



PIRELLI SUPER SERIES 1000 SUPPORTED BY PREMIER 1000s



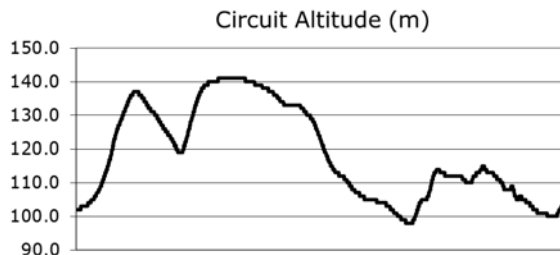
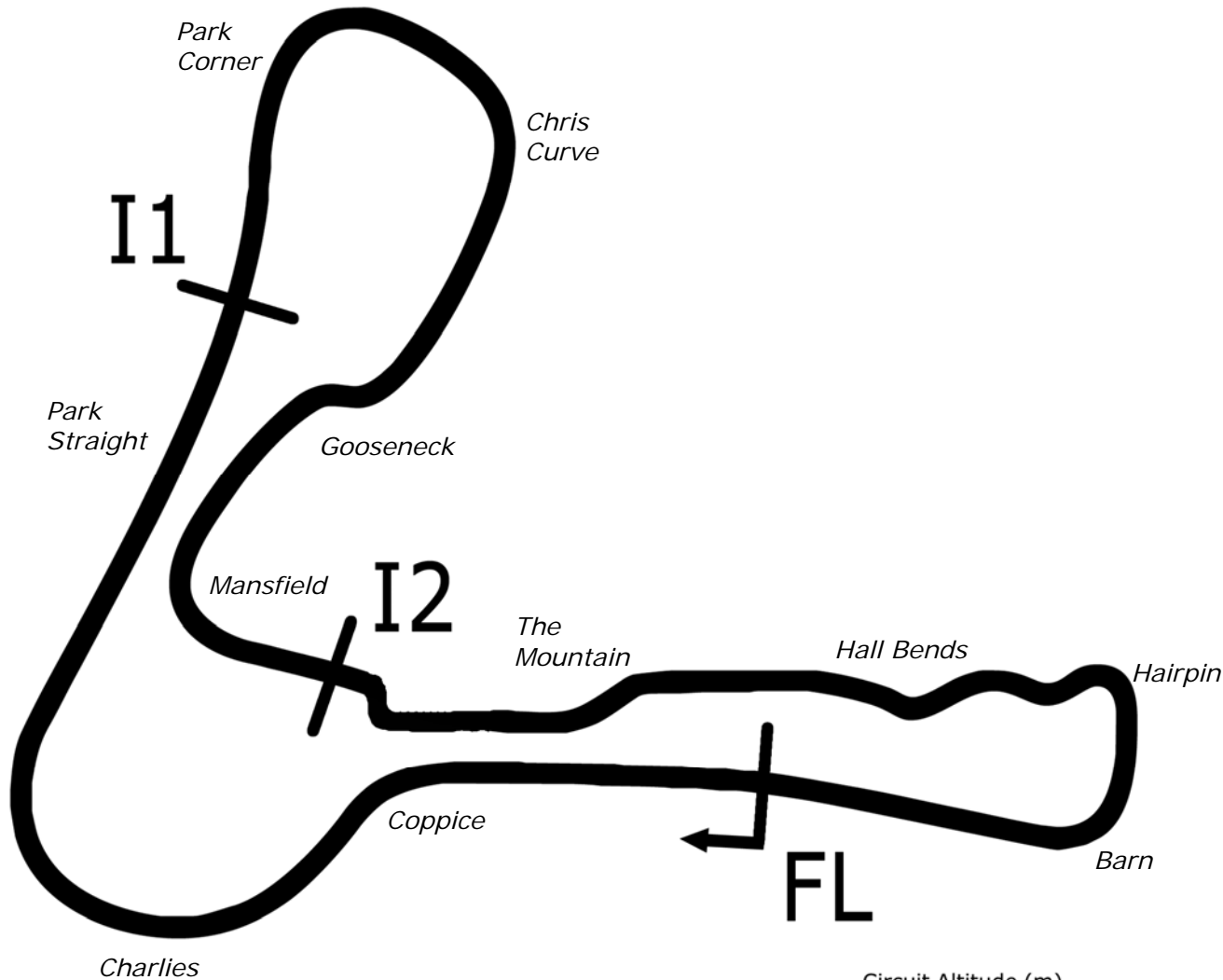
No Limits Racing – Round 8
Cadwell Park
3rd / 4th September 2022



Timing & Results Provided by Timing Solutions Ltd

www.tsl-timing.com

Cadwell Park



| | | |
|--------------------------------------------------|--------------|----------------------|
| Length | 2.1800 miles | 3508.4 m |
| FL | | 53.31024 N 0.05940 W |
| I1 | 1190m | 53.30746 N 0.06718 W |
| I2 | 2330m | 53.30708 N 0.06270 W |
| Pit Entry | 3472m | 53.31103 N 0.05889 W |
| Pit Exit | 0m after FL | 53.31030 N 0.05940 W |
| Pit Entry-Pit Exit 92m, 6.6s @50kph, 5.5s @60kph | | |

All results available at www.tsl-timing.com

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - CLASSIFICATION



| POS | NO | CL | PIC NAME | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|---------|-------------------|------------------------------------------------------|----------|----|------|----------|----------|-------|
| 1 | 19 | PSS | 1 Joe TALBOT | Kawasaki 1000 - Warrington MOT Centre | 1:30.525 | 3 | 4 | | | 86.69 |
| 2 | 2 | PSS | 2 Craig NEVE | BMW 1000 - | 1:30.793 | 3 | 4 | 0.268 | 0.268 | 86.43 |
| 3 | 9 | PSS | 3 Callum GRIGOR | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hot T | 1:32.175 | 3 | 6 | 1.650 | 1.382 | 85.14 |
| 4 | 52 | PSS | 4 Jordan RUSHBY | BMW 1000 - | 1:32.424 | 7 | 8 | 1.899 | 0.249 | 84.91 |
| 5 | 711 | PSS | 5 Tom NORTON | Kawasaki 1000 - | 1:32.565 | 3 | 3 | 2.040 | 0.141 | 84.78 |
| 6 | 47 | PSSPREM | 1 Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawasal | 1:32.923 | 6 | 6 | 2.398 | 0.358 | 84.45 |
| 7 | 57 | PSS | 6 James SKELDING | Kawasaki 1000 - Bilstein / Spencer & Sons / Power To | 1:33.095 | 3 | 7 | 2.570 | 0.172 | 84.30 |
| 8 | 26 | PSS | 7 Joe MOORE | Suzuki 1000 - Clear Line Racing | 1:33.189 | 7 | 8 | 2.664 | 0.094 | 84.21 |
| 9 | 17 | PREM | 1 Damien FRICKER | Aprilia 1100 - Autotrilogy.com | 1:33.204 | 7 | 8 | 2.679 | 0.015 | 84.20 |
| 10 | 8 | PREM | 2 Liam MARCHANT | Kawasaki 1000 - Delkevic UK, Drury Engineering, Linc | 1:33.548 | 3 | 3 | 3.023 | 0.344 | 83.89 |
| 11 | 260 | PSS | 8 Ryan COOPER | Suzuki 1000 - | 1:33.599 | 4 | 6 | 3.074 | 0.051 | 83.84 |
| 12 | 67 | PSSPREM | 2 Scott MCFARLANE | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / Th | 1:34.016 | 8 | 8 | 3.491 | 0.417 | 83.47 |
| 13 | 94 | PSS | 9 Joe MILLER | Kawasaki 1000 - | 1:34.180 | 2 | 8 | 3.655 | 0.164 | 83.33 |
| 14 | 155 | PSSPREM | 3 Jake MAJOR-BIRD | Suzuki 1000 - premier KIA - www.premier-car.co.uk | 1:34.322 | 7 | 7 | 3.797 | 0.142 | 83.20 |
| 15 | 508 | PSSPREM | 4 Daniel MCFADDEN | Yamaha 1000 - Sycamore Yamaha | 1:34.961 | 8 | 8 | 4.436 | 0.639 | 82.64 |
| 16 | 118 | PREM | 3 John COUGHLAN | Aprilia 1100 - BIKERSWORLD LTD | 1:35.304 | 8 | 8 | 4.779 | 0.343 | 82.34 |
| 17 | 83 | PREM | 4 Jason SIGGS | Yamaha 1000 - J Siggs construction | 1:35.650 | 7 | 8 | 5.125 | 0.346 | 82.04 |
| 18 | 66 | PSSPREM | 5 Joe CARNELL | BMW 1000 - fortis motorsport | 1:35.664 | 8 | 8 | 5.139 | 0.014 | 82.03 |
| 19 | 36 | PREM | 5 Martin BEECHAM | Honda 1000 - | 1:37.149 | 6 | 7 | 6.624 | 1.485 | 80.78 |
| 20 | 177 | PREM | 6 Steve FRIZZELL | BMW 1000 - | 1:37.854 | 3 | 3 | 7.329 | 0.705 | 80.20 |
| 21 | 169 | PREM | 7 Phil ABEL | Suzuki 1000 - Abels joinery | 1:37.969 | 3 | 3 | 7.444 | 0.115 | 80.10 |
| 22 | 24 | PREM | 8 Joe WARD | Kawasaki 1000 - | 1:38.069 | 6 | 7 | 7.544 | 0.100 | 80.02 |
| 23 | 191 | PREM | 9 Dave NORTON | Suzuki 1000 - | 1:39.328 | 3 | 7 | 8.803 | 1.259 | 79.01 |
| 24 | 7 | PSS | 10 Gary JOHNSON | BMW 1000 - Pipewerx Exhausts | 2:52.284 | 1 | 1 | 1:21.759 | 1:12.956 | 45.55 |

Weather / Track : Cloudy / Dry

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

Cadwell Park: 2.1800 miles

Date: 03/09/2022 Start: 09:31 Finish: 09:49

Clerk Of Course : Clare Neate

Stewards :

Timekeeper : Sam Jones

C. Neate

S. Jones

Digitally Approved at 10:11 Saturday, 03 September 2022

Digitally Approved at 09:58 Saturday, 03 September 2022

Results can be found at www.tsl-timing.com

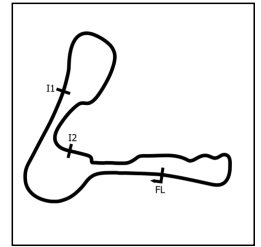
Printed - 09:52 Saturday, 03 September 2022



No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P1 | | 19 PSS | | Joe TALBOT | | Kawasaki 1000 - Warrington MOT Centre | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------------------------------|---------------------|
| IDEAL LAP TIME : 1:30.525 | | BEST LAP TIME : 1:30.525 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 24.376 | 30.053 | 39.314 | 1:33.743 (3) | 83.71 | 3.218 | 09:34:29.265 |
| 2 - | 23.424 | 29.525 | 38.422 | 1:31.371 (2) | 85.89 | 0.846 | 09:36:00.636 |
| 3 - | 23.278 | 29.217 | 38.030 | 1:30.525 (1) | 86.69 | | 09:37:31.161 |
| 4 - | 26.140 | 35.837 | 45.632 | 1:47.609 | 72.93 | 17.084 | 09:39:18.770 |

| P2 | | 2 PSS | | Craig NEVE | | BMW 1000 - | |
|---------------------------|----------|--------------------------|---------------|---------------------|--------------|------------|---------------------|
| IDEAL LAP TIME : 1:30.499 | | BEST LAP TIME : 1:30.793 | | DIFFERENCE : 0.294 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 23.886 | 30.175 | 38.533 | 1:32.594 (3) | 84.75 | 1.801 | 09:33:58.225 |
| 2 - | 23.205 | 29.546 | 38.140 | 1:30.891 (2) | 86.34 | 0.098 | 09:35:29.116 |
| 3 - | 23.126 | 29.319 | 38.348 | 1:30.793 (1) | 86.43 | | 09:36:59.909 |
| 4 - | 23.679 | 30.076 | 40.513 | 1:34.268 | 83.25 | 3.475 | 09:38:34.177 |

| P3 | | 9 PSS | | Callum GRIGOR | | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hot Tubs Cent | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------------------------------------------------------------|---------------------|
| IDEAL LAP TIME : 1:32.175 | | BEST LAP TIME : 1:32.175 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 24.354 | 30.502 | 39.657 | 1:34.513 | 83.03 | 2.338 | 09:34:46.721 |
| 2 - | 23.692 | 30.209 | 39.691 | 1:33.592 (3) | 83.85 | 1.417 | 09:36:20.313 |
| 3 - | 23.359 | 29.767 | 39.049 | 1:32.175 (1) | 85.14 | | 09:37:52.488 |
| 4 - | OUTLAP | | | 9:08.536 | 14.30 | 7:36.361 | 09:47:01.024 |
| 5 - | 23.891 | 30.468 | 39.285 | 1:33.644 | 83.80 | 1.469 | 09:48:34.668 |
| 6 - | 24.102 | 29.949 | 39.164 | 1:33.215 (2) | 84.19 | 1.040 | 09:50:07.883 |

| P4 | | 52 PSS | | Jordan RUSHBY | | BMW 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|------------|---------------------|
| IDEAL LAP TIME : 1:32.217 | | BEST LAP TIME : 1:32.424 | | DIFFERENCE : 0.207 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 24.838 | 31.069 | 41.417 | 1:37.324 | 80.63 | 4.900 | 09:34:05.250 |
| 2 - | 24.150 | 30.161 | 39.075 | 1:33.386 | 84.03 | 0.962 | 09:35:38.636 |
| 3 - | 23.805 | 29.983 | 39.135 | 1:32.923 (3) | 84.45 | 0.499 | 09:37:11.559 |
| 4 - | 23.583 | 29.784 | 39.106 | 1:32.473 (2) | 84.86 | 0.049 | 09:38:44.032 |
| 5 - | OUTLAP | | | 6:26.166 | 20.32 | 4:53.742 | 09:45:10.198 |
| 6 - | 24.351 | 30.465 | 39.379 | 1:34.195 | 83.31 | 1.771 | 09:46:44.393 |
| 7 - | 23.409 | 29.991 | 39.024 | 1:32.424 (1) | 84.91 | | 09:48:16.817 |
| 8 - | 25.586 | 30.658 | 40.011 | 1:36.255 | 81.53 | 3.831 | 09:49:53.072 |

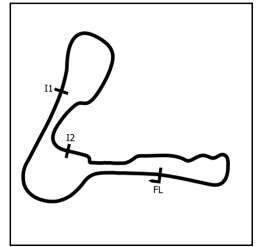
| P5 | | 711 PSS | | Tom NORTON | | Kawasaki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:32.565 | | BEST LAP TIME : 1:32.565 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 25.771 | 32.910 | 42.043 | 1:40.724 (3) | 77.91 | 8.159 | 09:34:17.448 |
| 2 - | 23.643 | 30.875 | 40.542 | 1:35.060 (2) | 82.55 | 2.495 | 09:35:52.508 |
| 3 - | 23.315 | 30.260 | 38.990 | 1:32.565 (1) | 84.78 | | 09:37:25.073 |

| P6 | | 47 PSSPREI | | Liam MURTAGH | | Kawasaki 1000 - Lady Lodge Systems, Corby Kawasaki | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|----------------------------------------------------|---------------------|
| IDEAL LAP TIME : 1:32.923 | | BEST LAP TIME : 1:32.923 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 26.058 | 32.377 | 40.803 | 1:39.238 | 79.08 | 6.315 | 09:36:35.233 |
| 2 - | 23.855 | 30.671 | 40.023 | 1:34.549 (3) | 83.00 | 1.626 | 09:38:09.782 |
| 3 - | OUTLAP | | | 7:22.010 | 17.75 | 5:49.087 | 09:45:31.792 |
| 4 - | 25.596 | 34.852 | 47.489 | 1:47.937 | 72.70 | 15.014 | 09:47:19.729 |
| 5 - | 23.677 | 30.111 | 39.760 | 1:33.548 (2) | 83.89 | 0.625 | 09:48:53.277 |
| 6 - | 23.322 | 29.990 | 39.611 | 1:32.923 (1) | 84.45 | | 09:50:26.200 |

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QUALIFYING - SECTOR ANALYSIS



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| P7 57 PSS James SKELDING | | Kawasaki 1000 - Bilstein / Spencer & Sons / Power Tool Rentals | | | | | |
|---------------------------------|---------------|----------------------------------------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:33.017 | | BEST LAP TIME : 1:33.095 | | DIFFERENCE : 0.078 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 25.125 | 30.854 | 39.627 | 1:35.606 | 82.08 | 2.511 | 09:34:33.951 |
| 2 - | 23.794 | 30.512 | 39.293 | 1:33.599 (3) | 83.84 | 0.504 | 09:36:07.550 |
| 3 - | 23.560 | 30.205 | 39.330 | 1:33.095 (1) | 84.30 | | 09:37:40.645 |
| 4 - | 23.519 | 30.295 | 39.532 | 1:33.346 (2) | 84.07 | 0.251 | 09:39:13.991 |
| 5 - | OUTLAP | | | 6:13.146 | 21.03 | 4:40.051 | 09:45:27.137 |
| 6 - | 25.785 | 32.570 | 41.234 | 1:39.589 | 78.80 | 6.494 | 09:47:06.726 |
| 7 - | 23.844 | 32.665 | 40.844 | 1:37.353 | 80.61 | 4.258 | 09:48:44.079 |

| P8 26 PSS Joe MOORE | | Suzuki 1000 - Clear Line Racing | | | | | |
|----------------------------|---------------|---------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:32.642 | | BEST LAP TIME : 1:33.189 | | DIFFERENCE : 0.547 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 24.334 | 30.997 | 40.084 | 1:35.415 | 82.25 | 2.226 | 09:34:06.399 |
| 2 - | 24.937 | 31.147 | 39.647 | 1:35.731 | 81.98 | 2.542 | 09:35:42.130 |
| 3 - | 23.891 | 30.126 | 40.892 | 1:34.909 | 82.69 | 1.720 | 09:37:17.039 |
| 4 - | 24.082 | 30.264 | 39.170 | 1:33.516 (2) | 83.92 | 0.327 | 09:38:50.555 |
| 5 - | OUTLAP | | | 6:22.462 | 20.51 | 4:49.273 | 09:45:13.017 |
| 6 - | 24.751 | 31.293 | 40.949 | 1:36.993 | 80.91 | 3.804 | 09:46:50.010 |
| 7 - | 23.867 | 30.310 | 39.012 | 1:33.189 (1) | 84.21 | | 09:48:23.199 |
| 8 - | 23.504 | 31.033 | 39.670 | 1:34.207 (3) | 83.30 | 1.018 | 09:49:57.406 |

| P9 17 PREM Damien FRICKER | | Aprilia 1100 - Autotriology.com | | | | | |
|----------------------------------|---------------|---------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:33.166 | | BEST LAP TIME : 1:33.204 | | DIFFERENCE : 0.038 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 24.410 | 31.091 | 40.587 | 1:36.088 | 81.67 | 2.884 | 09:34:05.297 |
| 2 - | 25.697 | 30.448 | 39.238 | 1:35.383 | 82.27 | 2.179 | 09:35:40.680 |
| 3 - | 23.776 | 30.267 | 39.482 | 1:33.525 (2) | 83.91 | 0.321 | 09:37:14.205 |
| 4 - | 23.796 | 30.403 | 39.337 | 1:33.536 | 83.90 | 0.332 | 09:38:47.741 |
| 5 - | OUTLAP | | | 6:20.948 | 20.60 | 4:47.744 | 09:45:08.689 |
| 6 - | 24.081 | 30.351 | 39.286 | 1:33.718 | 83.74 | 0.514 | 09:46:42.407 |
| 7 - | 23.761 | 30.167 | 39.276 | 1:33.204 (1) | 84.20 | | 09:48:15.611 |
| 8 - | 23.768 | 30.313 | 39.445 | 1:33.526 (3) | 83.91 | 0.322 | 09:49:49.137 |

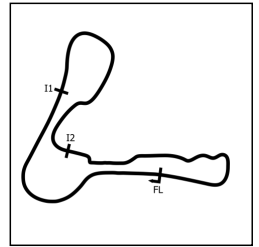
| P10 8 PREM Liam MARCHANT | | Kawasaki 1000 - Delkevic UK, Drury Engineering, Lincs Enginee | | | | | |
|---------------------------------|---------------|---------------------------------------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:33.466 | | BEST LAP TIME : 1:33.548 | | DIFFERENCE : 0.082 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 25.664 | 32.961 | 41.177 | 1:39.802 (3) | 78.63 | 6.254 | 09:36:01.847 |
| 2 - | 24.062 | 30.211 | 39.431 | 1:33.704 (2) | 83.75 | 0.156 | 09:37:35.551 |
| 3 - | 23.846 | 30.189 | 39.513 | 1:33.548 (1) | 83.89 | | 09:39:09.099 |

| P11 260 PSS Ryan COOPER | | Suzuki 1000 - | | | | | |
|--------------------------------|----------|--------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:32.766 | | BEST LAP TIME : 1:33.599 | | DIFFERENCE : 0.833 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 24.452 | 31.257 | 39.988 | 1:35.697 | 82.00 | 2.098 | 09:34:08.238 |
| 2 - | 23.535 | 32.211 | 39.765 | 1:35.511 (3) | 82.16 | 1.912 | 09:35:43.749 |
| 3 - | 23.398 | 30.129 | 40.276 | 1:33.803 (2) | 83.66 | 0.204 | 09:37:17.552 |
| 4 - | 24.088 | 30.150 | 39.361 | 1:33.599 (1) | 83.84 | | 09:38:51.151 |
| 5 - | OUTLAP | | | 6:30.353 | 20.10 | 4:56.754 | 09:45:21.504 |
| 6 - | 23.986 | 30.885 | 43.509 | 1:38.380 | 79.77 | 4.781 | 09:46:59.884 |

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QUALIFYING - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P12 67 PSSPREI Scott MCFARLANE | | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / TheChilliGu | | | | | |
|---------------------------------------|---------------|---------------------------------------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:33.897 | | BEST LAP TIME : 1:34.016 | | DIFFERENCE : 0.119 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 24.760 | 31.425 | 40.252 | 1:36.437 | 81.38 | 2.421 | 09:34:06.095 |
| 2 - | 25.020 | 30.986 | 39.878 | 1:35.884 | 81.84 | 1.868 | 09:35:41.979 |
| 3 - | 23.893 | 30.919 | 39.980 | 1:34.792 (3) | 82.79 | 0.776 | 09:37:16.771 |
| 4 - | 25.375 | 30.663 | 40.063 | 1:36.101 | 81.66 | 2.085 | 09:38:52.872 |
| 5 - | OUTLAP | | | 6:17.794 | 20.77 | 4:43.778 | 09:45:10.666 |
| 6 - | 24.193 | 30.737 | 39.957 | 1:34.887 | 82.70 | 0.871 | 09:46:45.553 |
| 7 - | 23.727 | 30.493 | 40.315 | 1:34.535 (2) | 83.01 | 0.519 | 09:48:20.088 |
| 8 - | 23.769 | 30.292 | 39.955 | 1:34.016 (1) | 83.47 | | 09:49:54.104 |

| P13 94 PSS Joe MILLER | | Kawasaki 1000 - | | | | | |
|------------------------------|---------------|--------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:33.476 | | BEST LAP TIME : 1:34.180 | | DIFFERENCE : 0.704 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 24.965 | 32.084 | 40.970 | 1:38.019 | 80.06 | 3.839 | 09:34:29.925 |
| 2 - | 23.934 | 30.847 | 39.399 | 1:34.180 (1) | 83.33 | | 09:36:04.105 |
| 3 - | 23.979 | 30.823 | 40.583 | 1:35.385 | 82.27 | 1.205 | 09:37:39.490 |
| 4 - | 23.933 | 30.404 | 39.945 | 1:34.282 (2) | 83.24 | 0.102 | 09:39:13.772 |
| 5 - | OUTLAP | | | 6:06.463 | 21.41 | 4:32.283 | 09:45:20.235 |
| 6 - | 24.639 | 31.245 | 40.056 | 1:35.940 | 81.80 | 1.760 | 09:46:56.175 |
| 7 - | 24.325 | 32.131 | 45.074 | 1:41.530 | 77.29 | 7.350 | 09:48:37.705 |
| 8 - | 23.961 | 30.144 | 40.536 | 1:34.641 (3) | 82.92 | 0.461 | 09:50:12.346 |

| P14 155 PSSPREI Jake MAJOR-BIRD | | Suzuki 1000 - premier KIA - www.premier-car.co.uk | | | | | |
|----------------------------------------|---------------|---------------------------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:34.322 | | BEST LAP TIME : 1:34.322 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 25.819 | 33.758 | 41.068 | 1:40.645 | 77.97 | 6.323 | 09:35:45.669 |
| 2 - | 24.244 | 31.518 | 40.556 | 1:36.318 (3) | 81.48 | 1.996 | 09:37:21.987 |
| 3 - | 24.144 | 31.235 | 40.045 | 1:35.424 (2) | 82.24 | 1.102 | 09:38:57.411 |
| 4 - | OUTLAP | | | 6:27.004 | 20.27 | 4:52.682 | 09:45:24.415 |
| 5 - | 25.202 | 33.088 | 41.809 | 1:40.099 | 78.40 | 5.777 | 09:47:04.514 |
| 6 - | 24.957 | 32.591 | 41.668 | 1:39.216 | 79.10 | 4.894 | 09:48:43.730 |
| 7 - | 23.800 | 30.748 | 39.774 | 1:34.322 (1) | 83.20 | | 09:50:18.052 |

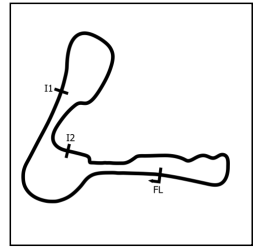
| P15 508 PSSPREI Daniel MCFADDEN | | Yamaha 1000 - Sycamore Yamaha | | | | | |
|----------------------------------------|---------------|-------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:34.672 | | BEST LAP TIME : 1:34.961 | | DIFFERENCE : 0.289 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 33.134 | 42.164 | 1:46.701 | 73.55 | 11.740 | 09:33:46.645 |
| 2 - | 24.694 | 31.637 | 40.717 | 1:37.048 | 80.86 | 2.087 | 09:35:23.693 |
| 3 - | 24.109 | 31.196 | 40.367 | 1:35.672 (3) | 82.03 | 0.711 | 09:36:59.365 |
| 4 - | 23.964 | 31.179 | 40.702 | 1:35.845 | 81.88 | 0.884 | 09:38:35.210 |
| 5 - | OUTLAP | | | 6:36.024 | 19.81 | 5:01.063 | 09:45:11.234 |
| 6 - | 24.469 | 31.097 | 40.504 | 1:36.070 | 81.69 | 1.109 | 09:46:47.304 |
| 7 - | 23.971 | 30.819 | 40.181 | 1:34.971 (2) | 82.63 | 0.010 | 09:48:22.275 |
| 8 - | 24.155 | 30.917 | 39.889 | 1:34.961 (1) | 82.64 | | 09:49:57.236 |

| P16 118 PREM John COUGHLAN | | Aprilia 1100 - BIKERSWORLD LTD | | | | | |
|-----------------------------------|---------------|--------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:35.232 | | BEST LAP TIME : 1:35.304 | | DIFFERENCE : 0.072 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 25.853 | 32.833 | 42.318 | 1:41.004 | 77.70 | 5.700 | 09:34:14.110 |
| 2 - | 24.790 | 31.671 | 42.311 | 1:38.772 | 79.45 | 3.468 | 09:35:52.882 |
| 3 - | 24.457 | 31.332 | 41.178 | 1:36.967 | 80.93 | 1.663 | 09:37:29.849 |
| 4 - | 24.643 | 30.980 | 41.313 | 1:36.936 (3) | 80.96 | 1.632 | 09:39:06.785 |
| 5 - | OUTLAP | | | 6:07.199 | 21.37 | 4:31.895 | 09:45:13.984 |
| 6 - | 25.035 | 31.514 | 41.108 | 1:37.657 | 80.36 | 2.353 | 09:46:51.641 |
| 7 - | 24.249 | 30.719 | 40.672 | 1:35.640 (2) | 82.05 | 0.336 | 09:48:27.281 |
| 8 - | 23.950 | 30.610 | 40.744 | 1:35.304 (1) | 82.34 | | 09:50:02.585 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P17 83 PREM Jason SIGGS | | Yamaha 1000 - J Siggs construction | | | | | |
|---------------------------|---------------|------------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:35.513 | | BEST LAP TIME : 1:35.650 | | DIFFERENCE : 0.137 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 33.484 | 42.007 | 1:44.888 | 74.82 | 9.238 | 09:34:05.161 |
| 2 - | 25.897 | 34.023 | 41.394 | 1:41.314 | 77.46 | 5.664 | 09:35:46.475 |
| 3 - | 24.353 | 31.389 | 40.712 | 1:36.454 (3) | 81.36 | 0.804 | 09:37:22.929 |
| 4 - | 24.389 | 31.126 | 40.405 | 1:35.920 (2) | 81.81 | 0.270 | 09:38:58.849 |
| 5 - | OUTLAP | | | 6:26.516 | 20.30 | 4:50.866 | 09:45:25.365 |
| 6 - | 25.399 | 32.746 | 46.470 | 1:44.615 | 75.01 | 8.965 | 09:47:09.980 |
| 7 - | 24.362 | 30.870 | 40.418 | 1:35.650 (1) | 82.04 | | 09:48:45.630 |
| 8 - | 24.238 | 32.259 | 41.524 | 1:38.021 | 80.06 | 2.371 | 09:50:23.651 |

| P18 66 PSSPREI Joe CARNELL | | BMW 1000 - fortis motorsport | | | | | |
|----------------------------|---------------|------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:35.452 | | BEST LAP TIME : 1:35.664 | | DIFFERENCE : 0.212 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 25.348 | 32.447 | 41.484 | 1:39.279 | 79.05 | 3.615 | 09:34:10.334 |
| 2 - | 24.544 | 31.360 | 41.018 | 1:36.922 | 80.97 | 1.258 | 09:35:47.256 |
| 3 - | 24.211 | 31.190 | 40.957 | 1:36.358 (3) | 81.44 | 0.694 | 09:37:23.614 |
| 4 - | 25.129 | 35.704 | 47.921 | 1:48.754 | 72.16 | 13.090 | 09:39:12.368 |
| 5 - | OUTLAP | | | 6:00.276 | 21.78 | 4:24.612 | 09:45:12.644 |
| 6 - | 24.852 | 31.314 | 41.163 | 1:37.329 | 80.63 | 1.665 | 09:46:49.973 |
| 7 - | 24.389 | 30.931 | 40.695 | 1:36.015 (2) | 81.73 | 0.351 | 09:48:25.988 |
| 8 - | 24.423 | 30.790 | 40.451 | 1:35.664 (1) | 82.03 | | 09:50:01.652 |

| P19 36 PREM Martin BEECHAM | | Honda 1000 - | | | | | |
|----------------------------|---------------|--------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:37.136 | | BEST LAP TIME : 1:37.149 | | DIFFERENCE : 0.013 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 26.230 | 32.678 | 41.775 | 1:40.683 | 77.94 | 3.534 | 09:34:38.146 |
| 2 - | 25.035 | 32.302 | 40.940 | 1:38.277 (3) | 79.85 | 1.128 | 09:36:16.423 |
| 3 - | 24.505 | 31.803 | 41.644 | 1:37.952 (2) | 80.12 | 0.803 | 09:37:54.375 |
| 4 - | OUTLAP | | | 7:33.096 | 17.32 | 5:55.947 | 09:45:27.471 |
| 5 - | 25.862 | 32.667 | 41.636 | 1:40.165 | 78.35 | 3.016 | 09:47:07.636 |
| 6 - | 24.518 | 31.743 | 40.888 | 1:37.149 (1) | 80.78 | | 09:48:44.785 |
| 7 - | 24.654 | 32.243 | 41.612 | 1:38.509 | 79.66 | 1.360 | 09:50:23.294 |

| P20 177 PREM Steve FRIZZELL | | BMW 1000 - | | | | | |
|-----------------------------|----------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.790 | | BEST LAP TIME : 1:37.854 | | DIFFERENCE : 0.064 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 26.522 | 32.788 | 43.016 | 1:42.326 (3) | 76.69 | 4.472 | 09:34:49.062 |
| 2 - | 25.082 | 31.878 | 42.183 | 1:39.143 (2) | 79.15 | 1.289 | 09:36:28.205 |
| 3 - | 24.788 | 31.358 | 41.708 | 1:37.854 (1) | 80.20 | | 09:38:06.059 |

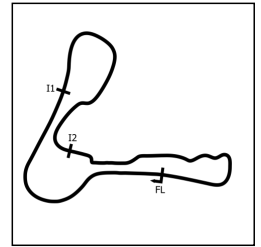
| P21 169 PREM Phil ABEL | | Suzuki 1000 - Abels joinery | | | | | |
|---------------------------|---------------|-----------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.969 | | BEST LAP TIME : 1:37.969 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 28.140 | 33.721 | 42.191 | 1:44.052 (3) | 75.42 | 6.083 | 09:35:17.713 |
| 2 - | 25.162 | 31.931 | 41.501 | 1:38.594 (2) | 79.59 | 0.625 | 09:36:56.307 |
| 3 - | 25.087 | 31.676 | 41.206 | 1:37.969 (1) | 80.10 | | 09:38:34.276 |

| P22 24 PREM Joe WARD | | Kawasaki 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:38.069 | | BEST LAP TIME : 1:38.069 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 26.308 | 33.184 | 42.739 | 1:42.231 | 76.76 | 4.162 | 09:34:59.619 |
| 2 - | 25.421 | 32.876 | 42.000 | 1:40.297 | 78.24 | 2.228 | 09:36:39.916 |
| 3 - | 25.244 | 32.571 | 42.074 | 1:39.889 (3) | 78.56 | 1.820 | 09:38:19.805 |
| 4 - | OUTLAP | | | 6:55.603 | 18.88 | 5:17.534 | 09:45:15.408 |
| 5 - | 25.615 | 32.336 | 42.304 | 1:40.255 | 78.28 | 2.186 | 09:46:55.663 |
| 6 - | 24.660 | 31.901 | 41.508 | 1:38.069 (1) | 80.02 | | 09:48:33.732 |
| 7 - | 24.968 | 31.950 | 41.744 | 1:38.662 (2) | 79.54 | 0.593 | 09:50:12.394 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P23 | | 191 PREM Dave NORTON | | Suzuki 1000 - | | | |
|---------------------------|---------------|-----------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:39.001 | | BEST LAP TIME : 1:39.328 | | DIFFERENCE : 0.327 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 28.530 | 35.423 | 45.511 | 1:49.464 | 71.69 | 10.136 | 09:34:57.733 |
| 2 - | 26.080 | 33.077 | 42.112 | 1:41.269 | 77.49 | 1.941 | 09:36:39.002 |
| 3 - | 25.258 | 32.325 | 41.745 | 1:39.328 (1) | 79.01 | | 09:38:18.330 |
| 4 - | OUTLAP | | | 7:04.432 | 18.49 | 5:25.104 | 09:45:22.762 |
| 5 - | 25.975 | 33.247 | 42.453 | 1:41.675 | 77.18 | 2.347 | 09:47:04.437 |
| 6 - | 24.994 | 32.385 | 42.026 | 1:39.405 (2) | 78.95 | 0.077 | 09:48:43.842 |
| 7 - | 24.931 | 32.653 | 41.892 | 1:39.476 (3) | 78.89 | 0.148 | 09:50:23.318 |

| P24 | | 7 PSS Gary JOHNSON | | BMW 1000 - Pipewerx Exhausts | | | |
|---------------------------|----------|---------------------------|-----------------|------------------------------|--------------|------|---------------------|
| IDEAL LAP TIME : 2:41.987 | | BEST LAP TIME : 2:52.284 | | DIFFERENCE : 10.297 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 29.016 | 35.462 | 1:47.806 | 2:52.284 (1) | 45.55 | | 09:37:51.082 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

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QUALIFYING - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | SECTOR 3 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|------------|----------|-----|------------|----------|-----|------------|-------------------------|-----|-----|------------|--------------------|-----------------|--------|
| POS | NO | NAME | TIME | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | | | | | PERFECT LAP | 1:30.287 | |
| 1 | 2 | NEVE | 23.040 | 19 | TALBOT | 29.217 | 19 | TALBOT | 38.030 | 1 | 2 | NEVE | 1:30.499 | 1:30.793 | 0.294 |
| 2 | 260 | COOPER | 23.276 | 2 | NEVE | 29.319 | 2 | NEVE | 38.140 | 2 | 19 | TALBOT | 1:30.525 | 1:30.525 | 0.000 |
| 3 | 19 | TALBOT | 23.278 | 9 | GRIGOR | 29.767 | 711 | NORTON | 38.990 | 3 | 9 | GRIGOR | 1:32.175 | 1:32.175 | 0.000 |
| 4 | 711 | NORTON | 23.315 | 52 | RUSHBY | 29.784 | 26 | MOORE | 39.012 | 4 | 52 | RUSHBY | 1:32.217 | 1:32.424 | 0.207 |
| 5 | 47 | MURTAGH | 23.322 | 47 | MURTAGH | 29.990 | 52 | RUSHBY | 39.024 | 5 | 711 | NORTON | 1:32.565 | 1:32.565 | 0.000 |
| 6 | 9 | GRIGOR | 23.359 | 26 | MOORE | 30.126 | 9 | GRIGOR | 39.049 | 6 | 26 | MOORE | 1:32.642 | 1:33.189 | 0.547 |
| 7 | 52 | RUSHBY | 23.409 | 260 | COOPER | 30.129 | 17 | FRICKER | 39.238 | 7 | 260 | COOPER | 1:32.766 | 1:33.599 | 0.833 |
| 8 | 26 | MOORE | 23.504 | 94 | MILLER | 30.144 | 57 | SKELDING | 39.293 | 8 | 47 | MURTAGH | 1:32.923 | 1:32.923 | 0.000 |
| 9 | 57 | SKELDING | 23.519 | 17 | FRICKER | 30.167 | 260 | COOPER | 39.361 | 9 | 57 | SKELDING | 1:33.017 | 1:33.095 | 0.078 |
| 10 | 67 | MCFARLANE | 23.727 | 8 | MARCHANT | 30.189 | 94 | MILLER | 39.399 | 10 | 17 | FRICKER | 1:33.166 | 1:33.204 | 0.038 |
| 11 | 17 | FRICKER | 23.761 | 7 | JOHNSON | 30.202 | 8 | MARCHANT | 39.431 | 11 | 8 | MARCHANT | 1:33.466 | 1:33.548 | 0.082 |
| 12 | 155 | MAJOR-BIRD | 23.800 | 57 | SKELDING | 30.205 | 47 | MURTAGH | 39.611 | 12 | 94 | MILLER | 1:33.476 | 1:34.180 | 0.704 |
| 13 | 8 | MARCHANT | 23.846 | 711 | NORTON | 30.260 | 155 | MAJOR-BIRD | 39.774 | 13 | 67 | MCFARLANE | 1:33.897 | 1:34.016 | 0.119 |
| 14 | 94 | MILLER | 23.933 | 67 | MCFARLANE | 30.292 | 67 | MCFARLANE | 39.878 | 14 | 155 | MAJOR-BIRD | 1:34.322 | 1:34.322 | 0.000 |
| 15 | 118 | COUGHLAN | 23.950 | 118 | COUGHLAN | 30.610 | 508 | MCFADDEN | 39.889 | 15 | 508 | MCFADDEN | 1:34.672 | 1:34.961 | 0.289 |
| 16 | 508 | MCFADDEN | 23.964 | 155 | MAJOR-BIRD | 30.748 | 83 | SIGGS | 40.405 | 16 | 118 | COUGHLAN | 1:35.232 | 1:35.304 | 0.072 |
| 17 | 7 | JOHNSON | 23.979 | 66 | CARNELL | 30.790 | 66 | CARNELL | 40.451 | 17 | 66 | CARNELL | 1:35.452 | 1:35.664 | 0.212 |
| 18 | 66 | CARNELL | 24.211 | 508 | MCFADDEN | 30.819 | 118 | COUGHLAN | 40.672 | 18 | 83 | SIGGS | 1:35.513 | 1:35.650 | 0.137 |
| 19 | 83 | SIGGS | 24.238 | 83 | SIGGS | 30.870 | 36 | BEECHAM | 40.888 | 19 | 36 | BEECHAM | 1:37.136 | 1:37.149 | 0.013 |
| 20 | 36 | BEECHAM | 24.505 | 177 | FRIZZELL | 31.299 | 169 | ABEL | 41.206 | 20 | 177 | FRIZZELL | 1:37.790 | 1:37.854 | 0.064 |
| 21 | 24 | WARD | 24.660 | 169 | ABEL | 31.676 | 24 | WARD | 41.508 | 21 | 169 | ABEL | 1:37.969 | 1:37.969 | 0.000 |
| 22 | 177 | FRIZZELL | 24.783 | 36 | BEECHAM | 31.743 | 177 | FRIZZELL | 41.708 | 22 | 24 | WARD | 1:38.069 | 1:38.069 | 0.000 |
| 23 | 191 | NORTON | 24.931 | 24 | WARD | 31.901 | 191 | NORTON | 41.745 | 23 | 191 | NORTON | 1:39.001 | 1:39.328 | 0.327 |
| 24 | 169 | ABEL | 25.087 | 191 | NORTON | 32.325 | 7 | JOHNSON | 1:47.806 | 24 | 7 | JOHNSON | 2:41.987 | 2:52.284 | 10.297 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - STATISTICS

Competitors Started 24
Planned Start 2022-09-03 @ 09:30:00.000
Actual Start 2022-09-03 @ 09:31:57.405
Finish Time 2022-09-03 @ 09:49:42.800
Track Length 2.1800mi.
Total Laps 146
Total Distance Covered 318.2827mi.

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-----|------------|----------|--------------|-----|---------------|
| 2 | PSS | Craig NEVE | 1:32.594 | 09:33:58.256 | 1 | BMW 1000 |
| 2 | PSS | Craig NEVE | 1:30.891 | 09:35:29.147 | 2 | BMW 1000 |
| 2 | PSS | Craig NEVE | 1:30.793 | 09:36:59.941 | 3 | BMW 1000 |
| 19 | PSS | Joe TALBOT | 1:30.525 | 09:37:31.182 | 3 | Kawasaki 1000 |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 09:31:57.405 |
| RED | 09:39:27.273 |
| GREEN | 09:44:42.668 |
| FINISH | 09:49:42.800 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 2 | 8 | 7:29.867 |
| Red | 1 | 0 | 5:15.395 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - STATISTICS

CLASS : PREM

9 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|----------------|-----------------|--------------|-----|--------------|
| 17 | Damien FRICKER | 1:36.088 | 09:34:05.331 | 1 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:35.383 | 09:35:40.712 | 2 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:33.525 | 09:37:14.237 | 3 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:33.204 | 09:48:15.642 | 7 | Aprilia 1100 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - STATISTICS

CLASS : PSS

10 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|------------|-----------------|--------------|-----|---------------|
| 2 | Craig NEVE | 1:32.594 | 09:33:58.256 | 1 | BMW 1000 |
| 2 | Craig NEVE | 1:30.891 | 09:35:29.147 | 2 | BMW 1000 |
| 2 | Craig NEVE | 1:30.793 | 09:36:59.941 | 3 | BMW 1000 |
| 19 | Joe TALBOT | 1:30.525 | 09:37:31.182 | 3 | Kawasaki 1000 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - STATISTICS

CLASS : PSSPREM

5 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|-----|-----------------|----------|--------------|-----|---------------|
| 67 | Scott MCFARLANE | 1:36.437 | 09:34:06.115 | 1 | BMW 1000 |
| 67 | Scott MCFARLANE | 1:35.884 | 09:35:41.999 | 2 | BMW 1000 |
| 508 | Daniel MCFADDEN | 1:35.672 | 09:36:59.386 | 3 | Yamaha 1000 |
| 67 | Scott MCFARLANE | 1:34.792 | 09:37:16.791 | 3 | BMW 1000 |
| 47 | Liam MURTAGH | 1:34.549 | 09:38:09.790 | 2 | Kawasaki 1000 |
| 67 | Scott MCFARLANE | 1:34.535 | 09:48:20.107 | 7 | BMW 1000 |
| 47 | Liam MURTAGH | 1:33.548 | 09:48:53.285 | 5 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:32.923 | 09:50:26.207 | 6 | Kawasaki 1000 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 3 - GRID (12 Laps)



| | | | | | | | | | | | |
|-------|----|--------------------------|----------|--------------------------|----------------------------|----------|------------------------|----------------------------|----------|---------------------------|----------|
| ROW 9 | 25 | 1 James LODGE | | | | | | | | | |
| ROW 8 | | | 22 | 24 Joe WARD | 1:38.069 | 23 | 191 Dave NORTON | 1:39.328 | 24 | 7 Gary JOHNSON | 2:52.284 |
| ROW 7 | 19 | 36 Martin BEECHAM | 1:37.149 | 20 | 177 Steve FRIZZELL | 1:37.854 | 21 | 169 Phil ABEL | 1:37.969 | | |
| ROW 6 | | | 16 | 118 John COUGHLAN | 1:35.304 | 17 | 83 Jason SIGGS | 1:35.650 | 18 | 66 Joe CARNELL | 1:35.664 |
| ROW 5 | 13 | 94 Joe MILLER | 1:34.180 | 14 | 155 Jake MAJOR-BIRD | 1:34.322 | 15 | 508 Daniel MCFADDEN | 1:34.961 | | |
| ROW 4 | | | 10 | 8 Liam MARCHANT | 1:33.548 | 11 | 260 Ryan COOPER | 1:33.599 | 12 | 67 Scott MCFARLANE | 1:34.016 |
| ROW 3 | 7 | 57 James SKELDING | 1:33.095 | 8 | 26 Joe MOORE | 1:33.189 | 9 | 17 Damien FRICKER | 1:33.204 | | |
| ROW 2 | | | 4 | 52 Jordan RUSHBY | 1:32.424 | 5 | 711 Tom NORTON | 1:32.565 | 6 | 47 Liam MURTAGH | 1:32.923 |
| ROW 1 | 1 | 19 Joe TALBOT | 1:30.525 | 2 | 2 Craig NEVE | 1:30.793 | 3 | 9 Callum GRIGOR | 1:32.175 | | |
| | | | | | Pole | | | | | | |

Cadwell Park: 2.1800 miles

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

| | | |
|------------------------------------------------------------------------|------------|------------------------------------------------------------------------|
| Clerk Of Course : Clare Neate <i>C. Neate</i> | Stewards : | Timekeeper : Sam Jones <i>S. Jones</i> |
| <small>Digitally Approved at 11:05 Saturday, 03 September 2022</small> | | <small>Digitally Approved at 09:59 Saturday, 03 September 2022</small> |

Results can be found at www.tsl-timing.com

Printed - 09:53 Saturday, 03 September 2022



No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 3 - CLASSIFICATION



| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|---------|-------------------|---------------------------------------------------|------|-----------|----------|--------|-------|----------|----|
| 1 | 2 | PSS | 1 Craig NEVE | BMW 1000 - | 12 | 18:06.738 | | | 86.66 | 1:29.540 | 5 |
| 2 | 19 | PSS | 2 Joe TALBOT | Kawasaki 1000 - Warrington MOT Centre | 12 | 18:07.536 | 0.798 | 0.798 | 86.59 | 1:29.608 | 5 |
| 3 | 711 | PSS | 3 Tom NORTON | Kawasaki 1000 - | 12 | 18:35.425 | 28.687 | 27.889 | 84.43 | 1:31.522 | 3 |
| 4 | 9 | PSS | 4 Callum GRIGOR | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hc | 12 | 18:35.738 | 29.000 | 0.313 | 84.40 | 1:31.770 | 5 |
| 5 | 52 | PSS | 5 Jordan RUSHBY | BMW 1000 - | 12 | 18:36.063 | 29.325 | 0.325 | 84.38 | 1:31.942 | 9 |
| 6 | 26 | PSS | 6 Joe MOORE | Suzuki 1000 - Clear Line Racing | 12 | 18:39.961 | 33.223 | 3.898 | 84.08 | 1:32.505 | 2 |
| 7 | 57 | PSS | 7 James SKELDING | Kawasaki 1000 - Bilstein / Spencer & Sons / Power | 12 | 18:46.372 | 39.634 | 6.411 | 83.61 | 1:32.468 | 2 |
| 8 | 7 | PSS | 8 Gary JOHNSON | BMW 1000 - Pipewerx Exhausts | 12 | 18:46.605 | 39.867 | 0.233 | 83.59 | 1:32.031 | 4 |
| 9 | 47 | PSSPREM | 1 Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 12 | 18:54.860 | 48.122 | 8.255 | 82.98 | 1:33.143 | 2 |
| 10 | 260 | PSS | 9 Ryan COOPER | Suzuki 1000 - | 12 | 18:56.327 | 49.589 | 1.467 | 82.87 | 1:32.730 | 7 |
| 11 | 17 | PREM | 1 Damien FRICKER | Aprilia 1100 - Autotrilogy.com | 12 | 19:05.213 | 58.475 | 8.886 | 82.23 | 1:33.936 | 8 |
| 12 | 67 | PSSPREM | 2 Scott MCFARLANE | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / | 12 | 19:13.470 | 1:06.732 | 8.257 | 81.64 | 1:34.814 | 8 |
| 13 | 508 | PSSPREM | 3 Daniel MCFADDEN | Yamaha 1000 - Sycamore Yamaha | 12 | 19:14.002 | 1:07.264 | 0.532 | 81.60 | 1:34.800 | 4 |
| 14 | 118 | PREM | 2 John COUGHLAN | Aprilia 1100 - BIKERSWORLD LTD | 12 | 19:19.768 | 1:13.030 | 5.766 | 81.20 | 1:35.489 | 3 |
| 15 | 36 | PREM | 3 Martin BEECHAM | Honda 1000 - | 12 | 19:25.875 | 1:19.137 | 6.107 | 80.77 | 1:35.465 | 12 |
| 16 | 155 | PSSPREM | 4 Jake MAJOR-BIRD | Suzuki 1000 - premier KIA - www.premier-car.co.uk | 12 | 19:28.033 | 1:21.295 | 2.158 | 80.62 | 1:35.690 | 5 |
| 17 | 24 | PREM | 4 Joe WARD | Kawasaki 1000 - | 12 | 19:38.404 | 1:31.666 | 10.371 | 79.91 | 1:36.753 | 5 |
| 18 | 191 | PREM | 5 Dave NORTON | Suzuki 1000 - | 11 | 18:09.906 | 1 Lap | 1 Lap | 79.20 | 1:37.895 | 4 |
| 19 | 169 | PREM | 6 Phil ABEL | Suzuki 1000 - Abels joinery | 11 | 18:19.013 | 1 Lap | 9.107 | 78.55 | 1:36.910 | 7 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|---------|----------------|-----------------------------------------------------|----|-----------|--------|--------|-------|----------|---|
| DNF | 177 | PREM | Steve FRIZZELL | BMW 1000 - | 10 | 16:14.642 | 2 Laps | 1 Lap | 80.52 | 1:35.354 | 9 |
| DNF | 8 | PSSPREM | Liam MARCHANT | Kawasaki 1000 - Delkevick UK, Drury Engineering, Li | 7 | 11:11.571 | 5 Laps | 3 Laps | 81.80 | 1:33.410 | 5 |
| DNF | 94 | PSS | Joe MILLER | Kawasaki 1000 - | 6 | 9:39.256 | 6 Laps | 1 Lap | 81.29 | 1:34.792 | 6 |
| DNF | 66 | PSSPREM | Joe CARNELL | BMW 1000 - fortis motorsport | 5 | 8:14.582 | 7 Laps | 1 Lap | 79.34 | 1:36.702 | 2 |

FASTEST LAP

| | | | | | | | |
|----|---------|----------------|------------------------------------------------|---|----------|-----------|------------|
| 2 | PSS | Craig NEVE | BMW 1000 - | 5 | 1:29.540 | 87.64 mph | 141.05 kph |
| 47 | PSSPREM | Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 2 | 1:33.143 | 84.25 mph | 135.60 kph |
| 17 | PREM | Damien FRICKER | Aprilia 1100 - Autotrilogy.com | 8 | 1:33.936 | 83.54 mph | 134.45 kph |

#9 - No working transponder. Please fit before next race.

Weather / Track : Cloudy / Dry

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

Race Distance: 12 Laps / 26.16 miles

Cadwell Park: 2.1800 miles

Date: 03/09/2022 Start: 12:27 Finish: 12:45

| | | |
|------------------------------------------------------------------------|------------|------------------------------------------------------------------------|
| Clerk Of Course : Clare Neate C. Neate | Stewards : | Timekeeper : Sam Jones S. Jones |
| <small>Digitally Approved at 14:13 Saturday, 03 September 2022</small> | | <small>Digitally Approved at 12:56 Saturday, 03 September 2022</small> |

Results can be found at www.tsl-timing.com

Printed - 12:49 Saturday, 03 September 2022

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 3 - LAP CHART

LAP 1 @ 12:28:59.892

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:35.013 |
| 2 | 0.073 | 1:35.086 |
| 52 | 2.203 | 1:37.216 |
| 9 | 2.553 | 1:37.566 |
| 26 | 3.468 | 1:38.481 |
| 711 | 3.962 | 1:38.975 |
| 57 | 4.278 | 1:39.291 |
| 47 | 4.668 | 1:39.681 |
| 67 | 6.093 | 1:41.106 |
| 260 | 6.417 | 1:41.430 |
| 17 | 6.640 | 1:41.653 |
| 7 | 7.032 | 1:42.045 |
| 94 | 7.262 | 1:42.275 |
| 508 | 8.465 | 1:43.478 |
| 8 | 8.755 | 1:43.768 |
| 118 | 9.930 | 1:44.943 |
| 155 | 10.563 | 1:45.576 |
| 36 | 10.591 | 1:45.604 |
| 66 | 11.046 | 1:46.059 |
| 24 | 11.465 | 1:46.478 |
| 177 | 11.786 | 1:46.799 |
| 191 | 12.407 | 1:47.420 |
| 169 | 12.910 | 1:47.923 |

LAP 2 @ 12:30:29.888

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 2 | | 1:29.923 |
| 19 | 0.287 | 1:30.283 |
| 52 | 4.745 | 1:32.538 |
| 9 | 4.887 | 1:32.330 |
| 26 | 5.977 | 1:32.505 |
| 711 | 6.007 | 1:32.041 |
| 57 | 6.750 | 1:32.468 |
| 47 | 7.815 | 1:33.143 |
| 260 | 9.932 | 1:33.511 |
| 67 | 11.407 | 1:35.310 |
| 7 | 11.697 | 1:34.661 |
| 17 | 11.973 | 1:35.329 |
| 94 | 12.489 | 1:35.223 |
| 8 | 14.343 | 1:35.584 |
| 508 | 14.523 | 1:36.054 |
| 118 | 16.718 | 1:36.784 |
| 36 | 17.538 | 1:36.943 |
| 66 | 17.752 | 1:36.702 |
| 155 | 17.849 | 1:37.282 |
| 24 | 18.959 | 1:37.490 |
| 177 | 19.069 | 1:37.279 |
| 191 | 20.887 | 1:38.476 |
| 169 | 21.178 | 1:38.264 |

LAP 3 @ 12:31:59.633

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 2 | | 1:29.745 |
| 19 | 0.406 | 1:29.864 |
| 52 | 7.358 | 1:32.358 |
| 9 | 7.589 | 1:32.447 |
| 711 | 7.784 | 1:31.522 |
| 26 | 8.759 | 1:32.527 |
| 57 | 9.684 | 1:32.679 |
| 47 | 11.559 | 1:33.489 |
| 260 | 13.210 | 1:33.023 |
| 7 | 14.007 | 1:32.055 |

| | | |
|-----|--------|----------|
| 17 | 16.739 | 1:34.511 |
| 67 | 17.891 | 1:36.229 |
| 8 | 18.613 | 1:34.015 |
| 94 | 18.797 | 1:36.053 |
| 508 | 19.712 | 1:34.934 |
| 118 | 22.462 | 1:35.489 |
| 36 | 24.599 | 1:36.806 |
| 66 | 24.863 | 1:36.856 |
| 155 | 24.937 | 1:36.833 |
| 24 | 26.247 | 1:37.033 |
| 177 | 26.501 | 1:37.177 |
| 169 | 29.129 | 1:37.696 |
| 191 | 29.463 | 1:38.321 |

LAP 4 @ 12:33:29.323

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 2 | | 1:29.690 |
| 19 | 0.623 | 1:29.907 |
| 9 | 10.074 | 1:32.175 |
| 711 | 11.295 | 1:33.201 |
| 52 | 11.531 | 1:33.863 |
| 26 | 12.212 | 1:33.143 |
| 57 | 12.637 | 1:32.643 |
| 47 | 15.456 | 1:33.587 |
| 7 | 16.348 | 1:32.031 |
| 260 | 19.173 | 1:35.653 |
| 17 | 21.503 | 1:34.454 |
| 8 | 22.934 | 1:34.011 |
| 67 | 23.968 | 1:35.767 |
| 94 | 24.255 | 1:35.148 |
| 508 | 24.822 | 1:34.800 |
| 118 | 28.652 | 1:35.880 |
| 36 | 31.458 | 1:36.549 |
| 66 | 32.075 | 1:36.902 |
| 155 | 32.108 | 1:36.861 |
| 177 | 33.377 | 1:36.566 |
| 24 | 33.837 | 1:37.280 |
| 191 | 37.668 | 1:37.895 |
| 169 | 51.208 | 1:51.769 |

LAP 5 @ 12:34:58.863

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 2 | | 1:29.540 |
| 19 | 0.691 | 1:29.608 |
| 9 | 12.304 | 1:31.770 |
| 711 | 13.454 | 1:31.699 |
| 52 | 14.466 | 1:32.475 |
| 26 | 15.196 | 1:32.524 |
| 57 | 16.139 | 1:33.042 |
| 47 | 19.652 | 1:33.736 |
| 7 | 19.862 | 1:33.054 |
| 260 | 23.210 | 1:33.577 |
| 17 | 26.420 | 1:34.457 |
| 8 | 26.804 | 1:33.410 |
| 67 | 30.303 | 1:35.875 |
| 94 | 30.480 | 1:35.765 |
| 508 | 31.205 | 1:35.923 |
| 118 | 34.768 | 1:35.656 |
| 36 | 38.145 | 1:36.227 |
| 155 | 38.258 | 1:35.690 |
| 66 | 40.598 | 1:38.063 |
| 177 | 40.702 | 1:36.865 |
| 24 | 41.050 | 1:36.753 |
| 191 | 46.151 | 1:38.023 |
| 169 | 58.839 | 1:37.171 |

LAP 6 @ 12:36:28.788

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 2 | | 1:29.925 |
| 19 | 0.492 | 1:29.726 |
| 9 | 14.704 | 1:32.325 |
| 711 | 15.744 | 1:32.215 |
| 52 | 17.059 | 1:32.518 |
| 26 | 18.054 | 1:32.783 |
| 57 | 19.056 | 1:32.842 |
| 7 | 22.108 | 1:32.171 |
| 47 | 23.647 | 1:33.920 |
| 260 | 26.621 | 1:33.336 |
| 17 | 31.406 | 1:34.911 |
| 8 | 31.933 | 1:35.054 |
| 94 | 35.347 | 1:34.792 |
| 67 | 36.356 | 1:35.978 |
| 508 | 36.793 | 1:35.513 |
| 118 | 40.762 | 1:35.919 |
| 155 | 44.056 | 1:35.723 |
| 36 | 44.087 | 1:35.867 |
| 177 | 47.347 | 1:36.570 |
| 24 | 48.226 | 1:37.101 |
| 191 | 54.308 | 1:38.082 |
| 169 | 1:05.902 | 1:36.988 |

LAP 7 @ 12:37:58.947

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 2 | | 1:30.159 |
| 19 | 0.291 | 1:29.958 |
| 9 | 16.968 | 1:32.423 |
| 711 | 17.798 | 1:32.213 |
| 52 | 19.062 | 1:32.162 |
| 26 | 20.452 | 1:32.557 |
| 57 | 21.805 | 1:32.908 |
| 47 | 27.356 | 1:33.868 |
| 7 | 28.198 | 1:36.249 |
| 260 | 29.192 | 1:32.730 |
| 17 | 36.628 | 1:35.381 |
| 8 | 37.503 | 1:35.729 |
| 508 | 42.366 | 1:35.732 |
| 67 | 43.263 | 1:37.066 |
| 118 | 46.191 | 1:35.588 |
| 155 | 49.708 | 1:35.811 |
| 36 | 51.328 | 1:37.400 |
| 177 | 53.521 | 1:36.333 |
| 24 | 55.219 | 1:37.152 |
| 191 | 1:02.592 | 1:38.443 |
| 169 | 1:12.653 | 1:36.910 |

LAP 8 @ 12:39:29.364

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 2 | | 1:30.417 |
| 19 | 0.326 | 1:30.452 |
| 9 | 19.296 | 1:32.745 |
| 711 | 19.515 | 1:32.134 |
| 52 | 20.679 | 1:32.034 |
| 26 | 22.710 | 1:32.675 |
| 57 | 24.409 | 1:33.021 |
| 47 | 30.711 | 1:33.772 |
| 7 | 31.096 | 1:33.315 |
| 260 | 31.670 | 1:32.895 |
| 17 | 40.147 | 1:33.936 |
| 508 | 47.066 | 1:35.117 |
| 67 | 47.660 | 1:34.814 |

| | | |
|-----|----------|----------|
| 118 | 51.483 | 1:35.709 |
| 155 | 57.049 | 1:37.758 |
| 36 | 57.441 | 1:36.530 |
| 177 | 58.935 | 1:35.831 |
| 24 | 1:01.844 | 1:37.042 |
| 191 | 1:10.377 | 1:38.202 |
| 169 | 1:20.141 | 1:37.905 |

LAP 9 @ 12:40:59.539

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 2 | | 1:30.175 |
| 19 | 0.200 | 1:30.049 |
| 9 | 21.863 | 1:32.742 |
| 711 | 22.220 | 1:32.880 |
| 52 | 22.446 | 1:31.942 |
| 26 | 25.745 | 1:33.210 |
| 57 | 28.397 | 1:34.163 |
| 7 | 33.974 | 1:33.053 |
| 260 | 35.519 | 1:34.024 |
| 47 | 35.977 | 1:35.441 |
| 17 | 45.226 | 1:35.254 |
| 67 | 52.740 | 1:35.255 |
| 508 | 53.350 | 1:36.459 |
| 118 | 57.322 | 1:36.014 |
| 155 | 1:03.318 | 1:36.444 |
| 36 | 1:03.586 | 1:36.320 |
| 177 | 1:04.114 | 1:35.354 |
| 24 | 1:08.996 | 1:37.327 |
| 191 | 1:18.954 | 1:38.752 |
| 169 | 1:27.476 | 1:37.510 |

LAP 10 @ 12:42:29.521

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 2 | | 1:29.982 |
| 19 | 0.498 | 1:30.280 |
| 9 | 25.075 | 1:33.194 |
| 711 | 25.149 | 1:32.911 |
| 52 | 25.512 | 1:33.048 |
| 26 | 28.738 | 1:32.975 |
| 57 | 32.386 | 1:33.971 |
| 7 | 36.595 | 1:32.603 |
| 260 | 38.930 | 1:33.393 |
| 47 | 39.984 | 1:33.989 |
| 17 | 50.324 | 1:35.080 |
| 67 | 58.624 | 1:35.866 |
| 508 | 59.166 | 1:35.798 |
| 118 | 1:03.491 | 1:36.151 |
| 36 | 1:09.591 | 1:35.987 |
| 177 | 1:10.000 | 1:35.868 |
| 155 | 1:10.184 | 1:36.848 |
| 24 | 1:16.796 | 1:37.782 |
| 191 | 1:26.910 | 1:37.938 |

LAP 11 @ 12:44:00.029

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 2 | | 1:30.508 |
| 19 | 0.647 | 1:30.657 |
| 169 | 1 Lap | 1:38.207 |
| 711 | 27.254 | 1:32.613 |
| 9 | 27.901 | 1:33.334 |
| 52 | 28.225 | 1:33.221 |
| 26 | 31.473 | 1:33.243 |
| 57 | 36.652 | 1:34.774 |
| 7 | 39.102 | 1:33.015 |

| | | |
|-----|----------|----------|
| 260 | 42.995 | 1:34.573 |
| 47 | 43.759 | 1:34.283 |
| 17 | 54.758 | 1:34.942 |
| 67 | 1:03.037 | 1:34.921 |
| 508 | 1:03.978 | 1:35.320 |
| 118 | 1:08.905 | 1:35.922 |
| 36 | 1:15.260 | 1:36.177 |
| 155 | 1:16.259 | 1:36.583 |
| 24 | 1:25.042 | 1:38.754 |

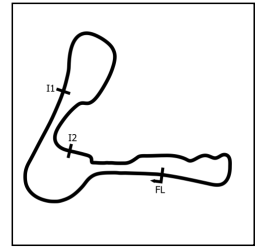
LAP 12 @ 12:45:31.617

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 2 | | 1:31.588 |
| 19 | 0.798 | 1:31.739 |
| 191 | 1 Lap | 1:38.354 |
| 169 | 1 Lap | 1:38.670 |
| 711 | 28.687 | 1:33.021 |
| 9 | 29.000 | 1:32.687 |
| 52 | 29.325 | 1:32.688 |
| 26 | 33.223 | 1:33.338 |
| 57 | 39.634 | 1:34.570 |
| 7 | 39.867 | 1:32.353 |
| 47 | 48.122 | 1:35.951 |
| 260 | 49.589 | 1:38.182 |
| 17 | 58.475 | 1:35.305 |
| 67 | 1:06.732 | 1:35.283 |
| 508 | 1:07.264 | 1:34.874 |
| 118 | 1:13.030 | 1:35.713 |
| 36 | 1:19.137 | 1:35.465 |
| 155 | 1:21.295 | 1:36.624 |
| 24 | 1:31.666 | 1:38.212 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 3 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 3 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | SECTOR 3 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|------------|----------|-----|------------|----------|-----|------------|-------------------------|-----|-----|------------|--------------------|-----------------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | | | | | PERFECT LAP | 1:29.265 | |
| 1 | 2 | NEVE | 22.842 | 19 | TALBOT | 28.870 | 19 | TALBOT | 37.553 | 1 | 19 | TALBOT | 1:29.451 | 1:29.608 | 0.157 |
| 2 | 19 | TALBOT | 23.028 | 2 | NEVE | 28.962 | 2 | NEVE | 37.690 | 2 | 2 | NEVE | 1:29.494 | 1:29.540 | 0.046 |
| 3 | 52 | RUSHBY | 23.176 | 7 | JOHNSON | 29.673 | 711 | NORTON | 38.484 | 3 | 711 | NORTON | 1:31.516 | 1:31.522 | 0.006 |
| 4 | 711 | NORTON | 23.245 | 26 | MOORE | 29.734 | 7 | JOHNSON | 38.526 | 4 | 7 | JOHNSON | 1:31.592 | 1:32.031 | 0.439 |
| 5 | 47 | MURTAGH | 23.306 | 52 | RUSHBY | 29.770 | 26 | MOORE | 38.747 | 5 | 52 | RUSHBY | 1:31.729 | 1:31.942 | 0.213 |
| 6 | 260 | COOPER | 23.370 | 711 | NORTON | 29.787 | 52 | RUSHBY | 38.783 | 6 | 26 | MOORE | 1:32.073 | 1:32.505 | 0.432 |
| 7 | 7 | JOHNSON | 23.393 | 260 | COOPER | 29.947 | 57 | SKELDING | 38.852 | 7 | 57 | SKELDING | 1:32.371 | 1:32.468 | 0.097 |
| 8 | 57 | SKELDING | 23.513 | 47 | MURTAGH | 29.998 | 260 | COOPER | 39.204 | 8 | 260 | COOPER | 1:32.521 | 1:32.730 | 0.209 |
| 9 | 26 | MOORE | 23.592 | 57 | SKELDING | 30.006 | 8 | MARCHANT | 39.304 | 9 | 47 | MURTAGH | 1:32.945 | 1:33.143 | 0.198 |
| 10 | 8 | MARCHANT | 23.800 | 8 | MARCHANT | 30.023 | 17 | FRICKER | 39.364 | 10 | 8 | MARCHANT | 1:33.127 | 1:33.410 | 0.283 |
| 11 | 155 | MAJOR-BIRD | 23.826 | 17 | FRICKER | 30.488 | 67 | MCFARLANE | 39.593 | 11 | 17 | FRICKER | 1:33.762 | 1:33.936 | 0.174 |
| 12 | 177 | FRIZZELL | 23.890 | 118 | COUGHLAN | 30.647 | 47 | MURTAGH | 39.641 | 12 | 67 | MCFARLANE | 1:34.354 | 1:34.814 | 0.460 |
| 13 | 508 | MCFADDEN | 23.909 | 67 | MCFARLANE | 30.706 | 94 | MILLER | 39.711 | 13 | 94 | MILLER | 1:34.517 | 1:34.792 | 0.275 |
| 14 | 17 | FRICKER | 23.910 | 508 | MCFADDEN | 30.798 | 508 | MCFADDEN | 39.909 | 14 | 508 | MCFADDEN | 1:34.616 | 1:34.800 | 0.184 |
| 15 | 94 | MILLER | 23.926 | 177 | FRIZZELL | 30.817 | 177 | FRIZZELL | 40.185 | 15 | 177 | FRIZZELL | 1:34.892 | 1:35.354 | 0.462 |
| 16 | 67 | MCFARLANE | 24.055 | 94 | MILLER | 30.880 | 36 | BEECHAM | 40.196 | 16 | 155 | MAJOR-BIRD | 1:35.183 | 1:35.690 | 0.507 |
| 17 | 118 | COUGHLAN | 24.119 | 36 | BEECHAM | 31.054 | 155 | MAJOR-BIRD | 40.209 | 17 | 118 | COUGHLAN | 1:35.203 | 1:35.489 | 0.286 |
| 18 | 36 | BEECHAM | 24.127 | 155 | MAJOR-BIRD | 31.148 | 118 | COUGHLAN | 40.437 | 18 | 36 | BEECHAM | 1:35.377 | 1:35.465 | 0.088 |
| 19 | 24 | WARD | 24.404 | 24 | WARD | 31.207 | 66 | CARNELL | 40.472 | 19 | 66 | CARNELL | 1:36.343 | 1:36.702 | 0.359 |
| 20 | 66 | CARNELL | 24.464 | 169 | ABEL | 31.393 | 169 | ABEL | 40.568 | 20 | 24 | WARD | 1:36.382 | 1:36.753 | 0.371 |
| 21 | 191 | NORTON | 24.646 | 66 | CARNELL | 31.407 | 24 | WARD | 40.771 | 21 | 169 | ABEL | 1:36.801 | 1:36.910 | 0.109 |
| 22 | 169 | ABEL | 24.840 | 191 | NORTON | 31.619 | 191 | NORTON | 41.051 | 22 | 191 | NORTON | 1:37.316 | 1:37.895 | 0.579 |
| 23 | | | | | | | | | | 23 | 9 | GRIGOR | | 1:31.770 | |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 3 - STATISTICS

Competitors Started 23
Planned Start 2022-09-03 @ 12:30:00.000
Actual Start 2022-09-03 @ 12:27:24.878
Finish Time 2022-09-03 @ 12:45:31.616
Track Length 2.1800mi.
Total Laps 254
Total Distance Covered 553.7247mi.

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-----|------------|----------|--------------|-----|----------|
| 2 | PSS | Craig NEVE | 1:29.923 | 12:30:29.920 | 2 | BMW 1000 |
| 2 | PSS | Craig NEVE | 1:29.745 | 12:31:59.664 | 3 | BMW 1000 |
| 2 | PSS | Craig NEVE | 1:29.690 | 12:33:29.353 | 4 | BMW 1000 |
| 2 | PSS | Craig NEVE | 1:29.540 | 12:34:58.894 | 5 | BMW 1000 |

Session Leader History

| NO | CL | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|-----|------------|----------|----------|-------------|---------------|
| 19 | PSS | Joe TALBOT | 1 | 1 | 2.18 miles | Kawasaki 1000 |
| 2 | PSS | Craig NEVE | 2 | 11 | 23.98 miles | BMW 1000 |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 12:27:24.878 |
| FINISH | 12:45:31.616 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 12 | 0.000 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 3 - STATISTICS

CLASS : PREM

7 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|----------------|-----------------|--------------|-----|--------------|
| 17 | Damien FRICKER | 1:35.329 | 12:30:41.893 | 2 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:34.511 | 12:32:16.405 | 3 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:34.454 | 12:33:50.859 | 4 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:33.936 | 12:40:09.543 | 8 | Aprilia 1100 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|----------------|----------|----------|-------------|--------------|
| 17 | Damien FRICKER | 1 | 12 | 26.16 miles | Aprilia 1100 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 3 - STATISTICS

CLASS : PSS

10 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|------------|-----------------|--------------|-----|----------|
| 2 | Craig NEVE | 1:29.923 | 12:30:29.920 | 2 | BMW 1000 |
| 2 | Craig NEVE | 1:29.745 | 12:31:59.664 | 3 | BMW 1000 |
| 2 | Craig NEVE | 1:29.690 | 12:33:29.353 | 4 | BMW 1000 |
| 2 | Craig NEVE | 1:29.540 | 12:34:58.894 | 5 | BMW 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|------------|----------|----------|-------------|---------------|
| 19 | Joe TALBOT | 1 | 1 | 2.18 miles | Kawasaki 1000 |
| 2 | Craig NEVE | 2 | 11 | 23.98 miles | BMW 1000 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 3 - STATISTICS

CLASS : PSSPREM

6 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|--------------|----------|--------------|-----|---------------|
| 47 | Liam MURTAGH | 1:33.143 | 12:30:37.711 | 2 | Kawasaki 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|--------------|----------|----------|-------------|---------------|
| 47 | Liam MURTAGH | 1 | 12 | 26.16 miles | Kawasaki 1000 |



| | TOTAL | GAP | DIFF | EVENT → | | | Rnd 1 | Rnd 2 | Rnd 3 | Rnd 4 | Rnd 5 | Rnd 6 | Rnd 7 | Rnd 8 | Wins | Seconds | Thirds | | | | | | | | | | |
|----|------------------|-----|------|---------|----|----|-------|-------|-------|-------|-------|-------|-------|-------|------|---------|--------|----|----|----|----|----|----|---|---|---|---|
| | | | | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | | | | 3 | 1 | 2 | 3 | | | | | | |
| 1 | Joe TALBOT | 333 | | | 11 | 10 | 13 | 25 | 9 | 25 | 20 | 20 | 20 | 25 | 25 | 20 | 20 | | 6 | 7 | 0 | | | | | | |
| 2 | Callum GRIGOR | 269 | 64 | | 8 | 9 | 9 | 16 | 20 | 16 | 9 | 8 | 11 | 16 | 20 | 20 | 20 | 13 | 25 | 20 | 20 | 1 | 4 | 4 | | | |
| 3 | Joe MOORE | 171 | 162 | 98 | 6 | 3 | 5 | 13 | 13 | 13 | 5 | 6 | 8 | 10 | 11 | 8 | 13 | 9 | 10 | 8 | 10 | 10 | 10 | 0 | 0 | 0 | |
| 4 | Tom NORTON | 130 | 203 | 41 | | | | | | | 13 | 13 | 13 | 13 | 16 | 11 | | | | | | | | 0 | 0 | 2 | |
| 5 | Craig NEVE | 130 | 203 | 0 | 16 | 13 | 11 | 20 | 25 | 20 | | | | | | | | | | | | | | 2 | 2 | 1 | |
| 6 | Ryan COOPER | 120 | 213 | 10 | 3 | 5 | | 8 | 11 | 7 | 9 | 6 | 9 | 10 | 10 | 10 | 11 | 6 | 3 | 6 | 6 | | | 0 | 0 | 0 | |
| 7 | Liam MURTAGH | 99 | 234 | 21 | 4 | | 2 | 1 | 4 | 7 | 6 | 4 | 4 | 7 | 9 | 9 | 7 | 7 | 8 | 3 | 7 | 3 | 7 | | 0 | 0 | 0 |
| 8 | James SKELDING | 86 | 247 | 13 | 1 | 4 | 1 | 6 | | 2 | 5 | | | 8 | 10 | 16 | 11 | 11 | 2 | | | | 9 | | 0 | 0 | 1 |
| 9 | Daniel STAMPER | 82 | 251 | 4 | | | | | | | | | | 11 | 13 | 13 | | | | | | | | | 0 | 0 | 2 |
| 10 | Kade VERWEY | 82 | 251 | 0 | 10 | 11 | | | | 11 | | | | | | | | | 13 | 16 | 16 | | | | 2 | 0 | 0 |
| 11 | Ben LUXTON | 80 | 253 | 2 | 13 | 16 | | | | 10 | 10 | 10 | | | | | | | 25 | 25 | | | | | 0 | 0 | 1 |
| 12 | James LODGE | 78 | 255 | 2 | | | | | | | | | | 20 | 25 | 25 | 8 | | | | | | | | 2 | 1 | 0 |
| 13 | David ALLINGHAM | 75 | 258 | 3 | 25 | 25 | 25 | | | | | | | | | | | | | | | | | | 3 | 0 | 0 |
| 14 | Richard KERR | 75 | 258 | 0 | | | | 25 | 25 | 25 | | | | | | | | | | | | | | | 3 | 0 | 0 |
| 15 | Scott MCFARLANE | 66 | 267 | 9 | | | | 3 | 7 | 5 | 4 | 3 | | 4 | 7 | 2 | 6 | 6 | 9 | 4 | 1 | 5 | | | 0 | 0 | 0 |
| 16 | Shaun WINFIELD | 60 | 273 | 6 | 20 | 20 | 20 | | | | | | | | | | | | | | | | | | 0 | 3 | 0 |
| 17 | Peter BAKER | 54 | 279 | 6 | | | | 11 | 10 | 10 | | | | | | | | | 7 | 9 | 7 | | | | 0 | 0 | 0 |
| 18 | Josh DALEY | 52 | 281 | 2 | 7 | 7 | | | | | | | | 9 | 16 | 13 | | | | | | | | | 0 | 0 | 1 |
| 19 | Ash BEECH | 48 | 285 | 4 | | | | 16 | 16 | 16 | | | | | | | | | | | | | | | 0 | 0 | 3 |
| 20 | Sam COX | 48 | 285 | 0 | 2 | 6 | | | | | | | | 16 | 8 | 16 | | | | | | | | | 0 | 0 | 2 |
| 21 | Jake MAJOR-BIRD | 48 | 285 | 0 | | | | 2 | 1 | 4 | 1 | 3 | | 5 | 8 | 7 | 4 | 4 | 5 | 1 | 3 | | | | 0 | 0 | 0 |
| 22 | Ryan CRINGLE | 43 | 290 | 5 | 7 | 6 | 10 | | | | | | | 20 | | | | | | | | | | | 0 | 1 | 0 |
| 23 | Michael EVANS | 41 | 292 | 2 | | | | 8 | 8 | 16 | 9 | | | | | | | | | | | | | | 0 | 0 | 1 |
| 24 | Richie HARRISON | 37 | 296 | 4 | | | | | | 1 | | | | 5 | 3 | 6 | 4 | 5 | 5 | 7 | 1 | | | | 0 | 0 | 0 |
| 25 | Nathan HARRISON | 33 | 300 | 4 | 9 | 8 | 16 | | | | | | | | | | | | | | | | | | 0 | 0 | 1 |
| 26 | Sam MIDDLEMAS | 32 | 301 | 1 | | | | | | 8 | 7 | 9 | | | | | | | 4 | | 4 | | | | 0 | 0 | 0 |
| 27 | Bob COLLINS | 31 | 302 | 1 | | | | | | | | | | | | | | | 11 | 20 | | | | | 0 | 1 | 0 |
| 28 | Mark PATTINSON | 30 | 303 | 1 | | | | 3 | 8 | | | | | 2 | 6 | 2 | 3 | 6 | | | | | | | 0 | 0 | 0 |
| 29 | Jordan RUSHBY | 27 | 306 | 3 | | | | | | | | | | | | | | | 8 | 8 | 11 | | | | 0 | 0 | 0 |
| 30 | Daniel MCFADDEN | 23 | 310 | 4 | | | | | | 1 | | | | 4 | 3 | 3 | 2 | 4 | 2 | 4 | | | | | 0 | 0 | 0 |
| 31 | Paul JORDAN | 21 | 312 | 2 | | | | 10 | 11 | | | | | | | | | | | | | | | | 0 | 0 | 0 |
| 32 | Joe CARNELL | 20 | 313 | 1 | | | | 6 | 5 | 2 | | 2 | | 1 | 1 | 3 | | | | | | | | | 0 | 0 | 0 |
| 33 | Andrew FISHER | 15 | 318 | 5 | | | | | | 6 | 2 | 7 | | | | | | | | | | | | | 0 | 0 | 0 |
| 34 | Jack CROUCHER | 15 | 318 | 0 | | | | | | | | | | | | | | | 5 | 5 | 5 | | | | 0 | 0 | 0 |
| 35 | Zac OULTRAM | 14 | 319 | 1 | 2 | | | 5 | | 1 | | | | 1 | 5 | | | | | | | | | | 0 | 0 | 0 |
| 36 | Daniel BOUCHER | 12 | 321 | 2 | | | | 3 | 9 | | | | | | | | | | | | | | | | 0 | 0 | 0 |
| 37 | Martin PLATT | 12 | 321 | 0 | | | | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | 0 | 0 | 0 |
| 38 | Jonathan RAILTON | 11 | 322 | 1 | | | | | | 11 | | | | | | | | | | | | | | | 0 | 0 | 0 |
| 39 | Stuart PAYNE | 11 | 322 | 0 | | | | | | | | | | 6 | 5 | | | | | | | | | | 0 | 0 | 0 |
| 40 | Stephen DRAPER | 10 | 323 | 1 | 5 | 1 | 4 | | | | | | | | | | | | | | | | | | 0 | 0 | 0 |
| 41 | Phil BAKER | 8 | 325 | 2 | | | | | | | | | | | | | | | 6 | 2 | | | | | 0 | 0 | 0 |
| 42 | Gary JOHNSON | 8 | 325 | 0 | | | | | | | | | | | | | | | | | | | 8 | | 0 | 0 | 0 |
| 43 | Martin MORRIS | 7 | 326 | 1 | | | | 7 | | | | | | | | | | | | | | | | | 0 | 0 | 0 |



| | EVENT → | | | Rnd 1 | | | Rnd 2 | | | Rnd 3 | | | Rnd 4 | | | Rnd 5 | | | Rnd 6 | | | Rnd 7 | | | Rnd 8 | | | Wins | Seconds | Thirds |
|----|------------------|-----|------|-------|----|----|-------|----|----|-------|----|----|-------|----|----|-------|----|----|-------|----|----|-------|----|----|-------|---|---|------|---------|--------|
| | TOTAL | GAP | DIFF | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | |
| 1 | Liam MURTAGH | 365 | | 25 | 20 | 20 | 8 | 11 | 20 | 25 | 25 | 11 | 25 | 25 | 25 | 20 | 16 | 13 | 25 | 13 | 13 | 25 | | | | 8 | 4 | 1 | | |
| 2 | Damien FRICKER | 345 | 20 | | | | 25 | 25 | | 25 | 25 | | 20 | 20 | 25 | 20 | 11 | 11 | 16 | 25 | 25 | 16 | 11 | 25 | 20 | | | 8 | 4 | 2 |
| 3 | Scott MCFARLANE | 239 | 126 | 106 | 20 | 11 | 16 | 13 | 20 | 11 | 16 | 16 | 16 | | 9 | 10 | 7 | 13 | 13 | 16 | 11 | 10 | 11 | 16 | | | 0 | 2 | 5 | |
| 4 | Jake MAJOR-BIRD | 194 | 171 | 45 | 9 | 8 | 13 | 11 | 8 | 10 | 8 | 7 | 10 | 13 | 20 | 16 | 10 | 10 | 9 | 7 | 8 | 8 | 9 | | | 0 | 1 | 1 | | |
| 5 | John COUGHLAN | 166 | 199 | 28 | 6 | 5 | 6 | 9 | 16 | 13 | 10 | 13 | | 4 | 7 | 6 | 6 | 8 | | 10 | 20 | 16 | 11 | | | 0 | 1 | 2 | | |
| 6 | Jason SIGGS | 161 | 204 | 5 | | 16 | 11 | 10 | 7 | 16 | 9 | 11 | 13 | 10 | 13 | | 9 | | | 20 | 16 | | | | | 0 | 1 | 3 | | |
| 7 | Richie HARRISON | 144 | 221 | 17 | 8 | 7 | 7 | 6 | 6 | 7 | 5 | | 16 | 8 | 9 | 9 | 11 | 11 | 11 | 13 | | 10 | | | | 0 | 0 | 1 | | |
| 8 | Joe CARNELL | 142 | 223 | 2 | 11 | 10 | 9 | 20 | 13 | 8 | 7 | 10 | 9 | 6 | | | 5 | 5 | 7 | 9 | 6 | 7 | | | | 0 | 1 | 0 | | |
| 9 | Mark PATTINSON | 137 | 228 | 5 | 13 | 13 | 10 | 7 | 10 | 25 | 3 | 3 | 7 | 7 | | 13 | 7 | 9 | 10 | | | | | | | 1 | 0 | 0 | | |
| 10 | Daniel MCFADDEN | 101 | 264 | 36 | | | | | | | 6 | 9 | 8 | 3 | 6 | 8 | 8 | 6 | 8 | 8 | 9 | 9 | 13 | | | 0 | 0 | 0 | | |
| 11 | Oliver RILEY | 85 | 280 | 16 | | | | | | | | | 20 | | | | 25 | 20 | 20 | | | | | | | 1 | 3 | 0 | | |
| 12 | Steve FRIZZELL | 55 | 310 | 30 | 2 | 2 | 4 | | 2 | 1 | 1 | 2 | 3 | | 4 | 3 | 4 | 3 | 5 | 6 | 7 | 6 | | | | 0 | 0 | 0 | | |
| 13 | Martin PLATT | 47 | 318 | 8 | | | | 16 | 9 | 9 | 13 | | | | | | | | | | | | | | | 0 | 0 | 1 | | |
| 14 | Grant WHITFIELD | 47 | 318 | 0 | | | | | | | | | | 11 | 16 | 20 | | | | | | | | | | 0 | 1 | 1 | | |
| 15 | David KRAWIECKI | 45 | 320 | 2 | | | | | | | | | | | | | | | | 25 | 20 | | | | | 1 | 1 | 0 | | |
| 16 | Phil ABEL | 45 | 320 | 0 | 4 | 3 | | 5 | 3 | 2 | | 4 | | 2 | 5 | 4 | | 7 | | | | | 6 | | | 0 | 0 | 0 | | |
| 17 | Julian TILLOTSON | 42 | 323 | 3 | 10 | 9 | 8 | 4 | 5 | 6 | | | | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 18 | Andrew STOCKDALE | 34 | 331 | 8 | 5 | 6 | 5 | | | 4 | | 5 | 4 | 5 | | | | | | | | | | | | 0 | 0 | 0 | | |
| 19 | Stuart PAYNE | 26 | 339 | 8 | | | | | | | | | | 16 | | 10 | | | | | | | | | | 0 | 0 | 1 | | |
| 20 | David HEWSON | 22 | 343 | 4 | | | | 3 | 4 | 3 | | 6 | 6 | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 21 | Adrian AVERRE | 17 | 348 | 5 | | | | | | | 4 | 8 | 5 | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 22 | Mark GOODINGS | 16 | 349 | 1 | 16 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | |
| 23 | Dave NORTON | 16 | 349 | 0 | | | | | | | | | | | | | 3 | 6 | | | | | 7 | | | 0 | 0 | 0 | | |
| 24 | Carl LEONARD | 12 | 353 | 4 | | | | | | 5 | 2 | | | | | 5 | | | | | | | | | | 0 | 0 | 0 | | |
| 25 | Andrew WILLIAMS | 11 | 354 | 1 | 7 | 4 | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 26 | Peter ECCLES | 11 | 354 | 0 | | | | | | | 11 | | | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 27 | Martin BEECHAM | 11 | 354 | 0 | | | | | | | | | | 1 | | | | | | | | | 10 | | | 0 | 0 | 0 | | |
| 28 | Joe WARD | 9 | 356 | 2 | | | | | | | | | | 1 | | | | | | | | | 8 | | | 0 | 0 | 0 | | |
| 29 | Liam MARCHANT | 8 | 357 | 1 | | | | | | | | | | | 8 | | | | | | | | | | | 0 | 0 | 0 | | |
| 30 | Liam THORNTON | 6 | 359 | 2 | | | | | | | 2 | | | | | | 2 | 2 | | | | | | | | 0 | 0 | 0 | | |
| 31 | Steven LEWIS | 3 | 362 | 3 | 3 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 32 | Dave JACKSON | 1 | 364 | 2 | | | | | | | 1 | | | | | | | | | | | | | | | 0 | 0 | 0 | | |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park
 Pirelli Super Series 1000 supported by Premier 1000s
RACE 10 - GRID (12 Laps)



| | | | | | | | | |
|-------|----|----------|---------------------|----|----------|---------------------|----|--------------------|
| ROW 8 | 22 | 1:36.910 | 169 Phil ABEL | 23 | 1:37.895 | 191 Dave NORTON | 24 | 83 Jason SIGGS |
| ROW 7 | 19 | 1:35.690 | 155 Jake MAJOR-BIRD | 20 | 1:36.702 | 66 Joe CARNELL | 21 | 24 Joe WARD |
| ROW 6 | 16 | 1:35.354 | 177 Steve FRIZZELL | 17 | 1:35.465 | 36 Martin BEECHAM | 18 | 118 John COUGHLAN |
| ROW 5 | 13 | 1:34.792 | 94 Joe MILLER | 14 | 1:34.800 | 508 Daniel MCFADDEN | 15 | 67 Scott MCFARLANE |
| ROW 4 | 10 | 1:33.143 | 47 Liam MURTAGH | 11 | 1:33.410 | 8 Liam MARCHANT | 12 | 17 Damien FRICKER |
| ROW 3 | 7 | 1:32.468 | 57 James SKELDING | 8 | 1:32.505 | 26 Joe MOORE | 9 | 260 Ryan COOPER |
| ROW 2 | 4 | 1:31.770 | 9 Callum GRIGOR | 5 | 1:31.942 | 52 Jordan RUSHBY | 6 | 7 Gary JOHNSON |
| ROW 1 | 1 | 1:29.540 | 2 Craig NEVE | 2 | 1:29.608 | 19 Joe TALBOT | 3 | 711 Tom NORTON |
| | | | Pole | | | | | |

Cadwell Park: 2.1800 miles

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

| | | |
|------------------------------------------------------------------------|------------|------------------------------------------------------------------------|
| Clerk Of Course : Clare Neate <i>C. Neate</i> | Stewards : | Timekeeper : Sam Jones <i>S. Jones</i> |
| <small>Digitally Approved at 14:13 Saturday, 03 September 2022</small> | | <small>Digitally Approved at 12:56 Saturday, 03 September 2022</small> |

Results can be found at www.tsl-timing.com

Printed - 12:53 Saturday, 03 September 2022



No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 10 - CLASSIFICATION



| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|---------|-------------------|-----------------------------------------------------|------|-----------|----------|--------|-------|----------|----|
| 1 | 2 | PSS | 1 Craig NEVE | BMW 1000 - | 12 | 18:04.741 | | | 86.81 | 1:29.542 | 6 |
| 2 | 19 | PSS | 2 Joe TALBOT | Kawasaki 1000 - Warrington MOT Centre | 12 | 18:08.267 | 3.526 | 3.526 | 86.53 | 1:29.530 | 6 |
| 3 | 711 | PSS | 3 Tom NORTON | Kawasaki 1000 - | 12 | 18:28.963 | 24.222 | 20.696 | 84.92 | 1:31.022 | 2 |
| 4 | 7 | PSS | 4 Gary JOHNSON | BMW 1000 - Pipewerx Exhausts | 12 | 18:37.305 | 32.564 | 8.342 | 84.28 | 1:31.894 | 7 |
| 5 | 26 | PSS | 5 Joe MOORE | Suzuki 1000 - Clear Line Racing | 12 | 18:38.985 | 34.244 | 1.680 | 84.16 | 1:32.130 | 7 |
| 6 | 9 | PSS | 6 Callum GRIGOR | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hc | 12 | 18:43.481 | 38.740 | 4.496 | 83.82 | 1:32.010 | 2 |
| 7 | 57 | PSS | 7 James SKELDING | Kawasaki 1000 - Bilstein / Spencer & Sons / Power | 12 | 18:44.447 | 39.706 | 0.966 | 83.75 | 1:32.145 | 2 |
| 8 | 260 | PSS | 8 Ryan COOPER | Suzuki 1000 - | 12 | 18:44.957 | 40.216 | 0.510 | 83.71 | 1:32.753 | 3 |
| 9 | 47 | PSSPREM | 1 Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 12 | 18:45.575 | 40.834 | 0.618 | 83.66 | 1:32.174 | 3 |
| 10 | 17 | PREM | 1 Damien FRICKER | Aprilia 1100 - Autotrilogy.com | 12 | 18:47.124 | 42.383 | 1.549 | 83.55 | 1:33.068 | 9 |
| 11 | 67 | PSSPREM | 2 Scott MCFARLANE | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / | 12 | 18:57.747 | 53.006 | 10.623 | 82.77 | 1:33.295 | 9 |
| 12 | 8 | PSSPREM | 3 Liam MARCHANT | Kawasaki 1000 - Delkevick UK, Drury Engineering, Li | 12 | 19:08.243 | 1:03.502 | 10.496 | 82.01 | 1:33.144 | 6 |
| 13 | 118 | PREM | 2 John COUGHLAN | Aprilia 1100 - BIKERSWORLD LTD | 12 | 19:13.090 | 1:08.349 | 4.847 | 81.67 | 1:34.812 | 7 |
| 14 | 508 | PSSPREM | 4 Daniel MCFADDEN | Yamaha 1000 - Sycamore Yamaha | 12 | 19:14.153 | 1:09.412 | 1.063 | 81.59 | 1:34.501 | 12 |
| 15 | 83 | PREM | 3 Jason SIGGS | Yamaha 1000 - J Siggs construction | 12 | 19:16.556 | 1:11.815 | 2.403 | 81.42 | 1:35.004 | 9 |
| 16 | 155 | PSSPREM | 5 Jake MAJOR-BIRD | Suzuki 1000 - premier KIA - www.premier-car.co.uk | 12 | 19:24.024 | 1:19.283 | 7.468 | 80.90 | 1:34.942 | 2 |
| 17 | 177 | PREM | 4 Steve FRIZZELL | BMW 1000 - | 12 | 19:27.609 | 1:22.868 | 3.585 | 80.65 | 1:35.914 | 12 |
| 18 | 169 | PREM | 5 Phil ABEL | Suzuki 1000 - Abels joinery | 12 | 19:31.535 | 1:26.794 | 3.926 | 80.38 | 1:35.885 | 9 |
| 19 | 191 | PREM | 6 Dave NORTON | Suzuki 1000 - | 11 | 18:09.258 | 1 Lap | 1 Lap | 79.25 | 1:37.399 | 5 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|----|------|----------------|-----------------|---|-----------|---------|--------|-------|----------|---|
| DNF | 52 | PSS | Jordan RUSHBY | BMW 1000 - | 8 | 12:28.188 | 4 Laps | 3 Laps | 83.91 | 1:32.005 | 2 |
| DNF | 36 | PREM | Martin BEECHAM | Honda 1000 - | 8 | 13:18.506 | 4 Laps | 50.318 | 78.62 | 1:37.405 | 2 |
| DNF | 94 | PSS | Joe MILLER | Kawasaki 1000 - | 2 | 3:16.527 | 10 Laps | 6 Laps | 79.86 | 1:34.056 | 2 |

FASTEST LAP

| | | | | | | | |
|----|---------|----------------|------------------------------------------------|---|----------|-----------|------------|
| 19 | PSS | Joe TALBOT | Kawasaki 1000 - Warrington MOT Centre | 6 | 1:29.530 | 87.65 mph | 141.07 kph |
| 47 | PSSPREM | Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 3 | 1:32.174 | 85.14 mph | 137.02 kph |
| 17 | PREM | Damien FRICKER | Aprilia 1100 - Autotrilogy.com | 9 | 1:33.068 | 84.32 mph | 135.70 kph |

Class PSS - 92.5% of Race Speed = 80.29 mph
 Class PSSPREM - 92.5% of Race Speed = 77.38 mph
 Class PREM - 92.5% of Race Speed = 77.28 mph

Weather / Track : Cloudy / Dry

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

Race Distance: 12 Laps / 26.16 miles

Cadwell Park: 2.1800 miles

Date: 04/09/2022 Start: 10:20 Finish: 10:38

| | | |
|----------------------------------------------------------------------|------------|----------------------------------------------------------------------|
| Clerk Of Course : Clare Neate C. Neate | Stewards : | Timekeeper : Sam Jones S. Jones |
| <small>Digitally Approved at 12:07 Sunday, 04 September 2022</small> | | <small>Digitally Approved at 10:50 Sunday, 04 September 2022</small> |

Results can be found at www.tsl-timing.com

Printed - 10:40 Sunday, 04 September 2022

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 10 - LAP CHART

| LAP 1 @ 10:21:35.786 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 19 | | 1:35.138 |
| 2 | 0.269 | 1:35.407 |
| 711 | 1.840 | 1:36.978 |
| 9 | 2.664 | 1:37.802 |
| 52 | 2.950 | 1:38.088 |
| 26 | 3.627 | 1:38.765 |
| 57 | 3.969 | 1:39.107 |
| 7 | 4.386 | 1:39.524 |
| 260 | 5.046 | 1:40.184 |
| 17 | 5.299 | 1:40.437 |
| 47 | 6.085 | 1:41.223 |
| 508 | 6.911 | 1:42.049 |
| 94 | 7.333 | 1:42.471 |
| 118 | 8.060 | 1:43.198 |
| 67 | 8.568 | 1:43.706 |
| 8 | 9.031 | 1:44.169 |
| 83 | 9.521 | 1:44.659 |
| 177 | 9.947 | 1:45.085 |
| 191 | 11.559 | 1:46.697 |
| 155 | 11.630 | 1:46.768 |
| 36 | 11.643 | 1:46.781 |
| 169 | 12.117 | 1:47.255 |

| LAP 2 @ 10:23:05.650 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 19 | | 1:29.864 |
| 2 | 0.472 | 1:30.067 |
| 711 | 2.998 | 1:31.022 |
| 9 | 4.810 | 1:32.010 |
| 52 | 5.091 | 1:32.005 |
| 26 | 5.909 | 1:32.146 |
| 57 | 6.250 | 1:32.145 |
| 7 | 6.584 | 1:32.062 |
| 260 | 8.376 | 1:33.194 |
| 17 | 8.671 | 1:33.236 |
| 47 | 9.211 | 1:32.990 |
| 94 | 11.525 | 1:34.056 |
| 508 | 12.840 | 1:35.793 |
| 118 | 13.044 | 1:34.848 |
| 8 | 14.052 | 1:34.885 |
| 67 | 14.089 | 1:35.385 |
| 83 | 15.960 | 1:36.303 |
| 155 | 16.708 | 1:34.942 |
| 177 | 16.805 | 1:36.722 |
| 36 | 19.184 | 1:37.405 |
| 169 | 19.658 | 1:37.405 |
| 191 | 21.061 | 1:39.366 |

| LAP 3 @ 10:24:36.208 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 2 | | 1:30.086 |
| 19 | 0.318 | 1:30.876 |
| 711 | 3.720 | 1:31.280 |
| 9 | 6.813 | 1:32.561 |
| 52 | 7.759 | 1:33.226 |
| 26 | 7.967 | 1:32.616 |
| 57 | 8.776 | 1:33.084 |
| 7 | 8.987 | 1:32.961 |
| 260 | 10.571 | 1:32.753 |
| 47 | 10.827 | 1:32.174 |
| 17 | 11.603 | 1:33.490 |
| 67 | 17.568 | 1:34.037 |

| | | |
|-----|--------|----------|
| 508 | 18.895 | 1:36.613 |
| 8 | 19.460 | 1:35.966 |
| 118 | 19.768 | 1:37.282 |
| 83 | 21.103 | 1:35.701 |
| 155 | 21.202 | 1:35.052 |
| 177 | 23.375 | 1:37.128 |
| 36 | 26.916 | 1:38.290 |
| 169 | 27.156 | 1:38.056 |
| 191 | 29.519 | 1:39.016 |

| LAP 4 @ 10:26:06.240 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 2 | | 1:30.032 |
| 19 | 0.287 | 1:30.001 |
| 711 | 5.592 | 1:31.904 |
| 9 | 10.058 | 1:33.277 |
| 52 | 10.295 | 1:32.568 |
| 26 | 10.440 | 1:32.505 |
| 7 | 10.983 | 1:32.028 |
| 57 | 11.233 | 1:32.489 |
| 260 | 13.542 | 1:33.003 |
| 47 | 13.795 | 1:33.000 |
| 17 | 14.652 | 1:33.081 |
| 67 | 21.298 | 1:33.762 |
| 508 | 24.426 | 1:35.563 |
| 8 | 24.813 | 1:35.385 |
| 118 | 25.094 | 1:35.358 |
| 83 | 26.678 | 1:35.607 |
| 155 | 26.759 | 1:35.589 |
| 177 | 30.049 | 1:36.706 |
| 169 | 33.474 | 1:36.350 |
| 36 | 34.998 | 1:38.114 |
| 191 | 37.692 | 1:38.205 |

| LAP 5 @ 10:27:35.876 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 2 | | 1:29.636 |
| 19 | 0.386 | 1:29.735 |
| 711 | 7.726 | 1:31.770 |
| 52 | 13.507 | 1:32.848 |
| 9 | 14.010 | 1:33.588 |
| 26 | 14.153 | 1:33.349 |
| 7 | 14.343 | 1:32.996 |
| 57 | 14.980 | 1:33.383 |
| 260 | 16.687 | 1:32.781 |
| 47 | 16.918 | 1:32.759 |
| 17 | 18.091 | 1:33.075 |
| 67 | 25.011 | 1:33.349 |
| 8 | 29.628 | 1:34.451 |
| 508 | 31.198 | 1:36.408 |
| 118 | 31.346 | 1:35.888 |
| 83 | 32.297 | 1:35.255 |
| 155 | 32.823 | 1:35.700 |
| 177 | 38.524 | 1:38.111 |
| 169 | 39.921 | 1:36.083 |
| 36 | 43.988 | 1:38.626 |
| 191 | 45.455 | 1:37.399 |

| LAP 6 @ 10:29:05.418 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 2 | | 1:29.542 |
| 19 | 0.374 | 1:29.530 |
| 711 | 10.021 | 1:31.837 |
| 52 | 16.368 | 1:32.403 |

| | | |
|-----|--------|----------|
| 26 | 17.489 | 1:32.878 |
| 9 | 17.896 | 1:33.428 |
| 7 | 18.131 | 1:33.330 |
| 57 | 18.690 | 1:33.252 |
| 260 | 20.056 | 1:32.911 |
| 47 | 20.695 | 1:33.319 |
| 17 | 22.007 | 1:33.458 |
| 67 | 29.799 | 1:34.330 |
| 8 | 33.230 | 1:33.144 |
| 508 | 37.636 | 1:35.980 |
| 118 | 37.821 | 1:36.017 |
| 83 | 38.432 | 1:35.677 |
| 155 | 38.951 | 1:35.670 |
| 177 | 46.125 | 1:37.143 |
| 169 | 46.774 | 1:36.395 |
| 36 | 52.899 | 1:38.453 |
| 191 | 53.352 | 1:37.439 |

| LAP 7 @ 10:30:34.977 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 2 | | 1:29.559 |
| 19 | 0.526 | 1:29.711 |
| 711 | 12.883 | 1:32.421 |
| 52 | 19.952 | 1:33.143 |
| 26 | 20.060 | 1:32.130 |
| 7 | 20.466 | 1:31.894 |
| 9 | 21.704 | 1:33.367 |
| 57 | 22.092 | 1:32.961 |
| 260 | 23.519 | 1:33.022 |
| 47 | 23.752 | 1:32.616 |
| 17 | 25.528 | 1:33.080 |
| 67 | 34.160 | 1:33.920 |
| 8 | 37.284 | 1:33.613 |
| 118 | 43.074 | 1:34.812 |
| 508 | 44.603 | 1:36.526 |
| 83 | 45.003 | 1:36.130 |
| 155 | 45.465 | 1:36.073 |
| 177 | 52.780 | 1:36.214 |
| 169 | 53.597 | 1:36.382 |
| 36 | 1:01.207 | 1:37.867 |
| 191 | 1:01.521 | 1:37.728 |

| LAP 8 @ 10:32:04.783 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 2 | | 1:29.806 |
| 19 | 0.634 | 1:29.914 |
| 711 | 14.983 | 1:31.906 |
| 26 | 23.269 | 1:33.015 |
| 7 | 23.826 | 1:33.166 |
| 52 | 24.053 | 1:33.907 |
| 9 | 25.358 | 1:33.460 |
| 57 | 25.922 | 1:33.636 |
| 260 | 26.861 | 1:33.148 |
| 47 | 27.228 | 1:33.282 |
| 17 | 29.021 | 1:33.299 |
| 67 | 37.881 | 1:33.527 |
| 8 | 41.828 | 1:34.350 |
| 118 | 48.517 | 1:35.249 |
| 508 | 50.403 | 1:35.606 |
| 83 | 50.916 | 1:35.719 |
| 155 | 52.342 | 1:36.683 |
| 177 | 58.897 | 1:35.923 |
| 169 | 59.816 | 1:36.025 |
| 191 | 1:09.735 | 1:38.020 |
| 36 | 1:14.371 | 1:42.970 |

| LAP 9 @ 10:33:34.626 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 2 | | 1:29.843 |
| 19 | 0.686 | 1:29.895 |
| 711 | 17.014 | 1:31.874 |
| 26 | 25.986 | 1:32.560 |
| 7 | 26.358 | 1:32.375 |
| 9 | 29.073 | 1:33.558 |
| 57 | 29.416 | 1:33.337 |
| 260 | 29.941 | 1:32.923 |
| 47 | 30.741 | 1:33.356 |
| 17 | 32.246 | 1:33.068 |
| 67 | 41.333 | 1:33.295 |
| 8 | 46.463 | 1:34.478 |
| 118 | 53.502 | 1:34.828 |
| 508 | 55.779 | 1:35.219 |
| 83 | 56.077 | 1:35.004 |
| 155 | 58.874 | 1:36.375 |
| 177 | 1:05.094 | 1:36.040 |
| 169 | 1:05.858 | 1:35.885 |
| 191 | 1:18.055 | 1:38.163 |

| LAP 10 @ 10:35:04.649 | | |
|-----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 2 | | 1:30.023 |
| 19 | 1.183 | 1:30.520 |
| 711 | 19.193 | 1:32.202 |
| 7 | 28.739 | 1:32.404 |
| 26 | 29.084 | 1:33.121 |
| 9 | 33.069 | 1:34.019 |
| 57 | 33.470 | 1:34.077 |
| 260 | 33.678 | 1:33.760 |
| 47 | 34.372 | 1:33.654 |
| 17 | 36.058 | 1:33.835 |
| 67 | 45.672 | 1:34.362 |
| 8 | 51.895 | 1:35.455 |
| 118 | 58.485 | 1:35.006 |
| 508 | 1:00.771 | 1:35.015 |
| 83 | 1:01.514 | 1:35.460 |
| 155 | 1:05.814 | 1:36.963 |
| 177 | 1:11.534 | 1:36.463 |
| 169 | 1:12.402 | 1:36.567 |
| 191 | 1:26.019 | 1:37.987 |

| LAP 11 @ 10:36:34.690 | | |
|-----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 2 | | 1:30.041 |
| 19 | 2.257 | 1:31.115 |
| 711 | 21.643 | 1:32.491 |
| 7 | 30.897 | 1:32.199 |
| 26 | 31.795 | 1:32.752 |
| 9 | 36.321 | 1:33.293 |
| 57 | 36.837 | 1:33.408 |
| 260 | 37.266 | 1:33.629 |
| 47 | 37.730 | 1:33.399 |
| 17 | 39.225 | 1:33.208 |
| 67 | 49.269 | 1:33.638 |
| 8 | 57.155 | 1:35.301 |
| 118 | 1:03.732 | 1:35.288 |
| 508 | 1:05.610 | 1:34.880 |
| 83 | 1:07.350 | 1:35.877 |
| 155 | 1:13.132 | 1:37.359 |
| 177 | 1:17.653 | 1:36.160 |
| 169 | 1:19.772 | 1:37.411 |

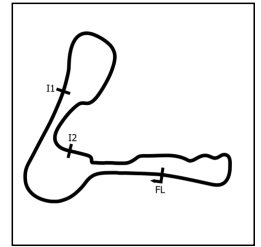
| LAP 12 @ 10:38:05.389 | | |
|-----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 2 | | 1:30.699 |
| 19 | 3.526 | 1:31.968 |
| 191 | 1 Lap | 1:39.238 |
| 711 | 24.222 | 1:33.278 |
| 7 | 32.564 | 1:32.366 |
| 26 | 34.244 | 1:33.148 |
| 9 | 38.740 | 1:33.118 |
| 57 | 39.706 | 1:33.568 |
| 260 | 40.216 | 1:33.649 |
| 47 | 40.834 | 1:33.803 |
| 17 | 42.383 | 1:33.857 |
| 67 | 53.006 | 1:34.436 |
| 8 | 1:03.502 | 1:37.046 |
| 118 | 1:08.349 | 1:35.316 |
| 508 | 1:09.412 | 1:34.501 |
| 83 | 1:11.815 | 1:35.164 |
| 155 | 1:19.283 | 1:36.850 |
| 177 | 1:22.868 | 1:35.914 |
| 169 | 1:26.794 | 1:37.721 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 10 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P1 | | 2 PSS | | Craig NEVE | | BMW 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|------------|---------------------|
| IDEAL LAP TIME : 1:29.389 | | BEST LAP TIME : 1:29.542 | | DIFFERENCE : 0.153 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 29.635 | 37.565 | 1:35.407 | 82.25 | 5.865 | 10:21:36.055 |
| 2 - | 23.040 | 29.265 | 37.762 | 1:30.067 | 87.13 | 0.525 | 10:23:06.122 |
| 3 - | 23.033 | 29.194 | 37.859 | 1:30.086 | 87.11 | 0.544 | 10:24:36.208 |
| 4 - | 22.961 | 29.119 | 37.952 | 1:30.032 | 87.16 | 0.490 | 10:26:06.240 |
| 5 - | 22.897 | 29.026 | 37.713 | 1:29.636 (3) | 87.55 | 0.094 | 10:27:35.876 |
| 6 - | 22.954 | 29.061 | 37.527 | 1:29.542 (1) | 87.64 | | 10:29:05.418 |
| 7 - | 22.974 | 28.978 | 37.607 | 1:29.559 (2) | 87.63 | 0.017 | 10:30:34.977 |
| 8 - | 22.884 | 29.159 | 37.763 | 1:29.806 | 87.38 | 0.264 | 10:32:04.783 |
| 9 - | 22.912 | 29.177 | 37.754 | 1:29.843 | 87.35 | 0.301 | 10:33:34.626 |
| 10 - | 22.975 | 29.141 | 37.907 | 1:30.023 | 87.17 | 0.481 | 10:35:04.649 |
| 11 - | 23.014 | 29.152 | 37.875 | 1:30.041 | 87.16 | 0.499 | 10:36:34.690 |
| 12 - | 22.958 | 29.346 | 38.395 | 1:30.699 | 86.52 | 1.157 | 10:38:05.389 |

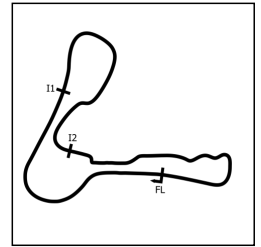
| P2 | | 19 PSS | | Joe TALBOT | | Kawasaki 1000 - Warrington MOT Centre | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------------------------------|---------------------|
| IDEAL LAP TIME : 1:29.515 | | BEST LAP TIME : 1:29.530 | | DIFFERENCE : 0.015 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 29.305 | 37.766 | 1:35.138 | 82.49 | 5.608 | 10:21:35.786 |
| 2 - | 23.244 | 29.022 | 37.598 | 1:29.864 | 87.33 | 0.334 | 10:23:05.650 |
| 3 - | 23.132 | 29.175 | 38.569 | 1:30.876 | 86.36 | 1.346 | 10:24:36.526 |
| 4 - | 23.085 | 29.045 | 37.871 | 1:30.001 | 87.19 | 0.471 | 10:26:06.527 |
| 5 - | 23.062 | 28.983 | 37.690 | 1:29.735 (3) | 87.45 | 0.205 | 10:27:36.262 |
| 6 - | 22.997 | 28.978 | 37.555 | 1:29.530 (1) | 87.65 | | 10:29:05.792 |
| 7 - | 23.114 | 28.963 | 37.634 | 1:29.711 (2) | 87.48 | 0.181 | 10:30:35.503 |
| 8 - | 23.038 | 29.035 | 37.841 | 1:29.914 | 87.28 | 0.384 | 10:32:05.417 |
| 9 - | 23.100 | 29.164 | 37.631 | 1:29.895 | 87.30 | 0.365 | 10:33:35.312 |
| 10 - | 23.178 | 29.273 | 38.069 | 1:30.520 | 86.69 | 0.990 | 10:35:05.832 |
| 11 - | 23.298 | 29.633 | 38.184 | 1:31.115 | 86.13 | 1.585 | 10:36:36.947 |
| 12 - | 23.446 | 29.764 | 38.758 | 1:31.968 | 85.33 | 2.438 | 10:38:08.915 |

| P3 | | 711 PSS | | Tom NORTON | | Kawasaki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:30.845 | | BEST LAP TIME : 1:31.022 | | DIFFERENCE : 0.177 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 29.794 | 38.433 | 1:36.978 | 80.92 | 5.956 | 10:21:37.626 |
| 2 - | 23.245 | 29.347 | 38.430 | 1:31.022 (1) | 86.22 | | 10:23:08.648 |
| 3 - | 23.068 | 29.778 | 38.434 | 1:31.280 (2) | 85.97 | 0.258 | 10:24:39.928 |
| 4 - | 23.164 | 29.943 | 38.797 | 1:31.904 | 85.39 | 0.882 | 10:26:11.832 |
| 5 - | 23.217 | 29.761 | 38.792 | 1:31.770 (3) | 85.51 | 0.748 | 10:27:43.602 |
| 6 - | 23.210 | 29.790 | 38.837 | 1:31.837 | 85.45 | 0.815 | 10:29:15.439 |
| 7 - | 23.430 | 29.872 | 39.119 | 1:32.421 | 84.91 | 1.399 | 10:30:47.860 |
| 8 - | 23.355 | 30.035 | 38.516 | 1:31.906 | 85.39 | 0.884 | 10:32:19.766 |
| 9 - | 23.281 | 29.783 | 38.810 | 1:31.874 | 85.42 | 0.852 | 10:33:51.640 |
| 10 - | 23.471 | 29.609 | 39.122 | 1:32.202 | 85.11 | 1.180 | 10:35:23.842 |
| 11 - | 23.335 | 29.893 | 39.263 | 1:32.491 | 84.85 | 1.469 | 10:36:56.333 |
| 12 - | 23.626 | 30.103 | 39.549 | 1:33.278 | 84.13 | 2.256 | 10:38:29.611 |

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RACE 10 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P4 | | 7 PSS | | Gary JOHNSON | | BMW 1000 - Pipewerx Exhausts | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|------------------------------|---------------------|
| IDEAL LAP TIME : 1:31.542 | | BEST LAP TIME : 1:31.894 | | DIFFERENCE : 0.352 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.502 | 39.304 | 1:39.524 | 78.85 | 7.630 | 10:21:40.172 |
| 2 - | 23.600 | 29.844 | 38.618 | 1:32.062 (3) | 85.24 | 0.168 | 10:23:12.234 |
| 3 - | 23.363 | 30.403 | 39.195 | 1:32.961 | 84.42 | 1.067 | 10:24:45.195 |
| 4 - | 23.340 | 29.982 | 38.706 | 1:32.028 (2) | 85.27 | 0.134 | 10:26:17.223 |
| 5 - | 23.283 | 30.125 | 39.588 | 1:32.996 | 84.39 | 1.102 | 10:27:50.219 |
| 6 - | 23.637 | 30.240 | 39.453 | 1:33.330 | 84.08 | 1.436 | 10:29:23.549 |
| 7 - | 23.454 | 29.966 | 38.474 | 1:31.894 (1) | 85.40 | | 10:30:55.443 |
| 8 - | 23.428 | 30.191 | 39.547 | 1:33.166 | 84.23 | 1.272 | 10:32:28.609 |
| 9 - | 23.387 | 30.150 | 38.838 | 1:32.375 | 84.95 | 0.481 | 10:34:00.984 |
| 10 - | 23.658 | 29.998 | 38.748 | 1:32.404 | 84.93 | 0.510 | 10:35:33.388 |
| 11 - | 23.549 | 29.785 | 38.865 | 1:32.199 | 85.12 | 0.305 | 10:37:05.587 |
| 12 - | 23.552 | 29.906 | 38.908 | 1:32.366 | 84.96 | 0.472 | 10:38:37.953 |

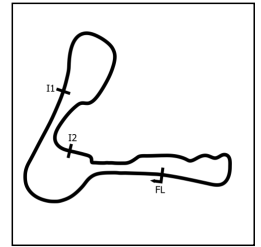
| P5 | | 26 PSS | | Joe MOORE | | Suzuki 1000 - Clear Line Racing | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------------------------|---------------------|
| IDEAL LAP TIME : 1:31.836 | | BEST LAP TIME : 1:32.130 | | DIFFERENCE : 0.294 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.274 | 39.180 | 1:38.765 | 79.46 | 6.635 | 10:21:39.413 |
| 2 - | 23.573 | 29.730 | 38.843 | 1:32.146 (2) | 85.16 | 0.016 | 10:23:11.559 |
| 3 - | 23.671 | 30.017 | 38.928 | 1:32.616 | 84.73 | 0.486 | 10:24:44.175 |
| 4 - | 23.640 | 29.601 | 39.264 | 1:32.505 (3) | 84.83 | 0.375 | 10:26:16.680 |
| 5 - | 23.616 | 30.093 | 39.640 | 1:33.349 | 84.07 | 1.219 | 10:27:50.029 |
| 6 - | 23.718 | 29.908 | 39.252 | 1:32.878 | 84.49 | 0.748 | 10:29:22.907 |
| 7 - | 23.640 | 29.828 | 38.662 | 1:32.130 (1) | 85.18 | | 10:30:55.037 |
| 8 - | 23.727 | 30.055 | 39.233 | 1:33.015 | 84.37 | 0.885 | 10:32:28.052 |
| 9 - | 23.741 | 30.004 | 38.815 | 1:32.560 | 84.78 | 0.430 | 10:34:00.612 |
| 10 - | 23.987 | 30.268 | 38.866 | 1:33.121 | 84.27 | 0.991 | 10:35:33.733 |
| 11 - | 23.840 | 29.941 | 38.971 | 1:32.752 | 84.61 | 0.622 | 10:37:06.485 |
| 12 - | 23.836 | 30.305 | 39.007 | 1:33.148 | 84.25 | 1.018 | 10:38:39.633 |

| P6 | | 9 PSS | | Callum GRIGOR | | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hot Tubs Cent | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------------------------------------------------------------|---------------------|
| IDEAL LAP TIME : 1:31.862 | | BEST LAP TIME : 1:32.010 | | DIFFERENCE : 0.148 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 29.859 | 38.908 | 1:37.802 | 80.24 | 5.792 | 10:21:38.450 |
| 2 - | 23.341 | 29.613 | 39.056 | 1:32.010 (1) | 85.29 | | 10:23:10.460 |
| 3 - | 23.489 | 29.867 | 39.205 | 1:32.561 (2) | 84.78 | 0.551 | 10:24:43.021 |
| 4 - | 23.789 | 29.914 | 39.574 | 1:33.277 | 84.13 | 1.267 | 10:26:16.298 |
| 5 - | 23.566 | 30.088 | 39.934 | 1:33.588 | 83.85 | 1.578 | 10:27:49.886 |
| 6 - | 23.658 | 29.946 | 39.824 | 1:33.428 | 84.00 | 1.418 | 10:29:23.314 |
| 7 - | 23.617 | 30.353 | 39.397 | 1:33.367 | 84.05 | 1.357 | 10:30:56.681 |
| 8 - | 23.600 | 30.208 | 39.652 | 1:33.460 | 83.97 | 1.450 | 10:32:30.141 |
| 9 - | 23.746 | 30.286 | 39.526 | 1:33.558 | 83.88 | 1.548 | 10:34:03.699 |
| 10 - | 23.730 | 30.457 | 39.832 | 1:34.019 | 83.47 | 2.009 | 10:35:37.718 |
| 11 - | 23.526 | 30.292 | 39.475 | 1:33.293 | 84.12 | 1.283 | 10:37:11.011 |
| 12 - | 23.526 | 30.124 | 39.468 | 1:33.118 (3) | 84.28 | 1.108 | 10:38:44.129 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

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RACE 10 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P7 57 PSS James SKELDING | | Kawasaki 1000 - Bilstein / Spencer & Sons / Power Tool Rentals | | | | | |
|---------------------------|---------------|----------------------------------------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:31.922 | | BEST LAP TIME : 1:32.145 | | DIFFERENCE : 0.223 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.451 | 39.136 | 1:39.107 | 79.18 | 6.962 | 10:21:39.755 |
| 2 - | 23.474 | 29.974 | 38.697 | 1:32.145 (1) | 85.17 | | 10:23:11.900 |
| 3 - | 23.465 | 30.456 | 39.163 | 1:33.084 | 84.31 | 0.939 | 10:24:44.984 |
| 4 - | 23.410 | 29.929 | 39.150 | 1:32.489 (2) | 84.85 | 0.344 | 10:26:17.473 |
| 5 - | 23.395 | 30.337 | 39.651 | 1:33.383 | 84.04 | 1.238 | 10:27:50.856 |
| 6 - | 23.472 | 30.290 | 39.490 | 1:33.252 | 84.15 | 1.107 | 10:29:24.108 |
| 7 - | 23.405 | 30.212 | 39.344 | 1:32.961 (3) | 84.42 | 0.816 | 10:30:57.069 |
| 8 - | 23.598 | 30.371 | 39.667 | 1:33.636 | 83.81 | 1.491 | 10:32:30.705 |
| 9 - | 23.558 | 30.212 | 39.567 | 1:33.337 | 84.08 | 1.192 | 10:34:04.042 |
| 10 - | 23.581 | 30.487 | 40.009 | 1:34.077 | 83.42 | 1.932 | 10:35:38.119 |
| 11 - | 23.533 | 30.290 | 39.585 | 1:33.408 | 84.01 | 1.263 | 10:37:11.527 |
| 12 - | 23.296 | 30.285 | 39.987 | 1:33.568 | 83.87 | 1.423 | 10:38:45.095 |

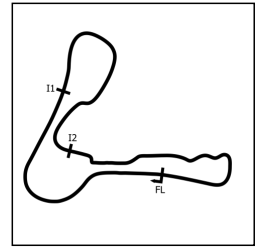
| P8 260 PSS Ryan COOPER | | Suzuki 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:32.241 | | BEST LAP TIME : 1:32.753 | | DIFFERENCE : 0.512 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.530 | 39.806 | 1:40.184 | 78.33 | 7.431 | 10:21:40.832 |
| 2 - | 23.435 | 29.987 | 39.772 | 1:33.194 | 84.21 | 0.441 | 10:23:14.026 |
| 3 - | 23.455 | 30.146 | 39.152 | 1:32.753 (1) | 84.61 | | 10:24:46.779 |
| 4 - | 23.463 | 29.924 | 39.616 | 1:33.003 | 84.38 | 0.250 | 10:26:19.782 |
| 5 - | 23.334 | 29.830 | 39.617 | 1:32.781 (2) | 84.58 | 0.028 | 10:27:52.563 |
| 6 - | 23.437 | 30.072 | 39.402 | 1:32.911 (3) | 84.46 | 0.158 | 10:29:25.474 |
| 7 - | 23.355 | 30.044 | 39.623 | 1:33.022 | 84.36 | 0.269 | 10:30:58.496 |
| 8 - | 23.505 | 30.044 | 39.599 | 1:33.148 | 84.25 | 0.395 | 10:32:31.644 |
| 9 - | 23.486 | 30.096 | 39.341 | 1:32.923 | 84.45 | 0.170 | 10:34:04.567 |
| 10 - | 23.379 | 30.244 | 40.137 | 1:33.760 | 83.70 | 1.007 | 10:35:38.327 |
| 11 - | 23.458 | 30.390 | 39.781 | 1:33.629 | 83.82 | 0.876 | 10:37:11.956 |
| 12 - | 23.259 | 30.646 | 39.744 | 1:33.649 | 83.80 | 0.896 | 10:38:45.605 |

| P9 47 PSSPREI Liam MURTAGH | | Kawasaki 1000 - Lady Lodge Systems, Corby Kawasaki | | | | | |
|----------------------------|---------------|----------------------------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:32.174 | | BEST LAP TIME : 1:32.174 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.437 | 39.753 | 1:41.223 | 77.53 | 9.049 | 10:21:41.871 |
| 2 - | 23.216 | 30.274 | 39.500 | 1:32.990 | 84.39 | 0.816 | 10:23:14.861 |
| 3 - | 23.203 | 29.879 | 39.092 | 1:32.174 (1) | 85.14 | | 10:24:47.035 |
| 4 - | 23.330 | 30.203 | 39.467 | 1:33.000 | 84.38 | 0.826 | 10:26:20.035 |
| 5 - | 23.254 | 29.961 | 39.544 | 1:32.759 (3) | 84.60 | 0.585 | 10:27:52.794 |
| 6 - | 23.327 | 30.380 | 39.612 | 1:33.319 | 84.09 | 1.145 | 10:29:26.113 |
| 7 - | 23.223 | 30.039 | 39.354 | 1:32.616 (2) | 84.73 | 0.442 | 10:30:58.729 |
| 8 - | 23.466 | 30.287 | 39.529 | 1:33.282 | 84.13 | 1.108 | 10:32:32.011 |
| 9 - | 23.259 | 30.415 | 39.682 | 1:33.356 | 84.06 | 1.182 | 10:34:05.367 |
| 10 - | 23.415 | 30.319 | 39.920 | 1:33.654 | 83.79 | 1.480 | 10:35:39.021 |
| 11 - | 23.425 | 30.275 | 39.699 | 1:33.399 | 84.02 | 1.225 | 10:37:12.420 |
| 12 - | 23.564 | 30.372 | 39.867 | 1:33.803 | 83.66 | 1.629 | 10:38:46.223 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 10 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P10 17 PREM Damien FRICKER | | Aprilia 1100 - Autotriology.com | | | | | |
|----------------------------|---------------|---------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:32.677 | | BEST LAP TIME : 1:33.068 | | DIFFERENCE : 0.391 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.990 | 39.371 | 1:40.437 | 78.13 | 7.369 | 10:21:41.085 |
| 2 - | 23.681 | 30.277 | 39.278 | 1:33.236 | 84.17 | 0.168 | 10:23:14.321 |
| 3 - | 23.642 | 30.697 | 39.151 | 1:33.490 | 83.94 | 0.422 | 10:24:47.811 |
| 4 - | 23.630 | 30.086 | 39.365 | 1:33.081 | 84.31 | 0.013 | 10:26:20.892 |
| 5 - | 23.440 | 30.155 | 39.480 | 1:33.075 (2) | 84.31 | 0.007 | 10:27:53.967 |
| 6 - | 23.788 | 30.396 | 39.274 | 1:33.458 | 83.97 | 0.390 | 10:29:27.425 |
| 7 - | 23.512 | 30.298 | 39.270 | 1:33.080 (3) | 84.31 | 0.012 | 10:31:00.505 |
| 8 - | 23.763 | 30.146 | 39.390 | 1:33.299 | 84.11 | 0.231 | 10:32:33.804 |
| 9 - | 23.570 | 30.170 | 39.328 | 1:33.068 (1) | 84.32 | | 10:34:06.872 |
| 10 - | 23.592 | 30.277 | 39.966 | 1:33.835 | 83.63 | 0.767 | 10:35:40.707 |
| 11 - | 23.711 | 30.107 | 39.390 | 1:33.208 | 84.19 | 0.140 | 10:37:13.915 |
| 12 - | 23.907 | 30.555 | 39.395 | 1:33.857 | 83.61 | 0.789 | 10:38:47.772 |

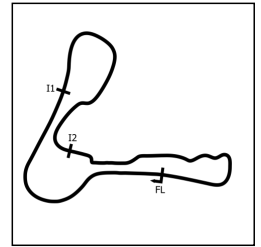
| P11 67 PSSPREI Scott MCFARLANE | | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / TheChilliGu | | | | | |
|--------------------------------|---------------|---------------------------------------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:33.124 | | BEST LAP TIME : 1:33.295 | | DIFFERENCE : 0.171 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.551 | 40.678 | 1:43.706 | 75.67 | 10.411 | 10:21:44.354 |
| 2 - | 23.827 | 30.542 | 41.016 | 1:35.385 | 82.27 | 2.090 | 10:23:19.739 |
| 3 - | 23.921 | 30.429 | 39.687 | 1:34.037 | 83.45 | 0.742 | 10:24:53.776 |
| 4 - | 23.919 | 30.497 | 39.346 | 1:33.762 | 83.70 | 0.467 | 10:26:27.538 |
| 5 - | 23.769 | 30.150 | 39.430 | 1:33.349 (2) | 84.07 | 0.054 | 10:28:00.887 |
| 6 - | 23.937 | 30.782 | 39.611 | 1:34.330 | 83.19 | 1.035 | 10:29:35.217 |
| 7 - | 23.953 | 30.346 | 39.621 | 1:33.920 | 83.56 | 0.625 | 10:31:09.137 |
| 8 - | 23.768 | 30.363 | 39.396 | 1:33.527 (3) | 83.91 | 0.232 | 10:32:42.664 |
| 9 - | 23.912 | 30.177 | 39.206 | 1:33.295 (1) | 84.12 | | 10:34:15.959 |
| 10 - | 23.882 | 30.964 | 39.516 | 1:34.362 | 83.16 | 1.067 | 10:35:50.321 |
| 11 - | 23.896 | 30.242 | 39.500 | 1:33.638 | 83.81 | 0.343 | 10:37:23.959 |
| 12 - | 23.867 | 31.328 | 39.241 | 1:34.436 | 83.10 | 1.141 | 10:38:58.395 |

| P12 8 PSSPREI Liam MARCHANT | | Kawasaki 1000 - Delkevic UK, Drury Engineering, Lincs Enginee | | | | | |
|-----------------------------|---------------|---------------------------------------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:32.879 | | BEST LAP TIME : 1:33.144 | | DIFFERENCE : 0.265 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.400 | 41.366 | 1:44.169 | 75.33 | 11.025 | 10:21:44.817 |
| 2 - | 23.754 | 30.450 | 40.681 | 1:34.885 | 82.71 | 1.741 | 10:23:19.702 |
| 3 - | 24.344 | 31.258 | 40.364 | 1:35.966 | 81.77 | 2.822 | 10:24:55.668 |
| 4 - | 23.840 | 31.205 | 40.340 | 1:35.385 | 82.27 | 2.241 | 10:26:31.053 |
| 5 - | 24.110 | 30.824 | 39.517 | 1:34.451 | 83.09 | 1.307 | 10:28:05.504 |
| 6 - | 24.019 | 29.896 | 39.229 | 1:33.144 (1) | 84.25 | | 10:29:38.648 |
| 7 - | 23.937 | 30.103 | 39.573 | 1:33.613 (2) | 83.83 | 0.469 | 10:31:12.261 |
| 8 - | 24.135 | 30.377 | 39.838 | 1:34.350 (3) | 83.18 | 1.206 | 10:32:46.611 |
| 9 - | 23.996 | 30.482 | 40.000 | 1:34.478 | 83.06 | 1.334 | 10:34:21.089 |
| 10 - | 24.264 | 30.642 | 40.549 | 1:35.455 | 82.21 | 2.311 | 10:35:56.544 |
| 11 - | 24.036 | 30.481 | 40.784 | 1:35.301 | 82.35 | 2.157 | 10:37:31.845 |
| 12 - | 24.748 | 31.244 | 41.054 | 1:37.046 | 80.86 | 3.902 | 10:39:08.891 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

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RACE 10 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P13 118 PREM John COUGHLAN | | Aprilia 1100 - BIKERSWORLD LTD | | | | | |
|----------------------------|---------------|--------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:34.266 | | BEST LAP TIME : 1:34.812 | | DIFFERENCE : 0.546 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.544 | 40.647 | 1:43.198 | 76.04 | 8.386 | 10:21:43.846 |
| 2 - | 23.986 | 30.715 | 40.147 | 1:34.848 (3) | 82.74 | 0.036 | 10:23:18.694 |
| 3 - | 24.962 | 31.614 | 40.706 | 1:37.282 | 80.67 | 2.470 | 10:24:55.976 |
| 4 - | 23.836 | 31.165 | 40.357 | 1:35.358 | 82.30 | 0.546 | 10:26:31.334 |
| 5 - | 23.966 | 31.076 | 40.846 | 1:35.888 | 81.84 | 1.076 | 10:28:07.222 |
| 6 - | 24.224 | 31.257 | 40.536 | 1:36.017 | 81.73 | 1.205 | 10:29:43.239 |
| 7 - | 24.166 | 30.637 | 40.009 | 1:34.812 (1) | 82.77 | | 10:31:18.051 |
| 8 - | 24.132 | 30.462 | 40.655 | 1:35.249 | 82.39 | 0.437 | 10:32:53.300 |
| 9 - | 24.285 | 30.575 | 39.968 | 1:34.828 (2) | 82.76 | 0.016 | 10:34:28.128 |
| 10 - | 24.036 | 30.623 | 40.347 | 1:35.006 | 82.60 | 0.194 | 10:36:03.134 |
| 11 - | 24.200 | 30.570 | 40.518 | 1:35.288 | 82.36 | 0.476 | 10:37:38.422 |
| 12 - | 24.175 | 30.761 | 40.380 | 1:35.316 | 82.33 | 0.504 | 10:39:13.738 |

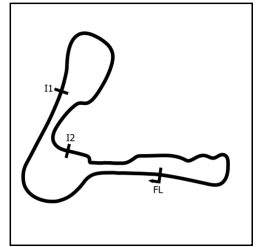
| P14 508 PSSPREI Daniel MCFADDEN | | Yamaha 1000 - Sycamore Yamaha | | | | | |
|---------------------------------|---------------|-------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:34.453 | | BEST LAP TIME : 1:34.501 | | DIFFERENCE : 0.048 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.503 | 39.922 | 1:42.049 | 76.90 | 7.548 | 10:21:42.697 |
| 2 - | 24.115 | 31.220 | 40.458 | 1:35.793 | 81.92 | 1.292 | 10:23:18.490 |
| 3 - | 25.013 | 31.533 | 40.067 | 1:36.613 | 81.23 | 2.112 | 10:24:55.103 |
| 4 - | 23.992 | 31.370 | 40.201 | 1:35.563 | 82.12 | 1.062 | 10:26:30.666 |
| 5 - | 24.093 | 31.340 | 40.975 | 1:36.408 | 81.40 | 1.907 | 10:28:07.074 |
| 6 - | 24.211 | 31.188 | 40.581 | 1:35.980 | 81.76 | 1.479 | 10:29:43.054 |
| 7 - | 24.262 | 31.611 | 40.653 | 1:36.526 | 81.30 | 2.025 | 10:31:19.580 |
| 8 - | 24.287 | 31.117 | 40.202 | 1:35.606 | 82.08 | 1.105 | 10:32:55.186 |
| 9 - | 24.116 | 31.058 | 40.045 | 1:35.219 | 82.42 | 0.718 | 10:34:30.405 |
| 10 - | 24.049 | 30.924 | 40.042 | 1:35.015 (3) | 82.59 | 0.514 | 10:36:05.420 |
| 11 - | 24.052 | 30.777 | 40.051 | 1:34.880 (2) | 82.71 | 0.379 | 10:37:40.300 |
| 12 - | 23.910 | 30.621 | 39.970 | 1:34.501 (1) | 83.04 | | 10:39:14.801 |

| P15 83 PREM Jason SIGGS | | Yamaha 1000 - J Siggs construction | | | | | |
|---------------------------|---------------|------------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:34.659 | | BEST LAP TIME : 1:35.004 | | DIFFERENCE : 0.345 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 32.200 | 40.924 | 1:44.659 | 74.98 | 9.655 | 10:21:45.307 |
| 2 - | 24.431 | 31.187 | 40.685 | 1:36.303 | 81.49 | 1.299 | 10:23:21.610 |
| 3 - | 24.299 | 31.079 | 40.323 | 1:35.701 | 82.00 | 0.697 | 10:24:57.311 |
| 4 - | 24.326 | 31.192 | 40.089 | 1:35.607 | 82.08 | 0.603 | 10:26:32.918 |
| 5 - | 24.248 | 30.920 | 40.087 | 1:35.255 (3) | 82.39 | 0.251 | 10:28:08.173 |
| 6 - | 24.054 | 30.764 | 40.859 | 1:35.677 | 82.02 | 0.673 | 10:29:43.850 |
| 7 - | 24.084 | 31.477 | 40.569 | 1:36.130 | 81.64 | 1.126 | 10:31:19.980 |
| 8 - | 24.197 | 31.280 | 40.242 | 1:35.719 | 81.99 | 0.715 | 10:32:55.699 |
| 9 - | 24.093 | 30.992 | 39.919 | 1:35.004 (1) | 82.60 | | 10:34:30.703 |
| 10 - | 23.976 | 31.055 | 40.429 | 1:35.460 | 82.21 | 0.456 | 10:36:06.163 |
| 11 - | 24.068 | 30.971 | 40.838 | 1:35.877 | 81.85 | 0.873 | 10:37:42.040 |
| 12 - | 23.979 | 30.968 | 40.217 | 1:35.164 (2) | 82.46 | 0.160 | 10:39:17.204 |

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RACE 10 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P16 155 PSSPREI Jake MAJOR-BIRD | | Suzuki 1000 - premier KIA - www.premier-car.co.uk | | | | | |
|---------------------------------|---------------|---------------------------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:34.627 | | BEST LAP TIME : 1:34.942 | | DIFFERENCE : 0.315 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 32.644 | 41.468 | 1:46.768 | 73.50 | 11.826 | 10:21:47.416 |
| 2 - | 24.019 | 30.944 | 39.979 | 1:34.942 (1) | 82.66 | | 10:23:22.358 |
| 3 - | 24.163 | 31.074 | 39.815 | 1:35.052 (2) | 82.56 | 0.110 | 10:24:57.410 |
| 4 - | 24.396 | 31.311 | 39.882 | 1:35.589 (3) | 82.10 | 0.647 | 10:26:32.999 |
| 5 - | 24.249 | 31.626 | 39.825 | 1:35.700 | 82.00 | 0.758 | 10:28:08.699 |
| 6 - | 23.868 | 31.542 | 40.260 | 1:35.670 | 82.03 | 0.728 | 10:29:44.369 |
| 7 - | 24.108 | 31.417 | 40.548 | 1:36.073 | 81.68 | 1.131 | 10:31:20.442 |
| 8 - | 24.227 | 31.963 | 40.493 | 1:36.683 | 81.17 | 1.741 | 10:32:57.125 |
| 9 - | 24.082 | 31.552 | 40.741 | 1:36.375 | 81.43 | 1.433 | 10:34:33.500 |
| 10 - | 24.199 | 32.002 | 40.762 | 1:36.963 | 80.93 | 2.021 | 10:36:10.463 |
| 11 - | 24.397 | 31.890 | 41.072 | 1:37.359 | 80.60 | 2.417 | 10:37:47.822 |
| 12 - | 24.329 | 31.392 | 41.129 | 1:36.850 | 81.03 | 1.908 | 10:39:24.672 |

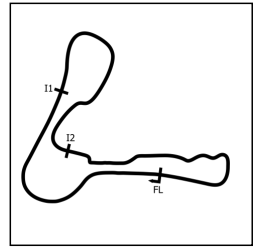
| P17 177 PREM Steve FRIZZELL | | BMW 1000 - | | | | | |
|-----------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:35.583 | | BEST LAP TIME : 1:35.914 | | DIFFERENCE : 0.331 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.985 | 40.887 | 1:45.085 | 74.68 | 9.171 | 10:21:45.733 |
| 2 - | 24.365 | 31.342 | 41.015 | 1:36.722 | 81.14 | 0.808 | 10:23:22.455 |
| 3 - | 24.905 | 31.115 | 41.108 | 1:37.128 | 80.80 | 1.214 | 10:24:59.583 |
| 4 - | 24.349 | 31.387 | 40.970 | 1:36.706 | 81.15 | 0.792 | 10:26:36.289 |
| 5 - | 24.602 | 31.098 | 42.411 | 1:38.111 | 79.99 | 2.197 | 10:28:14.400 |
| 6 - | 24.797 | 31.388 | 40.958 | 1:37.143 | 80.78 | 1.229 | 10:29:51.543 |
| 7 - | 24.705 | 31.034 | 40.475 | 1:36.214 | 81.56 | 0.300 | 10:31:27.757 |
| 8 - | 24.321 | 30.986 | 40.616 | 1:35.923 (2) | 81.81 | 0.009 | 10:33:03.680 |
| 9 - | 24.347 | 31.043 | 40.650 | 1:36.040 (3) | 81.71 | 0.126 | 10:34:39.720 |
| 10 - | 24.412 | 31.393 | 40.658 | 1:36.463 | 81.35 | 0.549 | 10:36:16.183 |
| 11 - | 24.582 | 30.796 | 40.782 | 1:36.160 | 81.61 | 0.246 | 10:37:52.343 |
| 12 - | 24.312 | 30.939 | 40.663 | 1:35.914 (1) | 81.82 | | 10:39:28.257 |

| P18 169 PREM Phil ABEL | | Suzuki 1000 - Abels joinery | | | | | |
|---------------------------|---------------|-----------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:35.560 | | BEST LAP TIME : 1:35.885 | | DIFFERENCE : 0.325 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 32.878 | 41.665 | 1:47.255 | 73.17 | 11.370 | 10:21:47.903 |
| 2 - | 24.942 | 31.501 | 40.962 | 1:37.405 | 80.57 | 1.520 | 10:23:25.308 |
| 3 - | 25.151 | 31.854 | 41.051 | 1:38.056 | 80.03 | 2.171 | 10:25:03.364 |
| 4 - | 24.745 | 31.406 | 40.199 | 1:36.350 | 81.45 | 0.465 | 10:26:39.714 |
| 5 - | 24.578 | 30.986 | 40.519 | 1:36.083 (3) | 81.68 | 0.198 | 10:28:15.797 |
| 6 - | 24.763 | 31.154 | 40.478 | 1:36.395 | 81.41 | 0.510 | 10:29:52.192 |
| 7 - | 24.555 | 31.200 | 40.627 | 1:36.382 | 81.42 | 0.497 | 10:31:28.574 |
| 8 - | 24.514 | 30.971 | 40.540 | 1:36.025 (2) | 81.72 | 0.140 | 10:33:04.599 |
| 9 - | 24.633 | 30.847 | 40.405 | 1:35.885 (1) | 81.84 | | 10:34:40.484 |
| 10 - | 24.779 | 31.233 | 40.555 | 1:36.567 | 81.27 | 0.682 | 10:36:17.051 |
| 11 - | 25.091 | 31.410 | 40.910 | 1:37.411 | 80.56 | 1.526 | 10:37:54.462 |
| 12 - | 24.996 | 31.424 | 41.301 | 1:37.721 | 80.31 | 1.836 | 10:39:32.183 |

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RACE 10 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P19 191 PREM Dave NORTON | | Suzuki 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:36.783 | | BEST LAP TIME : 1:37.399 | | DIFFERENCE : 0.616 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 32.640 | 41.907 | 1:46.697 | 73.55 | 9.298 | 10:21:47.345 |
| 2 - | 25.184 | 32.314 | 41.868 | 1:39.366 | 78.98 | 1.967 | 10:23:26.711 |
| 3 - | 25.454 | 32.193 | 41.369 | 1:39.016 | 79.26 | 1.617 | 10:25:05.727 |
| 4 - | 25.079 | 31.897 | 41.229 | 1:38.205 | 79.91 | 0.806 | 10:26:43.932 |
| 5 - | 24.890 | 31.539 | 40.970 | 1:37.399 (1) | 80.57 | | 10:28:21.331 |
| 6 - | 24.849 | 31.941 | 40.649 | 1:37.439 (2) | 80.54 | 0.040 | 10:29:58.770 |
| 7 - | 24.921 | 31.942 | 40.865 | 1:37.728 (3) | 80.30 | 0.329 | 10:31:36.498 |
| 8 - | 24.595 | 32.212 | 41.213 | 1:38.020 | 80.06 | 0.621 | 10:33:14.518 |
| 9 - | 24.864 | 31.656 | 41.643 | 1:38.163 | 79.94 | 0.764 | 10:34:52.681 |
| 10 - | 25.048 | 31.748 | 41.191 | 1:37.987 | 80.09 | 0.588 | 10:36:30.668 |
| 11 - | 24.989 | 32.067 | 42.182 | 1:39.238 | 79.08 | 1.839 | 10:38:09.906 |

| P20 52 PSS Jordan RUSHBY | | BMW 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:31.732 | | BEST LAP TIME : 1:32.005 | | DIFFERENCE : 0.273 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.166 | 38.754 | 1:38.088 | 80.01 | 6.083 | 10:21:38.736 |
| 2 - | 23.253 | 29.732 | 39.020 | 1:32.005 (1) | 85.30 | | 10:23:10.741 |
| 3 - | 23.304 | 29.963 | 39.959 | 1:33.226 | 84.18 | 1.221 | 10:24:43.967 |
| 4 - | 23.454 | 29.725 | 39.389 | 1:32.568 (3) | 84.78 | 0.563 | 10:26:16.535 |
| 5 - | 23.484 | 30.175 | 39.189 | 1:32.848 | 84.52 | 0.843 | 10:27:49.383 |
| 6 - | 23.553 | 29.960 | 38.890 | 1:32.403 (2) | 84.93 | 0.398 | 10:29:21.786 |
| 7 - | 23.620 | 30.212 | 39.311 | 1:33.143 | 84.25 | 1.138 | 10:30:54.929 |
| 8 - | 23.521 | 30.343 | 40.043 | 1:33.907 | 83.57 | 1.902 | 10:32:28.836 |

| P21 36 PREM Martin BEECHAM | | Honda 1000 - | | | | | |
|----------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.058 | | BEST LAP TIME : 1:37.405 | | DIFFERENCE : 0.347 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 32.715 | 41.666 | 1:46.781 | 73.49 | 9.376 | 10:21:47.429 |
| 2 - | 24.574 | 31.705 | 41.126 | 1:37.405 (1) | 80.57 | | 10:23:24.834 |
| 3 - | 25.296 | 31.968 | 41.026 | 1:38.290 | 79.84 | 0.885 | 10:25:03.124 |
| 4 - | 24.716 | 32.005 | 41.393 | 1:38.114 (3) | 79.98 | 0.709 | 10:26:41.238 |
| 5 - | 24.721 | 31.594 | 42.311 | 1:38.626 | 79.57 | 1.221 | 10:28:19.864 |
| 6 - | 25.150 | 32.057 | 41.246 | 1:38.453 | 79.71 | 1.048 | 10:29:58.317 |
| 7 - | 25.084 | 31.893 | 40.890 | 1:37.867 (2) | 80.19 | 0.462 | 10:31:36.184 |
| 8 - | 24.692 | 32.051 | 46.227 | 1:42.970 | 76.21 | 5.565 | 10:33:19.154 |

| P22 94 PSS Joe MILLER | | Kawasaki 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:34.056 | | BEST LAP TIME : 1:34.056 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.421 | 40.202 | 1:42.471 (2) | 76.58 | 8.415 | 10:21:43.119 |
| 2 - | 23.870 | 30.621 | 39.565 | 1:34.056 (1) | 83.44 | | 10:23:17.175 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 10 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | SECTOR 3 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|------------|----------|-----|------------|----------|-----|------------|-------------------------|-----|-----|------------|--------------------|-----------------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | | | | | PERFECT LAP | 1:29.374 | |
| 1 | 2 | NEVE | 22.884 | 19 | TALBOT | 28.963 | 2 | NEVE | 37.527 | 1 | 2 | NEVE | 1:29.389 | 1:29.542 | 0.153 |
| 2 | 19 | TALBOT | 22.997 | 2 | NEVE | 28.978 | 19 | TALBOT | 37.555 | 2 | 19 | TALBOT | 1:29.515 | 1:29.530 | 0.015 |
| 3 | 711 | NORTON | 23.068 | 711 | NORTON | 29.347 | 711 | NORTON | 38.430 | 3 | 711 | NORTON | 1:30.845 | 1:31.022 | 0.177 |
| 4 | 47 | MURTAGH | 23.203 | 26 | MOORE | 29.601 | 7 | JOHNSON | 38.474 | 4 | 7 | JOHNSON | 1:31.542 | 1:31.894 | 0.352 |
| 5 | 52 | RUSHBY | 23.253 | 9 | GRIGOR | 29.613 | 26 | MOORE | 38.662 | 5 | 52 | RUSHBY | 1:31.732 | 1:32.005 | 0.273 |
| 6 | 260 | COOPER | 23.259 | 52 | RUSHBY | 29.725 | 57 | SKELDING | 38.697 | 6 | 26 | MOORE | 1:31.836 | 1:32.130 | 0.294 |
| 7 | 7 | JOHNSON | 23.283 | 7 | JOHNSON | 29.785 | 52 | RUSHBY | 38.754 | 7 | 9 | GRIGOR | 1:31.862 | 1:32.010 | 0.148 |
| 8 | 57 | SKELDING | 23.296 | 260 | COOPER | 29.830 | 9 | GRIGOR | 38.908 | 8 | 57 | SKELDING | 1:31.922 | 1:32.145 | 0.223 |
| 9 | 9 | GRIGOR | 23.341 | 47 | MURTAGH | 29.879 | 47 | MURTAGH | 39.092 | 9 | 47 | MURTAGH | 1:32.174 | 1:32.174 | 0.000 |
| 10 | 17 | FRICKER | 23.440 | 8 | MARCHANT | 29.896 | 17 | FRICKER | 39.151 | 10 | 260 | COOPER | 1:32.241 | 1:32.753 | 0.512 |
| 11 | 26 | MOORE | 23.573 | 57 | SKELDING | 29.929 | 260 | COOPER | 39.152 | 11 | 17 | FRICKER | 1:32.677 | 1:33.068 | 0.391 |
| 12 | 8 | MARCHANT | 23.754 | 17 | FRICKER | 30.086 | 67 | MCFARLANE | 39.206 | 12 | 8 | MARCHANT | 1:32.879 | 1:33.144 | 0.265 |
| 13 | 67 | MCFARLANE | 23.768 | 67 | MCFARLANE | 30.150 | 8 | MARCHANT | 39.229 | 13 | 67 | MCFARLANE | 1:33.124 | 1:33.295 | 0.171 |
| 14 | 118 | COUGHLAN | 23.836 | 118 | COUGHLAN | 30.462 | 94 | MILLER | 39.565 | 14 | 94 | MILLER | 1:34.056 | 1:34.056 | 0.000 |
| 15 | 155 | MAJOR-BIRD | 23.868 | 508 | MCFADDEN | 30.621 | 155 | MAJOR-BIRD | 39.815 | 15 | 118 | COUGHLAN | 1:34.266 | 1:34.812 | 0.546 |
| 16 | 94 | MILLER | 23.870 | 94 | MILLER | 30.621 | 83 | SIGGS | 39.919 | 16 | 508 | MCFADDEN | 1:34.453 | 1:34.501 | 0.048 |
| 17 | 508 | MCFADDEN | 23.910 | 83 | SIGGS | 30.764 | 508 | MCFADDEN | 39.922 | 17 | 155 | MAJOR-BIRD | 1:34.627 | 1:34.942 | 0.315 |
| 18 | 83 | SIGGS | 23.976 | 177 | FRIZZELL | 30.796 | 118 | COUGHLAN | 39.968 | 18 | 83 | SIGGS | 1:34.659 | 1:35.004 | 0.345 |
| 19 | 177 | FRIZZELL | 24.312 | 169 | ABEL | 30.847 | 169 | ABEL | 40.199 | 19 | 169 | ABEL | 1:35.560 | 1:35.885 | 0.325 |
| 20 | 169 | ABEL | 24.514 | 155 | MAJOR-BIRD | 30.944 | 177 | FRIZZELL | 40.475 | 20 | 177 | FRIZZELL | 1:35.583 | 1:35.914 | 0.331 |
| 21 | 36 | BEECHAM | 24.574 | 191 | NORTON | 31.539 | 191 | NORTON | 40.649 | 21 | 191 | NORTON | 1:36.783 | 1:37.399 | 0.616 |
| 22 | 191 | NORTON | 24.595 | 36 | BEECHAM | 31.594 | 36 | BEECHAM | 40.890 | 22 | 36 | BEECHAM | 1:37.058 | 1:37.405 | 0.347 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 10 - STATISTICS

Competitors Started 22
Planned Start 2022-09-04 @ 10:30:00.000
Actual Start 2022-09-04 @ 10:20:00.647
Finish Time 2022-09-04 @ 10:38:05.388
Track Length 2.1800mi.
Total Laps 245
Total Distance Covered 534.1045mi.

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-----|------------|----------|--------------|-----|---------------|
| 19 | PSS | Joe TALBOT | 1:35.138 | 10:21:35.807 | 1 | Kawasaki 1000 |
| 19 | PSS | Joe TALBOT | 1:29.864 | 10:23:05.671 | 2 | Kawasaki 1000 |
| 2 | PSS | Craig NEVE | 1:29.636 | 10:27:35.907 | 5 | BMW 1000 |
| 2 | PSS | Craig NEVE | 1:29.542 | 10:29:05.449 | 6 | BMW 1000 |
| 19 | PSS | Joe TALBOT | 1:29.530 | 10:29:05.813 | 6 | Kawasaki 1000 |

Session Leader History

| NO | CL | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|-----|------------|----------|----------|-------------|---------------|
| 19 | PSS | Joe TALBOT | 1 | 2 | 4.36 miles | Kawasaki 1000 |
| 2 | PSS | Craig NEVE | 3 | 10 | 21.80 miles | BMW 1000 |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 10:20:00.647 |
| FINISH | 10:38:05.388 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 12 | 20:03.631 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 10 - STATISTICS

CLASS : PREM

7 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|----------------|-----------------|--------------|-----|--------------|
| 17 | Damien FRICKER | 1:40.437 | 10:21:41.117 | 1 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:33.236 | 10:23:14.353 | 2 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:33.081 | 10:26:20.924 | 4 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:33.075 | 10:27:54.000 | 5 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:33.068 | 10:34:06.905 | 9 | Aprilia 1100 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|----------------|----------|----------|-------------|--------------|
| 17 | Damien FRICKER | 1 | 12 | 26.16 miles | Aprilia 1100 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 10 - STATISTICS

CLASS : PSS

10 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|------------|----------|--------------|-----|---------------|
| 19 | Joe TALBOT | 1:35.138 | 10:21:35.807 | 1 | Kawasaki 1000 |
| 19 | Joe TALBOT | 1:29.864 | 10:23:05.671 | 2 | Kawasaki 1000 |
| 2 | Craig NEVE | 1:29.636 | 10:27:35.907 | 5 | BMW 1000 |
| 2 | Craig NEVE | 1:29.542 | 10:29:05.449 | 6 | BMW 1000 |
| 19 | Joe TALBOT | 1:29.530 | 10:29:05.813 | 6 | Kawasaki 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|------------|----------|----------|-------------|---------------|
| 19 | Joe TALBOT | 1 | 2 | 4.36 miles | Kawasaki 1000 |
| 2 | Craig NEVE | 3 | 10 | 21.80 miles | BMW 1000 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 10 - STATISTICS

CLASS : PSSPREM

5 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|--------------|-----------------|--------------|-----|---------------|
| 47 | Liam MURTAGH | 1:41.223 | 10:21:41.879 | 1 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:32.990 | 10:23:14.869 | 2 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:32.174 | 10:24:47.042 | 3 | Kawasaki 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|--------------|----------|----------|-------------|---------------|
| 47 | Liam MURTAGH | 1 | 12 | 26.16 miles | Kawasaki 1000 |



Pirelli Super Series 1000

| | TOTAL | GAP | DIFF | EVENT → | | | Rnd 1 | | | Rnd 2 | | | Rnd 3 | | | Rnd 4 | | | Rnd 5 | | | Rnd 6 | | | Rnd 7 | | | Rnd 8 | | | Wins | Seconds | Thirds | | | | | | | | | | | | | | | | | | | | | |
|----|------------------|-----|------|-----------------|----|----|----------------------|----|----|----------------|----|----|----------------|----|----|-------------|----|----|-------------------------|----|----|----------------|----|----|-------|---|---|---------------|---|---|------|---------|--------|------------------|---|---|-----------------------------|---|---|---------------------------|---|---|-------------------|--|--|--------------|--|--|-----------------|--|--|-------------------|--|--|
| | | | | 19th/20th March | | | Silverstone National | | | 9th/10th April | | | Snetterton 300 | | | 7th/8th May | | | Donington Park National | | | 11th/12th June | | | Croft | | | 9th/10th July | | | | | | Anglesey Coastal | | | 30th July Brands Hatch Indy | | | 31st July Brands Hatch GP | | | 3rd/4th September | | | Cadwell Park | | | 8th/9th October | | | Donington Park GP | | |
| | | | | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | | | | | | | | | | |
| 1 | Joe TALBOT | 353 | | | 11 | 10 | 13 | 25 | 9 | 25 | 20 | 20 | 20 | 25 | | | 25 | 25 | 20 | 20 | 25 | 20 | 20 | 20 | | | | | | | | | 6 | 8 | 0 | | | | | | | | | | | | | | | | | | | |
| 2 | Callum GRIGOR | 279 | 74 | | 8 | 9 | 9 | 16 | 20 | 16 | 9 | 8 | 11 | 16 | 20 | 20 | 20 | 13 | 25 | 16 | 11 | 9 | 13 | 10 | | | | | | | | | 1 | 4 | 4 | | | | | | | | | | | | | | | | | | | |
| 3 | Joe MOORE | 182 | 171 | 97 | 6 | 3 | 5 | 13 | 13 | 13 | 5 | 6 | 8 | 10 | 11 | 8 | 13 | 9 | 10 | 8 | 10 | 10 | 10 | 11 | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | |
| 4 | Craig NEVE | 155 | 198 | 27 | 16 | 13 | 11 | 20 | 25 | 20 | | | | | | | | | | | | | | | | | | | | | | | 3 | 2 | 1 | | | | | | | | | | | | | | | | | | | |
| 5 | Tom NORTON | 146 | 207 | 9 | | | | | | | 13 | 13 | 13 | 13 | 16 | 11 | | | | | 9 | 13 | 13 | 16 | 16 | | | | | | | | 0 | 0 | 3 | | | | | | | | | | | | | | | | | | | |
| 6 | Ryan COOPER | 128 | 225 | 18 | 3 | 5 | | 8 | 11 | 7 | 9 | 6 | 9 | | 10 | 10 | 10 | 11 | 6 | 3 | 6 | 6 | 8 | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | |
| 7 | Liam MURTAGH | 106 | 247 | 22 | 4 | | 2 | 1 | 4 | 7 | 6 | 4 | 4 | 7 | 9 | 9 | 7 | 7 | 8 | 3 | 7 | 3 | 7 | 7 | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 8 | James SKELDING | 95 | 258 | 11 | 1 | 4 | 1 | 6 | | 2 | 5 | | 8 | 10 | 16 | 11 | 11 | | 2 | | | 9 | 9 | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | | |
| 9 | Daniel STAMPER | 82 | 271 | 13 | | | | | | | | | 11 | 13 | 13 | | | | 13 | 16 | 16 | | | | | | | | | | | | | 0 | 0 | 2 | | | | | | | | | | | | | | | | | | |
| 10 | Kade VERWEY | 82 | 271 | 0 | 10 | 11 | | | | 11 | | | | | | | | | 25 | 25 | | | | | | | | | | | | | | 2 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 11 | Ben LUXTON | 80 | 273 | 2 | 13 | 16 | | | | 10 | 10 | 10 | | | | | | | 10 | 11 | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | |
| 12 | James LODGE | 78 | 275 | 2 | | | | | | | | | 20 | 25 | 25 | 8 | | | | | | | | | | | | | | | | | | 2 | 1 | 0 | | | | | | | | | | | | | | | | | | |
| 13 | David ALLINGHAM | 75 | 278 | 3 | 25 | 25 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 14 | Richard KERR | 75 | 278 | 0 | | | | | | 25 | 25 | 25 | | | | | | | | | | | | | | | | | | | | | | | | 3 | 0 | 0 | | | | | | | | | | | | | | | | |
| 15 | Scott MCFARLANE | 72 | 281 | 3 | | | | 3 | 7 | 5 | 4 | 3 | 4 | 7 | 2 | 6 | 6 | 9 | | 4 | 1 | 5 | 6 | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | |
| 16 | Shaun WINFIELD | 60 | 293 | 12 | 20 | 20 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 3 | 0 | | | | | | | | | | | | | | | | |
| 17 | Peter BAKER | 54 | 299 | 6 | | | | 11 | 10 | 10 | | | | | | | | | 7 | 9 | 7 | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | |
| 18 | Josh DALEY | 52 | 301 | 2 | | 7 | 7 | | | | | | | | | | 9 | 16 | 13 | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | |
| 19 | Jake MAJOR-BIRD | 51 | 302 | 1 | | | | 2 | 1 | 4 | 1 | | 3 | 5 | 8 | 7 | 4 | 4 | 5 | | 1 | 3 | 3 | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | |
| 20 | Ash BEECH | 48 | 305 | 3 | | | | | | 16 | 16 | 16 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 3 | | | | | | | | | | | | | | | |
| 21 | Sam COX | 48 | 305 | 0 | | 2 | 6 | | | | | | | | | 16 | 8 | 16 | | | | | | | | | | | | | | | | | | | 0 | 0 | 2 | | | | | | | | | | | | | | | |
| 22 | Ryan CRINGLE | 43 | 310 | 5 | 7 | 6 | 10 | | | | | | | | | | 20 | | | | | | | | | | | | | | | | | | | | 0 | 1 | 0 | | | | | | | | | | | | | | | |
| 23 | Michael EVANS | 41 | 312 | 2 | | 8 | 8 | 16 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 24 | Richie HARRISON | 37 | 316 | 4 | | | | | 1 | | | 5 | 3 | 6 | 4 | 5 | 5 | 7 | 1 | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 25 | Nathan HARRISON | 33 | 320 | 4 | 9 | 8 | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 26 | Sam MIDDLEMAS | 32 | 321 | 1 | | | | | | 8 | 7 | 9 | | | | | | | 4 | | 4 | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 27 | Bob COLLINS | 31 | 322 | 1 | | | | | | | | | | | | | | | 11 | 20 | | | | | | | | | | | | | | | | | 0 | 1 | 0 | | | | | | | | | | | | | | | |
| 28 | Mark PATTINSON | 30 | 323 | 1 | | | | 3 | 8 | | | | 2 | | 6 | 2 | 3 | 6 | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 29 | Jordan RUSHBY | 27 | 326 | 3 | | | | | | | | | | | | | | | 8 | 8 | 11 | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 30 | Daniel MCFADDEN | 27 | 326 | 0 | | | | | | | 1 | | 4 | 3 | 3 | 2 | 4 | | 2 | | 4 | 4 | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 31 | Paul JORDAN | 21 | 332 | 6 | | | 10 | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 32 | Gary JOHNSON | 21 | 332 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 33 | Joe CARNELL | 20 | 333 | 1 | | | 6 | 5 | 2 | | 2 | | | | | 1 | 1 | 3 | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 34 | Andrew FISHER | 15 | 338 | 5 | | | | 6 | | 2 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 35 | Jack CROUCHER | 15 | 338 | 0 | | | | | | | | | | | | | | | 5 | 5 | 5 | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 36 | Zac OULTRAM | 14 | 339 | 1 | 2 | | 5 | | | 1 | | 1 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 37 | Daniel BOUCHER | 12 | 341 | 2 | | 3 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 38 | Martin PLATT | 12 | 341 | 0 | | | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 39 | Jonathan RAILTON | 11 | 342 | 1 | | | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 40 | Stuart PAYNE | 11 | 342 | 0 | | | | | | | | | 6 | | 5 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 41 | Stephen DRAPER | 10 | 343 | 1 | 5 | 1 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 42 | Phil BAKER | 8 | 345 | 2 | | | | | | | | | | | | | | | | 6 | 2 | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 43 | Martin MORRIS | 7 | 346 | 1 | | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 44 | Liam MARCHANT | 5 | 348 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |



| | EVENT → | | | Rnd 1 | | | Rnd 2 | | | Rnd 3 | | | Rnd 4 | | | Rnd 5 | | | Rnd 6 | | | Rnd 7 | | | Rnd 8 | | | Wins | Seconds | Thirds |
|----|------------------|-----|------|-------|----|----|-------|----|----|-------|----|----|-------|----|----|-------|----|----|-------|----|----|-------|----|----|-------|---|---|------|---------|--------|
| | TOTAL | GAP | DIFF | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | | | |
| 1 | Liam MURTAGH | 390 | | 25 | 20 | 20 | 8 | 11 | 20 | 25 | 25 | 11 | 25 | 25 | 25 | 20 | 16 | 13 | 25 | 13 | 13 | 25 | 25 | | | | 9 | 4 | 1 | |
| 2 | Damien FRICKER | 365 | 25 | | 25 | 25 | 25 | 25 | | 20 | 20 | 25 | 20 | 11 | 11 | 16 | 25 | 25 | 16 | 11 | 25 | 20 | 20 | | | | 8 | 5 | 2 | |
| 3 | Scott MCFARLANE | 255 | 135 | 110 | 20 | 11 | 16 | 13 | 20 | 11 | 16 | 16 | 16 | 9 | 10 | 7 | 13 | 13 | 16 | 11 | 10 | 11 | 16 | 16 | | | 0 | 2 | 6 | |
| 4 | Jake MAJOR-BIRD | 202 | 188 | 53 | 9 | 8 | 13 | 11 | 8 | 10 | 8 | 7 | 10 | 13 | 20 | 16 | 10 | 10 | 9 | 7 | 8 | 8 | 9 | 8 | | | 0 | 1 | 1 | |
| 5 | John COUGHLAN | 177 | 213 | 25 | 6 | 5 | 6 | 9 | 16 | 13 | 10 | 13 | | 4 | 7 | 6 | 6 | 8 | 10 | 20 | 16 | 11 | 11 | | | 0 | 1 | 2 | | |
| 6 | Jason SIGGS | 170 | 220 | 7 | | 16 | 11 | 10 | 7 | 16 | 9 | 11 | 13 | 10 | 13 | 9 | | | 20 | 16 | | 9 | | | | 0 | 1 | 3 | | |
| 7 | Richie HARRISON | 144 | 246 | 26 | 8 | 7 | 7 | 6 | 6 | 7 | 5 | | 16 | 8 | 9 | 9 | 11 | 11 | 11 | 13 | | 10 | | | | 0 | 0 | 1 | | |
| 8 | Joe CARNELL | 142 | 248 | 2 | 11 | 10 | 9 | 20 | 13 | 8 | 7 | 10 | 9 | 6 | | 5 | 5 | 7 | 9 | 6 | 7 | | | | | 0 | 1 | 0 | | |
| 9 | Mark PATTINSON | 137 | 253 | 5 | 13 | 13 | 10 | 7 | 10 | 25 | 3 | 3 | 7 | 7 | 13 | 7 | 9 | 10 | | | | | | | | 1 | 0 | 0 | | |
| 10 | Daniel MCFADDEN | 111 | 279 | 26 | | | | | | | 6 | 9 | 8 | 3 | 6 | 8 | 8 | 6 | 8 | 8 | 9 | 9 | 13 | 10 | | 0 | 0 | 0 | | |
| 11 | Oliver RILEY | 85 | 305 | 26 | | | | | | | | 20 | | | | 25 | 20 | 20 | | | | | | | | 1 | 3 | 0 | | |
| 12 | Steve FRIZZELL | 62 | 328 | 23 | 2 | 2 | 4 | | 2 | 1 | 1 | 2 | 3 | | 4 | 3 | 4 | 3 | 5 | 6 | 7 | 6 | 7 | | | 0 | 0 | 0 | | |
| 13 | Phil ABEL | 51 | 339 | 11 | 4 | 3 | | 5 | 3 | 2 | | 4 | | 2 | 5 | 4 | 7 | | | | | 6 | 6 | | | 0 | 0 | 0 | | |
| 14 | Martin PLATT | 47 | 343 | 4 | | | | 16 | 9 | 9 | 13 | | | | | | | | | | | | | | | 0 | 0 | 1 | | |
| 15 | Grant WHITFIELD | 47 | 343 | 0 | | | | | | | | | | 11 | 16 | 20 | | | | | | | | | | 0 | 1 | 1 | | |
| 16 | David KRAWIECKI | 45 | 345 | 2 | | | | | | | | | | | | | | | 25 | 20 | | | | | | 1 | 1 | 0 | | |
| 17 | Julian TILLOTSON | 42 | 348 | 3 | 10 | 9 | 8 | 4 | 5 | 6 | | | | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 18 | Andrew STOCKDALE | 34 | 356 | 8 | 5 | 6 | 5 | | | 4 | | 5 | 4 | 5 | | | | | | | | | | | | 0 | 0 | 0 | | |
| 19 | Stuart PAYNE | 26 | 364 | 8 | | | | | | | | | | 16 | 10 | | | | | | | | | | | 0 | 0 | 1 | | |
| 20 | David HEWSON | 22 | 368 | 4 | | | | 3 | 4 | 3 | | 6 | 6 | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 21 | Dave NORTON | 21 | 369 | 1 | | | | | | | | | | | | 3 | 6 | | | | | 7 | 5 | | | 0 | 0 | 0 | | |
| 22 | Liam MARCHANT | 21 | 369 | 0 | | | | | | | | | | | 8 | | | | | | | | 13 | | | 0 | 0 | 0 | | |
| 23 | Adrian AVERRE | 17 | 373 | 4 | | | | | | | 4 | 8 | 5 | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 24 | Mark GOODINGS | 16 | 374 | 1 | 16 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | |
| 25 | Carl LEONARD | 12 | 378 | 4 | | | | | 5 | 2 | | | | | 5 | | | | | | | | | | | 0 | 0 | 0 | | |
| 26 | Andrew WILLIAMS | 11 | 379 | 1 | 7 | 4 | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 27 | Peter ECCLES | 11 | 379 | 0 | | | | | | | 11 | | | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 28 | Martin BEECHAM | 11 | 379 | 0 | | | | | | | | | | 1 | | | | | | | | | 10 | | | 0 | 0 | 0 | | |
| 29 | Joe WARD | 9 | 381 | 2 | | | | | | | | | | 1 | | | | | | | | | 8 | | | 0 | 0 | 0 | | |
| 30 | Liam THORNTON | 6 | 384 | 3 | | | | | | | 2 | | | | | 2 | 2 | | | | | | | | | 0 | 0 | 0 | | |
| 31 | Steven LEWIS | 3 | 387 | 3 | 3 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | |
| 32 | Dave JACKSON | 1 | 389 | 2 | | | | | | | 1 | | | | | | | | | | | | | | | 0 | 0 | 0 | | |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park
 Piirelli Super Series 1000 supported by Premier 1000s
RACE 20 - GRID (12 Laps)



| | | | |
|-------|----|----------|----------------------------|
| ROW 8 | 22 | 1:37.405 | 36 Martin BEECHAM |
| ROW 7 | 19 | 1:35.885 | 169 Phil ABEL |
| | 20 | 1:35.914 | 177 Steve FRIZZELL |
| | 21 | 1:37.399 | 191 Dave NORTON |
| ROW 6 | 16 | 1:34.812 | 118 John COUGHLAN |
| | 17 | 1:34.942 | 155 Jake MAJOR-BIRD |
| | 18 | 1:35.004 | 83 Jason SIGGS |
| ROW 5 | 13 | 1:33.295 | 67 Scott MCFARLANE |
| | 14 | 1:34.056 | 94 Joe MILLER |
| | 15 | 1:34.501 | 508 Daniel MCFADDEN |
| ROW 4 | 10 | 1:32.753 | 260 Ryan COOPER |
| | 11 | 1:33.068 | 17 Damien FRICKER |
| | 12 | 1:33.144 | 8 Liam MARCHANT |
| ROW 3 | 7 | 1:32.130 | 26 Joe MOORE |
| | 8 | 1:32.145 | 57 James SKELDING |
| | 9 | 1:32.174 | 47 Liam MURTAGH |
| ROW 2 | 4 | 1:31.894 | 7 Gary JOHNSON |
| | 5 | 1:32.005 | 52 Jordan RUSHBY |
| | 6 | 1:32.010 | 9 Callum GRIGOR |
| ROW 1 | 1 | 1:29.530 | 19 Joe TALBOT |
| | 2 | 1:29.542 | 2 Craig NEVE |
| | 3 | 1:31.022 | 711 Tom NORTON |
| | | | Pole |

Cadwell Park: 2.1800 miles

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

| | | |
|----------------------------------------------------------------------|------------|----------------------------------------------------------------------|
| Clerk Of Course : Clare Neate <i>C. Neate</i> | Stewards : | Timekeeper : Sam Jones <i>S. Jones</i> |
| <small>Digitally Approved at 12:07 Sunday, 04 September 2022</small> | | <small>Digitally Approved at 10:50 Sunday, 04 September 2022</small> |

Results can be found at www.tsl-timing.com

Printed - 10:44 Sunday, 04 September 2022



No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 20 - CLASSIFICATION



| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|---------|-------------------|----------------------------------------------------|------|-----------|----------|--------|-------|----------|----|
| 1 | 2 | PSS | 1 Craig NEVE | BMW 1000 - | 12 | 18:12.665 | | | 86.18 | 1:29.833 | 5 |
| 2 | 19 | PSS | 2 Joe TALBOT | Kawasaki 1000 - Warrington MOT Centre | 12 | 18:13.074 | 0.409 | 0.409 | 86.15 | 1:30.070 | 3 |
| 3 | 52 | PSS | 3 Jordan RUSHBY | BMW 1000 - | 12 | 18:35.103 | 22.438 | 22.029 | 84.45 | 1:32.000 | 11 |
| 4 | 711 | PSS | 4 Tom NORTON | Kawasaki 1000 - | 12 | 18:36.192 | 23.527 | 1.089 | 84.37 | 1:31.679 | 3 |
| 5 | 26 | PSS | 5 Joe MOORE | Suzuki 1000 - Clear Line Racing | 12 | 18:39.031 | 26.366 | 2.839 | 84.15 | 1:32.336 | 4 |
| 6 | 9 | PSS | 6 Callum GRIGOR | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hc | 12 | 18:55.199 | 42.534 | 16.168 | 82.96 | 1:33.289 | 2 |
| 7 | 17 | PREM | 1 Damien FRICKER | Aprilia 1100 - Autotriology.com | 12 | 18:55.484 | 42.819 | 0.285 | 82.93 | 1:33.354 | 2 |
| 8 | 260 | PSS | 7 Ryan COOPER | Suzuki 1000 - | 12 | 18:56.657 | 43.992 | 1.173 | 82.85 | 1:32.930 | 4 |
| 9 | 47 | PSSPREM | 1 Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 12 | 18:57.417 | 44.752 | 0.760 | 82.79 | 1:33.324 | 3 |
| 10 | 67 | PSSPREM | 2 Scott MCFARLANE | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / | 12 | 19:01.920 | 49.255 | 4.503 | 82.47 | 1:34.074 | 12 |
| 11 | 8 | PSSPREM | 3 Liam MARCHANT | Kawasaki 1000 - Delkevic UK, Drury Engineering, Li | 12 | 19:07.442 | 54.777 | 5.522 | 82.07 | 1:33.202 | 4 |
| 12 | 94 | PSS | 8 Joe MILLER | Kawasaki 1000 - | 12 | 19:10.369 | 57.704 | 2.927 | 81.86 | 1:34.016 | 6 |
| 13 | 155 | PSSPREM | 4 Jake MAJOR-BIRD | Suzuki 1000 - premier KIA - www.premier-car.co.uk | 12 | 19:15.980 | 1:03.315 | 5.611 | 81.46 | 1:34.365 | 2 |
| 14 | 118 | PREM | 2 John COUGHLAN | Aprilia 1100 - BIKERSWORLD LTD | 12 | 19:16.344 | 1:03.679 | 0.364 | 81.44 | 1:34.746 | 2 |
| 15 | 177 | PREM | 3 Steve FRIZZELL | BMW 1000 - | 12 | 19:16.693 | 1:04.028 | 0.349 | 81.41 | 1:35.021 | 11 |
| 16 | 508 | PSSPREM | 5 Daniel MCFADDEN | Yamaha 1000 - Sycamore Yamaha | 12 | 19:16.906 | 1:04.241 | 0.213 | 81.40 | 1:35.010 | 7 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|------|----------------|---------------------------------------------------|----|-----------|---------|--------|-------|----------|---|
| DNF | 169 | PREM | Phil ABEL | Suzuki 1000 - Abels joinery | 10 | 16:35.655 | 2 Laps | 2 Laps | 78.82 | 1:37.867 | 4 |
| DNF | 191 | PREM | Dave NORTON | Suzuki 1000 - | 9 | 14:56.510 | 3 Laps | 1 Lap | 78.78 | 1:37.678 | 6 |
| DNF | 7 | PSS | Gary JOHNSON | BMW 1000 - Pipewerx Exhausts | 6 | 9:26.789 | 6 Laps | 3 Laps | 83.07 | 1:31.326 | 2 |
| DNF | 57 | PSS | James SKELDING | Kawasaki 1000 - Bilstein / Spencer & Sons / Power | 2 | 3:14.149 | 10 Laps | 4 Laps | 80.84 | 1:33.872 | 2 |
| DNF | 36 | PREM | Martin BEECHAM | Honda 1000 - | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|----|---------|----------------|----------------------------------------------------|---|----------|-----------|------------|
| 2 | PSS | Craig NEVE | BMW 1000 - | 5 | 1:29.833 | 87.36 mph | 140.59 kph |
| 8 | PSSPREM | Liam MARCHANT | Kawasaki 1000 - Delkevic UK, Drury Engineering, Li | 4 | 1:33.202 | 84.20 mph | 135.51 kph |
| 17 | PREM | Damien FRICKER | Aprilia 1100 - Autotriology.com | 2 | 1:33.354 | 84.06 mph | 135.29 kph |

Class PSS - 92.5% of Race Speed = 79.71 mph
 Class PREM - 92.5% of Race Speed = 76.71 mph
 Class PSSPREM - 92.5% of Race Speed = 76.58 mph

Weather / Track : Cloudy / Dry

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

Race Distance: 12 Laps / 26.16 miles

Cadwell Park: 2.1800 miles

Date: 04/09/2022 Start: 15:09 Finish: 15:27

Clerk Of Course : Clare Neate

C. Neate

Digitally Approved at 15:47 Sunday, 04 September 2022

Stewards :

Timekeeper : Sam Jones

S. Jones

Digitally Approved at 15:31 Sunday, 04 September 2022

Results can be found at www.tsl-timing.com

Printed - 15:29 Sunday, 04 September 2022

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 20 - LAP CHART

| LAP 1 @ 15:10:51.309 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 2 | | 1:35.282 |
| 19 | 0.138 | 1:35.420 |
| 7 | 0.805 | 1:36.087 |
| 9 | 2.491 | 1:37.773 |
| 711 | 2.651 | 1:37.933 |
| 52 | 3.261 | 1:38.543 |
| 26 | 3.718 | 1:39.000 |
| 47 | 4.873 | 1:40.155 |
| 57 | 4.995 | 1:40.277 |
| 17 | 5.286 | 1:40.568 |
| 260 | 6.007 | 1:41.289 |
| 67 | 6.510 | 1:41.792 |
| 118 | 7.298 | 1:42.580 |
| 94 | 7.845 | 1:43.127 |
| 8 | 8.302 | 1:43.584 |
| 508 | 8.665 | 1:43.947 |
| 177 | 9.421 | 1:44.703 |
| 155 | 10.864 | 1:46.146 |
| 191 | 11.110 | 1:46.392 |
| 169 | 13.538 | 1:48.820 |

| LAP 2 @ 15:12:21.661 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 19 | | 1:30.214 |
| 2 | 0.333 | 1:30.685 |
| 7 | 1.779 | 1:31.326 |
| 711 | 4.460 | 1:32.161 |
| 9 | 5.428 | 1:33.289 |
| 52 | 5.618 | 1:32.709 |
| 26 | 5.851 | 1:32.485 |
| 47 | 8.199 | 1:33.678 |
| 17 | 8.288 | 1:33.354 |
| 57 | 8.515 | 1:33.872 |
| 260 | 8.863 | 1:33.208 |
| 67 | 10.417 | 1:34.259 |
| 118 | 11.692 | 1:34.746 |
| 94 | 12.061 | 1:34.568 |
| 8 | 12.474 | 1:34.524 |
| 508 | 13.844 | 1:35.531 |
| 155 | 14.877 | 1:34.365 |
| 177 | 14.959 | 1:35.890 |
| 191 | 20.172 | 1:39.414 |
| 169 | 22.493 | 1:39.307 |

| LAP 3 @ 15:13:51.731 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 19 | | 1:30.070 |
| 2 | 1.517 | 1:31.254 |
| 7 | 3.202 | 1:31.493 |
| 711 | 6.069 | 1:31.679 |
| 52 | 7.939 | 1:32.391 |
| 9 | 9.008 | 1:33.650 |
| 26 | 9.089 | 1:33.308 |
| 47 | 11.453 | 1:33.324 |
| 17 | 11.613 | 1:33.395 |
| 260 | 12.601 | 1:33.808 |
| 67 | 15.490 | 1:35.143 |
| 94 | 16.530 | 1:34.539 |
| 8 | 18.259 | 1:35.855 |
| 118 | 18.487 | 1:36.865 |
| 508 | 19.526 | 1:35.752 |
| 155 | 19.661 | 1:34.854 |

| | | |
|-----|--------|----------|
| 177 | 21.223 | 1:36.334 |
| 191 | 29.635 | 1:39.533 |
| 169 | 30.917 | 1:38.494 |

| LAP 4 @ 15:15:21.959 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 19 | | 1:30.228 |
| 2 | 1.138 | 1:29.849 |
| 7 | 4.686 | 1:31.712 |
| 711 | 8.014 | 1:32.173 |
| 52 | 9.892 | 1:32.181 |
| 26 | 11.197 | 1:32.336 |
| 9 | 12.575 | 1:33.795 |
| 47 | 15.080 | 1:33.855 |
| 17 | 15.183 | 1:33.798 |
| 260 | 15.303 | 1:32.930 |
| 67 | 20.253 | 1:34.991 |
| 94 | 20.786 | 1:34.484 |
| 8 | 21.233 | 1:33.202 |
| 118 | 23.786 | 1:35.527 |
| 155 | 24.658 | 1:35.225 |
| 508 | 24.679 | 1:35.381 |
| 177 | 26.531 | 1:35.536 |
| 191 | 38.109 | 1:38.702 |
| 169 | 38.556 | 1:37.867 |

| LAP 5 @ 15:16:52.206 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 19 | | 1:30.247 |
| 2 | 0.724 | 1:29.833 |
| 7 | 6.284 | 1:31.845 |
| 711 | 10.227 | 1:32.460 |
| 52 | 11.953 | 1:32.308 |
| 26 | 13.442 | 1:32.492 |
| 9 | 16.522 | 1:34.194 |
| 47 | 18.713 | 1:33.880 |
| 17 | 18.870 | 1:33.934 |
| 260 | 19.030 | 1:33.974 |
| 94 | 24.692 | 1:34.153 |
| 67 | 25.191 | 1:35.185 |
| 8 | 25.900 | 1:34.914 |
| 118 | 30.650 | 1:37.111 |
| 155 | 30.746 | 1:36.335 |
| 508 | 31.402 | 1:36.970 |
| 177 | 31.785 | 1:35.501 |
| 191 | 46.264 | 1:38.402 |
| 169 | 46.510 | 1:38.201 |

| LAP 6 @ 15:18:22.607 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 19 | | 1:30.401 |
| 2 | 0.685 | 1:30.362 |
| 711 | 12.601 | 1:32.775 |
| 52 | 13.934 | 1:32.382 |
| 26 | 15.777 | 1:32.736 |
| 7 | 20.209 | 1:44.326 |
| 9 | 20.772 | 1:34.651 |
| 260 | 21.642 | 1:33.013 |
| 47 | 22.632 | 1:34.320 |
| 17 | 22.875 | 1:34.406 |
| 94 | 28.307 | 1:34.016 |
| 67 | 29.353 | 1:34.563 |
| 8 | 30.406 | 1:34.907 |
| 155 | 35.013 | 1:34.668 |

| | | |
|-----|--------|----------|
| 118 | 36.033 | 1:35.784 |
| 508 | 36.582 | 1:35.581 |
| 177 | 36.899 | 1:35.515 |
| 191 | 53.541 | 1:37.678 |
| 169 | 54.054 | 1:37.945 |

| LAP 7 @ 15:19:53.067 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 19 | | 1:30.460 |
| 2 | 0.183 | 1:29.958 |
| 711 | 15.378 | 1:33.237 |
| 52 | 15.642 | 1:32.168 |
| 26 | 17.674 | 1:32.357 |
| 9 | 25.238 | 1:34.926 |
| 260 | 25.325 | 1:34.143 |
| 47 | 26.228 | 1:34.056 |
| 17 | 26.543 | 1:34.128 |
| 94 | 32.777 | 1:34.930 |
| 67 | 33.385 | 1:34.492 |
| 8 | 35.734 | 1:35.788 |
| 155 | 39.701 | 1:35.148 |
| 118 | 40.513 | 1:34.940 |
| 508 | 41.132 | 1:35.010 |
| 177 | 41.836 | 1:35.397 |
| 191 | 1:01.193 | 1:38.112 |
| 169 | 1:01.771 | 1:38.177 |

| LAP 8 @ 15:21:23.931 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 19 | | 1:30.864 |
| 2 | 0.088 | 1:30.769 |
| 711 | 17.686 | 1:33.172 |
| 52 | 18.027 | 1:33.249 |
| 26 | 19.499 | 1:32.689 |
| 9 | 29.150 | 1:34.776 |
| 260 | 29.187 | 1:34.726 |
| 47 | 29.690 | 1:34.326 |
| 17 | 30.010 | 1:34.331 |
| 94 | 36.757 | 1:34.844 |
| 67 | 37.006 | 1:34.485 |
| 8 | 39.317 | 1:34.447 |
| 155 | 44.747 | 1:35.910 |
| 118 | 45.130 | 1:35.481 |
| 508 | 45.829 | 1:35.561 |
| 177 | 46.319 | 1:35.347 |
| 191 | 1:08.661 | 1:38.332 |
| 169 | 1:09.265 | 1:38.358 |

| LAP 9 @ 15:22:55.033 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 19 | | 1:31.102 |
| 2 | 0.107 | 1:31.121 |
| 711 | 19.062 | 1:32.478 |
| 52 | 19.312 | 1:32.387 |
| 26 | 21.223 | 1:32.826 |
| 260 | 32.432 | 1:34.347 |
| 9 | 33.216 | 1:35.168 |
| 47 | 33.618 | 1:35.030 |
| 17 | 33.727 | 1:34.819 |
| 67 | 40.180 | 1:34.276 |
| 94 | 41.874 | 1:36.219 |
| 8 | 42.598 | 1:34.383 |
| 155 | 49.348 | 1:35.703 |
| 118 | 50.373 | 1:36.345 |

| | | |
|-----|----------|----------|
| 508 | 50.829 | 1:36.102 |
| 177 | 51.247 | 1:36.030 |
| 191 | 1:17.504 | 1:39.945 |
| 169 | 1:17.721 | 1:39.558 |

| LAP 10 @ 15:24:26.128 | | |
|-----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 19 | | 1:31.095 |
| 2 | 0.106 | 1:31.094 |
| 711 | 20.215 | 1:32.248 |
| 52 | 20.521 | 1:32.304 |
| 26 | 22.939 | 1:32.811 |
| 260 | 36.077 | 1:34.740 |
| 9 | 36.476 | 1:34.355 |
| 47 | 36.972 | 1:34.449 |
| 17 | 37.150 | 1:34.518 |
| 67 | 43.235 | 1:34.150 |
| 94 | 47.375 | 1:36.596 |
| 8 | 47.667 | 1:36.164 |
| 155 | 54.199 | 1:35.946 |
| 118 | 54.795 | 1:35.517 |
| 508 | 55.508 | 1:35.774 |
| 177 | 55.741 | 1:35.589 |
| 169 | 1:25.554 | 1:38.928 |

| LAP 11 @ 15:25:57.934 | | |
|-----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 19 | | 1:31.806 |
| 2 | 0.071 | 1:31.771 |
| 711 | 20.376 | 1:31.967 |
| 52 | 20.715 | 1:32.000 |
| 26 | 24.107 | 1:32.974 |
| 260 | 39.258 | 1:34.987 |
| 9 | 39.498 | 1:34.828 |
| 17 | 39.594 | 1:34.250 |
| 47 | 40.186 | 1:35.020 |
| 67 | 45.939 | 1:34.510 |
| 8 | 50.421 | 1:34.560 |
| 94 | 51.684 | 1:36.115 |
| 155 | 58.056 | 1:35.663 |
| 118 | 58.575 | 1:35.586 |
| 177 | 58.956 | 1:35.021 |
| 508 | 59.406 | 1:35.704 |

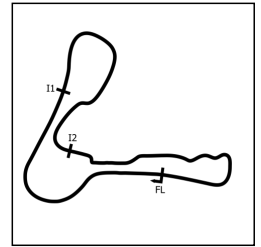
| LAP 12 @ 15:27:28.692 | | |
|-----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|----------|----------|
| 2 | | 1:30.687 |
| 19 | 0.409 | 1:31.167 |
| 52 | 22.438 | 1:32.481 |
| 711 | 23.527 | 1:33.909 |
| 26 | 26.366 | 1:33.017 |
| 9 | 42.534 | 1:33.794 |
| 17 | 42.819 | 1:33.983 |
| 260 | 43.992 | 1:35.492 |
| 47 | 44.752 | 1:35.324 |
| 67 | 49.255 | 1:34.074 |
| 8 | 54.777 | 1:35.114 |
| 94 | 57.704 | 1:36.778 |
| 155 | 1:03.315 | 1:36.017 |
| 118 | 1:03.679 | 1:35.862 |
| 177 | 1:04.028 | 1:35.830 |
| 508 | 1:04.241 | 1:35.593 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 20 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P1 | | 2 PSS | | Craig NEVE | | BMW 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|------------|---------------------|
| IDEAL LAP TIME : 1:29.649 | | BEST LAP TIME : 1:29.833 | | DIFFERENCE : 0.184 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 29.263 | 38.053 | 1:35.282 | 82.36 | 5.449 | 15:10:51.309 |
| 2 - | 23.011 | 29.715 | 37.959 | 1:30.685 | 86.54 | 0.852 | 15:12:21.994 |
| 3 - | 22.958 | 29.496 | 38.800 | 1:31.254 | 86.00 | 1.421 | 15:13:53.248 |
| 4 - | 22.905 | 29.031 | 37.913 | 1:29.849 (2) | 87.34 | 0.016 | 15:15:23.097 |
| 5 - | 22.972 | 29.000 | 37.861 | 1:29.833 (1) | 87.36 | | 15:16:52.930 |
| 6 - | 22.917 | 29.555 | 37.890 | 1:30.362 | 86.85 | 0.529 | 15:18:23.292 |
| 7 - | 22.935 | 29.254 | 37.769 | 1:29.958 (3) | 87.24 | 0.125 | 15:19:53.250 |
| 8 - | 23.285 | 29.484 | 38.000 | 1:30.769 | 86.46 | 0.936 | 15:21:24.019 |
| 9 - | 23.268 | 29.857 | 37.996 | 1:31.121 | 86.12 | 1.288 | 15:22:55.140 |
| 10 - | 23.177 | 29.842 | 38.075 | 1:31.094 | 86.15 | 1.261 | 15:24:26.234 |
| 11 - | 23.309 | 30.266 | 38.196 | 1:31.771 | 85.51 | 1.938 | 15:25:58.005 |
| 12 - | 22.880 | 29.395 | 38.412 | 1:30.687 | 86.54 | 0.854 | 15:27:28.692 |

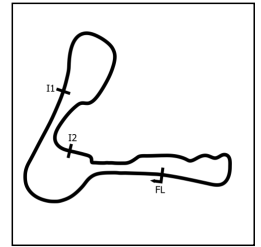
| P2 | | 19 PSS | | Joe TALBOT | | Kawasaki 1000 - Warrington MOT Centre | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------------------------------|---------------------|
| IDEAL LAP TIME : 1:29.844 | | BEST LAP TIME : 1:30.070 | | DIFFERENCE : 0.226 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 29.296 | 38.087 | 1:35.420 | 82.24 | 5.350 | 15:10:51.447 |
| 2 - | 22.994 | 29.399 | 37.821 | 1:30.214 (2) | 86.99 | 0.144 | 15:12:21.661 |
| 3 - | 23.197 | 29.167 | 37.706 | 1:30.070 (1) | 87.13 | | 15:13:51.731 |
| 4 - | 23.288 | 29.257 | 37.683 | 1:30.228 (3) | 86.98 | 0.158 | 15:15:21.959 |
| 5 - | 23.230 | 29.209 | 37.808 | 1:30.247 | 86.96 | 0.177 | 15:16:52.206 |
| 6 - | 23.280 | 29.338 | 37.783 | 1:30.401 | 86.81 | 0.331 | 15:18:22.607 |
| 7 - | 23.332 | 29.234 | 37.894 | 1:30.460 | 86.75 | 0.390 | 15:19:53.067 |
| 8 - | 23.343 | 29.315 | 38.206 | 1:30.864 | 86.37 | 0.794 | 15:21:23.931 |
| 9 - | 23.243 | 29.640 | 38.219 | 1:31.102 | 86.14 | 1.032 | 15:22:55.033 |
| 10 - | 23.259 | 29.577 | 38.259 | 1:31.095 | 86.15 | 1.025 | 15:24:26.128 |
| 11 - | 23.393 | 29.984 | 38.429 | 1:31.806 | 85.48 | 1.736 | 15:25:57.934 |
| 12 - | 23.354 | 29.575 | 38.238 | 1:31.167 | 86.08 | 1.097 | 15:27:29.101 |

| P3 | | 52 PSS | | Jordan RUSHBY | | BMW 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|------------|---------------------|
| IDEAL LAP TIME : 1:31.680 | | BEST LAP TIME : 1:32.000 | | DIFFERENCE : 0.320 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.604 | 39.035 | 1:38.543 | 79.64 | 6.543 | 15:10:54.570 |
| 2 - | 23.314 | 30.084 | 39.311 | 1:32.709 | 84.65 | 0.709 | 15:12:27.279 |
| 3 - | 23.555 | 30.244 | 38.592 | 1:32.391 | 84.94 | 0.391 | 15:13:59.670 |
| 4 - | 23.456 | 29.814 | 38.911 | 1:32.181 (3) | 85.13 | 0.181 | 15:15:31.851 |
| 5 - | 23.401 | 29.948 | 38.959 | 1:32.308 | 85.02 | 0.308 | 15:17:04.159 |
| 6 - | 23.335 | 30.005 | 39.042 | 1:32.382 | 84.95 | 0.382 | 15:18:36.541 |
| 7 - | 23.390 | 29.964 | 38.814 | 1:32.168 (2) | 85.14 | 0.168 | 15:20:08.709 |
| 8 - | 23.388 | 30.127 | 39.734 | 1:33.249 | 84.16 | 1.249 | 15:21:41.958 |
| 9 - | 23.295 | 30.073 | 39.019 | 1:32.387 | 84.94 | 0.387 | 15:23:14.345 |
| 10 - | 23.415 | 29.907 | 38.982 | 1:32.304 | 85.02 | 0.304 | 15:24:46.649 |
| 11 - | 23.440 | 29.927 | 38.633 | 1:32.000 (1) | 85.30 | | 15:26:18.649 |
| 12 - | 23.812 | 30.098 | 38.571 | 1:32.481 | 84.86 | 0.481 | 15:27:51.130 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

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RACE 20 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P4 | | 711 PSS | | Tom NORTON | | Kawasaki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:31.393 | | BEST LAP TIME : 1:31.679 | | DIFFERENCE : 0.286 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.241 | 38.677 | 1:37.933 | 80.13 | 6.254 | 15:10:53.960 |
| 2 - | 23.342 | 30.039 | 38.780 | 1:32.161 (3) | 85.15 | 0.482 | 15:12:26.121 |
| 3 - | 23.196 | 29.719 | 38.764 | 1:31.679 (1) | 85.60 | | 15:13:57.800 |
| 4 - | 23.240 | 29.707 | 39.226 | 1:32.173 | 85.14 | 0.494 | 15:15:29.973 |
| 5 - | 23.488 | 29.844 | 39.128 | 1:32.460 | 84.88 | 0.781 | 15:17:02.433 |
| 6 - | 23.293 | 29.831 | 39.651 | 1:32.775 | 84.59 | 1.096 | 15:18:35.208 |
| 7 - | 23.611 | 30.132 | 39.494 | 1:33.237 | 84.17 | 1.558 | 15:20:08.445 |
| 8 - | 23.456 | 30.077 | 39.639 | 1:33.172 | 84.23 | 1.493 | 15:21:41.617 |
| 9 - | 23.413 | 30.055 | 39.010 | 1:32.478 | 84.86 | 0.799 | 15:23:14.095 |
| 10 - | 23.567 | 29.633 | 39.048 | 1:32.248 | 85.07 | 0.569 | 15:24:46.343 |
| 11 - | 23.532 | 29.871 | 38.564 | 1:31.967 (2) | 85.33 | 0.288 | 15:26:18.310 |
| 12 - | 24.200 | 30.347 | 39.362 | 1:33.909 | 83.57 | 2.230 | 15:27:52.219 |

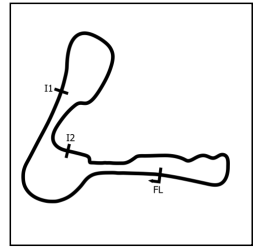
| P5 | | 26 PSS | | Joe MOORE | | Suzuki 1000 - Clear Line Racing | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------------------------|---------------------|
| IDEAL LAP TIME : 1:32.037 | | BEST LAP TIME : 1:32.336 | | DIFFERENCE : 0.299 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.474 | 39.341 | 1:39.000 | 79.27 | 6.664 | 15:10:55.027 |
| 2 - | 23.534 | 29.679 | 39.272 | 1:32.485 (3) | 84.85 | 0.149 | 15:12:27.512 |
| 3 - | 23.530 | 30.324 | 39.454 | 1:33.308 | 84.10 | 0.972 | 15:14:00.820 |
| 4 - | 23.608 | 29.858 | 38.870 | 1:32.336 (1) | 84.99 | | 15:15:33.156 |
| 5 - | 23.646 | 29.938 | 38.908 | 1:32.492 | 84.85 | 0.156 | 15:17:05.648 |
| 6 - | 23.746 | 29.976 | 39.014 | 1:32.736 | 84.62 | 0.400 | 15:18:38.384 |
| 7 - | 23.566 | 29.908 | 38.883 | 1:32.357 (2) | 84.97 | 0.021 | 15:20:10.741 |
| 8 - | 23.709 | 29.966 | 39.014 | 1:32.689 | 84.67 | 0.353 | 15:21:43.430 |
| 9 - | 23.635 | 30.042 | 39.149 | 1:32.826 | 84.54 | 0.490 | 15:23:16.256 |
| 10 - | 23.715 | 30.268 | 38.828 | 1:32.811 | 84.55 | 0.475 | 15:24:49.067 |
| 11 - | 23.806 | 30.132 | 39.036 | 1:32.974 | 84.41 | 0.638 | 15:26:22.041 |
| 12 - | 23.837 | 30.048 | 39.132 | 1:33.017 | 84.37 | 0.681 | 15:27:55.058 |

| P6 | | 9 PSS | | Callum GRIGOR | | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hot Tubs Cent | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------------------------------------------------------------|---------------------|
| IDEAL LAP TIME : 1:32.559 | | BEST LAP TIME : 1:33.289 | | DIFFERENCE : 0.730 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 29.900 | 39.179 | 1:37.773 | 80.26 | 4.484 | 15:10:53.800 |
| 2 - | 23.480 | 30.491 | 39.318 | 1:33.289 (1) | 84.12 | | 15:12:27.089 |
| 3 - | 23.626 | 30.507 | 39.517 | 1:33.650 (2) | 83.80 | 0.361 | 15:14:00.739 |
| 4 - | 23.563 | 30.544 | 39.688 | 1:33.795 | 83.67 | 0.506 | 15:15:34.534 |
| 5 - | 23.771 | 30.560 | 39.863 | 1:34.194 | 83.31 | 0.905 | 15:17:08.728 |
| 6 - | 23.829 | 30.630 | 40.192 | 1:34.651 | 82.91 | 1.362 | 15:18:43.379 |
| 7 - | 24.107 | 30.555 | 40.264 | 1:34.926 | 82.67 | 1.637 | 15:20:18.305 |
| 8 - | 23.833 | 30.827 | 40.116 | 1:34.776 | 82.80 | 1.487 | 15:21:53.081 |
| 9 - | 24.363 | 30.824 | 39.981 | 1:35.168 | 82.46 | 1.879 | 15:23:28.249 |
| 10 - | 23.866 | 30.707 | 39.782 | 1:34.355 | 83.17 | 1.066 | 15:25:02.604 |
| 11 - | 23.825 | 30.893 | 40.110 | 1:34.828 | 82.76 | 1.539 | 15:26:37.432 |
| 12 - | 23.908 | 30.299 | 39.587 | 1:33.794 (3) | 83.67 | 0.505 | 15:28:11.226 |

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RACE 20 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P7 | | 17 PREM | | Damien FRICKER | | Aprilia 1100 - Autotriology.com | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------------------------|---------------------|
| IDEAL LAP TIME : 1:33.009 | | BEST LAP TIME : 1:33.354 | | DIFFERENCE : 0.345 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.793 | 39.615 | 1:40.568 | 78.03 | 7.214 | 15:10:56.595 |
| 2 - | 23.593 | 30.199 | 39.562 | 1:33.354 (1) | 84.06 | | 15:12:29.949 |
| 3 - | 23.774 | 30.239 | 39.382 | 1:33.395 (2) | 84.03 | 0.041 | 15:14:03.344 |
| 4 - | 23.539 | 30.520 | 39.739 | 1:33.798 (3) | 83.66 | 0.444 | 15:15:37.142 |
| 5 - | 23.830 | 30.415 | 39.689 | 1:33.934 | 83.54 | 0.580 | 15:17:11.076 |
| 6 - | 24.029 | 30.489 | 39.888 | 1:34.406 | 83.13 | 1.052 | 15:18:45.482 |
| 7 - | 23.935 | 30.740 | 39.453 | 1:34.128 | 83.37 | 0.774 | 15:20:19.610 |
| 8 - | 23.712 | 30.642 | 39.977 | 1:34.331 | 83.19 | 0.977 | 15:21:53.941 |
| 9 - | 23.747 | 31.127 | 39.945 | 1:34.819 | 82.76 | 1.465 | 15:23:28.760 |
| 10 - | 23.907 | 30.840 | 39.771 | 1:34.518 | 83.03 | 1.164 | 15:25:03.278 |
| 11 - | 23.602 | 31.147 | 39.501 | 1:34.250 | 83.26 | 0.896 | 15:26:37.528 |
| 12 - | 24.141 | 30.571 | 39.271 | 1:33.983 | 83.50 | 0.629 | 15:28:11.511 |

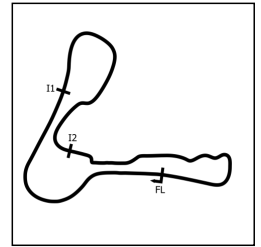
| P8 | | 260 PSS | | Ryan COOPER | | Suzuki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------|---------------------|
| IDEAL LAP TIME : 1:32.859 | | BEST LAP TIME : 1:32.930 | | DIFFERENCE : 0.071 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.181 | 40.097 | 1:41.289 | 77.48 | 8.359 | 15:10:57.316 |
| 2 - | 23.434 | 30.143 | 39.631 | 1:33.208 (3) | 84.19 | 0.278 | 15:12:30.524 |
| 3 - | 23.676 | 30.214 | 39.918 | 1:33.808 | 83.66 | 0.878 | 15:14:04.332 |
| 4 - | 23.504 | 30.050 | 39.376 | 1:32.930 (1) | 84.45 | | 15:15:37.262 |
| 5 - | 23.848 | 30.447 | 39.679 | 1:33.974 | 83.51 | 1.044 | 15:17:11.236 |
| 6 - | 23.566 | 30.072 | 39.375 | 1:33.013 (2) | 84.37 | 0.083 | 15:18:44.249 |
| 7 - | 23.589 | 30.520 | 40.034 | 1:34.143 | 83.36 | 1.213 | 15:20:18.392 |
| 8 - | 23.896 | 30.872 | 39.958 | 1:34.726 | 82.85 | 1.796 | 15:21:53.118 |
| 9 - | 23.707 | 30.624 | 40.016 | 1:34.347 | 83.18 | 1.417 | 15:23:27.465 |
| 10 - | 24.058 | 30.563 | 40.119 | 1:34.740 | 82.83 | 1.810 | 15:25:02.205 |
| 11 - | 23.943 | 30.803 | 40.241 | 1:34.987 | 82.62 | 2.057 | 15:26:37.192 |
| 12 - | 24.386 | 30.998 | 40.108 | 1:35.492 | 82.18 | 2.562 | 15:28:12.684 |

| P9 | | 47 PSSPREI | | Liam MURTAGH | | Kawasaki 1000 - Lady Lodge Systems, Corby Kawasaki | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|----------------------------------------------------|---------------------|
| IDEAL LAP TIME : 1:33.236 | | BEST LAP TIME : 1:33.324 | | DIFFERENCE : 0.088 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.540 | 40.021 | 1:40.155 | 78.35 | 6.831 | 15:10:56.182 |
| 2 - | 23.557 | 30.156 | 39.965 | 1:33.678 (2) | 83.77 | 0.354 | 15:12:29.860 |
| 3 - | 23.461 | 30.190 | 39.673 | 1:33.324 (1) | 84.09 | | 15:14:03.184 |
| 4 - | 23.407 | 30.396 | 40.052 | 1:33.855 (3) | 83.61 | 0.531 | 15:15:37.039 |
| 5 - | 23.526 | 30.389 | 39.965 | 1:33.880 | 83.59 | 0.556 | 15:17:10.919 |
| 6 - | 23.573 | 30.546 | 40.201 | 1:34.320 | 83.20 | 0.996 | 15:18:45.239 |
| 7 - | 23.455 | 30.742 | 39.859 | 1:34.056 | 83.44 | 0.732 | 15:20:19.295 |
| 8 - | 23.575 | 30.570 | 40.181 | 1:34.326 | 83.20 | 1.002 | 15:21:53.621 |
| 9 - | 23.859 | 30.969 | 40.202 | 1:35.030 | 82.58 | 1.706 | 15:23:28.651 |
| 10 - | 23.523 | 30.944 | 39.982 | 1:34.449 | 83.09 | 1.125 | 15:25:03.100 |
| 11 - | 23.485 | 31.064 | 40.471 | 1:35.020 | 82.59 | 1.696 | 15:26:38.120 |
| 12 - | 23.719 | 31.139 | 40.466 | 1:35.324 | 82.33 | 2.000 | 15:28:13.444 |

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RACE 20 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P10 67 PSSPREI Scott MCFARLANE | | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / TheChilliGu | | | | | |
|---------------------------------------|---------------|---------------------------------------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:33.737 | | BEST LAP TIME : 1:34.074 | | DIFFERENCE : 0.337 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.331 | 40.111 | 1:41.792 | 77.09 | 7.718 | 15:10:57.819 |
| 2 - | 23.752 | 30.646 | 39.861 | 1:34.259 (3) | 83.26 | 0.185 | 15:12:32.078 |
| 3 - | 23.985 | 30.908 | 40.250 | 1:35.143 | 82.48 | 1.069 | 15:14:07.221 |
| 4 - | 24.198 | 30.960 | 39.833 | 1:34.991 | 82.61 | 0.917 | 15:15:42.212 |
| 5 - | 24.161 | 31.179 | 39.845 | 1:35.185 | 82.45 | 1.111 | 15:17:17.397 |
| 6 - | 24.011 | 30.676 | 39.876 | 1:34.563 | 82.99 | 0.489 | 15:18:51.960 |
| 7 - | 23.897 | 30.652 | 39.943 | 1:34.492 | 83.05 | 0.418 | 15:20:26.452 |
| 8 - | 23.903 | 30.580 | 40.002 | 1:34.485 | 83.06 | 0.411 | 15:22:00.937 |
| 9 - | 24.039 | 30.535 | 39.702 | 1:34.276 | 83.24 | 0.202 | 15:23:35.213 |
| 10 - | 24.004 | 30.590 | 39.556 | 1:34.150 (2) | 83.35 | 0.076 | 15:25:09.363 |
| 11 - | 24.105 | 30.623 | 39.782 | 1:34.510 | 83.03 | 0.436 | 15:26:43.873 |
| 12 - | 23.890 | 30.429 | 39.755 | 1:34.074 (1) | 83.42 | | 15:28:17.947 |

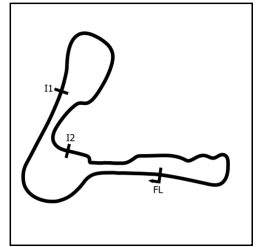
| P11 8 PSSPREI Liam MERCHANT | | Kawasaki 1000 - Delkevic UK, Drury Engineering, Lincs Enginee | | | | | |
|------------------------------------|---------------|---------------------------------------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:33.169 | | BEST LAP TIME : 1:33.202 | | DIFFERENCE : 0.033 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.391 | 40.861 | 1:43.584 | 75.76 | 10.382 | 15:10:59.611 |
| 2 - | 23.803 | 30.313 | 40.408 | 1:34.524 | 83.02 | 1.322 | 15:12:34.135 |
| 3 - | 24.050 | 30.747 | 41.058 | 1:35.855 | 81.87 | 2.653 | 15:14:09.990 |
| 4 - | 23.756 | 30.153 | 39.293 | 1:33.202 (1) | 84.20 | | 15:15:43.192 |
| 5 - | 23.723 | 30.912 | 40.279 | 1:34.914 | 82.68 | 1.712 | 15:17:18.106 |
| 6 - | 23.995 | 30.616 | 40.296 | 1:34.907 | 82.69 | 1.705 | 15:18:53.013 |
| 7 - | 24.331 | 30.950 | 40.507 | 1:35.788 | 81.93 | 2.586 | 15:20:28.801 |
| 8 - | 24.080 | 30.417 | 39.950 | 1:34.447 (3) | 83.09 | 1.245 | 15:22:03.248 |
| 9 - | 24.067 | 30.536 | 39.780 | 1:34.383 (2) | 83.15 | 1.181 | 15:23:37.631 |
| 10 - | 24.014 | 31.666 | 40.484 | 1:36.164 | 81.61 | 2.962 | 15:25:13.795 |
| 11 - | 24.297 | 30.349 | 39.914 | 1:34.560 | 82.99 | 1.358 | 15:26:48.355 |
| 12 - | 24.176 | 30.536 | 40.402 | 1:35.114 | 82.51 | 1.912 | 15:28:23.469 |

| P12 94 PSS Joe MILLER | | Kawasaki 1000 - | | | | | |
|------------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:33.699 | | BEST LAP TIME : 1:34.016 | | DIFFERENCE : 0.317 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.373 | 40.739 | 1:43.127 | 76.10 | 9.111 | 15:10:59.154 |
| 2 - | 23.943 | 30.330 | 40.295 | 1:34.568 | 82.98 | 0.552 | 15:12:33.722 |
| 3 - | 24.093 | 30.611 | 39.835 | 1:34.539 | 83.01 | 0.523 | 15:14:08.261 |
| 4 - | 23.802 | 30.523 | 40.159 | 1:34.484 (3) | 83.06 | 0.468 | 15:15:42.745 |
| 5 - | 23.898 | 30.688 | 39.567 | 1:34.153 (2) | 83.35 | 0.137 | 15:17:16.898 |
| 6 - | 23.843 | 30.379 | 39.794 | 1:34.016 (1) | 83.47 | | 15:18:50.914 |
| 7 - | 24.105 | 30.783 | 40.042 | 1:34.930 | 82.67 | 0.914 | 15:20:25.844 |
| 8 - | 24.096 | 30.685 | 40.063 | 1:34.844 | 82.74 | 0.828 | 15:22:00.688 |
| 9 - | 24.221 | 31.321 | 40.677 | 1:36.219 | 81.56 | 2.203 | 15:23:36.907 |
| 10 - | 24.539 | 31.428 | 40.629 | 1:36.596 | 81.24 | 2.580 | 15:25:13.503 |
| 11 - | 24.739 | 30.749 | 40.627 | 1:36.115 | 81.65 | 2.099 | 15:26:49.618 |
| 12 - | 24.588 | 31.016 | 41.174 | 1:36.778 | 81.09 | 2.762 | 15:28:26.396 |

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RACE 20 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P13 155 PSSPREI Jake MAJOR-BIRD | | | | Suzuki 1000 - premier KIA - www.premier-car.co.uk | | | |
|---------------------------------|---------------|--------------------------|---------------|---------------------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:34.099 | | BEST LAP TIME : 1:34.365 | | DIFFERENCE : 0.266 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 32.706 | 41.225 | 1:46.146 | 73.93 | 11.781 | 15:11:02.173 |
| 2 - | 23.835 | 31.054 | 39.476 | 1:34.365 (1) | 83.16 | | 15:12:36.538 |
| 3 - | 23.741 | 31.017 | 40.096 | 1:34.854 (3) | 82.73 | 0.489 | 15:14:11.392 |
| 4 - | 24.121 | 31.141 | 39.963 | 1:35.225 | 82.41 | 0.860 | 15:15:46.617 |
| 5 - | 24.110 | 31.436 | 40.789 | 1:36.335 | 81.46 | 1.970 | 15:17:22.952 |
| 6 - | 23.926 | 30.882 | 39.860 | 1:34.668 (2) | 82.90 | 0.303 | 15:18:57.620 |
| 7 - | 23.840 | 31.175 | 40.133 | 1:35.148 | 82.48 | 0.783 | 15:20:32.768 |
| 8 - | 23.925 | 31.432 | 40.553 | 1:35.910 | 81.82 | 1.545 | 15:22:08.678 |
| 9 - | 23.885 | 31.553 | 40.265 | 1:35.703 | 82.00 | 1.338 | 15:23:44.381 |
| 10 - | 23.977 | 31.578 | 40.391 | 1:35.946 | 81.79 | 1.581 | 15:25:20.327 |
| 11 - | 23.963 | 31.447 | 40.253 | 1:35.663 | 82.03 | 1.298 | 15:26:55.990 |
| 12 - | 24.024 | 31.307 | 40.686 | 1:36.017 | 81.73 | 1.652 | 15:28:32.007 |

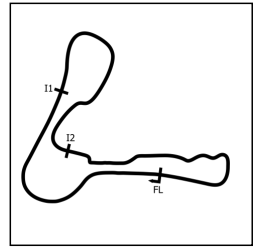
| P14 118 PREM John COUGHLAN | | | | Aprilia 1100 - BIKERSWORLD LTD | | | |
|----------------------------|---------------|--------------------------|---------------|--------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:34.630 | | BEST LAP TIME : 1:34.746 | | DIFFERENCE : 0.116 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.408 | 40.442 | 1:42.580 | 76.50 | 7.834 | 15:10:58.607 |
| 2 - | 23.964 | 30.553 | 40.229 | 1:34.746 (1) | 82.83 | | 15:12:33.353 |
| 3 - | 24.187 | 31.172 | 41.506 | 1:36.865 | 81.02 | 2.119 | 15:14:10.218 |
| 4 - | 24.165 | 30.662 | 40.700 | 1:35.527 | 82.15 | 0.781 | 15:15:45.745 |
| 5 - | 24.784 | 31.367 | 40.960 | 1:37.111 | 80.81 | 2.365 | 15:17:22.856 |
| 6 - | 24.467 | 30.965 | 40.352 | 1:35.784 | 81.93 | 1.038 | 15:18:58.640 |
| 7 - | 23.848 | 30.791 | 40.301 | 1:34.940 (2) | 82.66 | 0.194 | 15:20:33.580 |
| 8 - | 24.104 | 30.974 | 40.403 | 1:35.481 (3) | 82.19 | 0.735 | 15:22:09.061 |
| 9 - | 24.137 | 31.291 | 40.917 | 1:36.345 | 81.45 | 1.599 | 15:23:45.406 |
| 10 - | 24.112 | 30.909 | 40.496 | 1:35.517 | 82.16 | 0.771 | 15:25:20.923 |
| 11 - | 24.103 | 31.095 | 40.388 | 1:35.586 | 82.10 | 0.840 | 15:26:56.509 |
| 12 - | 24.358 | 30.801 | 40.703 | 1:35.862 | 81.86 | 1.116 | 15:28:32.371 |

| P15 177 PREM Steve FRIZZELL | | | | BMW 1000 - | | | |
|-----------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:34.812 | | BEST LAP TIME : 1:35.021 | | DIFFERENCE : 0.209 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.791 | 40.881 | 1:44.703 | 74.95 | 9.682 | 15:11:00.730 |
| 2 - | 24.110 | 31.131 | 40.649 | 1:35.890 | 81.84 | 0.869 | 15:12:36.620 |
| 3 - | 24.169 | 31.225 | 40.940 | 1:36.334 | 81.46 | 1.313 | 15:14:12.954 |
| 4 - | 24.140 | 30.741 | 40.655 | 1:35.536 | 82.14 | 0.515 | 15:15:48.490 |
| 5 - | 24.023 | 31.088 | 40.390 | 1:35.501 | 82.17 | 0.480 | 15:17:23.991 |
| 6 - | 24.121 | 30.956 | 40.438 | 1:35.515 | 82.16 | 0.494 | 15:18:59.506 |
| 7 - | 23.913 | 31.186 | 40.298 | 1:35.397 (3) | 82.26 | 0.376 | 15:20:34.903 |
| 8 - | 23.929 | 30.926 | 40.492 | 1:35.347 (2) | 82.31 | 0.326 | 15:22:10.250 |
| 9 - | 23.855 | 31.034 | 41.141 | 1:36.030 | 81.72 | 1.009 | 15:23:46.280 |
| 10 - | 24.143 | 31.124 | 40.322 | 1:35.589 | 82.10 | 0.568 | 15:25:21.869 |
| 11 - | 23.982 | 30.823 | 40.216 | 1:35.021 (1) | 82.59 | | 15:26:56.890 |
| 12 - | 23.936 | 31.328 | 40.566 | 1:35.830 | 81.89 | 0.809 | 15:28:32.720 |

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RACE 20 - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P16 508 PSSPREI Daniel MCFADDEN | | Yamaha 1000 - Sycamore Yamaha | | | | | |
|---------------------------------|---------------|-------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:34.813 | | BEST LAP TIME : 1:35.010 | | DIFFERENCE : 0.197 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 31.665 | 40.801 | 1:43.947 | 75.50 | 8.937 | 15:10:59.974 |
| 2 - | 23.954 | 31.072 | 40.505 | 1:35.531 (3) | 82.15 | 0.521 | 15:12:35.505 |
| 3 - | 24.254 | 31.055 | 40.443 | 1:35.752 | 81.96 | 0.742 | 15:14:11.257 |
| 4 - | 24.060 | 30.854 | 40.467 | 1:35.381 (2) | 82.28 | 0.371 | 15:15:46.638 |
| 5 - | 24.366 | 31.773 | 40.831 | 1:36.970 | 80.93 | 1.960 | 15:17:23.608 |
| 6 - | 23.995 | 31.196 | 40.390 | 1:35.581 | 82.10 | 0.571 | 15:18:59.189 |
| 7 - | 23.761 | 31.051 | 40.198 | 1:35.010 (1) | 82.60 | | 15:20:34.199 |
| 8 - | 24.009 | 31.207 | 40.345 | 1:35.561 | 82.12 | 0.551 | 15:22:09.760 |
| 9 - | 23.861 | 31.131 | 41.110 | 1:36.102 | 81.66 | 1.092 | 15:23:45.862 |
| 10 - | 24.022 | 31.342 | 40.410 | 1:35.774 | 81.94 | 0.764 | 15:25:21.636 |
| 11 - | 24.093 | 31.330 | 40.281 | 1:35.704 | 82.00 | 0.694 | 15:26:57.340 |
| 12 - | 24.000 | 31.156 | 40.437 | 1:35.593 | 82.09 | 0.583 | 15:28:32.933 |

| P17 169 PREM Phil ABEL | | Suzuki 1000 - Abels joinery | | | | | |
|---------------------------|---------------|-----------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:37.604 | | BEST LAP TIME : 1:37.867 | | DIFFERENCE : 0.263 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.110 | 41.757 | 1:48.820 | 72.11 | 10.953 | 15:11:04.847 |
| 2 - | 25.344 | 32.111 | 41.852 | 1:39.307 | 79.02 | 1.440 | 15:12:44.154 |
| 3 - | 25.168 | 31.850 | 41.476 | 1:38.494 | 79.68 | 0.627 | 15:14:22.648 |
| 4 - | 24.931 | 31.656 | 41.280 | 1:37.867 (1) | 80.19 | | 15:16:00.515 |
| 5 - | 25.084 | 31.964 | 41.153 | 1:38.201 | 79.91 | 0.334 | 15:17:38.716 |
| 6 - | 24.903 | 31.997 | 41.045 | 1:37.945 (2) | 80.12 | 0.078 | 15:19:16.661 |
| 7 - | 24.967 | 31.889 | 41.321 | 1:38.177 (3) | 79.93 | 0.310 | 15:20:54.838 |
| 8 - | 24.984 | 32.078 | 41.296 | 1:38.358 | 79.79 | 0.491 | 15:22:33.196 |
| 9 - | 25.095 | 32.592 | 41.871 | 1:39.558 | 78.82 | 1.691 | 15:24:12.754 |
| 10 - | 25.455 | 31.865 | 41.608 | 1:38.928 | 79.33 | 1.061 | 15:25:51.682 |

| P18 191 PREM Dave NORTON | | Suzuki 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:37.660 | | BEST LAP TIME : 1:37.678 | | DIFFERENCE : 0.018 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 32.526 | 41.683 | 1:46.392 | 73.76 | 8.714 | 15:11:02.419 |
| 2 - | 24.849 | 32.555 | 42.010 | 1:39.414 | 78.94 | 1.736 | 15:12:41.833 |
| 3 - | 25.200 | 32.438 | 41.895 | 1:39.533 | 78.84 | 1.855 | 15:14:21.366 |
| 4 - | 25.135 | 31.950 | 41.617 | 1:38.702 | 79.51 | 1.024 | 15:16:00.068 |
| 5 - | 24.888 | 32.070 | 41.444 | 1:38.402 | 79.75 | 0.724 | 15:17:38.470 |
| 6 - | 24.694 | 31.806 | 41.178 | 1:37.678 (1) | 80.34 | | 15:19:16.148 |
| 7 - | 24.935 | 31.788 | 41.389 | 1:38.112 (2) | 79.99 | 0.434 | 15:20:54.260 |
| 8 - | 25.058 | 32.079 | 41.195 | 1:38.332 (3) | 79.81 | 0.654 | 15:22:32.592 |
| 9 - | 25.278 | 32.790 | 41.877 | 1:39.945 | 78.52 | 2.267 | 15:24:12.537 |

| P19 7 PSS Gary JOHNSON | | BMW 1000 - Pipewerx Exhausts | | | | | |
|---------------------------|---------------|------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:30.769 | | BEST LAP TIME : 1:31.326 | | DIFFERENCE : 0.557 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 29.572 | 38.034 | 1:36.087 | 81.67 | 4.761 | 15:10:52.114 |
| 2 - | 23.163 | 29.667 | 38.496 | 1:31.326 (1) | 85.93 | | 15:12:23.440 |
| 3 - | 23.315 | 29.732 | 38.446 | 1:31.493 (2) | 85.77 | 0.167 | 15:13:54.933 |
| 4 - | 23.272 | 29.731 | 38.709 | 1:31.712 (3) | 85.57 | 0.386 | 15:15:26.645 |
| 5 - | 23.447 | 29.738 | 38.660 | 1:31.845 | 85.44 | 0.519 | 15:16:58.490 |
| 6 - | 23.481 | 29.854 | 50.991 | 1:44.326 | 75.22 | 13.000 | 15:18:42.816 |

| P20 57 PSS James SKELDING | | Kawasaki 1000 - Bilstein / Spencer & Sons / Power Tool Rentals | | | | | |
|---------------------------|----------|----------------------------------------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:33.501 | | BEST LAP TIME : 1:33.872 | | DIFFERENCE : 0.371 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 30.928 | 39.854 | 1:40.277 (2) | 78.26 | 6.405 | 15:10:56.304 |
| 2 - | 23.919 | 30.625 | 39.328 | 1:33.872 (1) | 83.60 | | 15:12:30.176 |

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RACE 20 - BEST SECTORS

| SECTOR 1 | | | SECTOR 2 | | | SECTOR 3 | | | IDEAL / BEST COMPARISON | | | | | | |
|----------|-----|------------|----------|-----|------------|----------|-----|------------|-------------------------|-----|-----|------------|--------------------|-----------------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | | | | | PERFECT LAP | 1:29.563 | |
| 1 | 2 | NEVE | 22.880 | 2 | NEVE | 29.000 | 19 | TALBOT | 37.683 | 1 | 2 | NEVE | 1:29.649 | 1:29.833 | 0.184 |
| 2 | 19 | TALBOT | 22.994 | 19 | TALBOT | 29.167 | 2 | NEVE | 37.769 | 2 | 19 | TALBOT | 1:29.844 | 1:30.070 | 0.226 |
| 3 | 7 | JOHNSON | 23.163 | 7 | JOHNSON | 29.572 | 7 | JOHNSON | 38.034 | 3 | 7 | JOHNSON | 1:30.769 | 1:31.326 | 0.557 |
| 4 | 711 | NORTON | 23.196 | 711 | NORTON | 29.633 | 711 | NORTON | 38.564 | 4 | 711 | NORTON | 1:31.393 | 1:31.679 | 0.286 |
| 5 | 52 | RUSHBY | 23.295 | 26 | MOORE | 29.679 | 52 | RUSHBY | 38.571 | 5 | 52 | RUSHBY | 1:31.680 | 1:32.000 | 0.320 |
| 6 | 47 | MURTAGH | 23.407 | 52 | RUSHBY | 29.814 | 26 | MOORE | 38.828 | 6 | 26 | MOORE | 1:32.037 | 1:32.336 | 0.299 |
| 7 | 260 | COOPER | 23.434 | 9 | GRIGOR | 29.900 | 9 | GRIGOR | 39.179 | 7 | 9 | GRIGOR | 1:32.559 | 1:33.289 | 0.730 |
| 8 | 9 | GRIGOR | 23.480 | 260 | COOPER | 30.050 | 17 | FRICKER | 39.271 | 8 | 260 | COOPER | 1:32.859 | 1:32.930 | 0.071 |
| 9 | 26 | MOORE | 23.530 | 8 | MARCHANT | 30.153 | 8 | MARCHANT | 39.293 | 9 | 17 | FRICKER | 1:33.009 | 1:33.354 | 0.345 |
| 10 | 17 | FRICKER | 23.539 | 47 | MURTAGH | 30.156 | 57 | SKELDING | 39.328 | 10 | 8 | MARCHANT | 1:33.169 | 1:33.202 | 0.033 |
| 11 | 8 | MARCHANT | 23.723 | 17 | FRICKER | 30.199 | 260 | COOPER | 39.375 | 11 | 47 | MURTAGH | 1:33.236 | 1:33.324 | 0.088 |
| 12 | 155 | MAJOR-BIRD | 23.741 | 57 | SKELDING | 30.275 | 155 | MAJOR-BIRD | 39.476 | 12 | 57 | SKELDING | 1:33.501 | 1:33.872 | 0.371 |
| 13 | 67 | MCFARLANE | 23.752 | 94 | MILLER | 30.330 | 67 | MCFARLANE | 39.556 | 13 | 94 | MILLER | 1:33.699 | 1:34.016 | 0.317 |
| 14 | 508 | MCFADDEN | 23.761 | 67 | MCFARLANE | 30.429 | 94 | MILLER | 39.567 | 14 | 67 | MCFARLANE | 1:33.737 | 1:34.074 | 0.337 |
| 15 | 94 | MILLER | 23.802 | 118 | COUGHLAN | 30.553 | 47 | MURTAGH | 39.673 | 15 | 155 | MAJOR-BIRD | 1:34.099 | 1:34.365 | 0.266 |
| 16 | 118 | COUGHLAN | 23.848 | 177 | FRIZZELL | 30.741 | 508 | MCFADDEN | 40.198 | 16 | 118 | COUGHLAN | 1:34.630 | 1:34.746 | 0.116 |
| 17 | 177 | FRIZZELL | 23.855 | 508 | MCFADDEN | 30.854 | 177 | FRIZZELL | 40.216 | 17 | 177 | FRIZZELL | 1:34.812 | 1:35.021 | 0.209 |
| 18 | 57 | SKELDING | 23.898 | 155 | MAJOR-BIRD | 30.882 | 118 | COUGHLAN | 40.229 | 18 | 508 | MCFADDEN | 1:34.813 | 1:35.010 | 0.197 |
| 19 | 191 | NORTON | 24.694 | 169 | ABEL | 31.656 | 169 | ABEL | 41.045 | 19 | 169 | ABEL | 1:37.604 | 1:37.867 | 0.263 |
| 20 | 169 | ABEL | 24.903 | 191 | NORTON | 31.788 | 191 | NORTON | 41.178 | 20 | 191 | NORTON | 1:37.660 | 1:37.678 | 0.018 |
| 21 | | | | 36 | BEECHAM | 35.832 | | | | | | | | | |

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RACE 20 - STATISTICS

Competitors Started 21
Planned Start 2022-09-04 @ 15:25:00.000
Actual Start 2022-09-04 @ 15:09:16.026
Finish Time 2022-09-04 @ 15:27:28.691
Track Length 2.1800mi.
Total Laps 219
Total Distance Covered 477.4240mi.

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-----|------------|----------|--------------|-----|---------------|
| 2 | PSS | Craig NEVE | 1:35.282 | 15:10:51.340 | 1 | BMW 1000 |
| 19 | PSS | Joe TALBOT | 1:30.214 | 15:12:21.683 | 2 | Kawasaki 1000 |
| 19 | PSS | Joe TALBOT | 1:30.070 | 15:13:51.752 | 3 | Kawasaki 1000 |
| 2 | PSS | Craig NEVE | 1:29.849 | 15:15:23.129 | 4 | BMW 1000 |
| 2 | PSS | Craig NEVE | 1:29.833 | 15:16:52.961 | 5 | BMW 1000 |

Session Leader History

| NO | CL | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|-----|------------|----------|----------|-------------|---------------|
| 2 | PSS | Craig NEVE | 1 | 1 | 2.18 miles | BMW 1000 |
| 19 | PSS | Joe TALBOT | 2 | 10 | 21.80 miles | Kawasaki 1000 |
| 2 | PSS | Craig NEVE | 12 | 1 | 2.18 miles | BMW 1000 |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 15:09:16.026 |
| FINISH | 15:27:28.691 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 12 | 20:02.184 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

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RACE 20 - STATISTICS

CLASS : PREM

6 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|----------------|----------|--------------|-----|--------------|
| 17 | Damien FRICKER | 1:40.568 | 15:10:56.626 | 1 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:33.354 | 15:12:29.983 | 2 | Aprilia 1100 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|----------------|----------|----------|-------------|--------------|
| 17 | Damien FRICKER | 1 | 12 | 26.16 miles | Aprilia 1100 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

Pirelli Super Series 1000 supported by Premier 1000s

RACE 20 - STATISTICS

CLASS : PSS

10 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|------------|----------|--------------|-----|---------------|
| 2 | Craig NEVE | 1:35.282 | 15:10:51.340 | 1 | BMW 1000 |
| 19 | Joe TALBOT | 1:30.214 | 15:12:21.683 | 2 | Kawasaki 1000 |
| 19 | Joe TALBOT | 1:30.070 | 15:13:51.752 | 3 | Kawasaki 1000 |
| 2 | Craig NEVE | 1:29.849 | 15:15:23.129 | 4 | BMW 1000 |
| 2 | Craig NEVE | 1:29.833 | 15:16:52.961 | 5 | BMW 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|------------|----------|----------|-------------|---------------|
| 2 | Craig NEVE | 1 | 1 | 2.18 miles | BMW 1000 |
| 19 | Joe TALBOT | 2 | 10 | 21.80 miles | Kawasaki 1000 |
| 2 | Craig NEVE | 12 | 1 | 2.18 miles | BMW 1000 |

No Limits Racing 2022 - Rnd 8 @ Cadwell Park

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RACE 20 - STATISTICS

CLASS : PSSPREM

5 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|---------------|-----------------|--------------|-----|---------------|
| 47 | Liam MURTAGH | 1:40.155 | 15:10:56.190 | 1 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:33.678 | 15:12:29.868 | 2 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:33.324 | 15:14:03.192 | 3 | Kawasaki 1000 |
| 8 | Liam MARCHANT | 1:33.202 | 15:15:43.221 | 4 | Kawasaki 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|--------------|----------|----------|-------------|---------------|
| 47 | Liam MURTAGH | 1 | 12 | 26.16 miles | Kawasaki 1000 |

