



AIRASIA RENAULT CLIO CUP UK CHAMPIONSHIP

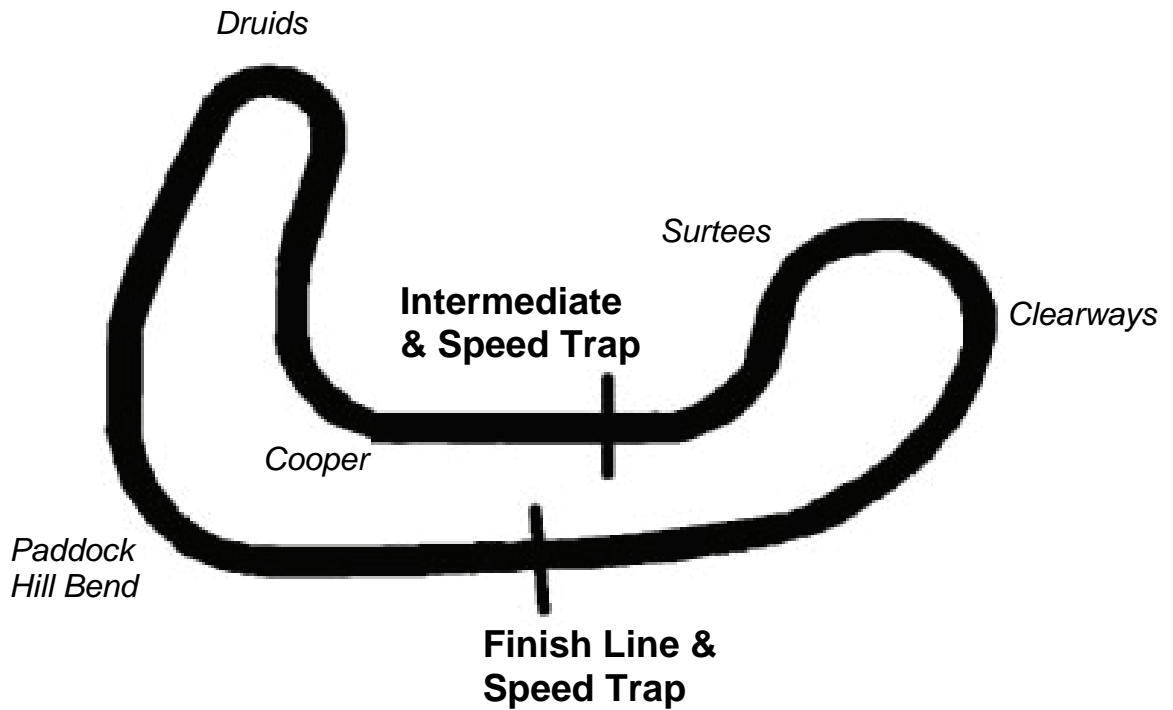
**Rounds 1 & 2
Brands Hatch Indy**

2nd / 3rd April 2011



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

BRANDS HATCH INDY



Circuit Length:	1.1986 miles / 1929.0 metres
Intermediate 1:	1112 metres
Pit In:	1669 metres
Pit Out:	0 metres
Pit In – Pit Out:	249 metres

2011 AirAsia Renault Clio Cup UK QUALIFYING ROUNDS 1 & 2 - CLASSIFICATION



POS	NO	CL	NAME	NAT	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	13	G	Jake PACKUN	GBR	Get On Track Developments	52.339	10	20			82.44
2	3	G	James DIXON	GBR	Total Control Racing	52.360	20	26	0.021	0.021	82.41
3	22		Paul RIVETT	GBR	Lumison BlueSquare Data/Stancombe Vehicl	52.378	15	29	0.039	0.018	82.38
4	41	G	Luke WRIGHT	GBR	Scuderia Vittoria	52.403	19	27	0.064	0.025	82.34
5	17	G	Tom GRICE	GBR	Total Control Racing	52.448	16	25	0.109	0.045	82.27
6	33	G	Jack GOFF	GBR	Team Pyro	52.498	19	28	0.159	0.050	82.19
7	4	G	Aron SMITH	GBR	Team Pyro	52.498	19	28	0.159	0.000	82.19
8	11		Matt ALLISON	GBR	Scuderia Vittoria	52.510	13	25	0.171	0.012	82.17
9	2	G	James COLBURN	GBR	Westbourne Motorsport	52.525	20	25	0.186	0.015	82.15
10	16	G	Adam BONHAM	GBR	Team Pyro	52.612	22	27	0.273	0.087	82.01
11	5	M	Lee PATTISON	GBR	JHR Developments	52.744	22	28	0.405	0.132	81.81
12	99	G	Josh FILES	GBR	Team Pyro	52.777	22	28	0.438	0.033	81.76
13	7	G	Chris SWANWICK	GBR	Team Pyro	52.813	18	23	0.474	0.036	81.70
14	42		Craig CURRIE	GBR	Team Pyro	52.879	24	25	0.540	0.066	81.60
15	66		Mark PROCTOR	GBR	Total Control Racing	53.262	15	22	0.923	0.383	81.01
16	10	M	Darren WILSON	GBR	20Ten Racing Limited	53.446	25	30	1.107	0.184	80.73
17	28	G	Nicolas HAMILTON	GBR	Total Control Racing	53.620	19	29	1.281	0.174	80.47

Weather / Track : Bright / Dry

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

Brands Hatch Indy

Circuit Length = 1.1986 miles

Start: 11:23 End: 11:54

Clerk of Course :

Timekeeper :

2011 AirAsia Renault Clio Cup UK

QUALIFYING ROUNDS 1 & 2 - 2ND FASTEST CLASSIFICATION



POS	NO	CL	NAME	NAT	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	22		Paul RIVETT	GBR	Lumison BlueSquare Data/Stancombe Vehicl	52.388	23	29			82.36
2	3	G	James DIXON	GBR	Total Control Racing	52.453	21	26	0.065	0.065	82.26
3	13	G	Jake PACKUN	GBR	Get On Track Developments	52.474	9	20	0.086	0.021	82.23
4	41	G	Luke WRIGHT	GBR	Scuderia Vittoria	52.484	25	27	0.096	0.010	82.21
5	11		Matt ALLISON	GBR	Scuderia Vittoria	52.518	19	25	0.130	0.034	82.16
6	33	G	Jack GOFF	GBR	Team Pyro	52.558	12	28	0.170	0.040	82.10
7	4	G	Aron SMITH	GBR	Team Pyro	52.559	17	28	0.171	0.001	82.09
8	2	G	James COLBURN	GBR	Westbourne Motorsport	52.561	19	25	0.173	0.002	82.09
9	17	G	Tom GRICE	GBR	Total Control Racing	52.575	24	25	0.187	0.014	82.07
10	16	G	Adam BONHAM	GBR	Team Pyro	52.633	24	27	0.245	0.058	81.98
11	99	G	Josh FILES	GBR	Team Pyro	52.797	26	28	0.409	0.164	81.72
12	5	M	Lee PATTISON	GBR	JHR Developments	52.807	21	28	0.419	0.010	81.71
13	7	G	Chris SWANWICK	GBR	Team Pyro	52.906	21	23	0.518	0.099	81.56
14	42		Craig CURRIE	GBR	Team Pyro	52.908	21	25	0.520	0.002	81.55
15	10	M	Darren WILSON	GBR	20Ten Racing Limited	53.462	29	30	1.074	0.554	80.71
16	66		Mark PROCTOR	GBR	Total Control Racing	53.473	21	22	1.085	0.011	80.69
17	28	G	Nicolas HAMILTON	GBR	Total Control Racing	53.720	22	29	1.332	0.247	80.32

Weather / Track : Bright / Dry

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Brands Hatch Indy

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Start: 11:23 End: 11:54

Clerk of Course :

Timekeeper :

2011 AirAsia Renault Clio Cup UK

QUALIFYING ROUNDS 1 & 2 - SECTOR ANALYSIS

2		James COLBURN				G					
1-	Out	84.5	22.965	109.7	1:02.608	14-	31.487	90.2	21.301	111.1	52.788
2-	33.092	87.4	22.026	110.6	55.118	15-	33.329	63.3	In		2:28.512P
3-	32.131	89.2	21.608	110.7	53.739	16-	Out	84.9	22.180	109.8	1:04.075
4-	31.687	90.2	21.395	110.9	53.082	17-	32.441	86.9	21.760	110.2	54.201
5-	32.388	88.9	21.386	110.6	53.774	18-	31.361	90.3	21.229	110.6	52.590
6-	31.499	90.4	21.348	110.6	52.847	19-	31.272	90.9	21.289	110.6	52.561
7-	31.498	90.6	21.325	110.9	52.823	20-	31.272	90.6	21.253	110.9	52.525
8-	32.563	87.8	In		2:23.281P	21-	31.451	90.8	21.316	110.9	52.767
9-	Out	63.1	23.399	108.6	1:07.903	22-	31.296	90.9	21.280	110.7	52.576
10-	36.834	84.2	22.113	110.6	58.947	23-	31.308	91.2	21.321	111.1	52.629
11-	32.339	87.3	21.699	111.1	54.038	24-	31.308	90.8	21.378	110.6	52.686
12-	31.337	90.2	21.231	111.3	52.568	25-	31.482	90.9	21.327	110.9	52.809
13-	31.555	90.1	21.473	111.1	53.028						
3		James DIXON				G					
1-	Out	79.9	23.332	107.2	1:09.834	14-	31.350	90.0	21.322	110.4	52.672
2-	33.233	86.6	22.271	110.6	55.504	15-	31.366	85.8	In		3:38.765P
3-	32.221	88.7	21.666	110.7	53.887	16-	Out	76.1	22.425	109.5	1:04.025
4-	31.816	89.8	21.546	111.1	53.362	17-	31.741	89.1	21.423	110.0	53.164
5-	31.644	89.5	21.465	110.9	53.109	18-	31.327	89.7	21.308	110.2	52.635
6-	31.529	90.1	In		3:23.940P	19-	31.288	90.3	21.261	110.2	52.549
7-	Out	82.4	23.352	105.7	1:10.914	20-	31.142	90.2	21.218	110.7	52.360
8-	39.083	60.5	22.552	110.7	1:01.635	21-	31.160	90.4	21.293	110.2	52.453
9-	31.408	89.7	21.305	111.1	52.713	22-	31.234	90.9	21.251	110.9	52.485
10-	31.373	90.0	21.265	111.1	52.638	23-	31.603	89.8	21.367	110.4	52.970
11-	31.381	90.4	21.264	111.7	52.645	24-	31.211	90.2	21.370	110.6	52.581
12-	31.540	89.5	21.299	110.7	52.839	25-	31.230	90.6	21.341	110.2	52.571
13-	31.280	90.1	21.315	110.7	52.595	26-	31.362	90.7	21.351	110.6	52.713
4		Aron SMITH				G					
1-	Out	84.1	22.516	111.3	1:04.152	15-	33.180	88.8	21.701	111.5	54.881
2-	32.448	89.8	21.803	111.7	54.251	16-	31.467	91.1	21.282	111.5	52.749
3-	32.109	88.7	21.691	111.7	53.800	17-	31.270	91.8	21.289	111.7	52.559
4-	31.987	90.2	21.622	111.1	53.609	18-	31.329	91.9	21.402	111.5	52.731
5-	31.906	90.8	In		2:10.352P	19-	31.184	91.9	21.314	111.8	52.498
6-	Out	84.2	22.996	108.8	1:04.996	20-	31.448	91.7	21.434	111.5	52.882
7-	33.568	89.2	21.588	110.6	55.156	21-	31.391	91.4	21.327	111.7	52.718
8-	31.622	91.1	21.358	111.1	52.980	22-	34.453	91.1	21.286	111.1	55.739
9-	34.065	64.9	22.457	111.3	56.522	23-	31.355	92.1	21.335	111.1	52.690
10-	31.508	90.4	21.367	111.1	52.875	24-	31.357	91.6	21.448	110.4	52.805
11-	31.389	90.7	21.420	111.7	52.809	25-	31.323	91.4	21.393	111.5	52.716
12-	31.327	91.2	21.413	112.2	52.740	26-	31.441	90.7	In		2:15.169P
13-	31.481	90.3	In		3:01.426P	27-	Out	90.4	21.481	110.6	57.551
14-	Out	45.6	24.377	108.8	1:10.868	28-	31.396	90.8	21.413	110.7	52.809
5		Lee PATTISON				M					
1-	Out	84.6	22.428	102.1	1:01.531	15-	33.781	91.8	21.477	110.4	55.258
2-	33.908	89.5	22.268	109.7	56.176	16-	31.529	91.1	21.415	110.2	52.944
3-	32.489	89.8	21.647	110.7	54.136	17-	31.530	92.1	In		3:07.283P
4-	32.065	90.8	In		1:57.804P	18-	Out	90.2	21.571	110.0	57.559
5-	Out	90.3	21.875	109.8	58.765	19-	31.642	90.6	21.512	110.4	53.154
6-	31.697	90.8	21.480	110.7	53.177	20-	31.391	90.6	21.480	110.4	52.871
7-	31.658	91.2	21.597	110.2	53.255	21-	31.425	91.1	21.382	110.9	52.807
8-	31.793	91.9	In		2:34.600P	22-	31.310	90.9	21.434	110.6	52.744
9-	Out	89.4	21.669	110.6	58.210	23-	31.402	90.9	21.433	110.4	52.835
10-	35.260	45.1	23.651	111.1	58.911	24-	31.505	90.8	21.416	111.1	52.921
11-	32.425	77.2	22.262	110.2	54.687	25-	31.622	91.3	21.525	111.3	53.147
12-	31.652	91.1	21.514	111.1	53.166	26-	31.390	91.7	21.455	111.3	52.845
13-	31.579	91.2	21.466	110.7	53.045	27-	31.436	91.8	21.535	111.3	52.971
14-	31.499	90.9	21.451	110.2	52.950	28-	31.839	87.3	22.848	95.7	54.687

Weather / Track : Bright / Dry

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QUALIFYING ROUNDS 1 & 2 - SECTOR ANALYSIS

7		Chris SWANWICK				G					
1-	Out	81.6	23.775	108.6	1:05.546	13-	32.036	89.2	In	2:38.445P	
2-	33.930	88.9	21.876	109.8	55.806	14-	Out	88.2	22.020	108.9	1:03.135
3-	31.990	89.7	21.540	110.4	53.530	15-	31.702	90.3	21.398	109.7	53.100
4-	32.159	90.0	In		2:50.985P	16-	31.582	90.9	21.475	109.1	53.057
5-	Out	87.7	22.390	108.4	1:03.146	17-	31.562	90.3	21.736	109.7	53.298
6-	33.834	68.5	22.421	110.6	56.255	18-	31.490	89.7	21.323	110.2	52.813
7-	31.666	90.4	21.480	109.7	53.146	19-	31.578	90.2	21.374	110.2	52.952
8-	31.684	90.0	21.348	110.0	53.032	20-	31.772	90.1	21.448	110.4	53.220
9-	31.559	89.8	21.384	109.7	52.943	21-	31.536	90.4	21.370	110.2	52.906
10-	31.800	89.8	21.328	110.4	53.128	22-	34.462	88.4	21.754	110.4	56.216
11-	34.055	81.6	21.705	109.8	55.760	23-	31.532	90.4	21.434	110.2	52.966
12-	31.735	89.6	21.308	110.0	53.043						
10		Darren WILSON				M					
1-	Out	57.5	25.980	107.0	1:12.902	16-	31.876	89.6	In	3:22.819P	
2-	40.092	60.8	24.722	107.0	1:04.814	17-	Out	84.3	23.147	108.1	1:04.445
3-	36.814	82.6	23.084	108.2	59.898	18-	34.368	85.4	22.739	108.6	57.107
4-	35.239	84.2	23.852	107.2	59.091	19-	33.561	85.1	22.377	109.3	55.938
5-	33.653	85.7	22.348	109.3	56.001	20-	32.124	89.1	21.718	109.3	53.842
6-	32.920	88.4	22.112	109.8	55.032	21-	31.858	89.2	21.645	109.3	53.503
7-	32.315	88.5	22.207	108.9	54.522	22-	32.193	88.7	21.638	109.1	53.831
8-	32.313	88.8	22.039	109.5	54.352	23-	32.065	89.6	21.754	109.5	53.819
9-	32.073	89.4	21.749	109.5	53.822	24-	31.882	89.8	21.665	108.9	53.547
10-	31.995	90.0	21.815	110.2	53.810	25-	31.764	90.2	21.682	108.9	53.446
11-	33.149	87.2	22.519	109.7	55.668	26-	32.521	90.3	21.585	110.7	54.106
12-	32.227	89.0	21.819	109.7	54.046	27-	31.803	89.2	21.801	110.6	53.604
13-	32.011	88.8	21.601	109.8	53.612	28-	32.091	89.2	22.155	109.7	54.246
14-	32.162	76.3	22.051	110.9	54.213	29-	31.758	90.2	21.704	110.0	53.462
15-	33.117	75.3	22.200	110.0	55.317	30-	33.867	82.2	22.536	109.1	56.403
11		Matt ALLISON									
1-	Out	78.3	22.827	109.1	1:04.156	14-	31.286	90.0	21.315	109.3	52.601
2-	32.571	89.6	24.176	99.7	56.747	15-	31.344	91.1	21.351	109.5	52.695
3-	32.518	88.3	21.547	109.5	54.065	16-	32.193	89.7	In		3:07.702P
4-	31.942	90.3	21.476	109.5	53.418	17-	Out	84.8	22.225	108.9	1:05.098
5-	31.705	90.0	21.413	110.0	53.118	18-	32.337	88.8	21.364	110.0	53.701
6-	31.658	90.3	21.342	109.8	53.000	19-	31.318	90.6	21.200	109.8	52.518
7-	31.818	90.0	21.369	110.0	53.187	20-	34.979	57.6	23.369	109.3	58.348
8-	31.573	90.3	21.506	109.1	53.079	21-	31.332	90.0	21.290	109.8	52.622
9-	34.790	86.6	In		3:43.680P	22-	31.482	90.7	21.413	109.5	52.895
10-	Out	86.4	22.137	109.1	1:04.722	23-	31.487	90.7	21.300	109.7	52.787
11-	32.397	88.3	21.518	109.5	53.915	24-	31.308	90.7	21.558	109.7	52.866
12-	31.591	89.7	21.207	110.2	52.798	25-	31.384	91.1	21.326	109.8	52.710
13-	31.281	90.2	21.229	109.7	52.510						
13		Jake PACKUN				G					
1-	Out	86.0	22.605	111.3	1:02.157	11-	31.135	90.7	21.392	111.3	52.527
2-	33.297	89.2	22.112	110.7	55.409	12-	35.275	79.1	In		7:57.692P
3-	31.719	89.4	21.672	110.4	53.391	13-	Out	84.7	25.045	95.2	1:10.304
4-	31.727	89.7	21.466	110.7	53.193	14-	34.042	88.8	21.684	110.4	55.726
5-	31.916	88.9	In		2:45.664P	15-	31.368	90.3	21.574	108.2	52.942
6-	Out	87.0	22.841	91.1	1:03.652	16-	34.396	89.4	21.773	110.2	56.169
7-	40.266	55.5	22.712	110.4	1:02.978	17-	31.373	90.3	21.248	110.4	52.621
8-	33.194	88.2	21.638	110.6	54.832	18-	31.294	90.7	21.368	109.3	52.662
9-	31.291	89.7	21.183	110.7	52.474	19-	32.490	90.2	21.309	110.9	53.799
10-	31.199	90.1	21.140	110.9	52.339	20-	32.215	90.0	21.244	111.1	53.459
16		Adam BONHAM				G					
1-	Out	78.8	23.592	109.5	1:04.686	15-	31.543	90.4	21.331	110.4	52.874
2-	34.200	83.2	22.778	110.6	56.978	16-	31.998	90.1	In		2:41.602P
3-	32.729	89.0	21.895	107.5	54.624	17-	Out	61.7	25.192	106.9	1:11.018
4-	32.761	90.4	21.443	110.6	54.204	18-	33.714	87.8	21.955	109.7	55.669

Weather / Track : Bright / Dry

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QUALIFYING ROUNDS 1 & 2 - SECTOR ANALYSIS

5 -	31.752	90.4	21.443	110.0	53.195	19 -	31.600	90.3	22.065	109.1	53.665
6 -	31.788	90.1	In		2:30.683P	20 -	31.502	90.4	21.422	109.5	52.924
7 -	Out	83.6	25.474	76.9	1:10.836	21 -	31.247	91.2	21.717	108.9	52.964
8 -	34.520	87.4	22.090	109.1	56.610	22 -	31.396	91.1	21.216	110.0	52.612
9 -	32.398	68.3	23.302	109.8	55.700	23 -	31.557	90.0	21.803	110.0	53.360
10 -	31.692	90.2	22.477	109.7	54.169	24 -	31.306	91.1	21.327	109.1	52.633
11 -	31.591	89.8	21.351	110.4	52.942	25 -	31.428	90.3	21.248	110.6	52.676
12 -	31.459	89.5	21.468	109.7	52.927	26 -	31.793	88.9	22.438	110.4	54.231
13 -	31.730	90.0	21.393	110.2	53.123	27 -	31.224	90.7	21.423	110.6	52.647
14 -	31.478	90.1	21.392	110.7	52.870						
17	Tom GRICE					G					
1 -	Out	75.6	23.781	110.2	1:07.322	14 -	31.698	80.6	22.714	112.6	54.412
2 -	34.185	86.5	22.231	111.5	56.416	15 -	31.812	91.6	21.150	112.4	52.962
3 -	32.877	86.3	In		4:12.325P	16 -	31.280	91.4	21.168	112.0	52.448
4 -	Out	86.6	22.576	110.0	1:03.099	17 -	31.524	91.4	21.140	112.4	52.664
5 -	32.429	89.7	21.666	110.9	54.095	18 -	31.542	90.6	21.237	111.5	52.779
6 -	31.683	89.7	21.277	111.3	52.960	19 -	31.430	90.8	21.177	111.8	52.607
7 -	31.592	90.0	21.237	111.1	52.829	20 -	31.455	90.8	21.215	112.0	52.670
8 -	31.658	90.6	21.159	111.5	52.817	21 -	31.422	91.4	21.388	110.7	52.810
9 -	31.559	90.3	21.235	111.3	52.794	22 -	31.437	89.5	21.258	111.7	52.695
10 -	31.405	89.6	21.215	110.9	52.620	23 -	34.349	82.1	22.694	110.4	57.043
11 -	31.621	89.8	In		4:20.559P	24 -	31.363	90.7	21.212	111.5	52.575
12 -	Out	46.2	24.496	107.7	1:08.341	25 -	31.496	90.6	21.336	110.0	52.832
13 -	32.587	90.0	21.810	110.9	54.397						
22	Paul RIVETT										
1 -	Out	84.4	22.842	108.2	1:04.026	16 -	32.048	90.8	21.273	109.5	53.321
2 -	33.342	87.4	21.678	109.3	55.020	17 -	31.396	91.2	21.257	109.5	52.653
3 -	33.503	63.5	24.280	109.3	57.783	18 -	31.336	91.2	21.302	109.5	52.638
4 -	31.615	90.1	21.310	109.3	52.925	19 -	33.092	81.0	In		2:22.600P
5 -	31.345	90.9	21.241	109.7	52.586	20 -	Out	88.2	21.745	109.3	1:00.487
6 -	31.535	90.4	21.254	110.0	52.789	21 -	34.053	88.0	21.798	109.8	55.851
7 -	31.319	90.6	21.266	109.7	52.585	22 -	31.233	91.2	21.197	109.8	52.430
8 -	33.072	55.1	24.251	110.0	57.323	23 -	31.213	91.6	21.175	110.2	52.388
9 -	35.076	88.0	In		2:31.170P	24 -	31.276	91.7	21.224	109.8	52.500
10 -	Out	86.3	22.601	108.4	1:03.625	25 -	31.278	91.4	21.197	110.2	52.475
11 -	35.750	50.8	24.321	110.4	1:00.071	26 -	31.214	91.8	21.187	111.5	52.401
12 -	33.015	72.5	23.110	110.2	56.125	27 -	32.710	87.6	22.205	110.2	54.915
13 -	31.395	90.9	21.235	110.7	52.630	28 -	31.255	91.3	21.229	109.7	52.484
14 -	33.347	89.5	21.533	110.0	54.880	29 -	34.063	81.3	22.555	106.5	56.618
15 -	31.219	91.2	21.159	110.0	52.378						
28	Nicolas HAMILTON					G					
1 -	Out	62.2	24.194	107.2	1:08.610	16 -	32.353	89.0	21.617	108.4	53.970
2 -	35.107	86.9	22.996	109.3	58.103	17 -	32.300	89.1	21.662	108.6	53.962
3 -	33.611	86.9	22.500	108.6	56.111	18 -	33.061	89.7	21.660	109.5	54.721
4 -	33.811	80.8	22.415	109.8	56.226	19 -	32.017	89.6	21.603	109.7	53.620
5 -	32.730	88.7	21.984	109.3	54.714	20 -	33.690	66.8	22.576	109.8	56.266
6 -	32.920	87.6	21.816	109.3	54.736	21 -	32.563	88.9	22.188	109.8	54.751
7 -	32.747	88.3	21.830	108.8	54.577	22 -	32.027	90.1	21.693	109.7	53.720
8 -	32.581	88.9	21.837	108.6	54.418	23 -	37.888	74.4	22.491	109.3	1:00.379
9 -	33.446	87.5	21.920	108.8	55.366	24 -	32.175	89.0	21.655	108.9	53.830
10 -	33.670	88.7	21.682	109.7	55.352	25 -	32.189	89.1	21.567	108.8	53.756
11 -	32.189	89.6	21.765	109.3	53.954	26 -	32.073	89.1	21.827	108.9	53.900
12 -	32.476	88.5	In		3:37.527P	27 -	32.404	89.2	21.982	109.3	54.386
13 -	Out	86.9	22.295	108.1	1:02.558	28 -	32.350	89.4	21.674	108.2	54.024
14 -	32.679	88.4	21.627	109.3	54.306	29 -	34.991	84.8	23.918	87.3	58.909
15 -	32.534	89.1	21.660	108.8	54.194						
33	Jack GOFF					G					
1 -	Out	85.5	23.316	92.7	1:07.612	15 -	32.490	90.0	21.590	109.8	54.080
2 -	36.924	82.7	22.076	110.6	59.000	16 -	31.390	90.8	21.658	110.2	53.048
3 -	32.669	86.5	21.727	110.9	54.396	17 -	31.453	90.6	21.230	109.5	52.683

Weather / Track : Bright / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 11:23 End: 11:54

2011 AirAsia Renault Clio Cup UK

QUALIFYING ROUNDS 1 & 2 - SECTOR ANALYSIS

4 -	31.833	90.6	In		2:13.893P	18 -	31.443	90.4	21.214	110.0	52.657
5 -	Out	85.5	22.177	109.7	1:04.350	19 -	31.293	90.2	21.205	109.8	52.498
6 -	35.278	83.6	22.366	109.7	57.644	20 -	31.678	89.0	21.470	109.7	53.148
7 -	31.717	89.8	21.320	109.8	53.037	21 -	31.457	90.1	21.327	109.7	52.784
8 -	31.554	90.3	21.245	110.4	52.799	22 -	31.428	90.2	21.307	110.0	52.735
9 -	31.583	89.4	21.290	109.3	52.873	23 -	31.856	88.2	In		2:30.636P
10 -	31.475	89.4	21.266	110.7	52.741	24 -	Out	89.8	21.228	110.4	57.406
11 -	31.300	90.4	21.264	111.1	52.564	25 -	31.384	90.4	21.199	110.4	52.583
12 -	31.341	90.3	21.217	111.1	52.558	26 -	31.310	90.7	21.250	110.6	52.560
13 -	31.581	90.1	In		2:49.252P	27 -	31.463	90.7	21.227	110.2	52.690
14 -	Out	78.8	22.404	108.6	1:05.853	28 -	31.424	90.2	21.351	109.8	52.775
41	Luke WRIGHT					G					
1 -	Out	87.0	22.814	98.4	1:00.603	15 -	31.628	90.2	In		3:21.690P
2 -	33.454	90.2	22.020	110.9	55.474	16 -	Out	77.7	23.866	102.6	1:06.543
3 -	32.747	90.3	21.558	111.1	54.305	17 -	32.510	89.4	21.590	109.7	54.100
4 -	31.866	90.8	21.454	110.4	53.320	18 -	31.567	90.8	21.204	110.7	52.771
5 -	31.912	89.8	21.395	110.0	53.307	19 -	31.177	91.2	21.226	110.9	52.403
6 -	31.678	89.7	21.377	109.8	53.055	20 -	31.335	91.4	21.191	111.1	52.526
7 -	31.558	90.6	In		2:55.987P	21 -	32.336	90.8	21.450	110.9	53.786
8 -	Out	84.9	22.728	107.2	1:05.239	22 -	31.364	91.2	21.149	111.1	52.513
9 -	32.719	88.0	21.463	109.7	54.182	23 -	33.048	77.7	In		1:54.333P
10 -	31.547	90.0	21.233	110.9	52.780	24 -	Out	90.7	21.390	110.2	58.105
11 -	31.403	90.4	21.300	110.7	52.703	25 -	31.232	91.2	21.252	110.6	52.484
12 -	31.584	89.5	22.952	110.9	54.536	26 -	31.288	91.3	21.246	110.4	52.534
13 -	31.729	90.4	21.235	110.6	52.964	27 -	33.408	85.6	In		1:12.055P
14 -	31.907	90.1	21.358	110.6	53.265						
42	Craig CURRIE										
1 -	Out	77.0	25.238	101.2	1:10.832	14 -	31.777	90.2	21.605	110.6	53.382
2 -	38.265	86.1	22.522	110.7	1:00.787	15 -	35.301	86.4	In		2:55.876P
3 -	34.062	88.8	21.656	111.8	55.718	16 -	Out	81.9	24.444	108.1	1:09.885
4 -	31.997	90.7	21.697	110.9	53.694	17 -	37.938	82.1	24.152	108.9	1:02.090
5 -	32.037	90.1	21.652	111.1	53.689	18 -	36.700	65.0	23.174	110.6	59.874
6 -	33.180	89.8	In		3:06.228P	19 -	32.103	90.1	21.503	110.7	53.606
7 -	Out	61.3	25.432	106.4	1:14.068	20 -	31.708	89.8	21.417	110.9	53.125
8 -	38.408	82.6	25.475	108.8	1:03.883	21 -	31.518	90.6	21.390	110.4	52.908
9 -	36.482	86.1	25.216	108.1	1:01.698	22 -	31.568	90.4	21.390	110.7	52.958
10 -	33.038	89.1	21.586	111.5	54.624	23 -	31.562	90.2	22.045	111.3	53.607
11 -	31.884	89.4	21.578	110.9	53.462	24 -	31.633	90.9	21.246	112.0	52.879
12 -	31.547	89.8	21.486	111.3	53.033	25 -	31.575	90.6	21.403	111.1	52.978
13 -	31.852	90.1	21.563	111.1	53.415						
66	Mark PROCTOR										
1 -	Out	81.9	23.616	106.9	1:05.738	12 -	Out	58.5	24.711	104.4	1:10.582
2 -	35.527	81.9	23.000	108.9	58.527	13 -	33.007	89.4	22.270	109.5	55.277
3 -	33.751	85.4	In		3:53.077P	14 -	31.907	89.8	21.582	110.4	53.489
4 -	Out	85.1	22.934	106.9	1:03.215	15 -	31.798	90.7	21.464	110.2	53.262
5 -	34.770	88.4	21.802	109.1	56.572	16 -	31.751	90.3	21.802	109.5	53.553
6 -	32.191	90.1	21.554	110.0	53.745	17 -	31.944	90.6	26.081	87.7	58.025
7 -	32.278	89.1	23.587	108.4	55.865	18 -	32.511	90.4	21.560	110.2	54.071
8 -	32.408	89.1	21.632	109.5	54.040	19 -	32.633	86.6	21.997	109.7	54.630
9 -	34.033	90.0	21.525	110.9	55.558	20 -	32.317	90.0	21.647	109.5	53.964
10 -	32.008	89.5	21.551	110.0	53.559	21 -	31.954	90.1	21.519	110.2	53.473
11 -	33.250	84.6	In		4:31.388P	22 -	35.139	87.5	21.992	108.9	57.131
99	Josh FILES					G					
1 -	Out	64.7	25.382	94.5	1:10.930	15 -	31.800	89.5	21.303	109.8	53.103
2 -	38.064	73.5	23.417	109.3	1:01.481	16 -	31.684	85.7	In		3:27.041P
3 -	33.780	72.2	22.617	110.7	56.397	17 -	Out	71.6	23.415	101.2	1:08.999
4 -	33.375	79.8	21.821	110.2	55.196	18 -	34.561	79.5	22.087	108.9	56.648
5 -	32.022	89.2	21.365	109.8	53.387	19 -	31.764	90.3	21.264	110.2	53.028
6 -	31.926	89.4	21.352	109.7	53.278	20 -	31.508	90.7	21.584	110.2	53.092
7 -	32.062	89.6	21.327	109.3	53.389	21 -	31.571	91.1	21.487	110.2	53.058

Weather / Track : Bright / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 11:23 End: 11:54

2011 AirAsia Renault Clio Cup UK

QUALIFYING ROUNDS 1 & 2 - SECTOR ANALYSIS

8 -	32.122	89.6	21.276	110.0	53.398	22 -	31.459	90.6	21.318	110.0	52.777
9 -	31.864	88.2	In		1:44.406P	23 -	31.766	90.3	21.267	109.8	53.033
10 -	Out	89.2	21.431	110.0	58.082	24 -	31.526	90.4	21.287	109.8	52.813
11 -	31.872	89.6	21.380	109.8	53.252	25 -	31.593	90.3	21.284	109.5	52.877
12 -	31.783	89.7	21.259	110.0	53.042	26 -	31.492	90.6	21.305	109.8	52.797
13 -	31.806	89.5	21.572	109.8	53.378	27 -	31.496	90.6	21.380	109.7	52.876
14 -	31.766	89.8	21.386	109.8	53.152	28 -	31.728	91.2	21.307	109.5	53.035

Weather / Track : Bright / Dry

Brands Hatch Indy
 Circuit Length = 1.1986 miles
 Start: 11:23 End: 11:54

2011 AirAsia Renault Clio Cup UK

QUALIFYING ROUNDS 1 & 2 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	4	Aron SMITH	92.1				17	Tom GRICE	112.6	
2	5	Lee PATTISON	92.1				4	Aron SMITH	112.2	
3	22	Paul RIVETT	91.8				42	Craig CURRIE	112.0	
4	17	Tom GRICE	91.6				3	James DIXON	111.7	
5	41	Luke WRIGHT	91.4				22	Paul RIVETT	111.5	
6	2	James COLBURN	91.3				2	James COLBURN	111.3	
7	16	Adam BONHAM	91.2				5	Lee PATTISON	111.3	
8	99	Josh FILES	91.2				13	Jake PACKUN	111.3	
9	11	Matt ALLISON	91.1				33	Jack GOFF	111.1	
10	3	James DIXON	90.9				41	Luke WRIGHT	111.1	
11	7	Chris SWANWICK	90.9				10	Darren WILSON	110.9	
12	42	Craig CURRIE	90.9				66	Mark PROCTOR	110.9	
13	33	Jack GOFF	90.8				16	Adam BONHAM	110.7	
14	13	Jake PACKUN	90.7				99	Josh FILES	110.7	
15	66	Mark PROCTOR	90.7				7	Chris SWANWICK	110.6	
16	10	Darren WILSON	90.3				11	Matt ALLISON	110.2	
17	28	Nicolas HAMILTON	90.1				28	Nicolas HAMILTON	109.8	

Weather / Track : Bright / Dry

Brands Hatch Indy
 Circuit Length = 1.1986 miles
 Start: 11:23 End: 11:54

2011 AirAsia Renault Clio Cup UK

QUALIFYING ROUNDS 1 & 2 - BEST SECTOR TIMES


SECTOR 1			SECTOR 2			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	13	PACKUN	31.135	13	PACKUN	21.140	1	13	PACKUN	52.275	52.339	0.064
2	3	DIXON	31.142	17	GRICE	21.140	2	41	WRIGHT	52.326	52.403	0.077
3	41	WRIGHT	31.177	41	WRIGHT	21.149	3	3	DIXON	52.360	52.360	0.000
4	4	SMITH	31.184	22	RIVETT	21.159	4	22	RIVETT	52.372	52.378	0.006
5	22	RIVETT	31.213	33	GOFF	21.199	5	17	GRICE	52.420	52.448	0.028
6	16	BONHAM	31.224	11	ALLISON	21.200	6	16	BONHAM	52.440	52.612	0.172
7	2	COLBURN	31.272	16	BONHAM	21.216	7	4	SMITH	52.466	52.498	0.032
8	17	GRICE	31.280	3	DIXON	21.218	8	11	ALLISON	52.481	52.510	0.029
9	11	ALLISON	31.281	2	COLBURN	21.229	9	33	GOFF	52.492	52.498	0.006
10	33	GOFF	31.293	42	CURRIE	21.246	10	2	COLBURN	52.501	52.525	0.024
11	5	PATTISON	31.310	99	FILES	21.259	11	5	PATTISON	52.692	52.744	0.052
12	99	FILES	31.459	4	SMITH	21.282	12	99	FILES	52.718	52.777	0.059
13	7	SWANWICK	31.490	7	SWANWICK	21.308	13	42	CURRIE	52.764	52.879	0.115
14	42	CURRIE	31.518	5	PATTISON	21.382	14	7	SWANWICK	52.798	52.813	0.015
15	66	PROCTOR	31.751	66	PROCTOR	21.464	15	66	PROCTOR	53.215	53.262	0.047
16	10	WILSON	31.758	28	HAMILTON	21.567	16	10	WILSON	53.343	53.446	0.103
17	28	HAMILTON	32.017	10	WILSON	21.585	17	28	HAMILTON	53.584	53.620	0.036
Perfect lap										52.275		

Weather / Track : Bright / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 11:23 End: 11:54

2011 AirAsia Renault Clio Cup UK

ROUND 1 - GRID

ROW 9	53.620 28 Nicolas HAMILTON		
ROW 8		53.262 66 Mark PROCTOR	53.446 10 Darren WILSON
ROW 7	52.813 7 Chris SWANWICK		52.879 42 Craig CURRIE
ROW 6		52.744 5 Lee PATTISON	52.777 99 Josh FILES
ROW 5	52.525 2 James COLBURN		52.612 16 Adam BONHAM
ROW 4		52.498 4 Aron SMITH	52.510 11 Matt ALLISON
ROW 3	52.448 17 Tom GRICE		52.498 33 Jack GOFF
ROW 2		52.378 22 Paul RIVETT	52.403 41 Luke WRIGHT
ROW 1	52.339 13 Jake PACKUN		52.360 3 James DIXON
Pole			
			


Brands Hatch Indy
Circuit Length = 1.1986 miles

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

Clerk of Course :		Timekeeper :
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2011 AirAsia Renault Clio Cup UK

ROUND 2 - GRID

ROW 9	53.720 28 Nicolas HAMILTON		
ROW 8		53.462 10 Darren WILSON	53.473 66 Mark PROCTOR
ROW 7	52.906 7 Chris SWANWICK		52.908 42 Craig CURRIE
ROW 6		52.797 99 Josh FILES	52.807 5 Lee PATTISON
ROW 5	52.575 17 Tom GRICE		52.633 16 Adam BONHAM
ROW 4		52.559 4 Aron SMITH	52.561 2 James COLBURN
ROW 3	52.518 11 Matt ALLISON		52.558 33 Jack GOFF
ROW 2		52.474 13 Jake PACKUN	52.484 41 Luke WRIGHT
ROW 1	52.388 22 Paul RIVETT		52.453 3 James DIXON
Pole			
			

Brands Hatch Indy
Circuit Length = 1.1986 miles

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Clerk of Course :		Timekeeper :
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2011 AirAsia Renault Clio Cup UK ROUND 1 - CLASSIFICATION



POS	NO	CL	NAME	NAT	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	3	G	James DIXON	GBR	Total Control Racing	23	22:40.770			72.93	52.890	12
2	13	G	Jake PACKUN	GBR	Get On Track Developments	23	22:40.963	0.193	0.193	72.92	52.885	12
3	22		Paul RIVETT	GBR	Lumison BlueSquare Data/SVE	23	22:41.180	0.410	0.217	72.91	52.804	15
4	2	G	James COLBURN	GBR	Westbourne Motorsport	23	22:42.375	1.605	1.195	72.84	52.919	12
5	5	M	Lee PATTISON	GBR	JHR Developments	23	22:46.848	6.078	4.473	72.60	53.061	20
6	4	G	Aron SMITH	GBR	Team Pyro	23	22:47.310	6.540	0.462	72.58	53.067	10
7	16	G	Adam BONHAM	GBR	Team Pyro	23	22:47.759	6.989	0.449	72.56	52.840	15
8	7	G	Chris SWANWICK	GBR	Team Pyro	23	22:50.450	9.680	2.691	72.41	52.952	20
9	99	G	Josh FILES	GBR	Team Pyro	23	22:54.978	14.208	4.528	72.18	52.959	15
10	17	G	Tom GRICE	GBR	Total Control Racing	23	22:56.196	15.426	1.218	72.11	52.981	9
11	42		Craig CURRIE	GBR	Team Pyro	23	22:56.997	16.227	0.801	72.07	53.122	16
12	28	G	Nicolas HAMILTON	GBR	Total Control Racing	23	23:07.274	26.504	10.277	71.54	53.901	12

NOT CLASSIFIED

<i>DNF</i>	33	G	Jack GOFF	GBR	Team Pyro	1	2:24.720	22 laps	22 laps	29.81		
<i>DNF</i>	10	M	Darren WILSON	GBR	20Ten Racing Limited	0						
<i>DNF</i>	11		Matt ALLISON	GBR	Scuderia Vittoria	0						
<i>DNF</i>	41	G	Luke WRIGHT	GBR	Scuderia Vittoria	0						
<i>DNF</i>	66		Mark PROCTOR	GBR	Total Control Racing	0						

FASTEST LAP

	22		Paul RIVETT	GBR	Lumison BlueSquare Data/SVE	15	52.804	81.71 mph	131.51 kph			
	16	G	Adam BONHAM	GBR	Team Pyro	15	52.840	81.66 mph	131.42 kph			
	5	M	Lee PATTISON	GBR	JHR Developments	20	53.061	81.32 mph	130.87 kph			

Weather / Track : Cloudy / Dry

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

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 16:27 End: 16:50

Clerk of Course :

Timekeeper :

2011 AirAsia Renault Clio Cup UK

ROUND 1 - SECTOR ANALYSIS

2		James COLBURN				G						
1-		88.9		22.399	81.6	1:03.394	13-	31.548	91.3	21.380	111.5	52.928
2-	52.032	53.0		34.865	64.8	1:26.897	14-	31.639	91.4	21.416	111.3	53.055
3-	52.070	43.7		34.788	75.1	1:26.858	15-	31.589	91.3	21.384	110.9	52.973
4-	56.554	40.9		39.659	56.2	1:36.213	16-	31.613	90.8	21.400	111.1	53.013
5-	48.469	61.1		25.168	111.3	1:13.637	17-	31.614	91.2	21.493	110.9	53.107
6-	31.923	90.7		21.512	111.1	53.435	18-	31.586	90.8	21.407	111.1	52.993
7-	31.848	90.4		21.502	110.6	53.350	19-	31.648	91.1	21.420	111.1	53.068
8-	31.660	91.2		21.452	110.9	53.112	20-	31.654	90.9	21.472	110.9	53.126
9-	31.790	90.9		21.360	110.6	53.150	21-	31.575	91.2	21.403	111.1	52.978
10-	31.571	90.9		21.390	110.9	52.961	22-	31.673	91.2	21.477	110.9	53.150
11-	31.514	91.1		21.410	111.1	52.924	23-	31.622	91.1	21.512	110.7	53.134
12-	31.518	91.3		21.401	111.3	52.919						
3		James DIXON				G						
1-		88.1		22.565	81.5	1:02.158	13-	31.484	90.6	21.418	110.0	52.902
2-	50.585	51.4		34.212	67.2	1:24.797	14-	31.505	90.4	21.422	110.2	52.927
3-	52.443	48.6		34.881	63.9	1:27.324	15-	31.572	90.8	21.413	110.4	52.985
4-	57.464	42.6		36.985	58.8	1:34.449	16-	31.576	90.0	21.476	109.8	53.052
5-	52.001	54.6		25.325	110.6	1:17.326	17-	31.508	90.7	21.455	110.0	52.963
6-	32.060	89.4		21.502	111.3	53.562	18-	31.466	90.6	21.518	110.2	52.984
7-	31.735	90.0		21.519	110.4	53.254	19-	31.477	90.8	21.444	110.6	52.921
8-	31.658	90.4		21.477	110.0	53.135	20-	31.487	90.7	21.492	109.8	52.979
9-	31.632	90.4		21.452	110.6	53.084	21-	31.583	90.3	21.481	110.2	53.064
10-	31.526	90.6		21.393	110.2	52.919	22-	31.595	90.6	21.482	110.2	53.077
11-	31.578	90.1		21.376	110.4	52.954	23-	31.561	90.4	21.503	108.8	53.064
12-	31.459	90.6		21.431	109.8	52.890						
4		Aron SMITH				G						
1-		89.1		22.697	81.1	1:06.733	13-	31.667	91.1	21.546	111.3	53.213
2-	52.300	50.8		35.432	57.0	1:27.732	14-	31.688	91.2	21.418	110.9	53.106
3-	50.583	42.3		36.509	56.9	1:27.092	15-	31.630	91.3	21.451	111.3	53.081
4-	54.715	41.9		39.454	44.0	1:34.169	16-	31.812	90.8	21.509	111.5	53.321
5-	48.021	59.8		24.429	111.8	1:12.450	17-	31.803	91.2	21.503	110.9	53.306
6-	32.030	90.8		21.627	110.6	53.657	18-	31.733	90.6	21.511	111.1	53.244
7-	31.988	90.4		21.483	111.5	53.471	19-	31.701	90.9	21.557	111.1	53.258
8-	31.924	91.4		21.409	111.7	53.333	20-	31.599	91.8	21.475	111.1	53.074
9-	31.854	91.7		21.467	111.8	53.321	21-	31.664	91.1	21.526	110.6	53.190
10-	31.717	91.9		21.350	111.7	53.067	22-	31.730	91.6	21.608	110.9	53.338
11-	32.199	89.7		21.492	110.9	53.691	23-	31.739	91.1	21.461	110.7	53.200
12-	31.717	91.1		21.546	111.1	53.263						
5		Lee PATTISON				M						
1-		89.2		21.963	95.6	1:05.113	13-	31.794	91.2	21.556	110.2	53.350
2-	51.679	48.2		34.245	62.4	1:25.924	14-	31.732	91.3	21.468	110.6	53.200
3-	52.132	42.6		35.192	81.7	1:27.324	15-	31.652	90.9	21.447	109.8	53.099
4-	55.755	43.2		39.742	55.0	1:35.497	16-	31.885	90.1	21.612	110.6	53.497
5-	48.419	60.1		25.001	111.5	1:13.420	17-	31.761	91.3	21.470	110.0	53.231
6-	32.060	91.3		21.528	111.1	53.588	18-	31.747	91.3	21.496	109.5	53.243
7-	31.911	91.6		21.556	110.4	53.467	19-	31.727	91.4	21.498	110.6	53.225
8-	32.470	91.3		21.589	110.9	54.059	20-	31.579	91.4	21.482	109.8	53.061
9-	31.726	91.8		21.481	110.6	53.207	21-	31.765	91.3	21.554	110.2	53.319
10-	31.631	91.6		21.470	110.9	53.101	22-	31.621	91.6	21.499	110.4	53.120
11-	31.759	91.3		21.587	110.0	53.346	23-	31.753	91.2	21.487	110.4	53.240
12-	31.667	91.3		21.550	110.6	53.217						
7		Chris SWANWICK				G						
1-		85.2		23.110	88.1	1:08.532	13-	31.985	91.4	21.489	110.2	53.474
2-	51.382	54.6		35.372	54.4	1:26.754	14-	31.940	90.1	21.452	108.9	53.392
3-	50.589	40.4		36.446	55.6	1:27.035	15-	31.695	90.8	21.551	108.9	53.246
4-	54.566	43.0		40.126	40.5	1:34.692	16-	31.747	90.6	21.484	109.3	53.231
5-	47.171	62.4		24.429	111.1	1:11.600	17-	31.623	90.7	21.493	109.1	53.116
6-	32.009	90.7		21.541	110.7	53.550	18-	31.607	90.2	21.521	108.9	53.128

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 16:27 End: 16:50

2011 AirAsia Renault Clio Cup UK

ROUND 1 - SECTOR ANALYSIS

7-	31.937	90.8	21.479	110.7	53.416	19-	31.871	90.7	21.443	109.1	53.314
8-	31.912	91.4	21.464	111.5	53.376	20-	31.482	90.9	21.470	108.9	52.952
9-	31.865	92.2	21.541	111.8	53.406	21-	31.593	89.7	21.485	108.8	53.078
10-	31.637	91.4	21.409	111.8	53.046	22-	31.504	90.9	21.539	108.8	53.043
11-	33.567	80.1	22.287	110.7	55.854	23-	31.672	90.6	21.552	108.8	53.224
12-	32.285	90.6	21.706	110.0	53.991						
10	Darren WILSON M										
11	Matt ALLISON										
13	Jake PACKUN G										
1-		88.2	22.681	77.6	1:02.381	13-	31.617	90.9	21.310	111.3	52.927
2-	51.016	47.2	34.488	69.8	1:25.504	14-	31.558	90.9	21.358	111.1	52.916
3-	52.109	49.7	34.774	64.5	1:26.883	15-	31.651	91.1	21.347	111.5	52.998
4-	57.296	42.9	37.958	67.3	1:35.254	16-	31.621	90.3	21.395	111.1	53.016
5-	51.024	55.1	25.210	108.8	1:16.234	17-	31.629	90.8	21.361	111.5	52.990
6-	32.056	89.4	21.470	110.7	53.526	18-	31.504	90.2	21.446	111.8	52.950
7-	31.831	90.4	21.424	110.9	53.255	19-	31.518	91.1	21.405	110.9	52.923
8-	31.756	90.8	21.433	110.6	53.189	20-	31.681	91.7	21.394	111.8	53.075
9-	31.661	90.8	21.412	110.7	53.073	21-	31.687	90.7	21.359	111.5	53.046
10-	31.643	91.2	21.290	111.3	52.933	22-	31.590	91.2	21.417	111.8	53.007
11-	31.596	90.6	21.353	111.5	52.949	23-	31.612	90.3	21.437	111.3	53.049
12-	31.475	90.8	21.410	111.5	52.885						
16	Adam BONHAM G										
1-		82.2	23.387	83.4	1:09.171	13-	31.578	90.7	21.468	109.8	53.046
2-	53.187	51.6	34.016	57.1	1:27.203	14-	31.538	90.4	21.440	109.8	52.978
3-	50.724	40.7	36.516	51.5	1:27.240	15-	31.443	91.2	21.397	110.0	52.840
4-	54.541	43.5	40.014	38.7	1:34.555	16-	31.662	90.7	21.626	109.8	53.288
5-	46.925	65.2	24.337	110.4	1:11.262	17-	31.680	91.1	21.403	110.7	53.083
6-	32.223	90.4	21.485	110.4	53.708	18-	31.675	90.6	21.478	110.6	53.153
7-	31.715	91.3	21.428	110.6	53.143	19-	31.675	91.3	21.385	110.9	53.060
8-	31.775	91.4	21.458	111.3	53.233	20-	31.431	91.6	21.475	110.4	52.906
9-	31.871	91.7	21.460	111.3	53.331	21-	31.537	91.2	21.356	110.9	52.893
10-	31.705	91.4	21.578	110.7	53.283	22-	31.648	92.2	21.407	110.4	53.055
11-	32.698	84.6	21.992	110.2	54.690	23-	31.780	90.6	21.538	109.5	53.318
12-	31.888	90.3	21.432	109.7	53.320						
17	Tom GRICE G										
1-		89.8	22.526	89.8	1:06.116	13-	31.883	90.8	21.576	111.1	53.459
2-	51.841	49.5	35.880	55.8	1:27.721	14-	32.845	90.4	21.620	110.4	54.465
3-	50.382	39.2	36.749	55.2	1:27.131	15-	31.893	90.6	21.678	110.7	53.571
4-	54.192	41.6	39.807	47.2	1:33.999	16-	31.822	90.6	21.537	111.1	53.359
5-	48.454	61.3	24.465	112.2	1:12.919	17-	32.210	90.1	21.573	111.3	53.783
6-	31.850	91.4	21.487	112.4	53.337	18-	32.922	90.9	21.611	111.5	54.533
7-	31.962	91.2	21.465	111.8	53.427	19-	31.909	91.2	21.567	111.7	53.476
8-	31.934	90.6	21.557	110.4	53.491	20-	31.751	91.4	21.469	111.5	53.220
9-	31.551	91.7	21.430	110.9	52.981	21-	31.744	90.6	21.500	111.3	53.244
10-	31.927	91.4	21.402	111.3	53.329	22-	31.685	91.2	21.634	110.6	53.319
11-	34.201	82.5	22.079	107.2	56.280	23-	33.370	90.3	21.413	110.4	54.783
12-	32.584	90.1	21.669	111.3	54.253						
22	Paul RIVETT										
1-		88.5	22.693	75.6	1:02.573	13-	31.710	91.4	21.429	110.4	53.139
2-	51.552	53.1	34.680	63.5	1:26.232	14-	31.648	91.1	21.399	109.8	53.047
3-	52.084	46.5	35.024	60.0	1:27.108	15-	31.449	91.8	21.355	110.2	52.804
4-	56.996	41.2	39.084	60.1	1:36.080	16-	31.567	91.1	21.380	110.0	52.947
5-	49.431	58.7	25.018	109.7	1:14.449	17-	31.558	91.7	21.405	110.2	52.963
6-	32.108	90.2	21.481	110.0	53.589	18-	31.506	91.4	21.422	110.6	52.928
7-	31.811	90.8	21.428	109.7	53.239	19-	31.505	91.3	21.391	110.6	52.896

Weather / Track : Cloudy / Dry

Brands Hatch Indy
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Start: 16:27 End: 16:50

2011 AirAsia Renault Clio Cup UK

ROUND 1 - SECTOR ANALYSIS

8 -	31.784	90.7	21.478	109.7	53.262	20 -	31.646	91.9	21.405	109.5	53.051
9 -	31.602	91.7	21.404	109.3	53.006	21 -	31.691	90.9	21.391	110.0	53.082
10 -	31.611	91.4	21.404	109.5	53.015	22 -	31.555	90.9	21.472	109.3	53.027
11 -	31.565	91.3	21.316	110.9	52.881	23 -	31.637	91.7	21.356	110.0	52.993
12 -	31.502	91.4	21.367	111.3	52.869						
28	Nicolas HAMILTON					G					
1 -		87.0	24.459	75.3	1:11.931	13 -	32.343	89.2	21.683	108.9	54.026
2 -	52.185	58.3	34.607	60.4	1:26.792	14 -	32.296	89.8	21.797	108.4	54.093
3 -	49.771	43.0	36.710	56.7	1:26.481	15 -	32.361	89.8	21.747	108.9	54.108
4 -	54.884	41.6	39.607	38.0	1:34.491	16 -	32.392	89.4	21.842	108.6	54.234
5 -	47.671	74.0	23.540	110.0	1:11.211	17 -	32.419	89.8	22.282	108.1	54.701
6 -	32.989	89.4	22.035	109.8	55.024	18 -	32.260	89.5	21.839	108.4	54.099
7 -	32.531	89.2	21.684	108.6	54.215	19 -	32.511	90.0	21.862	108.2	54.373
8 -	32.538	89.8	21.694	108.2	54.232	20 -	32.368	89.8	21.862	108.9	54.230
9 -	32.443	90.0	21.706	108.6	54.149	21 -	32.354	89.7	21.827	108.1	54.181
10 -	32.219	89.6	21.751	108.8	53.970	22 -	32.246	90.3	21.866	108.4	54.112
11 -	32.482	88.8	21.768	109.3	54.250	23 -	32.496	89.1	21.974	102.0	54.470
12 -	32.249	89.8	21.652	109.1	53.901						
33	Jack GOFF					G					
1 -	88.4		23.318	84.7	1:09.029						
41	Luke WRIGHT					G					
42	Craig CURRIE										
1 -		87.3	23.371	80.8	1:09.773	13 -	31.989	91.4	21.510	111.5	53.499
2 -	53.327	54.6	34.041	57.6	1:27.368	14 -	33.072	88.8	21.913	106.2	54.985
3 -	50.687	43.3	36.449	54.8	1:27.136	15 -	31.784	91.7	21.340	111.5	53.124
4 -	54.482	47.1	40.001	39.9	1:34.483	16 -	31.729	91.4	21.393	111.8	53.122
5 -	47.096	68.3	24.169	111.7	1:11.265	17 -	32.297	90.6	21.498	111.5	53.795
6 -	32.685	89.6	21.574	112.0	54.259	18 -	32.085	90.4	21.640	110.4	53.725
7 -	31.980	90.9	21.358	111.5	53.338	19 -	31.852	89.5	21.470	110.7	53.322
8 -	31.624	90.9	21.584	111.5	53.208	20 -	31.709	91.6	21.496	110.4	53.205
9 -	31.841	91.3	21.411	111.1	53.252	21 -	31.632	90.8	21.495	110.0	53.127
10 -	31.750	90.8	21.440	111.5	53.190	22 -	31.851	90.7	21.428	110.0	53.279
11 -	31.996	89.5	22.229	112.2	54.225	23 -	34.648	90.9	21.594	108.4	56.242
12 -	32.479	90.7	21.596	112.2	54.075						
66	Mark PROCTOR										
99	Josh FILES					G					
1 -		86.8	24.223	75.9	1:09.366	13 -	32.215	91.2	21.578	111.1	53.793
2 -	52.516	52.9	34.110	53.2	1:26.626	14 -	32.327	89.4	21.801	109.1	54.128
3 -	50.563	41.9	36.655	54.0	1:27.218	15 -	31.600	91.2	21.359	110.9	52.959
4 -	54.514	41.7	39.799	39.8	1:34.313	16 -	31.927	91.1	21.443	111.8	53.370
5 -	47.227	60.3	24.415	110.9	1:11.642	17 -	32.234	90.8	21.561	111.1	53.795
6 -	33.123	89.8	21.597	110.7	54.720	18 -	32.089	90.3	21.604	109.5	53.693
7 -	31.764	90.8	21.509	110.6	53.273	19 -	31.917	90.2	21.428	109.8	53.345
8 -	31.942	90.7	21.543	111.1	53.485	20 -	31.654	90.8	21.533	110.0	53.187
9 -	32.605	90.9	21.501	110.9	54.106	21 -	31.633	90.4	21.561	110.6	53.194
10 -	31.802	90.8	21.436	110.7	53.238	22 -	31.802	91.3	21.872	109.7	53.674
11 -	31.815	90.3	21.970	112.0	53.785	23 -	32.633	90.3	21.385	107.2	54.018
12 -	32.491	90.6	21.559	112.0	54.050						

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 16:27 End: 16:50

2011 AirAsia Renault Clio Cup UK ROUND 1 - SPEED TRAPS

SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	7	Chris SWANWICK	92.2				17	Tom GRICE	112.4	
2	16	Adam BONHAM	92.2				42	Craig CURRIE	112.2	
3	4	Aron SMITH	91.9				99	Josh FILES	112.0	
4	22	Paul RIVETT	91.9				4	Aron SMITH	111.8	
5	5	Lee PATTISON	91.8				7	Chris SWANWICK	111.8	
6	13	Jake PACKUN	91.7				13	Jake PACKUN	111.8	
7	17	Tom GRICE	91.7				2	James COLBURN	111.5	
8	42	Craig CURRIE	91.7				5	Lee PATTISON	111.5	
9	2	James COLBURN	91.4				3	James DIXON	111.3	
10	99	Josh FILES	91.3				16	Adam BONHAM	111.3	
11	3	James DIXON	90.8				22	Paul RIVETT	111.3	
12	28	Nicolas HAMILTON	90.3				28	Nicolas HAMILTON	110.0	
13	33	Jack GOFF	88.4				33	Jack GOFF	84.7	

Weather / Track : Cloudy / Dry

Brands Hatch Indy
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2011 AirAsia Renault Clio Cup UK

ROUND 1 - BEST SECTOR TIMES

SECTOR 1			SECTOR 2			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	16	BONHAM	31.431	13	PACKUN	21.290	1	13	PACKUN	52.765	52.885	0.120
2	22	RIVETT	31.449	22	RIVETT	21.316	2	22	RIVETT	52.765	52.804	0.039
3	3	DIXON	31.459	42	CURRIE	21.340	3	16	BONHAM	52.787	52.840	0.053
4	13	PACKUN	31.475	4	SMITH	21.350	4	3	DIXON	52.835	52.890	0.055
5	7	SWANWICK	31.482	16	BONHAM	21.356	5	2	COLBURN	52.874	52.919	0.045
6	2	COLBURN	31.514	99	FILES	21.359	6	7	SWANWICK	52.891	52.952	0.061
7	17	GRICE	31.551	2	COLBURN	21.360	7	4	SMITH	52.949	53.067	0.118
8	5	PATTISON	31.579	3	DIXON	21.376	8	17	GRICE	52.953	52.981	0.028
9	4	SMITH	31.599	17	GRICE	21.402	9	99	FILES	52.959	52.959	0.000
10	99	FILES	31.600	7	SWANWICK	21.409	10	42	CURRIE	52.964	53.122	0.158
11	42	CURRIE	31.624	5	PATTISON	21.447	11	5	PATTISON	53.026	53.061	0.035
12	28	HAMILTON	32.219	28	HAMILTON	21.652	12	28	HAMILTON	53.871	53.901	0.030
13	33	GOFF	41.638	33	GOFF	23.318	13	33	GOFF	1:04.956		
Perfect lap										52.721		

Weather / Track : Cloudy / Dry

Brands Hatch Indy
 Circuit Length = 1.1986 miles
 Start: 16:27 End: 16:50

2011 AirAsia Renault Clio Cup UK
ROUND 1 - LAP CHART

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
3		1:02.158	3		1:24.797	3		1:27.324	3		1:34.449	3		1:17.326
13	0.223	1:02.381	13	0.930	1:25.504	13	0.489	1:26.883	13	1.294	1:35.254	13	0.202	1:16.234
22	0.415	1:02.573	22	1.850	1:26.232	22	1.634	1:27.108	22	3.265	1:36.080	22	0.388	1:14.449
2	1.236	1:03.394	2	3.336	1:26.897	2	2.870	1:26.858	2	4.634	1:36.213	2	0.945	1:13.637
5	2.955	1:05.113	5	4.082	1:25.924	5	4.082	1:27.324	5	5.130	1:35.497	5	1.224	1:13.420
17	3.958	1:06.116	17	6.882	1:27.721	17	6.689	1:27.131	17	6.239	1:33.999	17	1.832	1:12.919
4	4.575	1:06.733	4	7.510	1:27.732	4	7.278	1:27.092	4	6.998	1:34.169	4	2.122	1:12.450
7	6.374	1:08.532	7	8.331	1:26.754	7	8.042	1:27.035	7	8.285	1:34.692	7	2.559	1:11.600
33	6.871	1:09.029	99	9.037	1:26.626	99	8.931	1:27.218	99	8.795	1:34.313	99	3.111	1:11.642
16	7.013	1:09.171	16	9.419	1:27.203	16	9.335	1:27.240	16	9.441	1:34.555	16	3.377	1:11.262
99	7.208	1:09.366	42	10.186	1:27.368	42	9.998	1:27.136	42	10.032	1:34.483	42	3.971	1:11.265
42	7.615	1:09.773	28	11.768	1:26.792	28	10.925	1:26.481	28	10.967	1:34.491	28	4.852	1:11.211
28	9.773	1:11.931												

Weather / Track : Cloudy / Dry

Brands Hatch Indy
 Circuit Length = 1.1986 miles
 Start: 16:27 End: 16:50

**2011 AirAsia Renault Clio Cup UK
ROUND 1 - LAP CHART**

Lap 6			Lap 7			Lap 8			Lap 9			Lap 10		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
3		53.562	3		53.254	3		53.135	3		53.084	3		52.919
13	0.166	53.526	13	0.167	53.255	13	0.221	53.189	13	0.210	53.073	13	0.224	52.933
22	0.415	53.589	22	0.400	53.239	22	0.527	53.262	22	0.449	53.006	22	0.545	53.015
2	0.818	53.435	2	0.914	53.350	2	0.891	53.112	2	0.957	53.150	2	0.999	52.961
5	1.250	53.588	5	1.463	53.467	17	2.136	53.491	17	2.033	52.981	17	2.443	53.329
17	1.607	53.337	17	1.780	53.427	5	2.387	54.059	5	2.510	53.207	5	2.692	53.101
4	2.217	53.657	4	2.434	53.471	4	2.632	53.333	4	2.869	53.321	4	3.017	53.067
7	2.547	53.550	7	2.709	53.416	7	2.950	53.376	7	3.272	53.406	7	3.399	53.046
16	3.523	53.708	16	3.412	53.143	16	3.510	53.233	16	3.757	53.331	16	4.121	53.283
99	4.269	54.720	99	4.288	53.273	99	4.638	53.485	42	4.993	53.252	42	5.264	53.190
42	4.668	54.259	42	4.752	53.338	42	4.825	53.208	99	5.660	54.106	99	5.979	53.238
28	6.314	55.024	28	7.275	54.215	28	8.372	54.232	28	9.437	54.149	28	10.488	53.970

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 16:27 End: 16:50

**2011 AirAsia Renault Clio Cup UK
ROUND 1 - LAP CHART**

Lap 11			Lap 12			Lap 13			Lap 14			Lap 15		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
3		52.954	3		52.890	3		52.902	3		52.927	3		52.985
13	0.219	52.949	13	0.214	52.885	13	0.239	52.927	13	0.228	52.916	13	0.241	52.998
22	0.472	52.881	22	0.451	52.869	22	0.688	53.139	22	0.808	53.047	22	0.627	52.804
2	0.969	52.924	2	0.998	52.919	2	1.024	52.928	2	1.152	53.055	2	1.140	52.973
5	3.084	53.346	5	3.411	53.217	5	3.859	53.350	5	4.132	53.200	5	4.246	53.099
4	3.754	53.691	4	4.127	53.263	4	4.438	53.213	4	4.617	53.106	4	4.713	53.081
17	5.769	56.280	16	6.287	53.320	16	6.431	53.046	16	6.482	52.978	16	6.337	52.840
16	5.857	54.690	17	7.132	54.253	17	7.689	53.459	7	8.437	53.392	7	8.698	53.246
7	6.299	55.854	7	7.400	53.991	7	7.972	53.474	17	9.227	54.465	17	9.813	53.571
42	6.535	54.225	42	7.720	54.075	42	8.317	53.499	99	10.062	54.128	99	10.036	52.959
99	6.810	53.785	99	7.970	54.050	99	8.861	53.793	42	10.375	54.985	42	10.514	53.124
28	11.784	54.250	28	12.795	53.901	28	13.919	54.026	28	15.085	54.093	28	16.208	54.108

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 16:27 End: 16:50

**2011 AirAsia Renault Clio Cup UK
ROUND 1 - LAP CHART**

Lap 16			Lap 17			Lap 18			Lap 19			Lap 20		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
3		53.052	3		52.963	3		52.984	3		52.921	3		52.979
13	0.205	53.016	13	0.232	52.990	13	0.198	52.950	13	0.200	52.923	13	0.296	53.075
22	0.522	52.947	22	0.522	52.963	22	0.466	52.928	22	0.441	52.896	22	0.513	53.051
2	1.101	53.013	2	1.245	53.107	2	1.254	52.993	2	1.401	53.068	2	1.548	53.126
5	4.691	53.497	5	4.959	53.231	5	5.218	53.243	5	5.522	53.225	5	5.604	53.061
4	4.982	53.321	4	5.325	53.306	4	5.585	53.244	4	5.922	53.258	4	6.017	53.074
16	6.573	53.288	16	6.693	53.083	16	6.862	53.153	16	7.001	53.060	16	6.928	52.906
7	8.877	53.231	7	9.030	53.116	7	9.174	53.128	7	9.567	53.314	7	9.540	52.952
17	10.120	53.359	17	10.940	53.783	99	11.895	53.693	99	12.319	53.345	99	12.527	53.187
99	10.354	53.370	99	11.186	53.795	42	12.157	53.725	42	12.558	53.322	42	12.784	53.205
42	10.584	53.122	42	11.416	53.795	17	12.489	54.533	17	13.044	53.476	17	13.285	53.220
28	17.390	54.234	28	19.128	54.701	28	20.243	54.099	28	21.695	54.373	28	22.946	54.230

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 16:27 End: 16:50

**2011 AirAsia Renault Clio Cup UK
ROUND 1 - LAP CHART**

Lap 21			Lap 22			Lap 23		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
3		53.064	3		53.077	3		53.064
13	0.278	53.046	13	0.208	53.007	13	0.193	53.049
22	0.531	53.082	22	0.481	53.027	22	0.410	52.993
2	1.462	52.978	2	1.535	53.150	2	1.605	53.134
5	5.859	53.319	5	5.902	53.120	5	6.078	53.240
4	6.143	53.190	4	6.404	53.338	4	6.540	53.200
16	6.757	52.893	16	6.735	53.055	16	6.989	53.318
7	9.554	53.078	7	9.520	53.043	7	9.680	53.224
99	12.657	53.194	42	13.049	53.279	99	14.208	54.018
42	12.847	53.127	99	13.254	53.674	17	15.426	54.783
17	13.465	53.244	17	13.707	53.319	42	16.227	56.242
28	24.063	54.181	28	25.098	54.112	28	26.504	54.470

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 16:27 End: 16:50

2011 AirAsia Renault Clio Cup UK

ROUND 1 - POSITION CHART

No	Name	Pos	Laps																						
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
3	James DIXON	1	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
13	Jake PACKUN	2	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	
22	Paul RIVETT	3	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	
2	James COLBURN	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
5	Lee PATTISON	5	5	5	5	5	5	5	5	17	17	17	5	5	5	5	5	5	5	5	5	5	5	5	
17	Tom GRICE	6	17	17	17	17	17	17	17	5	5	5	4	4	4	4	4	4	4	4	4	4	4	4	
4	Aron SMITH	7	4	4	4	4	4	4	4	4	4	4	17	16	16	16	16	16	16	16	16	16	16	16	
7	Chris SWANWICK	8	7	7	7	7	7	7	7	7	7	7	16	17	17	7	7	7	7	7	7	7	7	7	
33	Jack GOFF	9	33	99	99	99	99	16	16	16	16	16	7	7	7	17	17	17	17	99	99	99	99	42	
16	Adam BONHAM	10	16	16	16	16	16	99	99	99	42	42	42	42	42	99	99	99	99	42	42	42	42	99	
99	Josh FILES	11	99	42	42	42	42	42	42	42	99	99	99	99	99	42	42	42	42	17	17	17	17	42	
42	Craig CURRIE	12	42	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	
28	Nicolas HAMILTON	13	28																						

Weather / Track : Cloudy / Dry

Brands Hatch Indy
 Circuit Length = 1.1986 miles
 Start: 16:27 End: 16:50

2011 AirAsia Renault Clio Cup UK ROUND 2 - CLASSIFICATION



POS	NO	CL	NAME	NAT	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	22		Paul RIVETT	GBR	Lumison BlueSquare Data/SVE	23	21:43.833			76.11	52.684	10
2	33	G	Jack GOFF	GBR	Team Pyro	23	21:46.614	2.781	2.781	75.95	52.795	9
3	4	G	Aron SMITH	GBR	Team Pyro	23	21:47.455	3.622	0.841	75.90	52.786	18
4	11		Matt ALLISON	GBR	Scuderia Vittoria	23	21:47.822	3.989	0.367	75.88	52.807	18
5	5	M	Lee PATTISON	GBR	JHR Developments	23	21:49.843	6.010	2.021	75.76	52.873	15
6	17	G	Tom GRICE	GBR	Total Control Racing	23	21:52.128	8.295	2.285	75.63	52.712	19
7	7	G	Chris SWANWICK	GBR	Team Pyro	23	21:56.380	12.547	4.252	75.39	52.938	15
8	2	G	James COLBURN	GBR	Westbourne Motorsport	23	21:56.695	12.862	0.315	75.37	52.740	16
9	16	G	Adam BONHAM	GBR	Team Pyro	23	21:56.941	13.108	0.246	75.36	52.840	16
10	41	G	Luke WRIGHT	GBR	Scuderia Vittoria	23	21:57.390	13.557	0.449	75.33	52.746	10
11	42		Craig CURRIE	GBR	Team Pyro	23	21:58.728	14.895	1.338	75.25	52.794	13
12	99	G	Josh FILES	GBR	Team Pyro	23	21:58.924	15.091	0.196	75.24	52.743	11
13	3	G	James DIXON	GBR	Total Control Racing	23	22:06.303	22.470	7.379	74.82	53.131	10
14	10	M	Darren WILSON	GBR	20Ten Racing Limited	23	22:21.013	37.180	14.710	74.00	54.041	10
15	28	G	Nicolas HAMILTON	GBR	Total Control Racing	23	22:26.711	42.878	5.698	73.69	53.588	10

NOT CLASSIFIED

DNF	13	G	Jake PACKUN	GBR	Get On Track Developments	15	14:42.017	8 laps	8 laps	73.38	52.789	14
DNF	66		Mark PROCTOR	GBR	Total Control Racing	0						

FASTEST LAP

22			Paul RIVETT	GBR	Lumison BlueSquare Data/SVE	10	52.684	81.90 mph	131.81 kph
17	G		Tom GRICE	GBR	Total Control Racing	19	52.712	81.86 mph	131.74 kph
5	M		Lee PATTISON	GBR	JHR Developments	15	52.873	81.61 mph	131.34 kph

Weather / Track : Cloudy / Dry

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

Brands Hatch Indy

Circuit Length = 1.1986 miles

Start: 14:47 End: 15:09

Clerk of Course :

Timekeeper :

2011 AirAsia Renault Clio Cup UK ROUND 2 - SECTOR ANALYSIS



2		James COLBURN				G					
1-		88.9	21.714	111.5	1:04.142	13-	32.277	91.1	21.879	111.7	54.156
2-	32.172	90.3	24.026	60.8	56.198	14-	31.647	90.8	21.374	112.2	53.021
3-	43.712	60.6	37.531	68.5	1:21.243	15-	31.572	91.1	21.302	111.7	52.874
4-	45.123	53.4	35.225	63.9	1:20.348	16-	31.456	91.7	21.284	113.2	52.740
5-	49.896	88.5	22.701	112.2	1:12.597	17-	31.721	91.7	21.316	112.4	53.037
6-	32.311	91.2	21.512	112.0	53.823	18-	32.058	91.3	21.566	112.2	53.624
7-	31.832	91.4	21.415	112.6	53.247	19-	31.510	91.1	21.598	112.0	53.108
8-	32.055	90.6	21.695	110.0	53.750	20-	32.035	91.2	21.901	110.9	53.936
9-	32.457	90.7	21.883	111.1	54.340	21-	31.392	91.3	21.596	110.0	52.988
10-	31.501	91.3	21.344	112.8	52.845	22-	32.224	91.8	21.873	111.7	54.097
11-	32.260	88.0	21.949	112.2	54.209	23-	31.845	91.2	21.505	111.7	53.350
12-	31.661	91.2	21.361	112.0	53.022						
3		James DIXON				G					
1-		89.7	23.292	109.1	1:07.943	13-	32.056	90.0	21.594	109.8	53.650
2-	31.985	89.4	23.578	60.8	55.563	14-	31.717	90.0	21.629	109.8	53.346
3-	43.544	64.1	37.805	54.6	1:21.349	15-	31.828	90.1	21.573	110.0	53.401
4-	45.358	58.7	35.618	51.0	1:20.976	16-	31.733	90.9	21.533	110.2	53.266
5-	48.746	86.6	21.898	111.7	1:10.644	17-	31.727	90.4	21.572	110.2	53.299
6-	32.364	90.6	21.413	112.0	53.777	18-	31.798	90.8	21.488	110.9	53.286
7-	31.785	91.1	21.399	112.0	53.184	19-	31.703	90.2	21.592	110.0	53.295
8-	31.839	90.7	21.661	111.3	53.500	20-	31.634	90.7	21.559	110.2	53.193
9-	31.868	90.3	21.888	112.0	53.756	21-	31.726	90.4	21.581	110.4	53.307
10-	31.668	90.9	21.463	111.5	53.131	22-	31.758	90.4	21.484	110.6	53.242
11-	31.692	89.6	22.088	111.8	53.780	23-	31.681	90.9	21.525	110.6	53.206
12-	31.659	91.3	30.550	106.5	1:02.209						
4		Aron SMITH				G					
1-		88.0	21.930	111.3	1:03.021	13-	31.454	91.7	21.425	111.1	52.879
2-	32.005	91.1	23.245	74.7	55.250	14-	31.504	91.4	21.410	111.7	52.914
3-	43.031	58.4	36.780	58.7	1:19.811	15-	31.502	91.8	21.402	111.5	52.904
4-	46.288	51.5	34.536	57.8	1:20.824	16-	31.541	91.8	21.405	111.7	52.946
5-	50.512	68.0	23.928	112.2	1:14.440	17-	31.569	91.6	21.417	112.0	52.986
6-	32.057	92.1	21.440	112.2	53.497	18-	31.472	92.4	21.314	112.0	52.786
7-	32.046	91.8	21.406	112.2	53.452	19-	31.438	91.8	21.435	111.5	52.873
8-	31.691	91.9	21.446	111.8	53.137	20-	31.548	91.7	21.384	111.8	52.932
9-	31.631	91.7	21.450	112.0	53.081	21-	31.571	91.7	21.423	111.8	52.994
10-	31.603	92.2	21.451	111.3	53.054	22-	31.595	91.8	21.367	111.8	52.962
11-	31.469	91.9	21.443	111.7	52.912	23-	31.487	92.1	21.338	112.0	52.825
12-	31.485	92.2	21.490	110.9	52.975						
5		Lee PATTISON				M					
1-		88.7	21.938	111.8	1:03.486	13-	31.420	91.8	21.465	111.1	52.885
2-	32.296	91.2	23.385	61.7	55.681	14-	31.776	90.4	21.633	110.9	53.409
3-	43.168	67.9	37.168	58.5	1:20.336	15-	31.468	91.4	21.405	111.5	52.873
4-	45.988	50.5	34.334	59.2	1:20.322	16-	31.584	91.9	21.382	111.5	52.966
5-	50.551	72.3	23.589	111.8	1:14.140	17-	31.544	91.7	21.412	111.1	52.956
6-	32.194	91.7	21.467	111.7	53.661	18-	31.515	91.8	21.362	111.7	52.877
7-	31.856	91.9	21.538	110.7	53.394	19-	31.542	91.7	21.422	111.1	52.964
8-	31.658	91.8	21.561	110.7	53.219	20-	31.519	91.4	21.417	111.5	52.936
9-	31.664	91.8	21.492	111.7	53.156	21-	31.540	91.6	21.420	111.3	52.960
10-	31.669	91.9	21.537	111.3	53.206	22-	31.740	91.2	21.437	111.3	53.177

Weather / Track : Cloudy / Dry

Brands Hatch Indy

Circuit Length = 1.1986 miles

Start: 14:47 End: 15:09

Race Director :

www.tsl-timing.com

Stewards :

Page 1 of 5

Timekeeper :

Printed - 15.12 Sunday, 03 April 2011

2011 AirAsia Renault Clio Cup UK ROUND 2 - SECTOR ANALYSIS



11 -	31.561	91.4	21.469	111.5	53.030	23 -	31.701	91.2	21.594	104.7	53.295
12 -	31.481	91.1	21.433	111.5	52.914						
7	Chris SWANWICK					G					
1 -		89.2	21.944	111.5	1:03.789	13 -	31.955	90.6	21.318	110.2	53.273
2 -	32.385	90.3	23.697	64.8	56.082	14 -	31.664	90.3	21.344	110.4	53.008
3 -	43.693	62.3	36.765	65.9	1:20.458	15 -	31.615	90.3	21.323	110.7	52.938
4 -	45.943	46.0	35.062	57.5	1:21.005	16 -	31.709	91.1	21.992	110.7	53.701
5 -	49.646	84.6	23.223	112.2	1:12.869	17 -	31.625	91.9	21.348	111.5	52.973
6 -	32.455	91.1	21.374	111.8	53.829	18 -	32.185	90.4	21.478	111.5	53.663
7 -	31.836	91.3	21.494	111.7	53.330	19 -	31.495	90.0	21.641	111.5	53.136
8 -	32.104	90.9	21.754	111.8	53.858	20 -	32.072	90.9	21.650	109.5	53.722
9 -	32.456	90.4	21.642	110.0	54.098	21 -	31.590	90.6	21.690	107.2	53.280
10 -	31.591	91.3	21.399	111.7	52.990	22 -	32.212	91.1	21.767	110.4	53.979
11 -	32.341	89.0	21.863	110.9	54.204	23 -	31.815	91.1	21.436	110.2	53.251
12 -	31.622	91.2	21.322	111.3	52.944						
10	Darren WILSON					M					
1 -		90.1	24.810	106.5	1:09.245	13 -	32.781	90.4	21.993	109.7	54.774
2 -	32.491	89.5	23.383	75.4	55.874	14 -	32.777	89.0	21.892	110.0	54.669
3 -	42.396	65.0	37.885	50.0	1:20.281	15 -	32.417	90.2	21.750	109.5	54.167
4 -	45.435	58.5	35.529	50.7	1:20.964	16 -	32.847	89.5	21.906	109.7	54.753
5 -	48.805	85.6	22.958	108.1	1:11.763	17 -	32.517	90.1	21.838	109.7	54.355
6 -	32.825	89.6	22.223	108.9	55.048	18 -	32.530	89.6	21.913	109.8	54.443
7 -	32.554	89.5	22.140	108.9	54.694	19 -	32.423	89.7	21.912	109.5	54.335
8 -	32.505	89.5	21.910	109.1	54.415	20 -	32.767	89.7	21.954	108.9	54.721
9 -	32.318	90.3	21.904	110.0	54.222	21 -	32.481	89.4	22.231	108.6	54.712
10 -	32.128	90.6	21.913	109.1	54.041	22 -	32.868	88.9	22.092	109.3	54.960
11 -	32.234	90.1	21.896	109.5	54.130	23 -	33.065	89.2	22.117	108.9	55.182
12 -	32.522	89.8	22.743	107.7	55.265						
11	Matt ALLISON										
1 -		88.9	21.834	110.0	1:03.225	13 -	31.455	91.7	21.380	110.9	52.835
2 -	32.117	90.3	23.440	64.7	55.557	14 -	31.523	91.3	21.322	110.9	52.845
3 -	43.043	60.3	36.728	63.7	1:19.771	15 -	31.580	91.4	21.286	111.3	52.866
4 -	46.220	56.6	34.529	60.1	1:20.749	16 -	31.594	91.7	21.392	111.1	52.986
5 -	50.698	70.3	23.673	110.9	1:14.371	17 -	31.565	91.6	21.292	111.5	52.857
6 -	32.052	91.6	21.416	111.5	53.468	18 -	31.502	92.3	21.305	110.9	52.807
7 -	32.001	91.4	21.404	111.1	53.405	19 -	31.550	91.6	21.373	110.7	52.923
8 -	31.762	92.1	21.511	110.6	53.273	20 -	31.568	91.2	21.345	110.6	52.913
9 -	31.658	91.2	21.524	110.7	53.182	21 -	31.603	91.8	21.369	110.7	52.972
10 -	31.668	91.9	21.411	110.6	53.079	22 -	31.676	91.2	21.280	111.3	52.956
11 -	31.501	91.7	21.450	111.1	52.951	23 -	31.539	91.7	21.368	110.2	52.907
12 -	31.496	91.9	21.428	110.7	52.924						
13	Jake PACKUN					G					
1 -		89.1	21.747	110.0	1:00.813	9 -	31.568	90.9	21.359	110.9	52.927
2 -	32.294	89.2	23.014	85.8	55.308	10 -	31.526	91.1	21.298	110.7	52.824
3 -	41.851	63.8	37.564	68.9	1:19.415	11 -	31.486	90.9	21.341	110.9	52.827
4 -	46.119	55.6	35.044	70.4	1:21.163	12 -	31.484	91.1	21.402	110.4	52.886
5 -	51.178	57.8	24.528	111.1	1:15.706	13 -	31.533	90.9	21.369	110.7	52.902
6 -	32.099	90.7	21.396	111.1	53.495	14 -	31.488	90.9	21.301	110.7	52.789
7 -	31.581	90.8	21.354	110.4	52.935	15 -	31.579	90.6	21.451	110.4	53.030
8 -	31.581	90.6	21.416	110.6	52.997						

Weather / Track : Cloudy / Dry

Brands Hatch Indy

Circuit Length = 1.1986 miles

Start: 14:47 End: 15:09

Race Director :

www.tsl-timing.com

Stewards :

Page 2 of 5

Timekeeper :

Printed - 15.12 Sunday, 03 April 2011

2011 AirAsia Renault Clio Cup UK ROUND 2 - SECTOR ANALYSIS



16		Adam BONHAM				G					
1-		85.5	22.320	110.9	1:05.318	13-	31.603	91.9	21.647	110.7	53.250
2-	31.796	91.4	23.876	61.0	55.672	14-	32.014	91.7	21.359	111.7	53.373
3-	44.375	64.7	37.986	59.4	1:22.361	15-	31.738	92.2	21.275	111.7	53.013
4-	45.312	48.3	36.003	45.3	1:21.315	16-	31.461	91.9	21.379	112.2	52.840
5-	48.342	83.3	22.545	111.7	1:10.887	17-	31.902	92.1	21.343	111.8	53.245
6-	31.975	91.2	21.720	112.6	53.695	18-	31.697	92.3	21.390	111.8	53.087
7-	31.583	91.3	21.394	111.7	52.977	19-	31.600	91.8	21.355	111.5	52.955
8-	31.993	91.2	22.458	108.8	54.451	20-	31.977	92.3	21.834	110.7	53.811
9-	32.533	91.6	21.671	111.1	54.204	21-	32.013	91.4	21.328	110.9	53.341
10-	31.740	92.3	21.430	112.2	53.170	22-	31.601	90.4	21.928	112.4	53.529
11-	31.742	90.9	21.967	110.6	53.709	23-	31.886	91.7	21.425	110.2	53.311
12-	31.879	91.8	21.548	110.7	53.427						

17		Tom GRICE				G					
1-		88.1	21.768	112.0	1:04.611	13-	32.159	90.8	21.449	110.9	53.608
2-	32.014	91.4	23.962	59.4	55.976	14-	31.465	90.2	21.280	111.8	52.745
3-	44.437	58.9	37.916	58.9	1:22.353	15-	31.503	90.8	21.245	111.8	52.748
4-	45.321	50.7	35.356	65.3	1:20.677	16-	31.478	90.8	21.344	110.9	52.822
5-	49.121	80.8	22.585	112.2	1:11.706	17-	31.668	91.3	21.225	111.3	52.893
6-	31.881	90.4	21.683	112.2	53.564	18-	31.514	91.1	21.403	111.1	52.917
7-	31.637	91.9	21.277	113.6	52.914	19-	31.396	90.4	21.316	111.5	52.712
8-	32.664	91.7	21.541	111.7	54.205	20-	31.698	90.3	21.308	111.7	53.006
9-	32.044	91.6	21.873	112.4	53.917	21-	31.431	90.8	21.330	111.3	52.761
10-	31.639	91.8	21.203	112.8	52.842	22-	31.542	90.9	21.199	111.8	52.741
11-	32.188	85.9	22.006	112.6	54.194	23-	31.773	91.1	21.309	110.9	53.082
12-	31.806	91.6	21.328	112.8	53.134						

22		Paul RIVETT				G					
1-		89.4	21.728	108.6	1:00.576	13-	31.514	91.2	21.272	109.8	52.786
2-	32.193	89.5	22.484	81.4	54.677	14-	31.530	91.3	21.357	109.7	52.887
3-	42.213	65.1	37.585	65.9	1:19.798	15-	31.475	91.2	21.323	109.7	52.798
4-	46.097	54.7	34.968	62.5	1:21.065	16-	31.530	91.2	21.264	110.4	52.794
5-	51.464	56.7	24.668	110.2	1:16.132	17-	31.669	91.6	21.285	110.0	52.954
6-	31.917	90.9	21.393	109.7	53.310	18-	31.574	91.1	21.293	110.0	52.867
7-	31.567	91.3	21.305	109.5	52.872	19-	31.530	91.7	21.311	109.7	52.841
8-	31.522	91.1	21.327	109.3	52.849	20-	31.556	91.2	21.277	109.8	52.833
9-	31.441	90.9	21.358	109.8	52.799	21-	31.580	91.3	21.279	109.5	52.859
10-	31.409	91.2	21.275	110.0	52.684	22-	31.659	90.7	21.247	110.0	52.906
11-	31.483	91.1	21.353	110.0	52.836	23-	31.642	91.6	21.324	109.3	52.966
12-	31.438	91.3	21.306	110.2	52.744						

28		Nicolas HAMILTON				G					
1-		88.0	1:09.669	74.7	1:53.503	13-	32.180	89.6	21.848	109.3	54.028
2-	40.603	43.9	39.646	77.6	1:20.249	14-	32.226	89.8	21.616	109.7	53.842
3-	40.835	87.4	24.020	106.0	1:04.855	15-	32.071	89.1	21.725	110.2	53.796
4-	33.660	88.4	22.193	103.7	55.853	16-	32.319	90.2	21.655	109.5	53.974
5-	37.701	82.1	22.402	107.9	1:00.103	17-	32.125	89.5	21.737	110.0	53.862
6-	32.540	89.1	21.834	108.6	54.374	18-	32.335	90.0	21.744	110.2	54.079
7-	32.202	89.8	21.848	108.8	54.050	19-	31.991	89.8	21.718	110.2	53.709
8-	32.045	89.7	21.685	109.7	53.730	20-	32.548	89.8	21.730	109.3	54.278
9-	32.009	89.7	21.740	109.5	53.749	21-	32.167	89.6	21.834	109.8	54.001
10-	32.009	90.3	21.579	109.1	53.588	22-	32.297	90.0	21.744	108.9	54.041

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 14:47 End: 15:09

Race Director :
www.tsl-timing.com

Stewards :
Page 3 of 5

Timekeeper :
Printed - 15.12 Sunday, 03 April 2011

2011 AirAsia Renault Clio Cup UK ROUND 2 - SECTOR ANALYSIS



11 -	32.266	89.4	21.622	109.3	53.888	23 -	33.020	88.9	21.868	102.6	54.888
12 -	32.439	88.8	21.832	109.8	54.271						
33	Jack GOFF					G					
1 -		87.6	21.794	109.1	1:02.656	13 -	31.524	90.4	21.340	109.7	52.864
2 -	31.831	89.8	23.188	74.2	55.019	14 -	31.545	90.2	21.367	109.8	52.912
3 -	42.073	64.0	37.281	63.0	1:19.354	15 -	31.570	90.4	21.337	109.8	52.907
4 -	45.908	51.7	35.069	66.1	1:20.977	16 -	31.633	90.6	21.349	109.8	52.982
5 -	51.015	63.1	23.976	110.9	1:14.991	17 -	31.498	90.2	21.341	110.2	52.839
6 -	32.148	91.6	21.495	111.8	53.643	18 -	31.535	90.7	21.362	110.0	52.897
7 -	32.063	90.9	21.369	111.1	53.432	19 -	31.513	90.4	21.354	109.8	52.867
8 -	31.641	91.2	21.315	110.4	52.956	20 -	31.578	90.1	21.335	109.8	52.913
9 -	31.495	91.1	21.300	110.9	52.795	21 -	31.508	91.1	21.346	109.7	52.854
10 -	31.643	90.8	21.328	110.4	52.971	22 -	31.669	90.3	21.361	109.8	53.030
11 -	31.522	90.3	21.321	110.6	52.843	23 -	31.617	90.7	21.390	109.8	53.007
12 -	31.506	90.8	21.399	109.7	52.905						
41	Luke WRIGHT					G					
1 -		91.2	21.829	110.4	1:01.189	13 -	33.490	91.9	21.626	110.7	55.116
2 -	32.233	91.2	23.385	81.0	55.618	14 -	31.916	91.9	21.349	111.8	53.265
3 -	42.216	53.4	37.098	71.9	1:19.314	15 -	31.684	91.9	21.319	111.3	53.003
4 -	46.151	52.0	35.032	68.9	1:21.183	16 -	31.542	92.1	21.539	112.2	53.081
5 -	51.186	62.4	24.132	111.5	1:15.318	17 -	31.768	92.3	21.370	112.0	53.138
6 -	32.258	91.7	21.520	111.1	53.778	18 -	31.691	92.7	21.407	112.8	53.098
7 -	31.828	91.6	21.414	110.7	53.242	19 -	31.541	92.2	21.330	112.8	52.871
8 -	31.632	91.8	21.304	110.7	52.936	20 -	32.040	92.1	22.108	110.0	54.148
9 -	31.559	91.9	21.321	111.7	52.880	21 -	32.411	91.9	21.386	111.3	53.797
10 -	31.463	92.3	21.283	111.1	52.746	22 -	31.619	91.8	21.664	112.4	53.283
11 -	31.543	91.9	21.364	111.1	52.907	23 -	32.005	92.3	21.562	111.5	53.567
12 -	31.491	92.2	26.421	89.7	57.912						
42	Craig CURRIE										
1 -		87.0	22.401	110.6	1:06.001	13 -	31.457	91.9	21.337	112.2	52.794
2 -	32.267	90.9	24.410	56.3	56.677	14 -	31.872	92.1	21.347	112.4	53.219
3 -	44.190	60.5	37.738	50.8	1:21.928	15 -	31.765	91.9	21.369	112.0	53.134
4 -	45.366	56.3	35.619	50.2	1:20.985	16 -	32.192	91.3	21.298	112.8	53.490
5 -	48.540	88.4	22.200	113.0	1:10.740	17 -	31.514	91.9	21.374	111.8	52.888
6 -	32.179	91.3	21.404	113.0	53.583	18 -	31.446	92.6	21.389	112.4	52.835
7 -	31.761	91.7	21.347	112.2	53.108	19 -	31.723	91.8	21.367	112.2	53.090
8 -	32.040	91.9	21.551	111.3	53.591	20 -	31.687	92.2	21.587	110.6	53.274
9 -	31.990	91.6	21.861	112.0	53.851	21 -	32.590	91.4	21.437	112.0	54.027
10 -	31.670	92.1	21.411	112.0	53.081	22 -	32.398	89.0	21.591	111.5	53.989
11 -	31.753	90.4	22.874	107.5	54.627	23 -	32.355	90.8	21.498	111.8	53.853
12 -	31.756	92.3	22.207	111.5	53.963						
66	Mark PROCTOR										
99	Josh FILES					G					
1 -		86.4	22.416	111.3	1:05.621	13 -	31.509	92.1	21.394	111.8	52.903
2 -	32.022	91.3	24.414	55.1	56.436	14 -	31.829	91.9	21.327	112.4	53.156
3 -	44.223	60.6	37.779	55.6	1:22.002	15 -	31.805	91.9	21.471	112.2	53.276
4 -	45.361	57.4	35.624	51.3	1:20.985	16 -	32.011	91.1	21.287	112.2	53.298
5 -	48.464	84.6	22.598	111.1	1:11.062	17 -	31.749	89.6	21.474	111.8	53.223

Weather / Track : Cloudy / Dry

Brands Hatch Indy

Circuit Length = 1.1986 miles

Start: 14:47 End: 15:09

Race Director :

www.tsl-timing.com

Stewards :

Page 4 of 5

Timekeeper :

Printed - 15.12 Sunday, 03 April 2011

2011 AirAsia Renault Clio Cup UK
ROUND 2 - SECTOR ANALYSIS



6 -	31.816	91.3	21.517	113.4	53.333	18 -	31.567	91.2	21.552	111.8	53.119
7 -	31.767	91.9	21.366	112.2	53.133	19 -	31.442	92.1	21.431	111.8	52.873
8 -	32.205	91.6	21.481	111.1	53.686	20 -	31.477	92.1	21.406	112.6	52.883
9 -	32.042	91.4	24.798	108.9	56.840	21 -	32.539	92.3	21.425	112.4	53.964
10 -	31.666	91.3	21.499	110.9	53.165	22 -	32.452	84.1	21.563	111.8	54.015
11 -	31.457	91.3	21.286	111.7	52.743	23 -	32.328	91.6	21.511	111.8	53.839
12 -	31.458	92.1	21.911	112.4	53.369						

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 14:47 End: 15:09

Race Director :
www.tsl-timing.com

Stewards :
Page 5 of 5

Timekeeper :
Printed - 15.12 Sunday, 03 April 2011

**2011 AirAsia Renault Clio Cup UK
ROUND 2 - SPEED TRAPS**



SECTOR 1				SECTOR 2			FINISH LINE			
POS	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH	
1	41	Luke WRIGHT	92.7				17	Tom GRICE	113.6	
2	42	Craig CURRIE	92.6				99	Josh FILES	113.4	
3	4	Aron SMITH	92.4				2	James COLBURN	113.2	
4	11	Matt ALLISON	92.3				42	Craig CURRIE	113.0	
5	16	Adam BONHAM	92.3				41	Luke WRIGHT	112.8	
6	99	Josh FILES	92.3				16	Adam BONHAM	112.6	
7	5	Lee PATTISON	91.9				4	Aron SMITH	112.2	
8	7	Chris SWANWICK	91.9				7	Chris SWANWICK	112.2	
9	17	Tom GRICE	91.9				3	James DIXON	112.0	
10	2	James COLBURN	91.8				5	Lee PATTISON	111.8	
11	22	Paul RIVETT	91.7				33	Jack GOFF	111.8	
12	33	Jack GOFF	91.6				11	Matt ALLISON	111.5	
13	3	James DIXON	91.3				13	Jake PACKUN	111.1	
14	13	Jake PACKUN	91.1				22	Paul RIVETT	110.4	
15	10	Darren WILSON	90.6				28	Nicolas HAMILTON	110.2	
16	28	Nicolas HAMILTON	90.3				10	Darren WILSON	110.0	

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 14:47 End: 15:09

Race Director :
www.tsl-timing.com

Stewards :

Timekeeper :

Printed - 15.11 Sunday, 03 April 2011

RENAULT SPORT



**2011 AirAsia Renault Clio Cup UK
ROUND 2 - BEST SECTOR TIMES**



SECTOR 1			SECTOR 2			IDEAL / BEST COMPARISON						
POS	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	2	COLBURN	31.392	17	GRICE	21.199	1	17	GRICE	52.595	52.712	0.117
2	17	GRICE	31.396	22	RIVETT	21.247	2	22	RIVETT	52.656	52.684	0.028
3	22	RIVETT	31.409	16	BONHAM	21.275	3	2	COLBURN	52.676	52.740	0.064
4	5	PATTISON	31.420	11	ALLISON	21.280	4	99	FILES	52.728	52.743	0.015
5	4	SMITH	31.438	41	WRIGHT	21.283	5	11	ALLISON	52.735	52.807	0.072
6	99	FILES	31.442	2	COLBURN	21.284	6	16	BONHAM	52.736	52.840	0.104
7	42	CURRIE	31.446	99	FILES	21.286	7	42	CURRIE	52.744	52.794	0.050
8	11	ALLISON	31.455	13	PACKUN	21.298	8	41	WRIGHT	52.746	52.746	0.000
9	16	BONHAM	31.461	42	CURRIE	21.298	9	4	SMITH	52.752	52.786	0.034
10	41	WRIGHT	31.463	33	GOFF	21.300	10	5	PATTISON	52.782	52.873	0.091
11	13	PACKUN	31.484	4	SMITH	21.314	11	13	PACKUN	52.782	52.789	0.007
12	7	SWANWICK	31.495	7	SWANWICK	21.318	12	33	GOFF	52.795	52.795	0.000
13	33	GOFF	31.495	5	PATTISON	21.362	13	7	SWANWICK	52.813	52.938	0.125
14	3	DIXON	31.634	3	DIXON	21.399	14	3	DIXON	53.033	53.131	0.098
15	28	HAMILTON	31.991	28	HAMILTON	21.579	15	28	HAMILTON	53.570	53.588	0.018
16	10	WILSON	32.128	10	WILSON	21.750	16	10	WILSON	53.878	54.041	0.163
Perfect lap										52.591		

Weather / Track : Cloudy / Dry

Brands Hatch Indy
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Start: 14:47 End: 15:09

Race Director :
www.tsl-timing.com

Stewards :

Timekeeper :

Printed - 15.11 Sunday, 03 April 2011

**2011 AirAsia Renault Clio Cup UK
ROUND 2 - LAP CHART**



Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
22		1:00.576	22		54.677	22		1:19.798	22		1:21.065	22		1:16.132
13	0.237	1:00.813	13	0.868	55.308	13	0.485	1:19.415	13	0.583	1:21.163	13	0.157	1:15.706
41	0.613	1:01.189	41	1.554	55.618	41	1.070	1:19.314	41	1.188	1:21.183	41	0.374	1:15.318
33	2.080	1:02.656	33	2.422	55.019	33	1.978	1:19.354	33	1.890	1:20.977	33	0.749	1:14.991
4	2.445	1:03.021	4	3.018	55.250	4	3.031	1:19.811	4	2.790	1:20.824	4	1.098	1:14.440
11	2.649	1:03.225	11	3.529	55.557	11	3.502	1:19.771	11	3.186	1:20.749	11	1.425	1:14.371
5	2.910	1:03.486	5	3.914	55.681	5	4.452	1:20.336	5	3.709	1:20.322	5	1.717	1:14.140
7	3.213	1:03.789	7	4.618	56.082	7	5.278	1:20.458	7	5.218	1:21.005	7	1.955	1:12.869
2	3.566	1:04.142	2	5.087	56.198	2	6.532	1:21.243	2	5.815	1:20.348	2	2.280	1:12.597
17	4.035	1:04.611	17	5.334	55.976	17	7.889	1:22.353	17	7.501	1:20.677	17	3.075	1:11.706
16	4.742	1:05.318	16	5.737	55.672	16	8.300	1:22.361	16	8.550	1:21.315	16	3.305	1:10.887
99	5.045	1:05.621	99	6.804	56.436	99	9.008	1:22.002	99	8.928	1:20.985	99	3.858	1:11.062
42	5.425	1:06.001	42	7.425	56.677	42	9.555	1:21.928	42	9.475	1:20.985	42	4.083	1:10.740
3	7.367	1:07.943	3	8.253	55.563	3	9.804	1:21.349	3	9.715	1:20.976	3	4.227	1:10.644
10	8.669	1:09.245	10	9.866	55.874	10	10.349	1:20.281	10	10.248	1:20.964	10	5.879	1:11.763
28	52.927	1:53.503	28	1:18.499	1:20.249	28	1:03.556	1:04.855	28	38.344	55.853	28	22.315	1:00.103

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 14:47 End: 15:09

Race Director :
www.tsl-timing.com

Stewards :

Page 1 of 5

Timekeeper :

Printed - 15.10 Sunday, 03 April 2011

2011 AirAsia Renault Clio Cup UK ROUND 2 - LAP CHART



Lap 6			Lap 7			Lap 8			Lap 9			Lap 10		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
22		53.310	22		52.872	22		52.849	22		52.799	22		52.684
13	0.342	53.495	13	0.405	52.935	13	0.553	52.997	13	0.681	52.927	13	0.821	52.824
41	0.842	53.778	41	1.212	53.242	41	1.299	52.936	41	1.380	52.880	41	1.442	52.746
33	1.082	53.643	33	1.642	53.432	33	1.749	52.956	33	1.745	52.795	33	2.032	52.971
4	1.285	53.497	4	1.865	53.452	4	2.153	53.137	4	2.435	53.081	4	2.805	53.054
11	1.583	53.468	11	2.116	53.405	11	2.540	53.273	11	2.923	53.182	11	3.318	53.079
5	2.068	53.661	5	2.590	53.394	5	2.960	53.219	5	3.317	53.156	5	3.839	53.206
7	2.474	53.829	7	2.932	53.330	7	3.941	53.858	7	5.240	54.098	7	5.546	52.990
2	2.793	53.823	2	3.168	53.247	2	4.069	53.750	2	5.610	54.340	2	5.771	52.845
17	3.329	53.564	17	3.371	52.914	17	4.727	54.205	17	5.845	53.917	17	6.003	52.842
16	3.690	53.695	16	3.795	52.977	99	4.979	53.686	42	6.386	53.851	42	6.783	53.081
99	3.881	53.333	99	4.142	53.133	42	5.334	53.591	3	6.614	53.756	3	7.061	53.131
42	4.356	53.583	42	4.592	53.108	16	5.397	54.451	16	6.802	54.204	16	7.288	53.170
3	4.694	53.777	3	5.006	53.184	3	5.657	53.500	99	9.020	56.840	99	9.501	53.165
10	7.617	55.048	10	9.439	54.694	10	11.005	54.415	10	12.428	54.222	10	13.785	54.041
28	23.379	54.374	28	24.557	54.050	28	25.438	53.730	28	26.388	53.749	28	27.292	53.588

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 14:47 End: 15:09

Race Director :
www.tsl-timing.com

Stewards :

Page 2 of 5

Timekeeper :

Printed - 15.10 Sunday, 03 April 2011

**2011 AirAsia Renault Clio Cup UK
ROUND 2 - LAP CHART**



Lap 11			Lap 12			Lap 13			Lap 14			Lap 15		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
22		52.836	22		52.744	22		52.786	22		52.887	22		52.798
13	0.812	52.827	13	0.954	52.886	13	1.070	52.902	13	0.972	52.789	13	1.204	53.030
41	1.513	52.907	33	2.200	52.905	33	2.278	52.864	33	2.303	52.912	33	2.412	52.907
33	2.039	52.843	4	3.112	52.975	4	3.205	52.879	4	3.232	52.914	4	3.338	52.904
4	2.881	52.912	11	3.613	52.924	11	3.662	52.835	11	3.620	52.845	11	3.688	52.866
11	3.433	52.951	5	4.203	52.914	5	4.302	52.885	5	4.824	53.409	5	4.899	52.873
5	4.033	53.030	41	6.681	57.912	7	7.601	53.273	7	7.722	53.008	7	7.862	52.938
7	6.914	54.204	7	7.114	52.944	17	8.573	53.608	17	8.431	52.745	17	8.381	52.748
2	7.144	54.209	2	7.422	53.022	2	8.792	54.156	2	8.926	53.021	2	9.002	52.874
17	7.361	54.194	17	7.751	53.134	41	9.011	55.116	41	9.389	53.265	41	9.594	53.003
3	8.005	53.780	16	8.844	53.427	16	9.308	53.250	16	9.794	53.373	16	10.009	53.013
16	8.161	53.709	42	9.793	53.963	42	9.801	52.794	42	10.133	53.219	42	10.469	53.134
42	8.574	54.627	99	10.033	53.369	99	10.150	52.903	99	10.419	53.156	99	10.897	53.276
99	9.408	52.743	3	17.470	1:02.209	3	18.334	53.650	3	18.793	53.346	3	19.396	53.401
10	15.079	54.130	10	17.600	55.265	10	19.588	54.774	10	21.370	54.669	10	22.739	54.167
28	28.344	53.888	28	29.871	54.271	28	31.113	54.028	28	32.068	53.842	28	33.066	53.796

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 14:47 End: 15:09

Race Director :
www.tsl-timing.com

Stewards :

Page 3 of 5

Timekeeper :

Printed - 15.10 Sunday, 03 April 2011

**2011 AirAsia Renault Clio Cup UK
ROUND 2 - LAP CHART**



Lap 16			Lap 17			Lap 18			Lap 19			Lap 20		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
22		52.794	22		52.954	22		52.867	22		52.841	22		52.833
33	2.600	52.982	33	2.485	52.839	33	2.515	52.897	33	2.541	52.867	33	2.621	52.913
4	3.490	52.946	4	3.522	52.986	4	3.441	52.786	4	3.473	52.873	4	3.572	52.932
11	3.880	52.986	11	3.783	52.857	11	3.723	52.807	11	3.805	52.923	11	3.885	52.913
5	5.071	52.966	5	5.073	52.956	5	5.083	52.877	5	5.206	52.964	5	5.309	52.936
17	8.409	52.822	17	8.348	52.893	17	8.398	52.917	17	8.269	52.712	17	8.442	53.006
7	8.769	53.701	7	8.788	52.973	7	9.584	53.663	7	9.879	53.136	7	10.768	53.722
2	8.948	52.740	2	9.031	53.037	2	9.788	53.624	2	10.055	53.108	2	11.158	53.936
41	9.881	53.081	41	10.065	53.138	41	10.296	53.098	41	10.326	52.871	41	11.641	54.148
16	10.055	52.840	16	10.346	53.245	16	10.566	53.087	16	10.680	52.955	16	11.658	53.811
42	11.165	53.490	42	11.099	52.888	42	11.067	52.835	42	11.316	53.090	42	11.757	53.274
99	11.401	53.298	99	11.670	53.223	99	11.922	53.119	99	11.954	52.873	99	12.004	52.883
3	19.868	53.266	3	20.213	53.299	3	20.632	53.286	3	21.086	53.295	3	21.446	53.193
10	24.698	54.753	10	26.099	54.355	10	27.675	54.443	10	29.169	54.335	10	31.057	54.721
28	34.246	53.974	28	35.154	53.862	28	36.366	54.079	28	37.234	53.709	28	38.679	54.278

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 14:47 End: 15:09

Race Director :
www.tsl-timing.com

Stewards :

Page 4 of 5

Timekeeper :

Printed - 15.10 Sunday, 03 April 2011

**2011 AirAsia Renault Clio Cup UK
ROUND 2 - LAP CHART**



Lap 21			Lap 22			Lap 23		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
22		52.859	22		52.906	22		52.966
33	2.616	52.854	33	2.740	53.030	33	2.781	53.007
4	3.707	52.994	4	3.763	52.962	4	3.622	52.825
11	3.998	52.972	11	4.048	52.956	11	3.989	52.907
5	5.410	52.960	5	5.681	53.177	5	6.010	53.295
17	8.344	52.761	17	8.179	52.741	17	8.295	53.082
7	11.189	53.280	7	12.262	53.979	7	12.547	53.251
2	11.287	52.988	2	12.478	54.097	2	12.862	53.350
16	12.140	53.341	16	12.763	53.529	16	13.108	53.311
41	12.579	53.797	41	12.956	53.283	41	13.557	53.567
42	12.925	54.027	42	14.008	53.989	42	14.895	53.853
99	13.109	53.964	99	14.218	54.015	99	15.091	53.839
3	21.894	53.307	3	22.230	53.242	3	22.470	53.206
10	32.910	54.712	10	34.964	54.960	10	37.180	55.182
28	39.821	54.001	28	40.956	54.041	28	42.878	54.888

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 14:47 End: 15:09

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Timekeeper :

2011 AirAsia Renault Clio Cup UK ROUND 2 - POSITION CHART



No	Name	Laps Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
			22	Paul RIVETT	1	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
13	Jake PACKUN	2	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	33	33	33	33	33	33	33	33
41	Luke WRIGHT	3	41	41	41	41	41	41	41	41	41	41	41	33	33	33	33	4	4	4	4	4	4	4	4
33	Jack GOFF	4	33	33	33	33	33	33	33	33	33	33	33	4	4	4	4	11	11	11	11	11	11	11	11
4	Aron SMITH	5	4	4	4	4	4	4	4	4	4	4	4	11	11	11	11	5	5	5	5	5	5	5	5
11	Matt ALLISON	6	11	11	11	11	11	11	11	11	11	11	11	5	5	5	5	17	17	17	17	17	17	17	17
5	Lee PATTISON	7	5	5	5	5	5	5	5	5	5	5	5	41	7	7	7	7	7	7	7	7	7	7	7
7	Chris SWANWICK	8	7	7	7	7	7	7	7	7	7	7	7	7	17	17	17	2	2	2	2	2	2	2	2
2	James COLBURN	9	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	41	41	41	41	41	41	16	16
17	Tom GRICE	10	17	17	17	17	17	17	17	17	17	17	17	17	41	41	41	16	16	16	16	16	16	41	41
16	Adam BONHAM	11	16	16	16	16	16	16	16	16	99	42	42	3	16	16	16	42	42	42	42	42	42	42	42
99	Josh FILES	12	99	99	99	99	99	99	99	99	42	3	3	16	42	42	42	99	99	99	99	99	99	99	99
42	Craig CURRIE	13	42	42	42	42	42	42	42	16	16	16	42	99	99	99	99	3	3	3	3	3	3	3	3
3	James DIXON	14	3	3	3	3	3	3	3	3	99	99	99	3	3	3	3	10	10	10	10	10	10	10	10
10	Darren WILSON	15	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	28	28	28	28	28	28	28	28
28	Nicolas HAMILTON	16	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28								

Weather / Track : Cloudy / Dry

Brands Hatch Indy
Circuit Length = 1.1986 miles
Start: 14:47 End: 15:09

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