	32.142	1:22.301	8 -	<b>37.843 131.3</b>	<b>1:04.363</b>	
3 -	3:00.364	108.5		3:28.956	9 -	42.409 90.6	30.854	
4 -	38.531	124.7		1:06.679	10 -	39.136 125.9	1:06.031	
5 -	39.434	124.9		1:07.284	11 -	38.102 129.5	1:05.052	
6 -	38.440	131.0		1:05.322				
<b>126</b>	<b>Steve SCOTR</b>				Ford Fiesta Cosworth			<b>T4D</b>
1 -				<b>X:00.000</b>				

**TIME ATTACK / TIME ATTACK CLUB CHALLENGE**  
**Warm Up - SECTOR ANALYSIS**

(contd.)

<b>131</b>	<b>John CURISTAN</b>		Subaru		<b>T4D</b>
1 -		X:00.000	6 -		1:12.686
2 -		1:13.886	7 -		1:10.834
3 -		<b>1:05.512</b>	8 -		1:08.848
4 -	39.460 <b>96.1</b>	1:09.045	9 -		1:06.089
5 -		1:07.044			

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## PRACTICE 1 - Classification

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	116	T4D	Clive SEDDON		Mitsubishi EVO 6	1:04.240	15		91.84
2	108	T4D	David HARRISON		Nissan Skyline R32 GTR	1:04.952	15	0.712	90.84
3	131	T4D	John CURISTAN		Subaru	1:05.518	16	1.278	90.05
4	122	T4D	Philip KEEN		Subaru Impreza Type 25	1:05.982	16	1.742	89.42
5	106	T4D	Adrian SMITH		Toyota Celica	1:06.749	25	2.509	88.39
6	6	C4D	Darren BLY		Nissan Skyline R32 GTR	1:07.032	18	2.792	88.02
7	26	C4D	Steve FITZPATRICK		Ford Escort Cosworth	1:07.484	12	3.244	87.43
8	110	T4D	Robbie THORNTON		Nissan Skyline R32 GTR	1:07.874	9	3.634	86.93
9	21	CRD	Maxim TAYLOR		Mazda RX7 FD3S	1:07.907	7	3.667	86.88
10	11	CRD	Nigel WILSON		Mitsubishi EVO	1:08.287	11	4.047	86.40
11	1	C4D	Peter EVERETT		Nissan Skyline R33 GTR	1:08.455	9	4.215	86.19
12	4	CRD	Jeremy HORSHAM		Nissan 200 SX S13	1:09.286	8	5.046	85.16
13	23	CRD	Tony KEMBER		Porsche GT3	1:10.363	7	6.123	83.85
14	24	CRD	Tony PEARMAN		Lotus Elise	1:11.218	13	6.978	82.85
15	16	CFD	Simon MISKELLY		Honda Integra DC5	1:12.111	42	7.871	81.82
16	14	CRD	Shaun HARVEY		Subaru Impreza P1	1:12.134	23	7.894	81.79
17	25	C4D	Neil WRENN		Subaru Impreza WRX	1:12.448	9	8.208	81.44
18	3	CRD	Nadine GEARY		Dodge Viper	1:12.779	35	8.539	81.07
19	123	T4D	Paul BLAMIRE		Subaru Impreza GC8	1:13.286	2	9.046	80.51
20	8	CFD	Dixon CHENG		Honda Integra DC2	1:13.851	9	9.611	79.89
21	15	CRD	Shaun FENNINGS		Subaru Impreza Type 25C	1:14.511	18	10.271	79.18
22	12	CRD	Terry BUCKEL		Subaru Impreza Sti5 RA	1:14.724	14	10.484	78.96
23	27	CFD	Paul WEST		Honda Civic Type R	1:15.990	31	11.750	77.64
24	22	CRD	Thomas FARNHAM		Nissan 200SX S14	1:16.023	15	11.783	77.61
25	10	CFD	Raj GILL		Peugeot 106 Gti	1:16.828	4	12.588	76.80
26	121	T4D	Darren SOOTHILL		Mitsubishi EVO 5	10:23.304	8	9:19.064	9.46

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Practice 1 - SECTOR ANALYSIS

<b>1</b>	Peter EVERETT			Nissan Skyline R33 GTR			<b>C4D</b>
1 -		104.6	X:00.000	6 -		120.6	1:16.653
2 -		105.8	1:25.568	7 -		116.5	1:08.562
3 -		116.7	1:14.391	8 -		112.7	1:11.719
4 -		120.0	<b>1:08.455</b>	9 -		69.3	1:14.315
5 -		<b>122.2</b>	1:08.795				
<b>3</b>	Nadine GEARY			Dodge Viper			<b>CRD</b>
1 -				19 -			
2 -				20 -		104.3	X:00.000
3 -				21 -		105.8	1:16.969
4 -				22 -		107.0	1:20.875
5 -				23 -		111.6	1:16.623
6 -				24 -		<b>112.7</b>	1:17.067
7 -				25 -		106.0	1:17.324
8 -				26 -		111.8	1:19.854
9 -				27 -		109.2	1:14.536
10 -				28 -		110.3	1:13.732
11 -				29 -		110.9	1:13.602
12 -				30 -		111.6	1:12.994
13 -				31 -		74.9	1:18.540
14 -				32 -		105.5	1:19.990
15 -				33 -		108.4	<b>1:12.779</b>
16 -				34 -		110.1	1:14.069
17 -				35 -		111.1	1:13.336
18 -							
<b>4</b>	Jeremy HORSHAM			Nissan 200 SX S13			<b>CRD</b>
1 -				5 -		116.1	1:14.340
2 -		114.3	X:00.000	6 -		88.0	1:14.366
3 -		<b>117.1</b>	<b>1:09.286</b>	7 -		103.7	1:23.311
4 -		114.5	1:14.659	8 -		112.0	1:10.325
<b>6</b>	Darren BLY			Nissan Skyline R32 GTR			<b>C4D</b>
1 -				10 -	X:00.000	82.8	X:00.000
2 -				11 -	42.340	<b>130.5</b>	1:10.864
3 -				12 -			1:08.055
4 -				13 -	38.841		1:07.746
5 -				14 -			<b>127.3</b>
6 -				15 -	38.186		1:07.370
7 -				16 -			1:07.032
8 -				17 -			X:00.000
9 -				18 -			1:10.122
							1:08.095
<b>8</b>	Dixon CHENG			Honda Integra DC2			<b>CFD</b>
1 -				6 -		101.5	<b>1:13.851</b>
2 -				7 -		101.0	1:13.930
3 -		100.6	X:00.000	8 -		100.4	1:14.887
4 -		100.7	1:16.276	9 -		<b>101.6</b>	1:14.482
5 -		100.9	1:15.752				

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Practice 1 - SECTOR ANALYSIS

(contd.)

<b>10</b>	<b>Raj GILL</b>					Peugeot 106 Gti					<b>CFD</b>
1 -						3 -					1:18.720
2 -					X:00.000	4 -					<b>1:16.828</b>
<b>11</b>	<b>Nigel WILSON</b>					Mitsubishi EVO					<b>CRD</b>
1 -						7 -			118.1		1:10.269
2 -						8 -			111.4		1:15.557
3 -						9 -			117.1		1:10.225
4 -						10 -			<b>118.7</b>		<b>1:08.287</b>
5 -						11 -			114.5		1:08.675
6 -			110.0		X:00.000						
<b>12</b>	<b>Terry BUCKEL</b>					Subaru Impreza Sti5 RA					<b>CRD</b>
1 -						8 -			87.9		1:27.618
2 -	9:22.007	67.2	37.112	94.7	X:00.000	9 -			99.7		X:00.000
3 -	58.498	73.2	35.537	105.3	1:34.035	10 -			101.8		1:17.880
4 -	44.506	<b>87.9</b>	33.300	<b>105.6</b>	1:17.806	11 -			103.5		<b>1:14.724</b>
5 -				<b>105.6</b>	1:18.358	12 -			95.3		1:16.296
6 -				96.1	1:17.564	13 -			101.6		1:16.419
7 -				103.4	1:21.384	14 -			80.9		1:30.492
<b>14</b>	<b>Shaun HARVEY</b>					Subaru Impreza P1					<b>CRD</b>
1 -						13 -			104.6		<b>1:12.134</b>
2 -						14 -			107.7		1:12.337
3 -						15 -			108.5		1:14.361
4 -						16 -			108.4		1:12.428
5 -						17 -			<b>109.1</b>		1:12.499
6 -						18 -			107.5		1:12.864
7 -						19 -			103.8		1:12.873
8 -						20 -			107.5		1:12.456
9 -						21 -			106.8		1:13.220
10 -	9:23.630	63.5	38.001	98.5	X:00.000	22 -			91.5		1:14.776
11 -	55.336	93.8	31.565	108.0	1:26.901	23 -			83.3		1:26.104
12 -	42.261	<b>106.6</b>	30.678	108.9	1:12.939						
<b>15</b>	<b>Shaun FENNINGS</b>					Subaru Impreza Type 25C					<b>CRD</b>
1 -						10 -			95.8		1:21.255
2 -						11 -	46.640	90.8	32.925	92.6	1:19.565
3 -						12 -	6:01.112	93.8	31.995	95.8	X:00.000
4 -						13 -				99.8	1:18.594
5 -						14 -				99.8	1:16.391
6 -						15 -				96.8	1:16.421
7 -	9:18.360	69.3	36.277	91.6	X:00.000	16 -	44.063	<b>103.2</b>	30.862	100.7	1:14.925
8 -	1:06.431	67.9	39.494	77.1	1:45.925	17 -				<b>102.6</b>	<b>1:14.511</b>
9 -	53.552	81.7	33.154	96.0	1:26.706	18 -				101.0	1:14.602

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Practice 1 - SECTOR ANALYSIS

(contd.)

<b>16</b>	<b>Simon MISKELLY</b>			Honda Integra DC5			<b>CFD</b>
1 -			22 -				
2 -			23 -				
3 -			24 -				
4 -			25 -	X:00.000	<b>64.4</b>	39.963	78.3
5 -			26 -				103.7
6 -			27 -				101.0
7 -			28 -				101.3
8 -			29 -				101.6
9 -			30 -				104.0
10 -			31 -				<b>104.3</b>
11 -			32 -				102.7
12 -			33 -				101.8
13 -			34 -				102.4
14 -			35 -				103.5
15 -			36 -				102.2
16 -			37 -				101.3
17 -			38 -				99.8
18 -			39 -				103.7
19 -			40 -				101.0
20 -			41 -				104.0
21 -			42 -				101.3
<b>21</b>	<b>Maxim TAYLOR</b>			Mazda RX7 FD3S			<b>CRD</b>
1 -			5 -			<b>64.8</b>	1:38.947
2 -			6 -	X:00.000			1:40.463
3 -			7 -	<b>1:07.907</b>			2:22.671
4 -				2:33.498			
<b>22</b>	<b>Thomas FARNHAM</b>			Nissan 200SX S14			<b>CRD</b>
1 -			9 -			97.2	1:16.584
2 -			10 -			100.4	1:16.438
3 -			11 -			99.1	<b>1:16.023</b>
4 -			12 -			96.5	1:19.127
5 -			13 -			98.6	1:31.641
6 -			14 -			<b>100.6</b>	1:17.511
7 -			15 -			69.3	1:22.149
8 -		97.2		X:00.000			
<b>23</b>	<b>Tony KEMBER</b>			Porsche GT3			<b>CRD</b>
1 -			5 -			<b>110.1</b>	<b>1:10.363</b>
2 -			6 -			107.5	1:12.120
3 -		<b>110.1</b>	7 -			105.1	1:11.037
4 -		108.4		X:00.000			
		107.7		1:10.941			
				1:12.198			

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Practice 1 - SECTOR ANALYSIS

(contd.)

<b>24</b>	<b>Tony PEARMAN</b>					Lotus Elise			<b>CRD</b>		
1 -						<b>8 -</b>		106.0	1:12.088		
2 -						<b>9 -</b>		106.8	1:12.638		
3 -	X:00.000	<b>89.0</b>	33.293	100.1	X:00.000	<b>10 -</b>		98.3	1:13.637		
4 -				103.0	1:14.619	<b>11 -</b>		107.5	1:14.367		
5 -				103.2	1:13.622	<b>12 -</b>		105.5	<b>1:11.218</b>		
6 -				<b>108.0</b>	1:13.019	<b>13 -</b>		105.5	1:11.448		
7 -				105.1	1:14.010						
<b>25</b>	<b>Neil WRENN</b>					Subaru Impreza WRX			<b>C4D</b>		
1 -						<b>6 -</b>		105.5	<b>1:12.448</b>		
2 -	9:11.399	80.6	35.078	89.8	X:00.000	<b>7 -</b>		108.5	1:15.466		
3 -	44.765	107.2	30.808	104.8	1:15.573	<b>8 -</b>		96.5	1:16.444		
4 -	46.011	<b>114.1</b>	30.190	105.0	1:16.201	<b>9 -</b>		101.9	1:17.193		
5 -	41.876	112.0	31.197	<b>108.7</b>	1:13.073						
<b>26</b>	<b>Steve FITZPATRICK</b>					Ford Escort Cosworth			<b>C4D</b>		
1 -						<b>7 -</b>			1:08.217		
2 -						<b>8 -</b>			1:07.777		
3 -						<b>9 -</b>			X:00.000		
4 -						<b>10 -</b>			1:08.604		
5 -					X:00.000	<b>11 -</b>			1:08.168		
6 -					<b>1:07.484</b>	<b>12 -</b>			1:08.581		
<b>27</b>	<b>Paul WEST</b>					Honda Civic Type R			<b>CFD</b>		
1 -						<b>17 -</b>	9:32.845	66.8	41.507	90.8	X:00.000
2 -						<b>18 -</b>	53.818	70.7	37.420	95.4	1:31.238
3 -						<b>19 -</b>	51.636	<b>95.3</b>	35.328	97.6	1:26.964
4 -						<b>20 -</b>				98.3	1:19.970
5 -						<b>21 -</b>				96.9	1:18.959
6 -						<b>22 -</b>				99.1	1:20.996
7 -						<b>23 -</b>				94.9	1:19.718
8 -						<b>24 -</b>				99.2	X:00.000
9 -						<b>25 -</b>				<b>104.2</b>	1:17.554
10 -						<b>26 -</b>				103.0	1:17.165
11 -						<b>27 -</b>				104.0	<b>1:15.990</b>
12 -						<b>28 -</b>				98.1	1:19.352
13 -						<b>29 -</b>				101.5	1:16.004
14 -						<b>30 -</b>				103.7	1:16.481
15 -						<b>31 -</b>				99.4	1:17.792
16 -											

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Practice 1 - SECTOR ANALYSIS

(contd.)

<b>106</b>	Adrian SMITH					Toyota Celica			<b>T4D</b>		
1 -						14 -		121.1	1:40.304		
2 -						15 -		120.6	<b>1:06.749</b>		
3 -						16 -		121.3	1:31.935		
4 -						17 -		<b>124.9</b>	1:18.032		
5 -						18 -		99.8	1:16.402		
6 -						19 -		100.4	1:15.204		
7 -						20 -		77.2	1:17.198		
8 -						21 -		122.4	1:14.508		
9 -						22 -		120.4	1:06.928		
10 -						23 -		102.9	1:28.396		
11 -						24 -		97.8	1:18.022		
12 -	X:00.000	73.6	32.684	117.5	X:00.000	25 -		104.8	1:14.464		
13 -	41.491	<b>91.5</b>		121.5	1:11.069						
<b>108</b>	David HARRISON					Nissan Skyline R32 GTR			<b>T4D</b>		
1 -						9 -	X:00.000	118.3	124.0	X:00.000	
2 -						10 -	37.933	121.1	124.2	1:06.505	
3 -						11 -	38.684	129.0	30.456	<b>130.3</b>	1:09.140
4 -						12 -	38.054	127.0	124.9	1:05.701	
5 -						13 -	9:03.347	136.6	108.2	X:00.000	
6 -						14 -	37.667	<b>143.0</b>	2:28.830	128.8	3:06.497
7 -						15 -			124.5	<b>1:04.952</b>	
8 -											
<b>110</b>	Robbie THORNTON					Nissan Skyline R32 GTR			<b>T4D</b>		
1 -			108.7		X:00.000	6 -			113.1	<b>1:07.874</b>	
2 -			111.1		1:19.691	7 -			109.2	X:00.000	
3 -			<b>123.3</b>		1:08.470	8 -			121.3	1:11.259	
4 -			122.0		1:08.233	9 -			113.7	1:10.464	
5 -			116.9		1:08.250						
<b>116</b>	Clive SEDDON					Mitsubishi EVO 6			<b>T4D</b>		
1 -						9 -			126.1	1:07.017	
2 -						10 -			125.6	1:07.221	
3 -						11 -			124.2	1:06.169	
4 -						12 -			<b>128.0</b>	X:00.000	
5 -						13 -			126.8	1:04.255	
6 -						14 -			122.6	<b>1:04.240</b>	
7 -						15 -			74.3	1:16.298	
8 -			120.9		X:00.000						
<b>121</b>	Darren SOOTHILL					Mitsubishi EVO 5			<b>T4D</b>		
1 -						5 -					
2 -						6 -					
3 -						7 -					
4 -						8 -	9:50.376	<b>94.1</b>	32.928	<b>66.8</b>	<b>X:00.000</b>

**TIME ATTACK / TIME ATTACK CLUB CHALLENGE**  
**Practice 1 - SECTOR ANALYSIS**

(contd.)

<b>122</b>	Philip KEEN			Subaru Impreza Type 25			<b>T4D</b>
1 -			9 -				
2 -			10 -				
3 -			11 -				
4 -			12 -	8:58.166	85.5	116.9	X:00.000
5 -			13 -	38.430	<b>125.4</b>	118.7	1:06.100
6 -			14 -	54.926	73.1	<b>120.2</b>	1:23.889
7 -			15 -	5:00.846	116.1	119.1	X:00.000
8 -			16 -			117.3	<b>1:05.982</b>
<b>123</b>	Paul BLAMIRE			Subaru Impreza GC8			<b>T4D</b>
1 -		<b>110.9</b>	X:00.000	2 -		107.8	<b>1:13.286</b>
<b>131</b>	John CURISTAN			Subaru			<b>T4D</b>
1 -			9 -				
2 -			10 -	9:24.787	65.0	37.848 108.5	X:00.000
3 -			11 -	55.117	<b>91.6</b>	30.962 121.7	1:26.079
4 -			12 -			<b>122.0</b>	<b>1:05.518</b>
5 -			13 -			116.1	X:00.000
6 -			14 -			118.5	1:06.163
7 -			15 -			120.0	1:06.468
8 -			16 -			118.1	1:07.373

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## PRACTICE 2 - Classification

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	126	T4D	Steve SCOTT		Ford Escort Cosworth	1:02.938	6		93.74
2	102	T4D	Simon NORRIS		Mitsubishi EVO 9	1:03.431	4	0.493	93.02
3	108	T4D	David HARRISON		Nissan Skyline R32 GTR	1:03.975	4	1.037	92.23
4	122	T4D	Philip KEEN		Subaru Impreza Type 25	1:04.567	7	1.629	91.38
5	116	T4D	Clive SEDDON		Mitsubishi EVO 6	1:04.586	4	1.648	91.35
6	6	C4D	Darren BLY		Nissan Skyline R32 GTR	1:05.130	5	2.192	90.59
7	1	C4D	Peter EVERETT		Nissan Skyline R33 GTR	1:05.472	5	2.534	90.12
8	106	T4D	Adrian SMITH		Toyota Celica	1:05.537	13	2.599	90.03
9	131	T4D	John CURISTAN		Subaru	1:05.717	4	2.779	89.78
10	110	T4D	Robbie THORNTON		Nissan Skyline R32 GTR	1:06.657	7	3.719	88.51
11	11	CRD	Nigel WILSON		Mitsubih EVO	1:06.923	8	3.985	88.16
12	114	TRD	Philip GOORIAH		Mazda RX7 FD3S	1:07.234	3	4.296	87.75
13	26	C4D	Steve FITZPATRICK		Ford Escort Cosworth	1:08.270	12	5.332	86.42
14	104	T4D	Rob BARNES		Mitsubishi EVO 8	1:09.168	10	6.230	85.30
15	4	CRD	Jeremy HORSHAM		Nissan 200 SX S13	1:09.434	7	6.496	84.97
16	24	CRD	Tony PEARMAN		Lotus Elise	1:10.579	9	7.641	83.60
17	25	C4D	Neil WRENN		Subaru Impreza WRX	1:10.639	4	7.701	83.52
18	14	CRD	Shaun HARVEY		Subaru Impreza P1	1:11.061	8	8.123	83.03
19	12	CRD	Terry BUCKEL		Subaru Impreza Sti5 RA	1:11.515	14	8.577	82.50
20	3	CRD	Nadine GEARY		Dodge Viper	1:11.667	14	8.729	82.33
21	22	CRD	Thomas FARNHAM		Nissan 200SX S14	1:12.103	13	9.165	81.83
22	16	CFD	Simon MISKELLY		Honda Integra DC5	1:12.352	7	9.414	81.55
23	8	CFD	Dixon CHENG		Honda Integra DC2	1:13.456	10	10.518	80.32
24	15	CRD	Shaun FENNINGS		Subaru Impreza Type 25C	1:13.796	7	10.858	79.95
25	10	CFD	Raj GILL		Peugeot 106 Gti	1:15.885	8	12.947	77.75
26	27	CFD	Paul WEST		Honda Civic Type R	1:16.905	10	13.967	76.72

Weather/Track - Sunny/Dry

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 14:45 End: 15:05

Clerk of Course:	Stewards:	Timekeeper:
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# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Practice 2 - SECTOR ANALYSIS

<b>1</b>	<b>Peter EVERETT</b>			Nissan Skyline R33 GTR			<b>C4D</b>
1 -		<b>123.3</b>	X:00.000	4 - 43.597	<b>31.638</b>	1:15.235	
2 -			1:06.855	5 - 38.871	28.542	1:07.413	
3 -	<b>37.052</b>	28.420	<b>1:05.472</b>				
<b>3</b>	<b>Nadine GEARY</b>			Dodge Viper			<b>CRD</b>
1 -		<b>115.3</b>	X:00.000	8 - 41.091	31.117	1:12.208	
2 -		109.2	1:13.945	9 - <b>40.819</b>	32.638	1:13.457	
3 -			1:14.724	10 - 43.668	35.814	1:19.482	
4 -	41.538	31.242	1:12.780	11 - 50.600	38.888	1:29.488	
5 -	41.027	33.099	1:14.126	12 - 55.763	36.397	1:32.160	
6 -	41.503	31.914	1:13.417	13 - 40.892	<b>30.775</b>	<b>1:11.667</b>	
7 -	41.874	30.877	1:12.751	14 - 40.984	34.415	1:15.399	
<b>4</b>	<b>Jeremy HORSHAM</b>			Nissan 200 SX S13			<b>CRD</b>
1 -		113.9	X:00.000	5 - <b>40.283</b>	32.986	1:13.269	
2 -		<b>115.9</b>	1:09.468	6 - 54.178	36.371	1:30.549	
3 -	42.091	<b>32.128</b>	1:14.219	7 - 41.103	28.331	<b>1:09.434</b>	
4 -	41.370	28.574	1:09.944				
<b>6</b>	<b>Darren BLY</b>			Nissan Skyline R32 GTR			<b>C4D</b>
1 -	X:00.000	30.327	X:00.000	4 - 37.963	28.009	1:05.972	
2 -	37.652	28.475	1:06.127	5 - <b>37.085</b>	28.045	<b>1:05.130</b>	
3 -	39.041	28.688	1:07.729				
<b>8</b>	<b>Dixon CHENG</b>			Honda Integra DC2			<b>CFD</b>
1 -		<b>97.2</b>	X:00.000	6 - 43.802	31.858	1:15.660	
2 -		91.5	1:20.981	7 - 46.750	33.831	1:20.581	
3 -	47.025	33.198	1:20.223	8 - 45.008	32.624	1:17.632	
4 -	45.438	33.502	1:18.940	9 - 5:52.926	31.597	X:00.000	
5 -	47.097	31.506	1:18.603	10 - 43.012	<b>30.444</b>	<b>1:13.456</b>	
<b>10</b>	<b>Raj GILL</b>			Peugeot 106 Gti			<b>CFD</b>
1 -		98.1	X:00.000	5 - 44.823	32.315	1:17.138	
2 -		<b>98.8</b>	1:20.434	6 - 44.169	32.144	1:16.313	
3 -	44.663	33.764	1:18.427	7 - 44.998	32.310	1:17.308	
4 -	48.090	33.133	1:21.223	8 - <b>43.919</b>	<b>31.966</b>	<b>1:15.885</b>	
<b>11</b>	<b>Nigel WILSON</b>			Mitsubishi EVO			<b>CRD</b>
1 -		<b>109.8</b>	X:00.000	5 - 38.668	28.255	<b>1:06.923</b>	
2 -			1:19.871	6 - 1:04.440	<b>36.449</b>	1:40.889	
3 -	38.713	28.946	1:07.659	7 - 38.908	28.312	1:07.220	
4 -	2:06.644	30.304	2:36.948	8 - <b>38.517</b>	29.772	1:08.289	

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Practice 2 - SECTOR ANALYSIS

(contd.)

<b>12</b>	<b>Terry BUCKEL</b>			Subaru Impreza Sti5 RA			<b>CRD</b>
1 -		106.8	X:00.000	8 -	44.275	32.003	1:16.278
2 -		<b>109.8</b>	1:13.408	9 -	43.032	35.603	1:18.635
3 -			1:15.401	10 -	44.683	32.758	1:17.441
4 -	42.876	34.062	1:16.938	11 -	42.708	31.214	1:13.922
5 -	42.690	32.924	1:15.614	12 -	42.195	31.065	1:13.260
6 -	45.951	32.809	1:18.760	13 -	<b>40.683</b>	<b>30.832</b>	<b>1:11.515</b>
7 -	40.906	30.947	1:11.853	14 -	46.125	39.720	1:25.845
<b>14</b>	<b>Shaun HARVEY</b>			Subaru Impreza P1			<b>CRD</b>
1 -		104.6	X:00.000	5 -	41.196	31.431	1:12.627
2 -		<b>108.2</b>	1:12.052	6 -	41.028	30.033	<b>1:11.061</b>
3 -			1:12.062	7 -	42.358	<b>31.329</b>	1:13.687
4 -	<b>40.909</b>	30.285	1:11.194	8 -	41.370	31.585	1:12.955
<b>15</b>	<b>Shaun FENNINGS</b>			Subaru Impreza Type 25C			<b>CRD</b>
1 -		<b>100.0</b>	X:00.000	5 -	4:13.865	31.741	4:45.606
2 -		99.1	1:23.702	6 -	<b>42.392</b>	<b>31.404</b>	<b>1:13.796</b>
3 -	44.720	32.993	1:17.713	7 -	42.851	39.821	1:22.672
4 -	44.768	32.523	1:17.291				
<b>16</b>	<b>Simon MISKELLY</b>			Honda Integra DC5			<b>CFD</b>
1 -			X:00.000	5 -	42.292	<b>31.148</b>	1:13.440
2 -	44.972	30.201	1:15.173	6 -	<b>42.081</b>	30.271	<b>1:12.352</b>
3 -	42.330	30.300	1:12.630	7 -	42.665	30.169	1:12.834
4 -	42.824	30.476	1:13.300				
<b>22</b>	<b>Thomas FARNHAM</b>			Nissan 200SX S14			<b>CRD</b>
1 -	X:00.000	31.655	X:00.000	8 -	42.088	30.914	1:13.002
2 -	43.018	31.533	1:14.551	9 -	<b>41.553</b>	31.349	1:12.902
3 -	43.527	30.904	1:14.431	10 -	41.680	<b>30.547</b>	1:12.227
4 -	42.708	32.089	1:14.797	11 -	42.912	31.958	1:14.870
5 -	44.851	31.890	1:16.741	12 -	42.984	30.808	1:13.792
6 -	41.670	30.433	<b>1:12.103</b>	13 -	43.659	33.320	1:16.979
7 -	42.761	30.731	1:13.492				
<b>24</b>	<b>Tony PEARMAN</b>			Lotus Elise			<b>CRD</b>
1 -		<b>101.2</b>	X:00.000	6 -	41.149	29.977	1:11.126
2 -	42.119	31.312	1:13.431	7 -	41.030	29.786	1:10.816
3 -	44.088	29.970	1:14.058	8 -	<b>40.838</b>	<b>29.741</b>	<b>1:10.579</b>
4 -	42.702	29.302	1:12.004	9 -	41.803	30.605	1:12.408
5 -	3:22.068	32.495	3:54.563				
<b>25</b>	<b>Neil WRENN</b>			Subaru Impreza WRX			<b>C4D</b>
1 -		104.3	X:00.000	3 -			1:10.675
2 -		<b>106.0</b>	1:11.876	4 -	<b>40.542</b>	30.097	<b>1:10.639</b>

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Practice 2 - SECTOR ANALYSIS

(contd.)

<b>26</b>	<b>Steve FITZPATRICK</b>			Ford Escort Cosworth		<b>C4D</b>
1 -		X:00.000	7 -	39.246	29.172	1:08.418
2 -		1:16.819	8 -	<b>38.779</b>	30.137	1:08.916
3 -		1:09.011	9 -	39.784	28.983	1:08.767
4 -	41.219	29.440	10 -	39.271	29.162	1:08.433
5 -	39.782	28.875	11 -	39.076	<b>29.194</b>	<b>1:08.270</b>
6 -	1:48.451	29.085	12 -	38.973	29.301	1:08.274
<b>27</b>	<b>Paul WEST</b>			Honda Civic Type R		<b>CFD</b>
1 -		72.3	6 -	<b>43.890</b>	33.753	1:17.643
2 -		<b>96.1</b>	7 -	46.077	35.338	1:21.415
3 -	44.702	35.007	8 -	44.209	34.602	1:18.811
4 -	47.389	34.091	9 -	46.110	32.923	1:19.033
5 -	44.090	<b>32.815</b>	10 -	6:27.976	32.783	X:00.000
<b>102</b>	<b>Simon NORRIS</b>			Mitsubishi EVO 9		<b>T4D</b>
1 -		<b>126.6</b>	3 -			1:05.148
2 -		112.9	4 -	<b>36.241</b>	27.190	<b>1:03.431</b>
<b>104</b>	<b>Rob BARNES</b>			Mitsubishi EVO 8		<b>T4D</b>
1 -		101.3	6 -	1:51.465	30.235	2:21.700
2 -		<b>113.7</b>	7 -	<b>39.485</b>	29.683	<b>1:09.168</b>
3 -			8 -	40.152	29.256	1:09.408
4 -	40.779	28.775	9 -	41.460	<b>32.730</b>	1:14.190
5 -	40.608	29.786	10 -	41.647	29.815	1:11.462
<b>106</b>	<b>Adrian SMITH</b>			Toyota Celica		<b>T4D</b>
1 -		<b>121.3</b>	8 -	49.035	<b>31.478</b>	1:20.513
2 -			9 -	39.447	31.487	1:10.934
3 -	40.606	32.639	10 -	43.740	31.514	1:15.254
4 -	37.155	28.382	11 -	40.866	32.311	1:13.177
5 -	47.859	35.054	12 -	49.547	35.092	1:24.639
6 -	42.298	28.893	13 -	49.241	33.874	1:23.115
7 -	<b>37.139</b>	36.539				
<b>108</b>	<b>David HARRISON</b>			Nissan Skyline R32 GTR		<b>T4D</b>
1 -	X:00.000	28.583	3 -	<b>36.418</b>	27.557	<b>1:03.975</b>
2 -	37.163	27.972	4 -	37.184	<b>27.256</b>	1:04.440
<b>110</b>	<b>Robbie THORNTON</b>			Nissan Skyline R32 GTR		<b>T4D</b>
1 -	X:00.000	33.133	5 -	38.819	29.666	1:08.485
2 -	39.491	30.065	6 -	<b>37.695</b>	29.586	1:07.281
3 -	39.563	29.258	7 -	37.775	<b>29.025</b>	1:06.800
4 -	37.944	28.713				
<b>114</b>	<b>Philip GOORIAH</b>			Mazda RX7 FD3S		<b>TRD</b>
1 -		X:00.000	3 -			<b>1:07.234</b>
2 -		1:09.163				

# TIME ATTACK / TIME ATTACK CLUB CHALLENGE

## Practice 2 - SECTOR ANALYSIS

(contd.)

<b>116</b>	<b>Clive SEDDON</b>			Mitsubishi EVO 6		<b>T4D</b>
1 -	X:00.000	28.496	X:00.000	3 -	<b>37.658</b>	26.928
2 -	38.380	27.360	1:05.740	4 -	42.715	<b>34.432</b>
<b>122</b>	<b>Philip KEEN</b>			Subaru Impreza Type 25		<b>T4D</b>
1 -		<b>120.6</b>	X:00.000	5 -	37.732	27.318
2 -	5:16.789	27.443	X:00.000	6 -	44.117	29.500
3 -	37.553	27.637	1:05.190	7 -	<b>37.392</b>	<b>27.175</b>
4 -	6:37.123	27.925	X:00.000			
<b>126</b>	<b>Steve SCOTT</b>			Ford Escort Cosworth		<b>T4D</b>
1 -		<b>98.1</b>	X:00.000	4 -	<b>35.872</b>	27.066
2 -		91.3	1:18.917	5 -	3:54.147	27.250
3 -	40.329	27.807	1:08.136	6 -	36.347	27.282
<b>131</b>	<b>John CURISTAN</b>			Subaru		<b>T4D</b>
1 -		121.5	X:00.000	3 -		1:05.851
2 -		<b>122.0</b>	1:08.030	4 -	<b>37.567</b>	<b>1:05.717</b>

## TIME ATTACK - Red Numbers FINAL

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	16	4ED	Clive SEDDON		Mitsubishi EVO 6	1:02.815	2		93.93
2	2	4WD	Simon NORRIS		Mitsubishi EVO 9	1:02.864	2	0.049	93.86
3	26	4WD	Steve SCOTT		Ford Escort Cosworth	1:03.481	2	0.666	92.94
4	22	4WD	Philip KEEN		Subaru Impreza Type 25	1:03.655	2	0.840	92.69
5	6	4WD	Adrian SMITH		Toyota Celica	1:04.107	2	1.292	92.04
6	31	4WD	John CURISTAN		Subaru	1:04.463	2	1.648	91.53
7	8	4WD	David HARRISON		Nissan Skyline R32 GTR	1:04.820	2	2.005	91.02
8	10	4WD	Robbie THORNTON		Nissan Skyline R32 GTR	1:06.563	2	3.748	88.64
9	4	4WD	Rob BARNES		Mitsubishi EVO 8	1:08.581	2	5.766	86.03
10	14	RWD	Philip GOORIAH		Mazda RX7 FD3S	18:01:58.531	1	Xx:55.716	

**TIME ATTACK - Red Numbers**  
**SECTOR ANALYSIS - Final**

<b>2</b>	<b>Simon NORRIS</b>			Mitsubishi EVO 9		<b>4WD</b>
1 -	28.782	X:00.000	2 -	<b>35.845</b>	<b>27.019</b>	1:02.864
<b>4</b>	<b>Rob BARNES</b>			Mitsubishi EVO 8		<b>4WD</b>
1 -	29.775	X:00.000	2 -	<b>39.896</b>	<b>28.685</b>	1:08.581
<b>6</b>	<b>Adrian SMITH</b>			Toyota Celica		<b>4WD</b>
1 -	33.368	X:00.000	2 -	<b>36.650</b>	<b>27.457</b>	1:04.107
<b>8</b>	<b>David HARRISON</b>			Nissan Skyline R32 GTR		<b>4WD</b>
1 -	28.644	X:00.000	2 -	<b>36.980</b>	<b>27.840</b>	1:04.820
<b>10</b>	<b>Robbie THORNTON</b>			Nissan Skyline R32 GTR		<b>4WD</b>
1 -	31.730	X:00.000	2 -	<b>37.801</b>	<b>28.762</b>	1:06.563
<b>14</b>	<b>Philip GOORIAH</b>			Mazda RX7 FD3S		<b>RWD</b>
1 -	31.733	<b>X:00.000</b>				
<b>16</b>	<b>Clive SEDDON</b>			Mitsubishi EVO 6		<b>4ED</b>
1 -	28.530	X:00.000	2 -	<b>36.069</b>	<b>26.746</b>	1:02.815
<b>22</b>	<b>Philip KEEN</b>			Subaru Impreza Type 25		<b>4WD</b>
1 -	27.230	X:00.000	2 -	<b>36.815</b>	<b>26.840</b>	1:03.655
<b>26</b>	<b>Steve SCOTT</b>			Ford Escort Cosworth		<b>4WD</b>
1 -	28.763	X:00.000	2 -	<b>36.354</b>	<b>27.127</b>	1:03.481
<b>31</b>	<b>John CURISTAN</b>			Subaru		<b>4WD</b>
1 -	31.208	X:00.000	2 -	<b>37.104</b>	<b>27.359</b>	1:04.463

# TIME ATTACK CLUB CHALLENGE - Black Numbers FINAL

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	6	4WD	Darren BLY		Nissan Skyline R32 GTR	1:04.750	2		91.12
2	1	4WD	Peter EVERETT		Nissan Skyline R33 GTR	1:05.443	2	0.693	90.16
3	11	RWD	Nigel WILSON		Mitsubishi EVO	1:06.786	2	2.036	88.34
4	26	4WD	Steve FITZPATRICK		Ford Escort Cosworth	1:08.721	2	3.971	85.86
5	21	RWD	Maxim TAYLOR		Mazda RX7 FD3S	1:09.620	2	4.870	84.75
6	3	RWD	Nadine GEARY		Dodge Viper	1:09.776	2	5.026	84.56
7	4	RWD	Jeremy HORSHAM		Nissan 200 SX S13	1:10.163	2	5.413	84.09
8	25	4WD	Neil WRENN		Subaru Impreza WRX	1:10.461	2	5.711	83.74
9	24	RWD	Tony PEARMAN		Lotus Elise	1:10.777	2	6.027	83.36
10	12	RWD	Terry BUCKEL		Subaru Impreza Sti5 RA	1:10.824	2	6.074	83.31
11	22	RWD	Thomas FARNHAM		Nissan 200SX S14	1:10.975	2	6.225	83.13
12	8	FWDD	Dixon CHENG		Honda Integra DC2	1:12.612	2	7.862	81.25
13	16	FWDD	Simon MISKELLY		Honda Integra DC5	1:13.273	2	8.523	80.52
14	15	RWD	Shaun FENNINGS		Subaru Impreza Type 25C	1:14.561	2	9.811	79.13
15	27	FWDD	Paul WEST		Honda Civic Type R	1:16.313	2	11.563	77.31
16	14	RWD	Shaun HARVEY		Subaru Impreza P1	1:25.055	2	20.305	69.37

Weather/Track - Cloudy/Dry

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

Silverstone

Circuit Length = 1.6390 miles.

Start: 17:30 End: 17:57

Clerk of Course:	Stewards:	Timekeeper:
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# TIME ATTACK CLUB CHALLENGE - Black Numbers

## SECTOR ANALYSIS - Final

<b>1</b>	<b>Peter EVERETT</b>	Nissan Skyline R33 GTR				<b>4WD</b>
1 -	X:00.000	29.814	X:00.000	2 - <b>37.257</b>	<b>28.186</b>	1:05.443
<b>3</b>	<b>Nadine GEARY</b>	Dodge Viper				<b>RWD</b>
1 -	X:00.000	31.150	X:00.000	2 - <b>39.892</b>	<b>29.884</b>	1:09.776
<b>4</b>	<b>Jeremy HORSHAM</b>	Nissan 200 SX S13				<b>RWD</b>
1 -	X:00.000	31.432	X:00.000	2 - <b>40.805</b>	<b>29.358</b>	1:10.163
<b>6</b>	<b>Darren BLY</b>	Nissan Skyline R32 GTR				<b>4WD</b>
1 -	X:00.000	28.658	X:00.000	2 - <b>36.731</b>	<b>28.019</b>	1:04.750
<b>8</b>	<b>Dixon CHENG</b>	Honda Integra DC2				<b>FWD</b>
1 -	X:00.000	30.320	X:00.000	2 - <b>42.807</b>	<b>29.805</b>	1:12.612
<b>11</b>	<b>Nigel WILSON</b>	Mitsubishi EVO				<b>RWD</b>
1 -	X:00.000	28.880	X:00.000	2 - <b>38.681</b>	<b>28.105</b>	1:06.786
<b>12</b>	<b>Terry BUCKEL</b>	Subaru Impreza Sti5 RA				<b>RWD</b>
1 -	X:00.000	34.310	X:00.000	2 - <b>40.481</b>	<b>30.343</b>	1:10.824
<b>14</b>	<b>Shaun HARVEY</b>	Subaru Impreza P1				<b>RWD</b>
1 -	X:00.000	32.673	X:00.000	2 - 54.890	<b>30.165</b>	1:25.055
<b>15</b>	<b>Shaun FENNINGS</b>	Subaru Impreza Type 25C				<b>RWD</b>
1 -	X:00.000	32.145	X:00.000	2 - <b>43.122</b>	<b>31.439</b>	1:14.561
<b>16</b>	<b>Simon MISKELLY</b>	Honda Integra DC5				<b>FWD</b>
1 -	X:00.000	30.814	X:00.000	2 - <b>43.389</b>	<b>29.884</b>	1:13.273
<b>21</b>	<b>Maxim TAYLOR</b>	Mazda RX7 FD3S				<b>RWD</b>
1 -	X:00.000	32.976	X:00.000	2 - <b>40.325</b>	<b>29.295</b>	1:09.620
<b>22</b>	<b>Thomas FARNHAM</b>	Nissan 200SX S14				<b>RWD</b>
1 -	X:00.000	31.576	X:00.000	2 - <b>40.975</b>	<b>30.000</b>	1:10.975
<b>24</b>	<b>Tony PEARMAN</b>	Lotus Elise				<b>RWD</b>
1 -	X:00.000	31.394	X:00.000	2 - <b>41.150</b>	<b>29.627</b>	1:10.777
<b>25</b>	<b>Neil WRENN</b>	Subaru Impreza WRX				<b>4WD</b>
1 -	X:00.000	34.163	X:00.000	2 - 40.376	30.085	1:10.461
<b>26</b>	<b>Steve FITZPATRICK</b>	Ford Escort Cosworth				<b>4WD</b>
1 -	X:00.000	29.841	X:00.000	2 - 39.252	<b>29.469</b>	1:08.721

**TIME ATTACK CLUB CHALLENGE - Black Numbers**  
**SECTOR ANALYSIS - Final**

(contd.)

<b>27</b>	<b>Paul WEST</b>		Honda Civic Type R		<b>FWD</b>
1 - X:00.000	38.329	X:00.000	2 - <b>44.091</b>	<b>32.222</b>	<b>1:16.313</b>