



Round 3

Knockhill

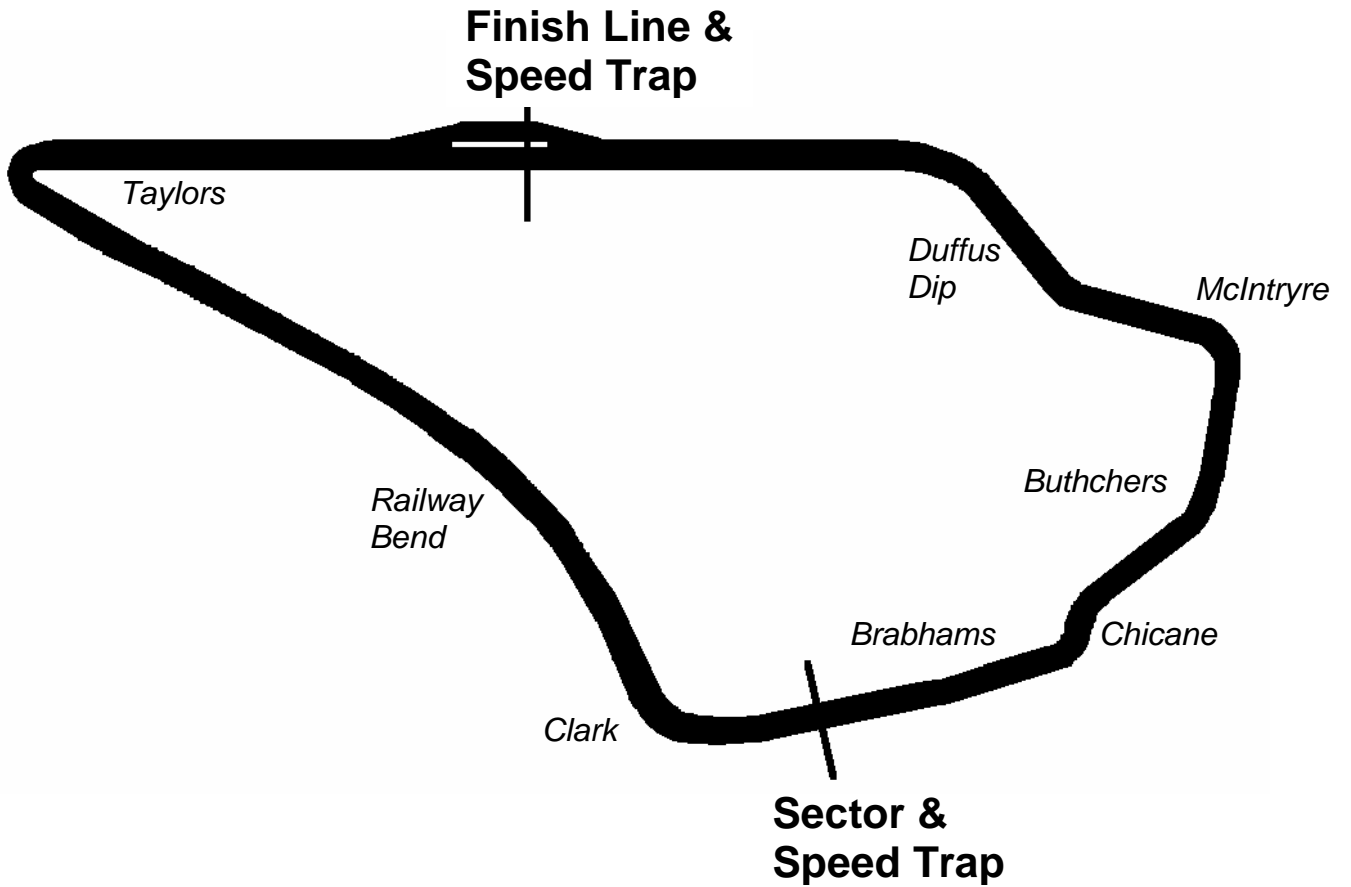
Saturday 1st July 2006



SPORTS timing

Results Provided By MST Sports Timing LTD
www.msttiming.com

KNOCKHILL



Circuit Length - 1.30 miles

TIME ATTACK

Warm Up - Classification

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	33	T4	Chris DOHERTY		Ford Escort Cosworth	55.870	8		83.67
2	22	T4	Philip KEEN		Subaru Impreza Type 25	57.946	7	2.076	80.67
3	29	C4	John SWIFT		Mitsubishi EVO 6	58.633	7	2.763	79.73
4	21	T4	Darren SOOTHILL		Mitsubishi EVO 5	58.709	7	2.839	79.62
5	2	T4	Simon NORRIS		Mitsubishi EVO 9	59.134	7	3.264	79.05
6	31	T4	John CURISTAN		Subaru	59.365	7	3.495	78.74
7	10	T4	Robbie THORNTON		Nissan Skyline R32 GTR	1:00.272	7	4.402	77.56
8	26	C4	Steve FITZPATRICK		Ford Escort Cosworth	1:01.029	7	5.159	76.60
9	19	T4	Terry PANKHURTS		Peugeot 206 Cosworth	1:01.246	7	5.376	76.33
10	6	T4	Adrian SMITH		Toyota Celica	1:02.321	7	6.451	75.01
11	11	C4	Nigel WILSON		Mitsubih EVO	1:03.214	7	7.344	73.95
12	35	CR	Robbie CALDER		Mazda RX7	1:03.319	6	7.449	73.83
13	30	C4	Jason SHIRES		Mitsubishi EVO 8	1:03.788	6	7.918	73.28
14	4	T4	Rob BARNES		Mitsubishi EVO 8	1:03.883	7	8.013	73.18
15	23	T4	Paul BLAMIRE		Subaru Impreza GC8	1:04.644	6	8.774	72.31
16	32	T4	Stewart WHYTE		Ford Escort Cosworth	1:06.645	3	10.775	70.14
17	3	CR	Nadine GEARY		Dodge Viper	1:07.187	7	11.317	69.58
18	24	CR	Tony PEARMAN		Lotus Elise	1:08.006	6	12.136	68.74

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

Knockhill
 Circuit Length = 1.2986 miles.
 Start: 13:06 End: 13:14

Clerk of Course:	Stewards:	Timekeeper:
------------------	-----------	-------------

TIME ATTACK SECTOR ANALYSIS - Warm Up

2	Simon NORRIS				Mitsubishi EVO 9				T4		
1 -	35.779	65.4	34.301	91.5	1:10.080	5 -	33.345	84.9	28.211	113.7	1:01.556
2 -	34.525	65.2	32.519	86.8	1:07.044	6 -	30.664	83.7	28.470	112.5	59.134
3 -	32.053	64.2	30.008	98.5	1:02.061	7 -	37.687	58.5	53.439		1:31.126
4 -	31.419	81.4	29.032	108.9	1:00.451						
3	Nadine GEARY				Dodge Viper				CR		
1 -	45.220	65.7	35.291	93.9	1:20.511	5 -	35.746	80.4	31.441	95.7	1:07.187
2 -	36.082	77.0	31.894	94.3	1:07.976	6 -	37.067	74.1	31.219	98.3	1:08.286
3 -	37.409	76.0	34.533	101.6	1:11.942	7 -	37.210		48.225		1:25.435
4 -	37.997	53.9	32.998	96.1	1:10.995						
4	Rob BARNES				Mitsubishi EVO 8				T4		
1 -					1:16.072	5 -					1:11.485
2 -					1:05.103	6 -					1:10.915
3 -					1:05.092	7 -					1:21.911
4 -					1:03.883						
6	Adrian SMITH				Toyota Celica				T4		
1 -	56.221	69.9	34.617	96.8	1:30.838	5 -	32.597	82.6	29.724	104.2	1:02.321
2 -	35.420	78.8	31.415	96.9	1:06.835	6 -	31.719	82.7	33.763	84.3	1:05.482
3 -	35.539	79.5	31.793	105.6	1:07.332	7 -	37.849	67.5	47.084		1:24.933
4 -	33.076	76.6	31.269	100.9	1:04.345						
10	Robbie THORNTON				Nissan Skyline R32 GTR				T4		
1 -	59.658	75.4	32.706	108.5	1:32.364	5 -	32.182	84.9	29.315	115.3	1:01.497
2 -	34.765	78.3	30.969	101.5	1:05.734	6 -	31.878	82.4	28.394	111.6	1:00.272
3 -	32.531	86.7	30.394	88.8	1:02.925	7 -	38.694	63.0	45.769		1:24.463
4 -	35.468	85.7	28.598	115.3	1:04.066						
11	Nigel WILSON				Mitsubishi EVO				C4		
1 -	46.205	61.3	34.788	88.6	1:20.993	5 -	34.154	74.8	32.279	87.6	1:06.433
2 -	36.178	76.3	34.395	99.5	1:10.573	6 -	34.179	78.3	31.893	88.0	1:06.072
3 -	34.867	74.4	31.712	101.2	1:06.579	7 -	37.486	61.5	44.713		1:22.199
4 -	32.234	79.7	30.980	98.1	1:03.214						
19	Terry PANKHURTS				Peugeot 206 Cosworth				T4		
1 -					1:18.441	5 -					1:02.547
2 -					1:06.120	6 -					1:01.246
3 -					1:07.383	7 -					1:30.387
4 -					1:02.849						
21	Darren SOOTHILL				Mitsubishi EVO 5				T4		
1 -	37.805		34.465	95.3	1:12.270	5 -	30.620	90.0	28.089	103.5	58.709
2 -	32.625	63.7	31.095	102.4	1:03.720	6 -	30.894	86.3	28.834	99.4	59.728
3 -	32.510	70.4	29.951	100.9	1:02.461	7 -	39.523		52.058		1:31.581
4 -	30.777	87.1	28.285	104.0	59.062						

TIME ATTACK

SECTOR ANALYSIS - Warm Up

(contd.)

22	Philip KEEN					Subaru Impreza Type 25					T4
1 -	49.525	84.5	32.222	96.9	1:21.747	5 -	29.011	92.9	28.935	94.1	57.946
2 -	35.887	74.3	31.483	96.2	1:07.370	6 -	31.423	91.5	29.617	95.3	1:01.040
3 -	33.052	91.8	29.259	98.2	1:02.311	7 -	36.696		54.773		1:31.469
4 -	29.096	89.8	28.931	98.5	58.027						
23	Paul BLAMIRE					Subaru Impreza GC8					T4
1 -	1:05.980	60.7	36.251	98.9	1:42.231	4 -	58.257	61.6	31.060	103.7	1:29.317
2 -	37.073	81.8	31.745	100.7	1:08.818	5 -	34.576	82.7	30.068	103.8	1:04.644
3 -	35.231	79.2	30.518	101.6	1:05.749	6 -	35.862	57.9	55.998		1:31.860
24	Tony PEARMAN					Lotus Elise					CR
1 -	1:05.041	61.1	36.685	81.6	1:41.726	4 -	36.304	73.3	31.702	88.4	1:08.006
2 -	38.871	70.6	36.205	89.4	1:15.076	5 -	38.365	71.4	33.596	86.7	1:11.961
3 -	35.393	75.7	33.232	89.0	1:08.625	6 -	38.279	61.5	54.268		1:32.547
26	Steve FITZPATRICK					Ford Escort Cosworth					C4
1 -	39.326	65.6	33.913	88.8	1:13.239	5 -	32.750	77.3	29.652	93.7	1:02.402
2 -	33.889	71.8	31.694	93.9	1:05.583	6 -	31.533	86.1	29.912	92.0	1:01.445
3 -	31.802	73.9	29.904	94.1	1:01.706	7 -	34.951		52.724		1:27.675
4 -	31.633	78.0	29.396	95.1	1:01.029						
29	John SWIFT					Mitsubishi EVO 6					C4
1 -	34.041	63.2	34.853	83.6	1:08.894	5 -	31.730	81.0	30.516	104.2	1:02.246
2 -	34.455	67.6	33.050	91.1	1:07.505	6 -	30.861	91.5	27.772	100.6	58.633
3 -	30.629	73.2	31.623	98.8	1:02.252	7 -	37.511		53.324		1:30.835
4 -	31.272	89.2	28.262	106.6	59.534						
30	Jason SHIRES					Mitsubishi EVO 8					C4
1 -	1:06.554	59.8	36.523	92.9	1:43.077	4 -	35.981	70.1	33.786	91.9	1:09.767
2 -	37.916	71.4	32.431	104.5	1:10.347	5 -	33.620	81.4	30.168	103.2	1:03.788
3 -	33.476	79.4	31.529	98.9	1:05.005	6 -	42.354		51.833		1:34.187
31	John CURISTAN					Subaru					T4
1 -	1:08.965		36.155	101.3	1:45.120	5 -	30.618	74.3	28.919	100.9	59.537
2 -	38.869	82.6	31.307	98.6	1:10.176	6 -	30.297	90.0	29.068	99.8	59.365
3 -	32.086	74.3	32.593	98.3	1:04.679	7 -	40.912		46.122		1:27.034
4 -	33.917	93.3	29.154	99.5	1:03.071						
32	Stewart WHYTE					Ford Escort Cosworth					T4
1 -	36.873	69.3	35.088	87.6	1:11.961	3 -	33.752	71.9	39.949		1:13.701
2 -	33.731	70.9	32.914	83.1	1:06.645						
33	Chris DOHERTY					Ford Escort Cosworth					T4
1 -	36.307	67.3	34.125	88.4	1:10.432	5 -	32.631	97.2	28.849	107.0	1:01.480
2 -	32.214	94.5	27.803	109.2	1:00.017	6 -	29.120	92.8	27.790	107.7	56.910
3 -	28.447	98.9	27.423	109.2	55.870	7 -	28.836	94.3	27.990	97.3	56.826
4 -	28.554	97.6	27.954	108.0	56.508	8 -	43.067		45.803		1:28.870

TIME ATTACK
SECTOR ANALYSIS - Warm Up

(contd.)

35	Robbie CALDER						Mazda RX7			CR	
1 -	1:08.258		36.235	96.0	1:44.493	4 -	34.362	70.7	31.750	92.6	1:06.112
2 -	37.850	72.3	32.606	101.3	1:10.456	5 -	32.626	85.3	30.693	92.3	1:03.319
3 -	33.473	77.8	33.131	93.0	1:06.604	6 -	38.181		50.254		1:28.435

TIME ATTACK

SPEED TRAPS - Warm Up - FINISH LINE

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	10	T4	Robbie THORNTON		Nissan Skyline R32 GTR	115.3
2	2	T4	Simon NORRIS		Mitsubishi EVO 9	113.7
3	33	T4	Chris DOHERTY		Ford Escort Cosworth	109.2
4	29	C4	John SWIFT		Mitsubishi EVO 6	106.6
5	6	T4	Adrian SMITH		Toyota Celica	105.6
6	30	C4	Jason SHIRES		Mitsubishi EVO 8	104.5
7	21	T4	Darren SOOTHILL		Mitsubishi EVO 5	104.0
8	23	T4	Paul BLAMIRE		Subaru Impreza GC8	103.8
9	3	CR	Nadine GEARY		Dodge Viper	101.6
10	35	CR	Robbie CALDER		Mazda RX7	101.3
11	31	T4	John CURISTAN		Subaru	101.3
12	11	C4	Nigel WILSON		Mitsubishi EVO	101.2
13	22	T4	Philip KEEN		Subaru Impreza Type 25	98.5
14	26	C4	Steve FITZPATRICK		Ford Escort Cosworth	95.1
15	24	CR	Tony PEARMAN		Lotus Elise	89.4
16	32	T4	Stewart WHYTE		Ford Escort Cosworth	87.6

TIME ATTACK

SPEED TRAPS - Warm Up - SECTOR

(contd.)

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	33	T4	Chris DOHERTY		Ford Escort Cosworth	98.9
2	31	T4	John CURISTAN		Subaru	93.3
3	22	T4	Philip KEEN		Subaru Impreza Type 25	92.9
4	29	C4	John SWIFT		Mitsubishi EVO 6	91.5
5	21	T4	Darren SOOTHILL		Mitsubishi EVO 5	90.0
6	10	T4	Robbie THORNTON		Nissan Skyline R32 GTR	86.7
7	26	C4	Steve FITZPATRICK		Ford Escort Cosworth	86.1
8	35	CR	Robbie CALDER		Mazda RX7	85.3
9	2	T4	Simon NORRIS		Mitsubishi EVO 9	84.9
10	6	T4	Adrian SMITH		Toyota Celica	82.7
11	23	T4	Paul BLAMIRE		Subaru Impreza GC8	82.7
12	30	C4	Jason SHIRES		Mitsubishi EVO 8	81.4
13	3	CR	Nadine GEARY		Dodge Viper	80.4
14	11	C4	Nigel WILSON		Mitsubishi EVO	79.7
15	24	CR	Tony PEARMAN		Lotus Elise	75.7
16	32	T4	Stewart WHYTE		Ford Escort Cosworth	71.9

TIME ATTACK

WARM UP - BEST SECTOR TIMES

SECTOR 1				SECTOR 2		IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	33	DOHERTY	28.447	33	DOHERTY	27.423	1	33	DOHERTY	55.870	55.870	0.000
2	22	KEEN	29.011	29	SWIFT	27.772	2	22	KEEN	57.942	57.946	0.004
3	31	CURISTAN	30.297	21	SOOTHILL	28.089	3	29	SWIFT	58.401	58.633	0.232
4	21	SOOTHILL	30.620	2	NORRIS	28.211	4	21	SOOTHILL	58.709	58.709	0.000
5	29	SWIFT	30.629	10	THORNTON	28.394	5	2	NORRIS	58.875	59.134	0.259
6	2	NORRIS	30.664	31	CURISTAN	28.919	6	31	CURISTAN	59.216	59.365	0.149
7	26	FITZPATRICK	31.533	22	KEEN	28.931	7	10	THORNTON	1:00.272	1:00.272	0.000
8	6	SMITH	31.719	26	FITZPATRICK	29.396	8	26	FITZPATRICK	1:00.929	1:01.029	0.100
9	10	THORNTON	31.878	6	SMITH	29.724	9	6	SMITH	1:01.443	1:02.321	0.878
10	11	WILSON	32.234	23	BLAMIRE	30.068	10	11	WILSON	1:03.214	1:03.214	0.000
11	35	CALDER	32.626	30	SHIRES	30.168	11	35	CALDER	1:03.319	1:03.319	0.000
12	30	SHIRES	33.476	35	CALDER	30.693	12	30	SHIRES	1:03.644	1:03.788	0.144
13	32	WHYTE	33.731	11	WILSON	30.980	13	23	BLAMIRE	1:04.644	1:04.644	0.000
14	23	BLAMIRE	34.576	3	GEARY	31.219	14	32	WHYTE	1:06.645	1:06.645	0.000
15	24	PEARMAN	35.393	24	PEARMAN	31.702	15	3	GEARY	1:06.965	1:07.187	0.222
16	3	GEARY	35.746	32	WHYTE	32.914	16	24	PEARMAN	1:07.095	1:08.006	0.911
17												
18												

Perfect Lap Time	55.870
------------------	--------

Weather / Track : Bright / Dry

Knockhill
 Circuit Length = 1.2986 miles
 Start: 13:06 End: 13:14

TIME ATTACK CLUB CHALLENGE

CLASSIFICATION - Practice 1

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	29	4W	John SWIFT		Mitsubishi EVO 6	55.953	9		83.55
2	26	4W	Steve FITZPATRICK		Ford Escort Cosworth	59.876	10	3.923	78.07
3	11	4W	Nigel WILSON		Mitsubishi EVO	1:01.069	6	5.116	76.55
4	30	4W	Jason SHIRES		Mitsubishi EVO 8	1:03.258	4	7.305	73.90
5	3	RW	Nadine GEARY		Dodge Viper	1:03.463	14	7.510	73.66
6	35	RW	Robbie CALDER		Mazda RX7	1:03.497	11	7.544	73.62
7	24	RW	Tony PEARMAN		Lotus Elise	1:04.379	14	8.426	72.61

TIME ATTACK CLUB CHALLENGE

SECTOR ANALYSIS - Practice 1

3	Nadine GEARY					Dodge Viper					RW
1 -	5:20.621	69.7	32.862	99.5	X:00.000	8 -	33.750	81.4	30.004	102.9	1:03.754
2 -	34.782	74.6	32.905	86.7	1:07.687	9 -	33.045	79.8	30.681	100.4	1:03.726
3 -	36.002	79.1	31.948	101.6	1:07.950	10 -	33.482	80.5	30.718	101.0	1:04.200
4 -	37.273	77.4	32.062	101.0	1:09.335	11 -	33.777	80.4	31.183	100.0	1:04.960
5 -	34.640	79.1	31.176	101.3	1:05.816	12 -	32.847	82.7	32.356	99.1	1:05.203
6 -	33.012	78.2	30.451	102.1	1:03.463	13 -	34.091	74.8	30.842	96.8	1:04.933
7 -	33.861	75.7	30.436	102.1	1:04.297	14 -	40.395		52.235		1:32.630
11	Nigel WILSON					Mitsubishi EVO					4W
1 -	4:53.170	65.4	35.972	81.2	X:00.000	4 -	31.224	87.0		102.4	1:01.069
2 -	37.852	69.8	32.043	99.8	1:09.895	5 -	31.616	78.8		102.7	1:01.087
3 -	32.245	80.1		103.8	1:01.696	6 -	31.182	83.5	34.868		1:06.050
24	Tony PEARMAN					Lotus Elise					RW
1 -	5:17.772	70.7	32.365	89.3	X:00.000	8 -	33.633	81.0	30.879	90.4	1:04.512
2 -	34.542	78.1	31.446	90.0	1:05.988	9 -	33.886	79.8	31.194	89.4	1:05.080
3 -	34.602	78.7	31.641	89.4	1:06.243	10 -	33.938	80.4	31.090	89.8	1:05.028
4 -	34.555	77.4	31.178	89.8	1:05.733	11 -	33.405	82.1	30.988	90.0	1:04.393
5 -	33.883	79.8	31.071	88.0	1:04.954	12 -	33.488	81.4	30.891	90.0	1:04.379
6 -	34.333	79.1	31.119	89.9	1:05.452	13 -	33.759	81.7	30.776	89.3	1:04.535
7 -	33.904	79.5	30.946	90.0	1:04.850	14 -	44.418		52.889		1:37.307
26	Steve FITZPATRICK					Ford Escort Cosworth					4W
1 -	4:36.263	72.3	31.197	89.5	X:00.000	6 -	31.122	85.1		95.5	1:00.495
2 -	32.988	81.2		93.3	1:02.786	7 -	30.821	86.7		93.0	59.968
3 -	31.568	85.8		92.8	1:01.116	8 -	30.762	84.2		90.8	59.967
4 -	31.495	83.1		94.6	1:00.822	9 -	30.388	84.3		89.2	59.876
5 -	31.186	85.8		92.6	1:00.538	10 -	38.194		44.679		1:22.873
29	John SWIFT					Mitsubishi EVO 6					4W
1 -	8:31.998	78.1	30.584	98.1	X:00.000	6 -	3:25.739	93.7		105.6	3:53.545
2 -		96.5		106.8	56.495	7 -		94.6		92.9	55.953
3 -		92.0		105.8	57.001	8 -	35.279		39.987	64.9	1:15.266
4 -		101.0		105.6	56.500	9 -	43.734		47.446		1:31.180
5 -	31.570	80.8	36.864	50.0	1:08.434						
30	Jason SHIRES					Mitsubishi EVO 8					4W
1 -	4:41.535	80.1	31.219	100.3	X:00.000	3 -	32.373	81.6	31.038	99.8	1:03.411
2 -	32.880	82.4	30.378	98.5	1:03.258	4 -	32.848	79.8	36.506		1:09.354
35	Robbie CALDER					Mazda RX7					RW
1 -	4:50.126	74.3	32.740	95.7	X:00.000	7 -	32.540	82.8	31.122	90.8	1:03.662
2 -	32.930	86.2	31.323	93.7	1:04.253	8 -	33.095	83.3	30.919	92.3	1:04.014
3 -	36.888	78.3	31.799	92.4	1:08.687	9 -	32.456	82.7	31.041	91.5	1:03.497
4 -	32.872	88.3	31.617	92.9	1:04.489	10 -	32.694	82.1	31.512	86.3	1:04.206
5 -	33.662	63.4	31.546	93.2	1:05.208	11 -	36.293		43.932		1:20.225
6 -	32.675	84.0	30.854	91.9	1:03.529						

TIME ATTACK CLUB CHALLENGE

SPEED TRAPS - Practice 1 - FINISH LINE

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	29	4W	John SWIFT		Mitsubishi EVO 6	106.8
2	11	4W	Nigel WILSON		Mitsubishi EVO	103.8
3	3	RW	Nadine GEARY		Dodge Viper	102.9
4	30	4W	Jason SHIRES		Mitsubishi EVO 8	100.3
5	35	RW	Robbie CALDER		Mazda RX7	95.7
6	26	4W	Steve FITZPATRICK		Ford Escort Cosworth	95.5
7	24	RW	Tony PEARMAN		Lotus Elise	90.4

TIME ATTACK CLUB CHALLENGE

SPEED TRAPS - Practice 1 - SECTOR

(contd.)

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	29	4W	John SWIFT		Mitsubishi EVO 6	101.0
2	35	RW	Robbie CALDER		Mazda RX7	88.3
3	11	4W	Nigel WILSON		Mitsubishi EVO	87.0
4	26	4W	Steve FITZPATRICK		Ford Escort Cosworth	86.7
5	3	RW	Nadine GEARY		Dodge Viper	82.7
6	30	4W	Jason SHIRES		Mitsubishi EVO 8	82.4
7	24	RW	Tony PEARMAN		Lotus Elise	82.1

TIME ATTACK CLUB CHALLENGE

Practice 1 - BEST SECTOR TIMES

SECTOR 1				SECTOR 2		IDEAL / BEST COMPARISON					
POS	NO	NAME	TIME	NO	NAME	POS	NO	NAME	IDEAL	BEST	DIFF
1	26	FITZPATRICK	30.388	3	GEARY	1	26	FITZPATRICK	1:01.585	59.876	1.709
2	11	WILSON	31.182	30	SHIRES	2	29	SWIFT	1:02.154	55.953	6.201
3	29	SWIFT	31.570	29	SWIFT	3	30	SHIRES	1:02.751	1:03.258	0.507
4	30	SHIRES	32.373	24	PEARMAN	4	3	GEARY	1:02.851	1:03.463	0.612
5	35	CALDER	32.456	35	CALDER	5	11	WILSON	1:03.225	1:01.069	2.156
6	3	GEARY	32.847	26	FITZPATRICK	6	35	CALDER	1:03.310	1:03.497	0.187
7	24	PEARMAN	33.405	11	WILSON	7	24	PEARMAN	1:04.181	1:04.379	0.198
									Perfect Lap Time		1:00.392

Weather / Track : Sunny / Dry

TIME ATTACK - Pro Practice 1 - Classification

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	32	4W	Stewart WHYTE		Ford Escort Cosworth	54.986	15		85.02
2	33	4W	Chris DOHERTY		Ford Escort Cosworth	55.433	16	0.447	84.33
3	2	4W	Simon NORRIS		Mitsubishi EVO 9	55.913	7	0.927	83.61
4	34	4W	Andrew GALLAGHER		Ford Escort Cosworth	56.235	16	1.249	83.13
5	21	4W	Darren SOOTHILL		Mitsubishi EVO 5	56.668	7	1.682	82.49
6	31	4W	John CURISTAN		Subaru	56.893	6	1.907	82.17
7	22	4W	Philip KEEN		Subaru Impreza Type 25	57.298	13	2.312	81.59
8	19	4W	Terry PANKHURST		Peugeot 206 Cosworth	57.347	8	2.361	81.52
9	10	4W	Robbie THORNTON		Nissan Skyline R32 GTR	58.127	13	3.141	80.42
10	23	4W	Paul BLAMIRE		Subaru Impreza GC8	58.840	16	3.854	79.45
11	6	4W	Adrian SMITH		Toyota Celica	59.079	11	4.093	79.13
12	4	4W	Rob BARNES		Mitsubishi EVO 8	59.273	12	4.287	78.87

TIME ATTACK - Pro

SECTOR ANALYSIS - Practice 1

2	Simon NORRIS					Mitsubishi EVO 9					4W
1 -			115.7	2:35.013	5 -	28.468	92.8	27.445	119.1	55.913	
2 -	28.779	91.6	27.669	113.7	56.448	6 -	29.463	96.5	27.669	118.7	57.132
3 -	28.902	90.9	27.934	116.5	56.836	7 -	35.874	71.6	37.253		1:13.127
4 -	28.861	99.1	27.542	114.1	56.403						
4	Rob BARNES					Mitsubishi EVO 8					4W
1 -	2:13.045	71.5	31.038	98.1	2:44.083	7 -	30.172	89.4	29.613	96.5	59.785
2 -	31.749	84.4	29.993	97.6	1:01.742	8 -	30.338	86.7	29.768	97.2	1:00.106
3 -	30.889	83.8	30.142	96.0	1:01.031	9 -	30.042	88.1	29.559	96.2	59.601
4 -	31.696	85.4	29.333	96.6	1:01.029	10 -	30.509	91.6	29.089	95.7	59.598
5 -	30.217	88.0	29.056	97.6	59.273	11 -	29.690	89.7	35.263	61.7	1:04.953
6 -	30.141	61.5	30.191	97.3	1:00.332	12 -	39.814	56.2	43.054		1:22.868
6	Adrian SMITH					Toyota Celica					4W
1 -	2:09.253	80.1	30.360	101.9	2:39.613	7 -	31.601	91.8	30.007	90.9	1:01.608
2 -	30.706	87.3	28.944	105.0	59.650	8 -	30.739	83.5	30.314	92.8	1:01.053
3 -	30.334	89.4	29.098	102.6	59.432	9 -	31.645	82.1	30.320	101.0	1:01.965
4 -	30.444	88.4	28.635	101.3	59.079	10 -	30.938	86.4	31.351	74.0	1:02.289
5 -	31.495	74.3	28.601	104.5	1:00.096	11 -	37.010		40.493		1:17.503
6 -	30.535	85.9	30.058	78.2	1:00.593						
10	Robbie THORNTON					Nissan Skyline R32 GTR					4W
1 -	1:34.403	87.3	28.477	114.9	2:02.880	8 -	33.471	82.9	31.755	106.5	1:05.226
2 -	30.470	90.1	30.679	115.5	1:01.149	9 -	32.504	86.5	32.932	85.2	1:05.436
3 -	31.305	86.1	28.068	115.9	59.373	10 -	36.838	78.9	30.363	115.5	1:07.201
4 -	30.068	91.5	28.059	114.9	58.127	11 -	30.009	90.1	28.154	116.5	58.163
5 -	30.084	90.6	32.241	115.1	1:02.325	12 -	30.903	96.6	32.654	64.7	1:03.557
6 -	29.948	92.4	28.690	112.2	58.638	13 -	38.255	76.3	35.456		1:13.711
7 -	30.329	83.3	28.542	107.7	58.871						
19	Terry PANKHURST					Peugeot 206 Cosworth					4W
1 -	1:30.586	77.2	30.034	97.6	2:00.620	5 -			100.4		57.858
2 -				94.6	57.951	6 -	29.881	81.9	34.128	68.1	1:04.009
3 -				101.2	57.347	7 -				99.5	1:04.481
4 -	29.974	89.4	28.758	97.5	58.732	8 -	28.915	96.8	45.366		1:14.281
21	Darren SOOTHILL					Mitsubishi EVO 5					4W
1 -	1:40.722	86.0	28.441	104.8	2:09.163	5 -	28.882	92.0	27.786	102.9	56.668
2 -	29.638	93.4	28.389	101.8	58.027	6 -	44.057	90.0	28.341	100.6	1:12.398
3 -	29.017	92.5	28.417	103.8	57.434	7 -	29.328	89.1	39.084		1:08.412
4 -	32.170	57.7	33.999	101.6	1:06.169						
22	Philip KEEN					Subaru Impreza Type 25					4W
1 -	2:05.279	79.5	30.563	100.3	2:35.842	8 -	28.709	94.9	28.589	96.6	57.298
2 -	29.532	92.0	29.694	85.7	59.226	9 -	28.694	92.4	32.079	47.2	1:00.773
3 -	29.501	91.8	28.517	97.3	58.018	10 -	1:32.065	92.0	29.324	94.1	2:01.389
4 -	28.997	93.7	28.339	96.1	57.336	11 -	29.063	91.4	33.326		1:02.389
5 -	29.173	89.5	31.309	48.2	1:00.482	12 -	1:38.488	88.1	29.067	95.0	2:07.555
6 -	2:57.499	93.4	28.693	94.6	3:26.192	13 -	28.797	90.1	28.770	95.5	57.567
7 -	28.905	93.3	28.956	96.5	57.861						

Weather/Track - Bright/Dry

Knockhill
Circuit Length = 1.2986 miles.
Start: 14:46 End: 15:06

TIME ATTACK - Pro

SECTOR ANALYSIS - Practice 1

(contd.)

23	Paul BLAMIRE					Subaru Impreza GC8					4W
1 -	2:11.903	76.6	30.988	111.6	2:42.891	9 -	30.360	94.7	31.879	95.3	1:02.239
2 -	31.913	89.1	29.669	109.4	1:01.582	10 -	31.697	90.1	35.772	59.4	1:07.469
3 -	31.527	85.5	29.509	90.4	1:01.036	11 -	40.191	71.2	33.646	105.8	1:13.837
4 -	32.810		31.930	100.9	1:04.740	12 -	32.238	84.8	29.663	101.8	1:01.901
5 -	31.892	84.3	29.701	107.7	1:01.593	13 -	30.583	94.7	28.257	103.4	58.840
6 -	31.759	84.9	28.745	107.3	1:00.504	14 -	30.622	91.0	28.970	107.2	59.592
7 -	30.948	88.3	28.858	104.5	59.806	15 -	30.417	85.7	36.844	68.1	1:07.261
8 -	31.152	85.7	29.557	104.3	1:00.709	16 -	36.773	69.6	40.789		1:17.562
31	John CURISTAN					Subaru					4W
1 -	1:56.931	60.2	31.936	104.3	2:28.867	4 -	35.408	76.0	32.720	104.8	1:08.128
2 -	29.496	97.2	28.347	101.6	57.843	5 -	28.840	93.8	28.053	102.1	56.893
3 -	29.376	96.0	28.042	102.6	57.418	6 -	32.739	81.9	36.915		1:09.654
32	Stewart WHYTE					Ford Escort Cosworth					4W
1 -	1:22.127	83.4	29.230	103.4	1:51.357	9 -	27.848	100.4	28.351	104.5	56.199
2 -	29.632	87.7	29.873	98.3	59.505	10 -	34.858	72.5	33.041	78.3	1:07.899
3 -	29.346	93.3	28.471	104.0	57.817	11 -	29.654	100.3	27.322	107.8	56.976
4 -	28.609	91.6	28.028	107.2	56.637	12 -	28.903	93.7	28.152	104.6	57.055
5 -	27.735	100.1	27.251	107.0	54.986	13 -	27.877	101.8	31.181	58.1	59.058
6 -	28.478	98.5	27.948	105.6	56.426	14 -	41.181	70.1	34.991	77.4	1:16.172
7 -	28.150	101.2	27.893	106.1	56.043	15 -	37.068	70.6	36.197		1:13.265
8 -	27.907	98.3	27.804	105.1	55.711						
33	Chris DOHERTY					Ford Escort Cosworth					4W
1 -	1:39.463	98.2	28.182	109.6	2:07.645	9 -	28.490	97.8	27.667	109.6	56.157
2 -	28.175	100.0	29.102	111.2	57.277	10 -	28.197	100.6	27.692	109.6	55.889
3 -	28.486	98.8	27.212	110.1	55.698	11 -	28.160	100.7	28.019	108.0	56.179
4 -	28.372	99.2	27.710	109.1	56.082	12 -	28.146	101.2	27.898	108.2	56.044
5 -	28.123	103.5	27.631	110.1	55.754	13 -	28.225	100.4	28.185	108.5	56.410
6 -	29.138	101.0	27.966	110.1	57.104	14 -	28.374	102.9	33.057	107.5	1:01.431
7 -	27.847	97.9	27.586	106.0	55.433	15 -	28.116	101.0	34.183	93.5	1:02.299
8 -	28.245	101.6	29.845	102.6	58.090	16 -	34.391	75.3	41.967		1:16.358
34	Andrew GALLAGHER					Ford Escort Cosworth					4W
1 -	1:28.589	84.8	30.187	103.7	1:58.776	9 -	28.641	97.2	28.445	103.8	57.086
2 -	29.260	97.3	27.603	107.5	56.863	10 -	29.053	92.0	29.951	97.5	59.004
3 -	28.576	100.9	27.659	107.0	56.235	11 -	29.088	97.3	28.446	102.1	57.534
4 -	28.571	100.0	27.793	107.5	56.364	12 -	29.076	95.7	28.449	102.6	57.525
5 -	29.466	93.9	27.642	106.8	57.108	13 -	29.690	98.5	28.749	102.1	58.439
6 -	28.466	96.8	28.347	106.1	56.813	14 -	29.310	88.7	30.847	102.9	1:00.157
7 -	28.519	99.7	28.107	105.8	56.626	15 -	29.161	93.8	31.489	92.1	1:00.650
8 -	28.399	98.5	28.177	104.2	56.576	16 -	35.247	68.2	41.746		1:16.993

TIME ATTACK - Pro
SPEED TRAPS - Practice 1 - FINISH LINE

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	2	4W	Simon NORRIS		Mitsubishi EVO 9	119.1
2	10	4W	Robbie THORNTON		Nissan Skyline R32 GTR	116.5
3	23	4W	Paul BLAMIRE		Subaru Impreza GC8	111.6
4	33	4W	Chris DOHERTY		Ford Escort Cosworth	111.2
5	32	4W	Stewart WHYTE		Ford Escort Cosworth	107.8
6	34	4W	Andrew GALLAGHER		Ford Escort Cosworth	107.5
7	6	4W	Adrian SMITH		Toyota Celica	105.0
8	31	4W	John CURISTAN		Subaru	104.8
9	21	4W	Darren SOOTHILL		Mitsubishi EVO 5	104.8
10	19	4W	Terry PANKHURST		Peugeot 206 Cosworth	101.2
11	22	4W	Philip KEEN		Subaru Impreza Type 25	100.3
12	4	4W	Rob BARNES		Mitsubishi EVO 8	98.1

TIME ATTACK - Pro
SPEED TRAPS - Practice 1 - SECTOR

(contd.)

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	33	4W	Chris DOHERTY		Ford Escort Cosworth	103.5
2	32	4W	Stewart WHYTE		Ford Escort Cosworth	101.8
3	34	4W	Andrew GALLAGHER		Ford Escort Cosworth	100.9
4	2	4W	Simon NORRIS		Mitsubishi EVO 9	99.1
5	31	4W	John CURISTAN		Subaru	97.2
6	19	4W	Terry PANKHURST		Peugeot 206 Cosworth	96.8
7	10	4W	Robbie THORNTON		Nissan Skyline R32 GTR	96.6
8	22	4W	Philip KEEN		Subaru Impreza Type 25	94.9
9	23	4W	Paul BLAMIRE		Subaru Impreza GC8	94.7
10	21	4W	Darren SOOTHILL		Mitsubishi EVO 5	93.4
11	6	4W	Adrian SMITH		Toyota Celica	91.8
12	4	4W	Rob BARNES		Mitsubishi EVO 8	91.6

TIME ATTACK - Pro

Practice 1 - BEST SECTOR TIMES

SECTOR 1				SECTOR 2		IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	POS	NO	NAME	IDEAL	BEST	DIFF	
1	32	WHYTE	27.735	33	DOHERTY	27.212	1	32	WHYTE	54.986	54.986	0.000
2	33	DOHERTY	27.847	32	WHYTE	27.251	2	33	DOHERTY	55.059	55.433	0.374
3	34	GALLAGHER	28.399	2	NORRIS	27.445	3	2	NORRIS	55.913	55.913	0.000
4	2	NORRIS	28.468	34	GALLAGHER	27.603	4	34	GALLAGHER	56.002	56.235	0.233
5	22	KEEN	28.694	21	SOOTHILL	27.786	5	21	SOOTHILL	56.668	56.668	0.000
6	31	CURISTAN	28.840	31	CURISTAN	28.042	6	31	CURISTAN	56.882	56.893	0.011
7	21	SOOTHILL	28.882	10	THORNTON	28.059	7	22	KEEN	57.033	57.298	0.265
8	19	PANKHURST	28.915	23	BLAMIRE	28.257	8	19	PANKHURST	57.673	57.347	0.326
9	4	BARNES	29.690	22	KEEN	28.339	9	10	THORNTON	58.007	58.127	0.120
10	10	THORNTON	29.948	6	SMITH	28.601	10	23	BLAMIRE	58.617	58.840	0.223
11	6	SMITH	30.334	19	PANKHURST	28.758	11	4	BARNES	58.746	59.273	0.527
12	23	BLAMIRE	30.360	4	BARNES	29.056	12	6	SMITH	58.935	59.079	0.144
									Perfect Lap Time		54.947	

Weather / Track : Bright/ Dry

TIME ATTACK - Pro Practice 2 - Classification

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	33	4W	Chris DOHERTY		Ford Escort Cosworth	55.051	13		84.92
2	32	4W	Stewart WHYTE		Ford Escort Cosworth	55.108	11	0.057	84.83
3	2	4W	Simon NORRIS		Mitsubishi EVO 9	55.576	7	0.525	84.11
4	34	4W	Andrew GALLAGHER		Ford Escort Cosworth	56.435	11	1.384	82.83
5	31	4W	John CURISTAN		Subaru	56.454	8	1.403	82.81
6	22	4W	Philip KEEN		Subaru Impreza Type 25	56.496	10	1.445	82.74
7	19	4W	Terry PANKHURST		Peugeot 206 Cosworth	57.403	15	2.352	81.44
8	10	4W	Robbie THORNTON		Nissan Skyline R32 GTR	57.686	12	2.635	81.04
9	23	4W	Paul BLAMIRE		Subaru Impreza GC8	58.352	9	3.301	80.11
10	6	4W	Adrian SMITH		Toyota Celica	58.996	7	3.945	79.24
11	4	4W	Rob BARNES		Mitsubishi EVO 8	59.966	10	4.915	77.96

Weather/Track - Bright/Dry

msttimina.com

Knockhill
Circuit Length = 1.2986 miles.
Start: 16:09 End: 16:29
Printed - 16:31 Saturday, 01 July 2006

TIME ATTACK - Pro

SECTOR ANALYSIS - Practice 2

2	Simon NORRIS				Mitsubishi EVO 9				4W		
1 -	83.4	33.379	114.9	X:00.000	5 -	28.680	92.8	27.283	119.8	55.963	
2 -	28.923	102.2	27.637	115.1	56.560	6 -	59.121	77.4	36.327	74.4	1:35.448
3 -	28.617	97.5	26.959	118.3	55.576	7 -	31.116	98.3	31.769	46.4	1:02.885
4 -	28.427	97.2	27.709	118.3	56.136						
4	Rob BARNES				Mitsubishi EVO 8				4W		
1 -	75.0	33.263	93.2	X:00.000	6 -	30.906	87.2	29.471	95.7	1:00.377	
2 -	37.517	50.760	93.2	1:28.277	7 -	30.359	84.5	29.985	89.5	1:00.344	
3 -	3:41.245	35.317	96.8	4:16.562	8 -	30.853	63.1	30.023	96.4	1:00.876	
4 -	38.239	77.3	38.150	77.4	1:16.389	9 -	30.541	83.7	29.425	96.8	59.966
5 -	32.197	86.8	29.431	97.3	1:01.628	10 -	34.374	45.411			1:19.785
6	Adrian SMITH				Toyota Celica				4W		
1 -	76.0	30.589	108.9	X:00.000	5 -	30.602	89.0	28.394	104.6	58.996	
2 -	30.371	89.3	32.772	1:03.143	6 -	36.337		35.526	63.1	1:11.863	
3 -	39.530	79.8	33.139	65.7	1:12.669	7 -	43.434	53.7	58.290		1:41.724
4 -	32.771	83.1	30.873	98.3	1:03.644						
10	Robbie THORNTON				Nissan Skyline R32 GTR				4W		
1 -	85.0	29.195	115.3	X:00.000	7 -	30.225	91.1	29.599	115.1	59.824	
2 -	31.371	85.9	28.041	114.7	59.412	8 -	29.900	87.3	35.584	77.4	1:05.484
3 -	31.219	89.8	27.840	115.7	59.059	9 -	36.428	73.9	34.540	113.3	1:10.968
4 -	30.075	91.8	27.611	117.1	57.686	10 -	29.882	93.0	28.126	116.5	58.008
5 -	30.034	91.9	29.366	111.1	59.400	11 -	29.551	92.0	31.174	66.9	1:00.725
6 -	38.008	85.3	35.672	114.1	1:13.680	12 -	39.807	69.1	43.366		1:23.173
19	Terry PANKHURST				Peugeot 206 Cosworth				4W		
1 -			90.3	X:00.000	9 -				89.7	59.153	
2 -			97.1	1:00.340	10 -	29.044	94.2	29.466	89.3	58.510	
3 -			91.4	57.403	11 -	29.137	93.7	30.366	90.1	59.503	
4 -			90.8	1:00.349	12 -	29.703	93.5	32.500		1:02.203	
5 -			91.8	58.858	13 -	44.379		37.263	89.5	1:21.642	
6 -			92.4	58.471	14 -				89.3	58.896	
7 -			93.7	59.259	15 -	37.623		49.972		1:27.595	
8 -			93.2	59.207							
22	Philip KEEN				Subaru Impreza Type 25				4W		
1 -	86.3	28.728	100.0	X:00.000	6 -	28.140	92.4	28.763	96.8	56.903	
2 -	28.245	96.1	28.251	98.5	56.496	7 -	28.444	95.3	29.064	92.0	57.508
3 -	28.333	93.5	28.348	97.1	56.681	8 -	31.842	63.3	35.213	49.5	1:07.055
4 -	34.054	79.5	32.045	53.9	1:06.099	9 -	2:33.780	72.8	31.786	92.1	3:05.566
5 -	3:47.001	71.0	30.682	96.5	4:17.683	10 -	30.879	74.9	42.018		1:12.897
23	Paul BLAMIRE				Subaru Impreza GC8				4W		
1 -	66.4	35.538	84.3	X:00.000	6 -	57.087	84.3	35.308	95.4	1:32.395	
2 -	33.368	81.9	34.355	107.7	1:07.723	7 -	31.467	92.9	27.991	112.7	59.458
3 -	31.245	90.5	30.017	108.9	1:01.262	8 -	30.529	96.2	27.823	111.4	58.352
4 -	30.997	89.1	28.165	113.9	59.162	9 -	35.196		40.602		1:15.798
5 -	29.840	98.6	32.227	111.4	1:02.067						

TIME ATTACK - Pro
SECTOR ANALYSIS - Practice 2

(contd.)

31	John CURISTAN				Subaru				4W		
1 -	69.2	31.396	98.9	X:00.000	5 -	29.062	98.9	29.286	101.0	58.348	
2 -	29.236	91.9	28.454	100.1	57.690	6 -	29.564	97.6	27.941	100.6	57.505
3 -	31.826	79.1	28.500	103.2	1:00.326	7 -	28.603	93.9	28.992	94.5	57.595
4 -	28.501	99.7	27.953	102.1	56.454	8 -	37.527	67.5	41.555		1:19.082
32	Stewart WHYTE				Ford Escort Cosworth				4W		
1 -	78.5	31.906	86.5	X:00.000	7 -	27.580	102.7	27.655	106.0	55.235	
2 -	30.870	92.3	28.717	103.7	59.587	8 -	27.754	100.9	28.130	105.0	55.884
3 -	27.722	102.1	27.386	106.3	55.108	9 -	27.961	101.0	29.569	94.9	57.530
4 -	27.954	100.9	27.518	106.5	55.472	10 -	31.920	84.7	28.891	108.7	1:00.811
5 -	27.752	102.1	27.606	105.0	55.358	11 -	34.448	86.2	38.148		1:12.596
6 -	27.755	100.0	27.608	105.8	55.363						
33	Chris DOHERTY				Ford Escort Cosworth				4W		
1 -	79.7	33.015	107.5	X:00.000	8 -	33.826	99.5	33.040	109.4	1:06.866	
2 -	28.042	98.5	27.009	110.7	55.051	9 -	28.001	100.3	28.950	106.8	56.951
3 -	27.959	101.2	27.736	109.4	55.695	10 -	28.500	98.5	27.577	110.1	56.077
4 -	28.645	102.2	27.368	109.8	56.013	11 -	30.745		34.135	108.2	1:04.880
5 -	28.036	102.4	27.650	109.8	55.686	12 -	31.374	99.4	29.157	107.8	1:00.531
6 -	28.181	100.4	27.593	107.7	55.774	13 -	30.757	82.2	34.489	47.2	1:05.246
7 -	28.041	104.0	31.258	68.3	59.299						
34	Andrew GALLAGHER				Ford Escort Cosworth				4W		
1 -	74.3	31.693	96.9	X:00.000	7 -	28.546	98.1	28.319	100.6	56.865	
2 -	29.555	96.4	28.503	97.3	58.058	8 -	28.738	97.1	28.885	99.2	57.623
3 -	29.013	98.8	28.726	100.1	57.739	9 -	28.926	81.8	28.786	100.0	57.712
4 -	29.192	96.0	29.122	99.1	58.314	10 -	28.228	98.5	28.532	99.5	56.760
5 -	28.700	97.3	28.591	100.9	57.291	11 -	29.890	70.3	36.189		1:06.079
6 -	28.232	99.4	28.203	101.0	56.435						

TIME ATTACK - Pro

SPEED TRAPS - Practice 2 - FINISH LINE

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	2	4W	Simon NORRIS		Mitsubishi EVO 9	119.8
2	10	4W	Robbie THORNTON		Nissan Skyline R32 GTR	117.1
3	23	4W	Paul BLAMIRE		Subaru Impreza GC8	113.9
4	33	4W	Chris DOHERTY		Ford Escort Cosworth	110.7
5	6	4W	Adrian SMITH		Toyota Celica	108.9
6	32	4W	Stewart WHYTE		Ford Escort Cosworth	108.7
7	31	4W	John CURISTAN		Subaru	103.2
8	34	4W	Andrew GALLAGHER		Ford Escort Cosworth	101.0
9	22	4W	Philip KEEN		Subaru Impreza Type 25	100.0
10	4	4W	Rob BARNES		Mitsubishi EVO 8	97.3
11	19	4W	Terry PANKHURST		Peugeot 206 Cosworth	97.1

TIME ATTACK - Pro
SPEED TRAPS - Practice 2 - SECTOR

(contd.)

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	33	4W	Chris DOHERTY		Ford Escort Cosworth	104.0
2	32	4W	Stewart WHYTE		Ford Escort Cosworth	102.7
3	2	4W	Simon NORRIS		Mitsubishi EVO 9	102.2
4	31	4W	John CURISTAN		Subaru	99.7
5	34	4W	Andrew GALLAGHER		Ford Escort Cosworth	99.4
6	23	4W	Paul BLAMIRE		Subaru Impreza GC8	98.6
7	22	4W	Philip KEEN		Subaru Impreza Type 25	96.1
8	19	4W	Terry PANKHURST		Peugeot 206 Cosworth	94.2
9	10	4W	Robbie THORNTON		Nissan Skyline R32 GTR	93.0
10	6	4W	Adrian SMITH		Toyota Celica	89.3
11	4	4W	Rob BARNES		Mitsubishi EVO 8	87.2

TIME ATTACK - Pro

PRACTICE 2 - BEST SECTOR TIMES

SECTOR 1				SECTOR 2		IDEAL / BEST COMPARISON					
POS	NO	NAME	TIME	NO	NAME	POS	NO	NAME	IDEAL	BEST	DIFF
1	32	WHYTE	27.580	2	NORRIS	1	32	WHYTE	54.966	55.108	0.142
2	33	DOHERTY	27.959	33	DOHERTY	2	33	DOHERTY	54.968	55.051	0.083
3	22	KEEN	28.140	32	WHYTE	3	2	NORRIS	55.386	55.576	0.190
4	34	GALLAGHER	28.228	10	THORNTON	4	22	KEEN	56.391	56.496	0.105
5	2	NORRIS	28.427	23	BLAMIRE	5	34	GALLAGHER	56.431	56.435	0.004
6	31	CURISTAN	28.501	31	CURISTAN	6	31	CURISTAN	56.442	56.454	0.012
7	19	PANKHURST	29.044	34	GALLAGHER	7	10	THORNTON	57.162	57.686	0.524
8	10	THORNTON	29.551	22	KEEN	8	23	BLAMIRE	57.663	58.352	0.689
9	23	BLAMIRE	29.840	6	SMITH	9	19	PANKHURST	58.510	57.403	1.107
10	4	BARNES	30.359	4	BARNES	10	6	SMITH	58.765	58.996	0.231
11	6	SMITH	30.371	19	PANKHURST	11	4	BARNES	59.784	59.966	0.182
									Perfect Lap Time	54.539	

Weather / Track : Bright/ Dry

TIME ATTACK CLUB CHALLENGE

CLASSIFICATION - Practice 2

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	11	4W	Nigel WILSON		Mitsubishi EVO	58.517	7		79.89
2	26	4W	Steve FITZPATRICK		Ford Escort Cosworth	59.485	7	0.968	78.59
3	3	RW	Nadine GEARY		Dodge Viper	1:01.018	11	2.501	76.61
4	35	RW	Robbie CALDER		Mazda RX7	1:01.613	11	3.096	75.87
5	24	RW	Tony PEARMAN		Lotus Elise	1:02.828	12	4.311	74.40

Weather/Track - Bright/Dry

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

Knockhill
 Circuit Length = 1.2986 miles.
 Start: 16:34 End: 16:54

Clerk of Course:	Stewards:	Timekeeper:
------------------	-----------	-------------

TIME ATTACK CLUB CHALLENGE

SECTOR ANALYSIS - Practice 2

3	Nadine GEARY					Dodge Viper					RW
1 -	7:20.042	79.8	31.421	102.6	X:00.000	7 -	31.547	92.6	32.093	74.7	1:03.640
2 -	32.349	87.7	29.898	103.7	1:02.247	8 -	38.179	69.8	36.868	67.6	1:15.047
3 -	32.447	88.6	29.906	104.2	1:02.353	9 -	37.958	68.8	42.038	85.8	1:19.996
4 -	32.150	91.0	29.183	104.3	1:01.333	10 -	34.856	69.3	34.049	103.5	1:08.905
5 -	31.803	92.5	29.215	105.1	1:01.018	11 -	33.330	79.4	41.724		1:15.054
6 -	31.999	96.1	29.315	103.5	1:01.314						
11	Nigel WILSON					Mitsubishi EVO					4W
1 -	7:06.550	77.1	30.039	101.9	X:00.000	5 -	29.751	90.1	28.766	100.7	58.517
2 -	30.441	80.2	29.275	104.2	59.716	6 -	30.977	83.9	29.034	102.6	1:00.011
3 -	30.264	84.3	28.726	103.5	58.990	7 -	33.432	69.8	32.263		1:05.695
4 -	30.026	88.5	28.663	104.3	58.689						
24	Tony PEARMAN					Lotus Elise					RW
1 -	6:39.470	72.6	33.499	89.7	X:00.000	7 -	33.056	78.7	30.680	90.6	1:03.736
2 -	34.177	78.5	30.928	90.4	1:05.105	8 -	33.247	81.1	37.875		1:11.122
3 -	33.369	82.1	31.143	90.5	1:04.512	9 -	1:11.047	77.1	33.839	89.9	1:44.886
4 -	33.362	83.6	30.820	90.3	1:04.182	10 -	32.774	85.1	30.355	89.1	1:03.129
5 -	33.203	80.9	30.812	87.9	1:04.015	11 -	32.592	83.2	30.236	89.7	1:02.828
6 -	35.187	81.3	30.216	90.5	1:05.403	12 -	38.919	67.0	43.465		1:22.384
26	Steve FITZPATRICK					Ford Escort Cosworth					4W
1 -	6:52.999		35.189	84.0	X:00.000	5 -				95.5	59.485
2 -	32.781	73.7	30.189	94.6	1:02.970	6 -				88.0	59.894
3 -	31.235	78.2	29.145	94.5	1:00.380	7 -	37.150		45.055	44.9	1:22.205
4 -	30.688	84.4	28.931	94.1	59.619						
35	Robbie CALDER					Mazda RX7					RW
1 -	6:35.038	77.0	32.914	96.6	X:00.000	7 -	31.188	91.1	30.708	92.8	1:01.896
2 -	31.970	86.4	30.406	98.5	1:02.376	8 -	32.129	88.1	30.386	95.8	1:02.515
3 -	31.924	87.2	30.492	98.6	1:02.416	9 -	32.092	88.7	30.791	92.9	1:02.883
4 -	32.170	87.4	30.968	96.5	1:03.138	10 -	32.647	87.0	33.705	95.5	1:06.352
5 -	32.153	86.7	29.876	97.9	1:02.029	11 -	32.225	87.6	36.358		1:08.583
6 -	31.676	88.0	29.937	97.3	1:01.613						

TIME ATTACK CLUB CHALLENGE

SPEED TRAPS - Practice 2 - FINISH LINE

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	3	RW	Nadine GEARY		Dodge Viper	105.1
2	11	4W	Nigel WILSON		Mitsubishi EVO	104.3
3	35	RW	Robbie CALDER		Mazda RX7	98.6
4	26	4W	Steve FITZPATRICK		Ford Escort Cosworth	95.5
5	24	RW	Tony PEARMAN		Lotus Elise	90.6

**TIME ATTACK CLUB CHALLENGE
SPEED TRAPS - Practice 2 - SECTOR**

(contd.)

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	3	RW	Nadine GEARY		Dodge Viper	96.1
2	35	RW	Robbie CALDER		Mazda RX7	91.1
3	11	4W	Nigel WILSON		Mitsubishi EVO	90.1
4	24	RW	Tony PEARMAN		Lotus Elise	85.1
5	26	4W	Steve FITZPATRICK		Ford Escort Cosworth	84.4

TIME ATTACK CLUB CHALLENGE

PRACTICE 2 - BEST SECTOR TIMES

SECTOR 1				SECTOR 2		IDEAL / BEST COMPARISON					
POS	NO	NAME	TIME	NO	NAME	POS	NO	NAME	IDEAL	BEST	DIFF
1	11	WILSON	29.751	11	WILSON	1	11	WILSON	58.414	58.517	0.103
2	26	FITZPATRICK	30.688	26	FITZPATRICK	2	26	FITZPATRICK	59.619	59.485	0.134
3	35	CALDER	31.188	3	GEARY	3	3	GEARY	1:00.730	1:01.018	0.288
4	3	GEARY	31.547	35	CALDER	4	35	CALDER	1:01.064	1:01.613	0.549
5	24	PEARMAN	32.592	24	PEARMAN	5	24	PEARMAN	1:02.808	1:02.828	0.020
									Perfect Lap Time	58.414	

Weather / Track : Bright/ Dry

TIME ATTACK CLUB CHALLENGE

CLASSIFICATION - Final

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	29	4W	John SWIFT		Mitsubishi EVO 6	55.870	2		83.67
2	30	4W	Jason SHIRES		Mitsubishi EVO 8	59.621	2	3.751	78.41
3	3	RW	Nadine GEARY		Dodge Viper	59.906	2	4.036	78.03
4	26	4W	Steve FITZPATRICK		Ford Escort Cosworth	1:00.671	2	4.801	77.05
5	11	4W	Nigel WILSON		Mitsubishi EVO	1:02.582	2	6.712	74.70
6	24	RW	Tony PEARMAN		Lotus Elise	1:03.082	2	7.212	74.10

TIME ATTACK CLUB CHALLENGE

SECTOR ANALYSIS - Final

3	Nadine GEARY	Dodge Viper						RW			
1 -	5:58.215	82.3	30.500	104.0	X:00.000	2 -	31.045	90.3	28.861	104.2	59.906
11	Nigel WILSON	Mitsubishi EVO						4W			
1 -	X:00.000	66.1	X:00.000	92.4	X:00.000	2 -					1:02.582
24	Tony PEARMAN	Lotus Elise						RW			
1 -	3:15.389	64.5	38.853	86.8	3:54.242	2 -	32.668	81.6	30.414	91.0	1:03.082
26	Steve FITZPATRICK	Ford Escort Cosworth						4W			
1 -			86.7		X:00.000	2 -			91.0		1:00.671
29	John SWIFT	Mitsubishi EVO 6						4W			
1 -	8:41.476	78.8	29.577	107.0	X:00.000	2 -	27.982	99.2	27.888	104.8	55.870
30	Jason SHIRES	Mitsubishi EVO 8						4W			
1 -	4:38.572	89.8	29.087	107.8	X:00.000	2 -	31.244	93.0	28.377	110.0	59.621

TIME ATTACK CLUB CHALLENGE

SPEED TRAPS - Practice 2 - FINISH LINE

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	30	4W	Jason SHIRES		Mitsubishi EVO 8	110.0
2	29	4W	John SWIFT		Mitsubishi EVO 6	107.0
3	3	RW	Nadine GEARY		Dodge Viper	104.2
4	11	4W	Nigel WILSON		Mitsubishi EVO	92.4
5	26	4W	Steve FITZPATRICK		Ford Escort Cosworth	91.0
6	24	RW	Tony PEARMAN		Lotus Elise	91.0

**TIME ATTACK CLUB CHALLENGE
SPEED TRAPS - Practice 2 - SECTOR**

(contd.)

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	29	4W	John SWIFT		Mitsubishi EVO 6	99.2
2	30	4W	Jason SHIRES		Mitsubishi EVO 8	93.0
3	3	RW	Nadine GEARY		Dodge Viper	90.3
4	24	RW	Tony PEARMAN		Lotus Elise	81.6
5	11	4W	Nigel WILSON		Mitsubishi EVO	77.6

TIME ATTACK - Pro

CLASSIFICATION - Final

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	32	4W	Stewart WHYTE		Ford Escort Cosworth	55.191	2		84.70
2	22	4W	Philip KEEN		Subaru Impreza Type 25	55.476	2	0.285	84.27
3	33	4W	Chris DOHERTY		Ford Escort Cosworth	55.953	2	0.762	83.55
4	31	4W	John CURISTAN		Subaru	56.432	2	1.241	82.84
5	10	4W	Robbie THORNTON		Nissan Skyline R32 GTR	57.312	2	2.121	81.57
6	23	4W	Paul BLAMIRE		Subaru Impreza GC8	57.540	2	2.349	81.24
7	4	4W	Rob BARNES		Mitsubishi EVO 8	58.824	2	3.633	79.47

Weather/Track - Bright/Dry

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

Knockhill
Circuit Length = 1.2986 miles.

Clerk of Course:

Stewards:

Timekeeper:

TIME ATTACK - Pro
SECTOR ANALYSIS - Final

4	Rob BARNES	Mitsubishi EVO 8						4W
1 -	6:16.422 72.6	30.639 97.9	X:00.000	2 -	29.939 89.7	28.885 98.6	58.824	
10	Robbie THORNTON	Nissan Skyline R32 GTR						4W
1 -	X:00.000 75.8	30.437 117.3	X:00.000	2 -	29.683 82.2	27.629 117.3	57.312	
22	Philip KEEN	Subaru Impreza Type 25						4W
1 -	X:00.000 91.8	27.607 102.9	X:00.000	2 -	27.670 98.2	27.806 100.6	55.476	
23	Paul BLAMIRE	Subaru Impreza GC8						4W
1 -	4:41.835 81.8	28.663 113.3	X:00.000	2 -	29.689 96.5	27.851 115.3	57.540	
31	John CURISTAN	Subaru						4W
1 -	1:39.375	35.208 104.2	2:14.583	2 -	28.436 96.5	27.996 103.5	56.432	
32	Stewart WHYTE	Ford Escort Cosworth						4W
1 -	7:49.454 97.8	28.240 107.0	X:00.000	2 -	27.532 106.3	27.659 101.5	55.191	
33	Chris DOHERTY	Ford Escort Cosworth						4W
1 -	9:11.557 92.5	28.322 110.5	X:00.000	2 -	27.967 101.9	27.986 108.2	55.953	

TIME ATTACK - Pro
SPEED TRAPS - Practice 2 - FINISH LINE

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	10	4W	Robbie THORNTON		Nissan Skyline R32 GTR	117.3
2	23	4W	Paul BLAMIRE		Subaru Impreza GC8	115.3
3	33	4W	Chris DOHERTY		Ford Escort Cosworth	110.5
4	32	4W	Stewart WHYTE		Ford Escort Cosworth	107.0
5	31	4W	John CURISTAN		Subaru	104.2
6	22	4W	Philip KEEN		Subaru Impreza Type 25	102.9
7	4	4W	Rob BARNES		Mitsubishi EVO 8	98.6

TIME ATTACK - Pro
SPEED TRAPS - Practice 2 - SECTOR

(contd.)

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	32	4W	Stewart WHYTE		Ford Escort Cosworth	106.3
2	33	4W	Chris DOHERTY		Ford Escort Cosworth	101.9
3	22	4W	Philip KEEN		Subaru Impreza Type 25	98.2
4	23	4W	Paul BLAMIRE		Subaru Impreza GC8	96.5
5	31	4W	John CURISTAN		Subaru	96.5
6	4	4W	Rob BARNES		Mitsubishi EVO 8	89.7
7	10	4W	Robbie THORNTON		Nissan Skyline R32 GTR	82.2

TIME ATTACK

Super Battle - Classification

POS	NO	CL	NAME	NAT	ENTRY	TIME	LAPS	GAP	MPH
1	32	T4	Stewart WHYTE		Ford Escort Cosworth	55.012	11		84.98
2	33	T4	Chris DOHERTY		Ford Escort Cosworth	55.306	12	0.294	84.52
3	22	T4	Philip KEEN		Subaru Impreza Type 25	55.932	12	0.920	83.58

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

Knockhill
Circuit Length = 1.2986 miles.
Start: 20:05 End: 20:15

Clerk of Course:	Stewards:	Timekeeper:
------------------	-----------	-------------

TIME ATTACK

SECTOR ANALYSIS - Super Battle

22	Philip KEEN					Subaru Impreza Type 25					T4
1 -	5:16.749	76.7	31.132	100.3	X:00.000	7 -	34.781	63.6	33.105	100.1	1:07.886
2 -	28.137	91.6	27.879	100.1	56.016	8 -	28.094	95.4	28.058	98.5	56.152
3 -	33.442	68.1	30.021	101.6	1:03.463	9 -	28.526	92.8	28.197	98.6	56.723
4 -	28.069	92.1	28.040	99.8	56.109	10 -	29.228	94.7	28.579	97.5	57.807
5 -	33.683	66.1	33.216	101.5	1:06.899	11 -	28.582	97.1	32.218	69.9	1:00.800
6 -	27.833	94.9	28.099	99.2	55.932	12 -	36.383	67.3	32.909	100.3	1:09.292
32	Stewart WHYTE					Ford Escort Cosworth					T4
1 -	5:16.956	78.5	28.947	105.5	X:00.000	7 -	27.610	100.3	27.925	104.8	55.535
2 -	27.999	101.0	27.013	107.8	55.012	8 -	33.026	72.9	38.150	84.2	1:11.176
3 -	27.761	103.2	27.804	106.6	55.565	9 -	33.992	76.3	39.956		1:13.948
4 -	27.996	98.3	28.265	105.0	56.261	10 -	1:08.551	75.4	33.103	101.9	1:41.654
5 -	28.498	99.1	31.789	102.7	1:00.287	11 -	29.197	77.4	34.291	81.0	1:03.488
6 -	27.794	99.8	27.478	107.2	55.272						
33	Chris DOHERTY					Ford Escort Cosworth					T4
1 -	5:17.449	86.7	27.619	110.3	X:00.000	7 -	28.378	100.4	34.545	75.4	1:02.923
2 -	27.816	101.2	27.490	110.7	55.306	8 -	37.649	71.2	39.452	86.9	1:17.101
3 -	28.001	102.1	27.542	109.4	55.543	9 -	28.451	100.3	28.369	104.6	56.820
4 -	28.137	98.3	28.687	111.8	56.824	10 -	28.254	100.0	29.074	107.5	57.328
5 -	28.155	99.8	32.614	103.8	1:00.769	11 -	27.761	104.3	27.759	109.2	55.520
6 -	28.210	99.8	28.976	101.8	57.186	12 -	28.384	99.7	27.866	108.4	56.250

TIME ATTACK

SPEED TRAPS - Super Battle - FINISH LINE

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	33	T4	Chris DOHERTY		Ford Escort Cosworth	111.8
2	32	T4	Stewart WHYTE		Ford Escort Cosworth	107.8
3	22	T4	Philip KEEN		Subaru Impreza Type 25	101.6

Weather/Track - Bright/Dry

msttimina.com

Knockhill
Circuit Length = 1.2986 miles.
Start: 20:05 End: 20:15
Printed - 20:18 Saturday, 01 July 2006

TIME ATTACK
SPEED TRAPS - Super Battle - SECTOR

(contd.)

POS	NO	CL	NAME	NAT	ENTRY	MPH
1	33	T4	Chris DOHERTY		Ford Escort Cosworth	104.3
2	32	T4	Stewart WHYTE		Ford Escort Cosworth	103.2
3	22	T4	Philip KEEN		Subaru Impreza Type 25	97.1

TIME ATTACK - Pro

SUPER BATTLE- BEST SECTOR TIMES

SECTOR 1				SECTOR 2		IDEAL / BEST COMPARISON					
POS	NO	NAME	TIME	NO	NAME	POS	NO	NAME	IDEAL	BEST	DIFF
1	32	WHYTE	27.610	32	WHYTE	1	32	WHYTE	54.623	55.012	0.389
2	33	DOHERTY	27.761	33	DOHERTY	2	33	DOHERTY	55.251	55.306	0.055
3	22	KEEN	27.833	22	KEEN	3	22	KEEN	55.712	55.932	0.220
									Perfect Lap Time	54.623	

Weather / Track : Bright/ Dry

www.msttiming.com

Knockhill
 Circuit Length = 1.2986 miles
 Start: 00:00 End: 00:00

Printed - 12:51 Sunday, 02 July 2006