



PIRELLI SUPER SERIES 1000 SUPPORTED BY PREMIER 1000s

No Limits Racing – Round 4

Croft

11th / 12th June 2022



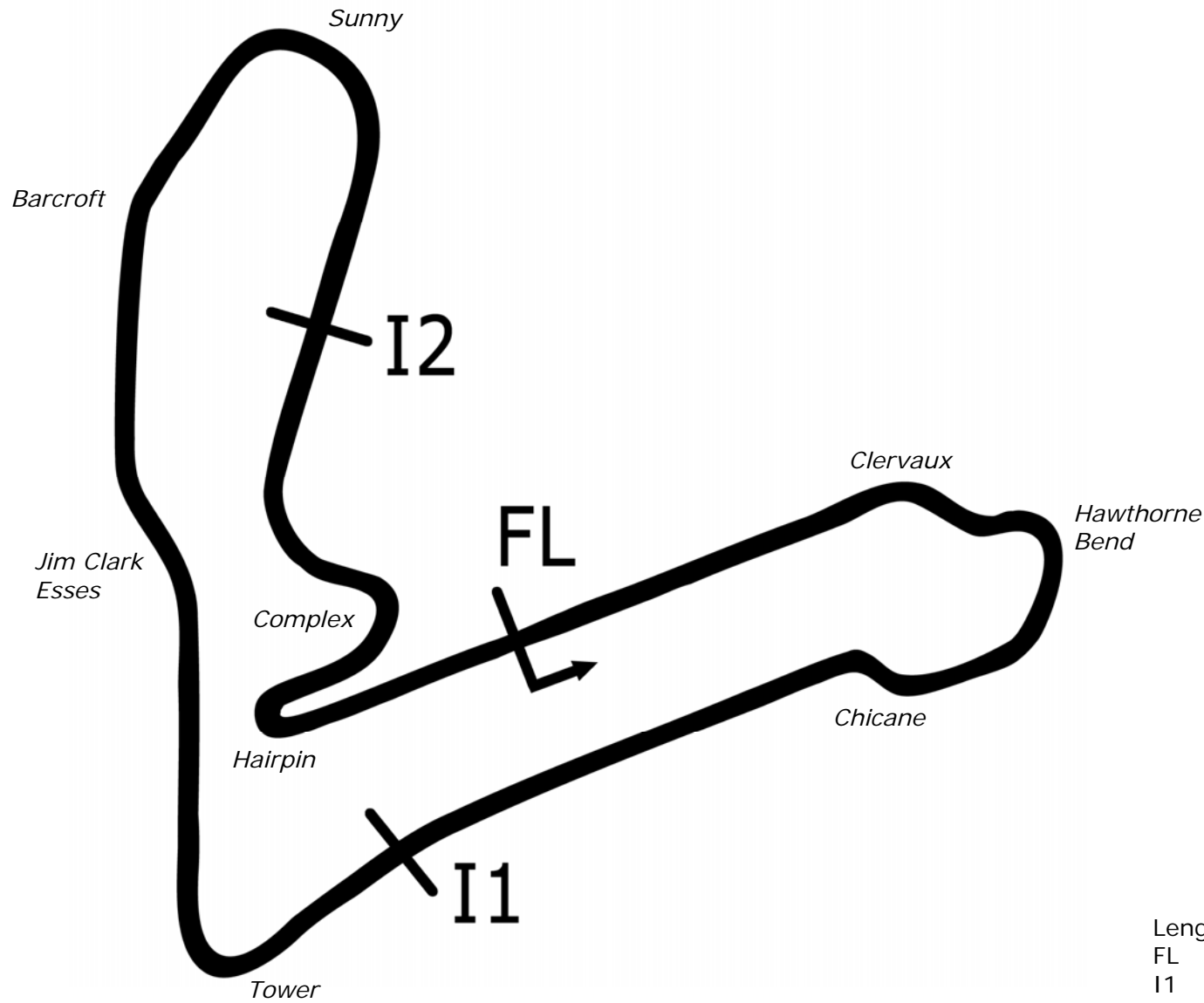
SPORTS TIMING

TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

www.tsl-timing.com

Croft



| | | | |
|--------------------|---------------------|--------------|-----------|
| Length | 2.1002 miles | 3379.9 m | |
| FL | | 54.45541 N | 1.55556 W |
| I1 | 1075m | 54.45396 N | 1.55399 W |
| I2 | 2549m | 54.45536 N | 1.56054 W |
| Pit Entry | 3280m | 54.44542 N | 1.55562 W |
| Pit Exit | 126m after FL | 54.45656 N | 1.55518 W |
| Pit Entry–Pit Exit | 268m, 19.3s @50kph, | 16.1s @60kph | |

All results available at www.tsl-timing.com

No Limits Racing 2022 - Rnd 4 @ Croft

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 | 1:22.356 | 3 | 5 | | | 91.80 |
| 2 | 1 | PSS | 2 James LODGE | BMW 1000 - Lextek | 1:22.631 | 7 | 7 | 0.275 | 0.275 | 91.49 |
| 3 | 9 | PSS | 3 Callum GRIGOR | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hot T | 1:23.687 | 6 | 7 | 1.331 | 1.056 | 90.34 |
| 4 | 79 | PSS | 4 Daniel STAMPER | Yamaha 1000 - | 1:24.809 | 8 | 9 | 2.453 | 1.122 | 89.14 |
| 5 | 711 | PSS | 5 Tom NORTON | Kawasaki 1000 - | 1:25.021 | 2 | 4 | 2.665 | 0.212 | 88.92 |
| 6 | 26 | PSS | 6 Joe MOORE | Suzuki 1000 - Clear Line Racing | 1:25.299 | 3 | 5 | 2.943 | 0.278 | 88.63 |
| 7 | 41 | PSSPREM | 1 Stuart PAYNE | Kawasaki 1000 - | 1:26.089 | 3 | 4 | 3.733 | 0.790 | 87.82 |
| 8 | 17 | PREM | 1 Damien FRICKER | Aprilia 1100 - Autotriology.com | 1:26.324 | 8 | 9 | 3.968 | 0.235 | 87.58 |
| 9 | 155 | PSSPREM | 2 Jake MAJOR-BIRD | Suzuki 1000 - premier KIA - www.premier-car.co.uk | 1:26.364 | 10 | 10 | 4.008 | 0.040 | 87.54 |
| 10 | 260 | PSS | 7 Ryan COOPER | Suzuki 1000 - | 1:26.395 | 7 | 8 | 4.039 | 0.031 | 87.51 |
| 11 | 57 | PSS | 8 James SKELDING | Honda 1000 - Bilstein / Spencer & Sons / Power Tool F | 1:26.560 | 4 | 5 | 4.204 | 0.165 | 87.34 |
| 12 | 77 | PSSPREM | 3 Mark PATTINSON | Suzuki 1000 - M Pattinson Joinery | 1:26.951 | 9 | 9 | 4.595 | 0.391 | 86.95 |
| 13 | 47 | PSSPREM | 4 Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kwasal | 1:27.066 | 7 | 8 | 4.710 | 0.115 | 86.83 |
| 14 | 83 | PREM | 2 Jason SIGGS | Yamaha 1000 - J Siggs construction | 1:27.176 | 7 | 8 | 4.820 | 0.110 | 86.72 |
| 15 | 4 | PSSPREM | 5 Richie HARRISON | Kawasaki 1000 - RAP Racing | 1:27.244 | 3 | 6 | 4.888 | 0.068 | 86.66 |
| 16 | 67 | PSSPREM | 6 Scott MCFARLANE | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / Th | 1:27.251 | 8 | 9 | 4.895 | 0.007 | 86.65 |
| 17 | 119 | PSSPREM | 7 Andrew STOCKDALE | BMW 1000 - Stockdales Auto Repairs | 1:27.873 | 3 | 5 | 5.517 | 0.622 | 86.04 |
| 18 | 66 | PSSPREM | 8 Joe CARNELL | BMW 1000 - fortis motorsport | 1:28.244 | 9 | 10 | 5.888 | 0.371 | 85.67 |
| 19 | 508 | PSSPREM | 9 Daniel MCFADDEN | Yamaha 1000 - Sycamore Yamaha | 1:28.554 | 4 | 8 | 6.198 | 0.310 | 85.37 |
| 20 | 28 | PSS | 9 Zac OULTRAM | Suzuki 1000 - Konect Electrical, Lighting Motions, Ozo | 1:28.584 | 2 | 5 | 6.228 | 0.030 | 85.34 |
| 21 | 211 | PREM | 3 Grant WHITFIELD | kawasaki 1000 - | 1:28.616 | 4 | 5 | 6.260 | 0.032 | 85.31 |
| 22 | 8 | PREM | 4 Liam MARCHANT | Kawasaki 1000 - Delkevick UK, Drury Engineering, Linc | 1:28.701 | 3 | 5 | 6.345 | 0.085 | 85.23 |
| 23 | 169 | PREM | 5 Phil ABEL | Suzuki 1000 - Abels joinery | 1:29.577 | 3 | 4 | 7.221 | 0.876 | 84.40 |
| 24 | 118 | PREM | 6 John COUGHLAN | Aprilia 1100 - BIKERSWORLD LTD | 1:30.214 | 7 | 7 | 7.858 | 0.637 | 83.80 |
| 25 | 145 | PREM | 7 Daniel FORBES | Suzuki 1000 - Whitewell | 1:30.864 | 2 | 6 | 8.508 | 0.650 | 83.20 |
| 26 | 616 | PREM | 8 Carl LEONARD | BMW 1000 - | 1:31.032 | 4 | 5 | 8.676 | 0.168 | 83.05 |
| 27 | 36 | PREM | 9 Martin BEECHAM | Honda 1000 - Me | 1:31.085 | 2 | 4 | 8.729 | 0.053 | 83.00 |
| 28 | 85 | PSS | 10 Steven HORNE | Suzuki 1000 - | 1:31.357 | 2 | 4 | 9.001 | 0.272 | 82.75 |
| 29 | 125 | PREM | 10 Stephen RYAN | Kawasaki ZX10r 1000 - | 1:32.228 | 3 | 5 | 9.872 | 0.871 | 81.97 |
| 30 | 39 | PSS | 11 Byron KIRK | BMW 1000 - | 1:32.608 | 2 | 4 | 10.252 | 0.380 | 81.64 |
| 31 | 177 | PREM | 11 Steve FRIZZELL | BMW 1000 - | 1:34.072 | 2 | 4 | 11.716 | 1.464 | 80.37 |
| 32 | 228 | PREM | 12 Clive EMERSON | Honda 900 - | 1:38.596 | 2 | 7 | 16.240 | 4.524 | 76.68 |

#118 - No working Transponder - Please fit before racing

Weather / Track : Cloudy / Dry

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

Croft: 2.1001 miles

Date: 11/06/2022 Start: 10:21 Finish: 10:36

| | | |
|---|------------|---|
| Clerk Of Course : Clare Neate <i>C. Neate</i> | Stewards : | Timekeeper : Sam Jones <i>S. Jones</i> |
| <small>Digitally Approved at 10:46 Saturday, 11 June 2022</small> | | <small>Digitally Approved at 10:42 Saturday, 11 June 2022</small> |

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

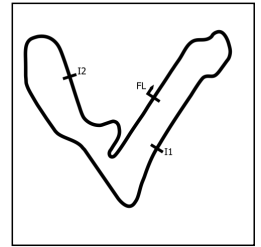
Printed - 10:38 Saturday, 11 June 2022



No Limits Racing 2022 - Rnd 4 @ Croft

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 : 1:22.356 | | BEST LAP TIME : 1:22.356 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 27.124 | 35.821 | 23.501 | 1:26.446 (3) | 87.46 | 4.090 | 10:23:14.285 |
| 2 - | 25.283 | 35.447 | 23.435 | 1:24.165 (2) | 89.83 | 1.809 | 10:24:38.450 |
| 3 - | 24.946 | 34.594 | 22.816 | 1:22.356 (1) | 91.80 | | 10:26:00.806 |
| 4 - | 25.065 | 37.037 | IN PIT | 1:28.333 P | 85.59 | 5.977 | 10:27:29.139 |
| 5 - | OUTLAP | 39.228 | IN PIT | 2:14.997 P | 56.00 | 52.641 | 10:29:44.136 |

| P2 | | 1 PSS | | James LODGE | | BMW 1000 - Lextek | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------------------|---------------------|
| IDEAL LAP TIME : 1:22.546 | | BEST LAP TIME : 1:22.631 | | DIFFERENCE : 0.085 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 39.042 | 24.962 | 2:02.266 | 61.83 | 39.635 | 10:24:19.882 |
| 2 - | 25.876 | 35.248 | 24.216 | 1:25.340 | 88.59 | 2.709 | 10:25:45.222 |
| 3 - | 25.342 | 35.030 | 23.445 | 1:23.817 (3) | 90.20 | 1.186 | 10:27:09.039 |
| 4 - | 25.388 | 35.899 | IN PIT | 1:24.116 P | 89.88 | 1.485 | 10:28:33.155 |
| 5 - | OUTLAP | 36.116 | 24.259 | 5:49.998 | 21.60 | 4:27.367 | 10:34:23.153 |
| 6 - | 25.250 | 34.477 | 23.383 | 1:23.110 (2) | 90.97 | 0.479 | 10:35:46.263 |
| 7 - | 24.795 | 34.368 | 23.468 | 1:22.631 (1) | 91.49 | | 10:37:08.894 |

| P3 | | 9 PSS | | Callum GRIGOR | | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hot Tubs Cent | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---|---------------------|
| IDEAL LAP TIME : 1:23.178 | | BEST LAP TIME : 1:23.687 | | DIFFERENCE : 0.509 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 27.175 | 37.356 | 23.609 | 1:28.140 | 85.77 | 4.453 | 10:23:49.145 |
| 2 - | 25.687 | 35.479 | 22.973 | 1:24.139 (3) | 89.85 | 0.452 | 10:25:13.284 |
| 3 - | 25.214 | 35.170 | 23.640 | 1:24.024 (2) | 89.98 | 0.337 | 10:26:37.308 |
| 4 - | 26.740 | 37.701 | IN PIT | 1:27.968 P | 85.94 | 4.281 | 10:28:05.276 |
| 5 - | OUTLAP | 35.936 | 23.734 | 6:18.505 | 19.97 | 4:54.818 | 10:34:23.781 |
| 6 - | 25.255 | 34.991 | 23.441 | 1:23.687 (1) | 90.34 | | 10:35:47.468 |
| 7 - | 26.657 | 35.530 | 23.271 | 1:25.458 | 88.47 | 1.771 | 10:37:12.926 |

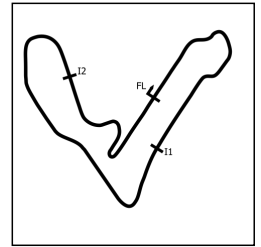
| P4 | | 79 PSS | | Daniel STAMPER | | Yamaha 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------|---------------------|
| IDEAL LAP TIME : 1:24.773 | | BEST LAP TIME : 1:24.809 | | DIFFERENCE : 0.036 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 28.707 | 39.139 | 24.344 | 1:32.190 | 82.01 | 7.381 | 10:23:24.185 |
| 2 - | 27.006 | 36.390 | 23.974 | 1:27.370 (3) | 86.53 | 2.561 | 10:24:51.555 |
| 3 - | 26.609 | 36.238 | 23.599 | 1:26.446 (2) | 87.46 | 1.637 | 10:26:18.001 |
| 4 - | 27.159 | 38.488 | 23.862 | 1:29.509 | 84.46 | 4.700 | 10:27:47.510 |
| 5 - | 26.504 | 37.852 | IN PIT | 1:31.513 P | 82.61 | 6.704 | 10:29:19.023 |
| 6 - | OUTLAP | 36.544 | 23.825 | 3:13.493 | 39.07 | 1:48.684 | 10:32:32.516 |
| 7 - | 26.001 | 37.844 | 23.658 | 1:27.503 | 86.40 | 2.694 | 10:34:00.019 |
| 8 - | 26.037 | 35.413 | 23.359 | 1:24.809 (1) | 89.14 | | 10:35:24.828 |
| 9 - | 26.076 | 36.962 | 24.364 | 1:27.402 | 86.50 | 2.593 | 10:36:52.230 |

| P5 | | 711 PSS | | Tom NORTON | | Kawasaki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:24.721 | | BEST LAP TIME : 1:25.021 | | DIFFERENCE : 0.300 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 28.213 | 38.202 | 24.429 | 1:30.844 (3) | 83.22 | 5.823 | 10:24:39.591 |
| 2 - | 25.891 | 35.265 | 23.865 | 1:25.021 (1) | 88.92 | | 10:26:04.612 |
| 3 - | 25.591 | 36.102 | 26.992 | 1:28.685 (2) | 85.25 | 3.664 | 10:27:33.297 |
| 4 - | 26.092 | 37.990 | IN PIT | 1:32.109 P | 82.08 | 7.088 | 10:29:05.406 |

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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

| P6 26 PSS Joe MOORE | | Suzuki 1000 - Clear Line Racing | | | | | |
|---------------------------|---------------|---------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:24.890 | | BEST LAP TIME : 1:25.299 | | DIFFERENCE : 0.409 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 28.454 | 37.452 | 24.170 | 1:30.076 | 83.93 | 4.777 | 10:23:57.921 |
| 2 - | 26.410 | 37.630 | 24.463 | 1:28.503 (3) | 85.42 | 3.204 | 10:25:26.424 |
| 3 - | 26.489 | 35.332 | 23.478 | 1:25.299 (1) | 88.63 | | 10:26:51.723 |
| 4 - | 26.151 | 36.285 | 23.407 | 1:25.843 (2) | 88.07 | 0.544 | 10:28:17.566 |
| 5 - | 26.162 | 48.489 | IN PIT | 1:44.326 P | 72.47 | 19.027 | 10:30:01.892 |

| P7 41 PSSPREI Stuart PAYNE | | Kawasaki 1000 - | | | | | |
|----------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.781 | | BEST LAP TIME : 1:26.089 | | DIFFERENCE : 0.308 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 26.420 | 36.275 | 23.791 | 1:26.486 (3) | 87.42 | 0.397 | 10:23:47.843 |
| 2 - | 26.406 | 36.035 | 23.928 | 1:26.369 (2) | 87.53 | 0.280 | 10:25:14.212 |
| 3 - | 26.041 | 36.343 | 23.705 | 1:26.089 (1) | 87.82 | | 10:26:40.301 |
| 4 - | 26.829 | 39.264 | IN PIT | 1:33.327 P | 81.01 | 7.238 | 10:28:13.628 |

| P8 17 PREM Damien FRICKER | | Aprilia 1100 - Autotriology.com | | | | | |
|---------------------------|---------------|---------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:25.772 | | BEST LAP TIME : 1:26.324 | | DIFFERENCE : 0.552 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 27.360 | 37.429 | 24.161 | 1:28.950 | 84.99 | 2.626 | 10:23:17.526 |
| 2 - | 26.029 | 36.482 | 24.778 | 1:27.289 | 86.61 | 0.965 | 10:24:44.815 |
| 3 - | 26.383 | 36.402 | 23.640 | 1:26.425 (2) | 87.48 | 0.101 | 10:26:11.240 |
| 4 - | 26.945 | 36.554 | 23.526 | 1:27.025 | 86.87 | 0.701 | 10:27:38.265 |
| 5 - | 25.844 | 39.873 | IN PIT | 1:31.636 P | 82.50 | 5.312 | 10:29:09.901 |
| 6 - | OUTLAP | 37.570 | 24.315 | 3:14.973 | 38.77 | 1:48.649 | 10:32:24.874 |
| 7 - | 26.129 | 36.557 | 24.174 | 1:26.860 (3) | 87.04 | 0.536 | 10:33:51.734 |
| 8 - | 25.854 | 36.655 | 23.815 | 1:26.324 (1) | 87.58 | | 10:35:18.058 |
| 9 - | 26.460 | 36.721 | 23.987 | 1:27.168 | 86.73 | 0.844 | 10:36:45.226 |

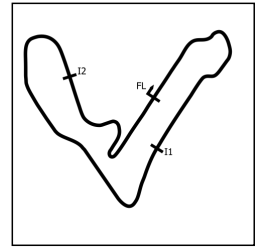
| P9 155 PSSPREI Jake MAJOR-BIRD | | Suzuki 1000 - premier KIA - www.premier-car.co.uk | | | | | |
|--------------------------------|---------------|---|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.286 | | BEST LAP TIME : 1:26.364 | | DIFFERENCE : 0.078 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 30.225 | 39.839 | 25.904 | 1:35.968 | 78.78 | 9.604 | 10:23:30.337 |
| 2 - | 26.556 | 37.140 | 24.386 | 1:28.082 | 85.83 | 1.718 | 10:24:58.419 |
| 3 - | 26.691 | 36.978 | 24.531 | 1:28.200 | 85.72 | 1.836 | 10:26:26.619 |
| 4 - | 26.133 | 37.455 | 24.547 | 1:28.135 | 85.78 | 1.771 | 10:27:54.754 |
| 5 - | 26.833 | 37.302 | 25.814 | 1:29.949 | 84.05 | 3.585 | 10:29:24.703 |
| 6 - | 26.262 | 36.829 | 23.792 | 1:26.883 (3) | 87.02 | 0.519 | 10:30:51.586 |
| 7 - | 26.153 | 36.826 | 23.874 | 1:26.853 (2) | 87.05 | 0.489 | 10:32:18.439 |
| 8 - | 26.059 | 36.878 | 24.131 | 1:27.068 | 86.83 | 0.704 | 10:33:45.507 |
| 9 - | 26.089 | 36.877 | 24.153 | 1:27.119 | 86.78 | 0.755 | 10:35:12.626 |
| 10 - | 26.056 | 36.438 | 23.870 | 1:26.364 (1) | 87.54 | | 10:36:38.990 |

| P10 260 PSS Ryan COOPER | | Suzuki 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:26.191 | | BEST LAP TIME : 1:26.395 | | DIFFERENCE : 0.204 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 28.163 | 37.363 | 24.509 | 1:30.035 | 83.97 | 3.640 | 10:24:06.097 |
| 2 - | 27.509 | 36.743 | 23.854 | 1:28.106 (2) | 85.81 | 1.711 | 10:25:34.203 |
| 3 - | 26.180 | 37.388 | 24.889 | 1:28.457 (3) | 85.47 | 2.062 | 10:27:02.660 |
| 4 - | 27.638 | 37.560 | 24.965 | 1:30.163 | 83.85 | 3.768 | 10:28:32.823 |
| 5 - | 26.610 | 40.799 | IN PIT | 1:42.129 P | 74.03 | 15.734 | 10:30:14.952 |
| 6 - | OUTLAP | 37.025 | 25.173 | 1:53.831 | 66.41 | 27.436 | 10:32:08.783 |
| 7 - | 26.323 | 36.157 | 23.915 | 1:26.395 (1) | 87.51 | | 10:33:35.178 |
| 8 - | 26.678 | 36.871 | IN PIT | 1:27.424 P | 86.48 | 1.029 | 10:35:02.602 |

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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

| P11 57 PSS James SKELDING | | Honda 1000 - Bilstein / Spencer & Sons / Power Tool Rentals/ A | | | | | |
|---------------------------|---------------|--|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.554 | | BEST LAP TIME : 1:26.560 | | DIFFERENCE : 0.006 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 27.112 | 37.042 | 24.380 | 1:28.534 | 85.39 | 1.974 | 10:23:16.042 |
| 2 - | 26.401 | 37.064 | 24.587 | 1:28.052 (3) | 85.86 | 1.492 | 10:24:44.094 |
| 3 - | 26.219 | 36.761 | 23.853 | 1:26.833 (2) | 87.07 | 0.273 | 10:26:10.927 |
| 4 - | 26.219 | 36.482 | 23.859 | 1:26.560 (1) | 87.34 | | 10:27:37.487 |
| 5 - | 26.296 | 40.637 | IN PIT | 1:33.781 P | 80.61 | 7.221 | 10:29:11.268 |

| P12 77 PSSPREI Mark PATTINSON | | Suzuki 1000 - M Pattinson Joinery | | | | | |
|-------------------------------|---------------|-----------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:26.768 | | BEST LAP TIME : 1:26.951 | | DIFFERENCE : 0.183 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 28.705 | 39.122 | 25.656 | 1:33.483 | 80.87 | 6.532 | 10:24:44.615 |
| 2 - | 26.489 | 37.612 | 24.711 | 1:28.812 | 85.13 | 1.861 | 10:26:13.427 |
| 3 - | 26.600 | 36.947 | 24.706 | 1:28.253 (3) | 85.66 | 1.302 | 10:27:41.680 |
| 4 - | 26.451 | 37.303 | 25.323 | 1:29.077 | 84.87 | 2.126 | 10:29:10.757 |
| 5 - | 28.729 | 40.435 | 27.948 | 1:37.112 | 77.85 | 10.161 | 10:30:47.869 |
| 6 - | 30.899 | 38.736 | 25.435 | 1:35.070 | 79.52 | 8.119 | 10:32:22.939 |
| 7 - | 27.166 | 37.269 | 24.158 | 1:28.593 | 85.34 | 1.642 | 10:33:51.532 |
| 8 - | 26.694 | 36.746 | 23.994 | 1:27.434 (2) | 86.47 | 0.483 | 10:35:18.966 |
| 9 - | 26.167 | 36.607 | 24.177 | 1:26.951 (1) | 86.95 | | 10:36:45.917 |

| P13 47 PSSPREI Liam MURTAGH | | Kawasaki 1000 - Lady Lodge Systems, Corby Kawasaki | | | | | |
|-----------------------------|---------------|--|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:26.915 | | BEST LAP TIME : 1:27.066 | | DIFFERENCE : 0.151 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 29.205 | 38.612 | 26.057 | 1:33.874 | 80.54 | 6.808 | 10:23:27.981 |
| 2 - | 26.834 | 37.180 | 24.662 | 1:28.676 | 85.26 | 1.610 | 10:24:56.657 |
| 3 - | 26.944 | 36.310 | 24.045 | 1:27.299 (2) | 86.60 | 0.233 | 10:26:23.956 |
| 4 - | 26.560 | 36.793 | 24.426 | 1:27.779 (3) | 86.13 | 0.713 | 10:27:51.735 |
| 5 - | 28.107 | 38.531 | IN PIT | 1:36.479 P | 78.36 | 9.413 | 10:29:28.214 |
| 6 - | OUTLAP | 37.409 | 24.880 | 1:50.220 | 68.59 | 23.154 | 10:31:18.434 |
| 7 - | 26.658 | 36.356 | 24.052 | 1:27.066 (1) | 86.83 | | 10:32:45.500 |
| 8 - | 29.772 | 44.508 | IN PIT | 1:42.749 P | 73.58 | 15.683 | 10:34:28.249 |

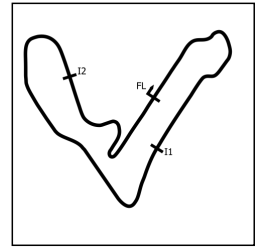
| P14 83 PREM Jason SIGGS | | Yamaha 1000 - J Siggs construction | | | | | |
|---------------------------|---------------|------------------------------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:27.075 | | BEST LAP TIME : 1:27.176 | | DIFFERENCE : 0.101 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 29.989 | 38.687 | 25.461 | 1:34.137 | 80.31 | 6.961 | 10:24:02.507 |
| 2 - | 26.924 | 37.985 | 25.298 | 1:30.207 (2) | 83.81 | 3.031 | 10:25:32.714 |
| 3 - | 27.250 | 38.771 | 25.176 | 1:31.197 (3) | 82.90 | 4.021 | 10:27:03.911 |
| 4 - | 27.360 | 39.026 | 26.174 | 1:32.560 | 81.68 | 5.384 | 10:28:36.471 |
| 5 - | 30.076 | 47.103 | IN PIT | 1:51.989 P | 67.51 | 24.813 | 10:30:28.460 |
| 6 - | OUTLAP | 38.627 | 24.913 | 4:08.014 | 30.48 | 2:40.838 | 10:34:36.474 |
| 7 - | 26.634 | 36.652 | 23.890 | 1:27.176 (1) | 86.72 | | 10:36:03.650 |
| 8 - | 26.533 | 37.377 | IN PIT | 1:31.897 P | 82.27 | 4.721 | 10:37:35.547 |

| P15 4 PSSPREI Richie HARRISON | | Kawasaki 1000 - RAP Racing | | | | | |
|-------------------------------|---------------|----------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:27.174 | | BEST LAP TIME : 1:27.244 | | DIFFERENCE : 0.070 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 28.766 | 38.471 | 25.755 | 1:32.992 | 81.30 | 5.748 | 10:23:26.461 |
| 2 - | 26.767 | 36.409 | 24.620 | 1:27.796 (2) | 86.11 | 0.552 | 10:24:54.257 |
| 3 - | 26.426 | 36.128 | 24.690 | 1:27.244 (1) | 86.66 | | 10:26:21.501 |
| 4 - | 26.747 | 37.568 | 25.931 | 1:30.246 (3) | 83.77 | 3.002 | 10:27:51.747 |
| 5 - | 27.633 | 38.683 | IN PIT | 1:34.515 P | 79.99 | 7.271 | 10:29:26.262 |
| 6 - | OUTLAP | 42.217 | IN PIT | 2:11.225 P | 57.61 | 43.981 | 10:31:37.487 |

No Limits Racing 2022 - Rnd 4 @ Croft

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

| P16 67 PSSPREI Scott MCFARLANE | | | | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / TheChilliGu | | | |
|---------------------------------------|---------------|--------------------------|---------------|---|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:27.148 | | BEST LAP TIME : 1:27.251 | | DIFFERENCE : 0.103 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 27.786 | 38.263 | 25.314 | 1:31.363 | 82.75 | 4.112 | 10:23:18.640 |
| 2 - | 26.561 | 37.942 | 24.856 | 1:29.359 | 84.60 | 2.108 | 10:24:47.999 |
| 3 - | 26.714 | 37.331 | 24.873 | 1:28.918 | 85.02 | 1.667 | 10:26:16.917 |
| 4 - | 26.548 | 38.043 | 24.712 | 1:29.303 | 84.66 | 2.052 | 10:27:46.220 |
| 5 - | 27.122 | 39.384 | IN PIT | 1:33.728 P | 80.66 | 6.477 | 10:29:19.948 |
| 6 - | OUTLAP | 38.086 | 24.737 | 3:16.778 | 38.42 | 1:49.527 | 10:32:36.726 |
| 7 - | 26.471 | 37.336 | 24.371 | 1:28.178 (2) | 85.74 | 0.927 | 10:34:04.904 |
| 8 - | 26.204 | 37.005 | 24.042 | 1:27.251 (1) | 86.65 | | 10:35:32.155 |
| 9 - | 26.744 | 36.902 | 25.074 | 1:28.720 (3) | 85.21 | 1.469 | 10:37:00.875 |

| P17 119 PSSPREI Andrew STOCKDALE | | | | BMW 1000 - Stockdales Auto Repairs | | | |
|---|---------------|--------------------------|---------------|------------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:27.873 | | BEST LAP TIME : 1:27.873 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 28.196 | 37.889 | 24.885 | 1:30.970 | 83.11 | 3.097 | 10:23:57.147 |
| 2 - | 26.961 | 37.328 | 24.749 | 1:29.038 (2) | 84.91 | 1.165 | 10:25:26.185 |
| 3 - | 26.902 | 36.712 | 24.259 | 1:27.873 (1) | 86.04 | | 10:26:54.058 |
| 4 - | 27.298 | 37.516 | 24.721 | 1:29.535 (3) | 84.44 | 1.662 | 10:28:23.593 |
| 5 - | 27.195 | 38.112 | IN PIT | 1:39.251 P | 76.17 | 11.378 | 10:30:02.844 |

| P18 66 PSSPREI Joe CARNELL | | | | BMW 1000 - fortis motorsport | | | |
|-----------------------------------|---------------|--------------------------|---------------|------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:28.150 | | BEST LAP TIME : 1:28.244 | | DIFFERENCE : 0.094 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 27.206 | 37.704 | 25.325 | 1:30.235 | 83.78 | 1.991 | 10:23:19.320 |
| 2 - | 26.540 | 37.394 | 24.725 | 1:28.659 (2) | 85.27 | 0.415 | 10:24:47.979 |
| 3 - | 26.877 | 37.400 | 25.303 | 1:29.580 | 84.40 | 1.336 | 10:26:17.559 |
| 4 - | 26.792 | 39.324 | 26.052 | 1:32.168 | 82.03 | 3.924 | 10:27:49.727 |
| 5 - | 26.370 | 37.948 | 25.861 | 1:30.179 | 83.84 | 1.935 | 10:29:19.906 |
| 6 - | 32.611 | 41.569 | 26.605 | 1:40.785 | 75.01 | 12.541 | 10:31:00.691 |
| 7 - | 26.452 | 37.421 | 24.864 | 1:28.737 (3) | 85.20 | 0.493 | 10:32:29.428 |
| 8 - | 27.715 | 40.186 | 25.506 | 1:33.407 | 80.94 | 5.163 | 10:34:02.835 |
| 9 - | 26.464 | 37.101 | 24.679 | 1:28.244 (1) | 85.67 | | 10:35:31.079 |
| 10 - | 28.983 | 41.305 | 26.341 | 1:36.629 | 78.24 | 8.385 | 10:37:07.708 |

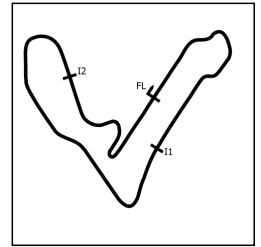
| P19 508 PSSPREI Daniel MCFADDEN | | | | Yamaha 1000 - Sycamore Yamaha | | | |
|--|---------------|--------------------------|---------------|-------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:28.441 | | BEST LAP TIME : 1:28.554 | | DIFFERENCE : 0.113 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 28.989 | 39.647 | 25.780 | 1:34.416 | 80.07 | 5.862 | 10:23:27.563 |
| 2 - | 26.679 | 37.568 | 25.471 | 1:29.718 (3) | 84.27 | 1.164 | 10:24:57.281 |
| 3 - | 26.680 | 37.516 | 24.586 | 1:28.782 (2) | 85.15 | 0.228 | 10:26:26.063 |
| 4 - | 26.444 | 37.422 | 24.688 | 1:28.554 (1) | 85.37 | | 10:27:54.617 |
| 5 - | 26.806 | 37.411 | IN PIT | 1:34.429 P | 80.06 | 5.875 | 10:29:29.046 |
| 6 - | OUTLAP | 48.238 | 28.727 | 2:25.809 | 51.85 | 57.255 | 10:31:54.855 |
| 7 - | 28.387 | 40.096 | 26.965 | 1:35.448 | 79.21 | 6.894 | 10:33:30.303 |
| 8 - | 28.301 | 40.243 | IN PIT | 1:35.361 P | 79.28 | 6.807 | 10:35:05.664 |

| P20 28 PSS Zac OULTRAM | | | | Suzuki 1000 - Konect Electrical, Lighting Motions, Ozone Lightin | | | |
|-------------------------------|---------------|--------------------------|---------------|--|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:28.274 | | BEST LAP TIME : 1:28.584 | | DIFFERENCE : 0.310 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 27.957 | 38.347 | 24.998 | 1:31.302 | 82.80 | 2.718 | 10:24:20.098 |
| 2 - | 26.993 | 36.891 | 24.700 | 1:28.584 (1) | 85.34 | | 10:25:48.682 |
| 3 - | 27.142 | 37.299 | 24.810 | 1:29.251 (3) | 84.71 | 0.667 | 10:27:17.933 |
| 4 - | 27.275 | 37.156 | 24.390 | 1:28.821 (2) | 85.12 | 0.237 | 10:28:46.754 |
| 5 - | 27.696 | 45.506 | IN PIT | 2:00.788 P | 62.59 | 32.204 | 10:30:47.542 |

No Limits Racing 2022 - Rnd 4 @ Croft

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

| P21 | | 211 PREM | | Grant WHITFIELD | | kawasaki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:28.266 | | BEST LAP TIME : 1:28.616 | | DIFFERENCE : 0.350 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 30.066 | 40.360 | 25.618 | 1:36.044 | 78.72 | 7.428 | 10:23:25.540 |
| 2 - | 27.561 | 38.380 | 24.827 | 1:30.768 (3) | 83.29 | 2.152 | 10:24:56.308 |
| 3 - | 27.224 | 37.555 | 24.066 | 1:28.845 (2) | 85.09 | 0.229 | 10:26:25.153 |
| 4 - | 26.866 | 37.334 | 24.416 | 1:28.616 (1) | 85.31 | | 10:27:53.769 |
| 5 - | 28.974 | 39.393 | IN PIT | 1:39.641 P | 75.87 | 11.025 | 10:29:33.410 |

| P22 | | 8 PREM | | Liam MARCHANT | | Kawasaki 1000 - Delkevic UK, Drury Engineering, Lincs Enginee | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---|---------------------|
| IDEAL LAP TIME : 1:28.701 | | BEST LAP TIME : 1:28.701 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 29.361 | 39.705 | 26.659 | 1:35.725 | 78.98 | 7.024 | 10:23:27.402 |
| 2 - | 27.519 | 37.960 | 25.091 | 1:30.570 (2) | 83.47 | 1.869 | 10:24:57.972 |
| 3 - | 26.734 | 37.164 | 24.803 | 1:28.701 (1) | 85.23 | | 10:26:26.673 |
| 4 - | 27.255 | 40.717 | 26.950 | 1:34.922 (3) | 79.65 | 6.221 | 10:28:01.595 |
| 5 - | 26.962 | 37.685 | IN PIT | 1:37.799 P | 77.30 | 9.098 | 10:29:39.394 |

| P23 | | 169 PREM | | Phil ABEL | | Suzuki 1000 - Abels joinery | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------------------|---------------------|
| IDEAL LAP TIME : 1:29.577 | | BEST LAP TIME : 1:29.577 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 30.714 | 40.721 | 26.192 | 1:37.627 (3) | 77.44 | 8.050 | 10:23:32.563 |
| 2 - | 27.669 | 37.773 | 25.353 | 1:30.795 (2) | 83.27 | 1.218 | 10:25:03.358 |
| 3 - | 27.168 | 37.563 | 24.846 | 1:29.577 (1) | 84.40 | | 10:26:32.935 |
| 4 - | 27.742 | 38.695 | IN PIT | 1:51.819 P | 67.61 | 22.242 | 10:28:24.754 |

| P24 | | 118 PREM | | John COUGHLAN | | Aprilia 1100 - BIKERSWORLD LTD | |
|------------------|----------|--------------------------|---------------|---------------------|--------------|--------------------------------|---------------------|
| IDEAL LAP TIME : | | BEST LAP TIME : 1:30.214 | | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | 1:34.461 | 80.03 | 4.247 | 10:24:01.089 |
| 2 - | | | | 1:31.350 | 82.76 | 1.136 | 10:25:32.439 |
| 3 - | | | | 1:30.420 (2) | 83.61 | 0.206 | 10:27:02.859 |
| 4 - | | | | 1:30.549 (3) | 83.49 | 0.335 | 10:28:33.408 |
| 5 - | | | IN PIT | 1:45.474 P | 71.68 | 15.260 | 10:30:18.882 |
| 6 - | | | | 4:52.285 | 25.86 | 3:22.071 | 10:35:11.167 |
| 7 - | | | | 1:30.214 (1) | 83.80 | | 10:36:41.381 |

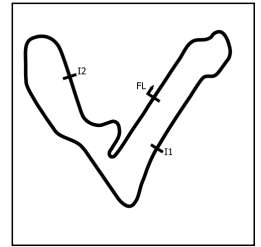
| P25 | | 145 PREM | | Daniel FORBES | | Suzuki 1000 - Whitewell | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------------------------|---------------------|
| IDEAL LAP TIME : 1:30.548 | | BEST LAP TIME : 1:30.864 | | DIFFERENCE : 0.316 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 27.584 | 38.895 | 24.943 | 1:31.422 (2) | 82.70 | 0.558 | 10:26:36.596 |
| 2 - | 27.501 | 38.526 | 24.837 | 1:30.864 (1) | 83.20 | | 10:28:07.460 |
| 3 - | 27.448 | 38.528 | IN PIT | 1:35.377 P | 79.27 | 4.513 | 10:29:42.837 |
| 4 - | OUTLAP | 40.497 | 25.652 | 2:07.528 | 59.28 | 36.664 | 10:31:50.365 |
| 5 - | 27.818 | 39.273 | 24.941 | 1:32.032 (3) | 82.15 | 1.168 | 10:33:22.397 |
| 6 - | 27.313 | 38.398 | IN PIT | 1:29.919 P | 84.08 | | 10:34:52.316 |

| P26 | | 616 PREM | | Carl LEONARD | | BMW 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|------------|---------------------|
| IDEAL LAP TIME : 1:30.780 | | BEST LAP TIME : 1:31.032 | | DIFFERENCE : 0.252 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 27.412 | 38.363 | 26.333 | 1:32.108 (3) | 82.08 | 1.076 | 10:23:54.471 |
| 2 - | 28.169 | 38.747 | 25.877 | 1:32.793 | 81.47 | 1.761 | 10:25:27.264 |
| 3 - | 27.496 | 38.284 | 25.303 | 1:31.083 (2) | 83.00 | 0.051 | 10:26:58.347 |
| 4 - | 27.664 | 38.156 | 25.212 | 1:31.032 (1) | 83.05 | | 10:28:29.379 |
| 5 - | 27.719 | 38.832 | IN PIT | 1:36.694 P | 78.19 | 5.662 | 10:30:06.073 |

No Limits Racing 2022 - Rnd 4 @ Croft

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

| P27 36 PREM Martin BEECHAM | | Honda 1000 - Me | | | | | |
|----------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:30.742 | | BEST LAP TIME : 1:31.085 | | | | | |
| | | DIFFERENCE : 0.343 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 29.115 | 39.645 | 25.733 | 1:34.493 (3) | 80.01 | 3.408 | 10:24:39.510 |
| 2 - | 27.694 | 38.193 | 25.198 | 1:31.085 (1) | 83.00 | | 10:26:10.595 |
| 3 - | 27.711 | 38.654 | 25.662 | 1:32.027 (2) | 82.15 | 0.942 | 10:27:42.622 |
| 4 - | 27.351 | 40.288 | IN PIT | 1:35.611 P | 79.07 | 4.526 | 10:29:18.233 |

| P28 85 PSS Steven HORNE | | Suzuki 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:31.274 | | BEST LAP TIME : 1:31.357 | | | | | |
| | | DIFFERENCE : 0.083 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 29.289 | 40.318 | 26.653 | 1:36.260 (3) | 78.54 | 4.903 | 10:24:45.540 |
| 2 - | 27.836 | 38.304 | 25.217 | 1:31.357 (1) | 82.75 | | 10:26:16.897 |
| 3 - | 28.799 | 39.754 | 25.659 | 1:34.212 (2) | 80.25 | 2.855 | 10:27:51.109 |
| 4 - | 27.753 | 38.767 | IN PIT | 1:32.639 P | 81.61 | 1.282 | 10:29:23.748 |

| P29 125 PREM Stephen RYAN | | Kawasaki ZX10r 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:32.146 | | BEST LAP TIME : 1:32.228 | | | | | |
| | | DIFFERENCE : 0.082 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 29.977 | 39.817 | 26.774 | 1:36.568 | 78.29 | 4.340 | 10:23:54.375 |
| 2 - | 28.408 | 39.769 | 26.122 | 1:34.299 (3) | 80.17 | 2.071 | 10:25:28.674 |
| 3 - | 27.746 | 38.462 | 26.020 | 1:32.228 (1) | 81.97 | | 10:27:00.902 |
| 4 - | 28.126 | 38.661 | 26.132 | 1:32.919 (2) | 81.36 | 0.691 | 10:28:33.821 |
| 5 - | 27.664 | 42.071 | IN PIT | 1:42.931 P | 73.45 | 10.703 | 10:30:16.752 |

| P30 39 PSS Byron KIRK | | BMW 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:32.115 | | BEST LAP TIME : 1:32.608 | | | | | |
| | | DIFFERENCE : 0.493 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 30.914 | 40.101 | 25.802 | 1:36.817 (3) | 78.09 | 4.209 | 10:23:53.707 |
| 2 - | 28.231 | 39.300 | 25.077 | 1:32.608 (1) | 81.64 | | 10:25:26.315 |
| 3 - | 27.886 | 39.584 | 25.347 | 1:32.817 (2) | 81.45 | 0.209 | 10:26:59.132 |
| 4 - | 28.575 | 39.152 | IN PIT | 1:36.414 P | 78.41 | 3.806 | 10:28:35.546 |

| P31 177 PREM Steve FRIZZELL | | BMW 1000 - | | | | | |
|-----------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:33.836 | | BEST LAP TIME : 1:34.072 | | | | | |
| | | DIFFERENCE : 0.236 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 31.876 | 42.492 | 26.793 | 1:41.161 | 74.73 | 7.089 | 10:24:23.138 |
| 2 - | 28.574 | 39.549 | 25.949 | 1:34.072 (1) | 80.37 | | 10:25:57.210 |
| 3 - | 28.473 | 40.469 | 27.179 | 1:36.121 (2) | 78.65 | 2.049 | 10:27:33.331 |
| 4 - | 28.338 | 41.242 | 27.520 | 1:37.100 (3) | 77.86 | 3.028 | 10:29:10.431 |

| P32 228 PREM Clive EMERSON | | Honda 900 - | | | | | |
|----------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:38.183 | | BEST LAP TIME : 1:38.596 | | | | | |
| | | DIFFERENCE : 0.413 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | 30.688 | 41.759 | 27.141 | 1:39.588 | 75.91 | 0.992 | 10:27:28.499 |
| 2 - | 29.611 | 41.762 | 27.223 | 1:38.596 (1) | 76.68 | | 10:29:07.095 |
| 3 - | 30.005 | 42.129 | 27.992 | 1:40.126 | 75.51 | 1.530 | 10:30:47.221 |
| 4 - | 30.040 | 42.540 | 27.375 | 1:39.955 | 75.64 | 1.359 | 10:32:27.176 |
| 5 - | 30.215 | 42.440 | 27.546 | 1:40.201 | 75.45 | 1.605 | 10:34:07.377 |
| 6 - | 29.794 | 41.431 | 27.388 | 1:38.613 (2) | 76.66 | 0.017 | 10:35:45.990 |
| 7 - | 30.262 | 41.622 | 27.204 | 1:39.088 (3) | 76.30 | 0.492 | 10:37:25.078 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

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 | 1:21.979 | | |
| 1 | 1 | LODGE | 24.795 | 1 | LODGE | 34.368 | 19 | TALBOT | 22.816 | 1 | 19 | TALBOT | 1:22.356 | 1:22.356 | 0.000 |
| 2 | 19 | TALBOT | 24.946 | 19 | TALBOT | 34.594 | 9 | GRIGOR | 22.973 | 2 | 1 | LODGE | 1:22.546 | 1:22.631 | 0.085 |
| 3 | 9 | GRIGOR | 25.214 | 9 | GRIGOR | 34.991 | 79 | STAMPER | 23.359 | 3 | 9 | GRIGOR | 1:23.178 | 1:23.687 | 0.509 |
| 4 | 711 | NORTON | 25.591 | 711 | NORTON | 35.265 | 1 | LODGE | 23.383 | 4 | 711 | NORTON | 1:24.721 | 1:25.021 | 0.300 |
| 5 | 17 | FRICKER | 25.844 | 26 | MOORE | 35.332 | 26 | MOORE | 23.407 | 5 | 79 | STAMPER | 1:24.773 | 1:24.809 | 0.036 |
| 6 | 79 | STAMPER | 26.001 | 79 | STAMPER | 35.413 | 17 | FRICKER | 23.526 | 6 | 26 | MOORE | 1:24.890 | 1:25.299 | 0.409 |
| 7 | 41 | PAYNE | 26.041 | 41 | PAYNE | 36.035 | 41 | PAYNE | 23.705 | 7 | 17 | FRICKER | 1:25.772 | 1:26.324 | 0.552 |
| 8 | 155 | MAJOR-BIRD | 26.056 | 4 | HARRISON | 36.128 | 155 | MAJOR-BIRD | 23.792 | 8 | 41 | PAYNE | 1:25.781 | 1:26.089 | 0.308 |
| 9 | 26 | MOORE | 26.151 | 260 | COOPER | 36.157 | 57 | SKELDING | 23.853 | 9 | 260 | COOPER | 1:26.191 | 1:26.395 | 0.204 |
| 10 | 77 | PATTINSON | 26.167 | 47 | MURTAGH | 36.310 | 260 | COOPER | 23.854 | 10 | 155 | MAJOR-BIRD | 1:26.286 | 1:26.364 | 0.078 |
| 11 | 260 | COOPER | 26.180 | 17 | FRICKER | 36.402 | 711 | NORTON | 23.865 | 11 | 57 | SKELDING | 1:26.554 | 1:26.560 | 0.006 |
| 12 | 67 | MCFARLANE | 26.204 | 155 | MAJOR-BIRD | 36.438 | 83 | SIGGS | 23.890 | 12 | 77 | PATTINSON | 1:26.768 | 1:26.951 | 0.183 |
| 13 | 57 | SKELDING | 26.219 | 57 | SKELDING | 36.482 | 77 | PATTINSON | 23.994 | 13 | 47 | MURTAGH | 1:26.915 | 1:27.066 | 0.151 |
| 14 | 66 | CARNELL | 26.370 | 77 | PATTINSON | 36.607 | 67 | MCFARLANE | 24.042 | 14 | 83 | SIGGS | 1:27.075 | 1:27.176 | 0.101 |
| 15 | 4 | HARRISON | 26.426 | 83 | SIGGS | 36.652 | 47 | MURTAGH | 24.045 | 15 | 67 | MCFARLANE | 1:27.148 | 1:27.251 | 0.103 |
| 16 | 508 | MCFADDEN | 26.444 | 119 | STOCKDALE | 36.712 | 211 | WHITFIELD | 24.066 | 16 | 4 | HARRISON | 1:27.174 | 1:27.244 | 0.070 |
| 17 | 83 | SIGGS | 26.533 | 28 | OULTRAM | 36.891 | 119 | STOCKDALE | 24.259 | 17 | 119 | STOCKDALE | 1:27.873 | 1:27.873 | 0.000 |
| 18 | 47 | MURTAGH | 26.560 | 67 | MCFARLANE | 36.902 | 28 | OULTRAM | 24.390 | 18 | 66 | CARNELL | 1:28.150 | 1:28.244 | 0.094 |
| 19 | 8 | MARCHANT | 26.734 | 66 | CARNELL | 37.101 | 508 | MCFADDEN | 24.586 | 19 | 211 | WHITFIELD | 1:28.266 | 1:28.616 | 0.350 |
| 20 | 211 | WHITFIELD | 26.866 | 8 | MARCHANT | 37.164 | 4 | HARRISON | 24.620 | 20 | 28 | OULTRAM | 1:28.274 | 1:28.584 | 0.310 |
| 21 | 119 | STOCKDALE | 26.902 | 211 | WHITFIELD | 37.334 | 66 | CARNELL | 24.679 | 21 | 508 | MCFADDEN | 1:28.441 | 1:28.554 | 0.113 |
| 22 | 28 | OULTRAM | 26.993 | 508 | MCFADDEN | 37.411 | 8 | MARCHANT | 24.803 | 22 | 8 | MARCHANT | 1:28.701 | 1:28.701 | 0.000 |
| 23 | 169 | ABEL | 27.168 | 169 | ABEL | 37.563 | 145 | FORBES | 24.837 | 23 | 169 | ABEL | 1:29.577 | 1:29.577 | 0.000 |
| 24 | 145 | FORBES | 27.313 | 616 | LEONARD | 38.156 | 169 | ABEL | 24.846 | 24 | 145 | FORBES | 1:30.548 | 1:30.864 | 0.316 |
| 25 | 36 | BEECHAM | 27.351 | 36 | BEECHAM | 38.193 | 39 | KIRK | 25.077 | 25 | 36 | BEECHAM | 1:30.742 | 1:31.085 | 0.343 |
| 26 | 616 | LEONARD | 27.412 | 85 | HORNE | 38.304 | 36 | BEECHAM | 25.198 | 26 | 616 | LEONARD | 1:30.780 | 1:31.032 | 0.252 |
| 27 | 125 | RYAN | 27.664 | 145 | FORBES | 38.398 | 616 | LEONARD | 25.212 | 27 | 85 | HORNE | 1:31.274 | 1:31.357 | 0.083 |
| 28 | 85 | HORNE | 27.753 | 125 | RYAN | 38.462 | 85 | HORNE | 25.217 | 28 | 39 | KIRK | 1:32.115 | 1:32.608 | 0.493 |
| 29 | 39 | KIRK | 27.886 | 39 | KIRK | 39.152 | 177 | FRIZZELL | 25.949 | 29 | 125 | RYAN | 1:32.146 | 1:32.228 | 0.082 |
| 30 | 177 | FRIZZELL | 28.338 | 177 | FRIZZELL | 39.549 | 125 | RYAN | 26.020 | 30 | 177 | FRIZZELL | 1:33.836 | 1:34.072 | 0.236 |
| 31 | 228 | EMERSON | 29.611 | 228 | EMERSON | 41.431 | 228 | EMERSON | 27.141 | 31 | 228 | EMERSON | 1:38.183 | 1:38.596 | 0.413 |
| 32 | | | | | | | | | | 32 | 118 | COUGHLAN | | 1:30.214 | |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - STATISTICS

Competitors Started 32
Planned Start 2022-06-11 @ 10:30:00.000
Actual Start 2022-06-11 @ 10:21:28.151
Finish Time 2022-06-11 @ 10:36:28.151
Track Length 2.1001mi.
Total Laps 201
Total Distance Covered 422.1346mi.

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-----|---------------|----------|--------------|-----|---------------|
| 19 | PSS | Joe TALBOT | 1:26.446 | 10:23:14.305 | 1 | Kawasaki 1000 |
| 19 | PSS | Joe TALBOT | 1:24.165 | 10:24:38.471 | 2 | Kawasaki 1000 |
| 9 | PSS | Callum GRIGOR | 1:24.139 | 10:25:13.304 | 2 | Kawasaki 1000 |
| 19 | PSS | Joe TALBOT | 1:22.356 | 10:26:00.827 | 3 | Kawasaki 1000 |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 10:21:28.151 |
| FINISH | 10:36:28.151 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 10 | 16:11.961 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - STATISTICS

CLASS : PREM

12 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|----------------|-----------------|--------------|-----|--------------|
| 17 | Damien FRICKER | 1:28.950 | 10:23:17.558 | 1 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:27.289 | 10:24:44.815 | 2 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:26.425 | 10:26:11.240 | 3 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:26.324 | 10:35:18.091 | 8 | Aprilia 1100 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - STATISTICS

CLASS : PSS

11 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|---------------|-----------------|--------------|-----|---------------|
| 19 | Joe TALBOT | 1:26.446 | 10:23:14.305 | 1 | Kawasaki 1000 |
| 19 | Joe TALBOT | 1:24.165 | 10:24:38.471 | 2 | Kawasaki 1000 |
| 9 | Callum GRIGOR | 1:24.139 | 10:25:13.304 | 2 | Kawasaki 1000 |
| 19 | Joe TALBOT | 1:22.356 | 10:26:00.827 | 3 | Kawasaki 1000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

QUALIFYING - STATISTICS

CLASS : PSSPREM

9 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-----------------|----------|--------------|-----|---------------|
| 67 | Scott MCFARLANE | 1:31.363 | 10:23:18.660 | 1 | BMW 1000 |
| 66 | Joe CARNELL | 1:30.235 | 10:23:19.346 | 1 | BMW 1000 |
| 41 | Stuart PAYNE | 1:26.486 | 10:23:47.862 | 1 | Kawasaki 1000 |
| 41 | Stuart PAYNE | 1:26.369 | 10:25:14.232 | 2 | Kawasaki 1000 |
| 41 | Stuart PAYNE | 1:26.089 | 10:26:40.321 | 3 | Kawasaki 1000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - GRID (10 Laps)



| | | | | | | | | | | | | | |
|-------------|----|-----|----------------|-----------------|----------|-----|------------------|----------------|----------|-----|-----------------|-----------------|----------|
| ROW 11 | | 32 | 228 | Clive EMERSON | 1:38.596 | 31 | 177 | Steve FRIZZELL | 1:34.072 | | | | |
| ROW 10 | 30 | 39 | Byron KIRK | 1:32.608 | 29 | 125 | Stephen RYAN | 1:32.228 | 28 | 85 | Steven HORNE | 1:31.357 | |
| ROW 9 | | 27 | 36 | Martin BEECHAM | 1:31.085 | 26 | 616 | Carl LEONARD | 1:31.032 | 25 | 145 | Daniel FORBES | 1:30.864 |
| ROW 8 | 24 | 118 | John COUGHLAN | 1:30.214 | 23 | 169 | Phil ABEL | 1:29.577 | 22 | 8 | Liam MARCHANT | 1:28.701 | |
| ROW 7 | | 21 | 211 | Grant WHITFIELD | 1:28.616 | 20 | 28 | Zac OULTRAM | 1:28.584 | 19 | 508 | Daniel MCFADDEN | 1:28.554 |
| ROW 6 | 18 | 66 | Joe CARNELL | 1:28.244 | 17 | 119 | Andrew STOCKDALE | 1:27.873 | 16 | 67 | Scott MCFARLANE | 1:27.251 | |
| ROW 5 | | 15 | 4 | Richie HARRISON | 1:27.244 | 14 | 83 | Jason SIGGS | 1:27.176 | 13 | 47 | Liam MURTAGH | 1:27.066 |
| ROW 4 | 12 | 77 | Mark PATTINSON | 1:26.951 | 11 | 57 | James SKELDING | 1:26.560 | 10 | 260 | Ryan COOPER | 1:26.395 | |
| ROW 3 | | 9 | 155 | Jake MAJOR-BIRD | 1:26.364 | 8 | 17 | Damien FRICKER | 1:26.324 | 7 | 41 | Stuart PAYNE | 1:26.089 |
| ROW 2 | 6 | 26 | Joe MOORE | 1:25.299 | 5 | 711 | Tom NORTON | 1:25.021 | 4 | 79 | Daniel STAMPER | 1:24.809 | |
| ROW 1 | | 3 | 9 | Callum GRIGOR | 1:23.687 | 2 | 1 | James LODGE | 1:22.631 | 1 | 19 | Joe TALBOT | 1:22.356 |
| Pole | | | | | | | | | | | | | |

Croft: 2.1001 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 10:46 Saturday, 11 June 2022</small> | | <small>Digitally Approved at 10:42 Saturday, 11 June 2022</small> |

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

Printed - 10:39 Saturday, 11 June 2022



No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - CLASSIFICATION



| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|---------|--------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 19 | PSS | 1 Joe TALBOT | Kawasaki 1000 - Warrington MOT Centre | 8 | 11:03.983 | | | 91.09 | 1:21.602 | 6 |
| 2 | 1 | PSS | 2 James LODGE | BMW 1000 - Lextek | 8 | 11:04.879 | 0.896 | 0.896 | 90.97 | 1:21.978 | 6 |
| 3 | 9 | PSS | 3 Callum GRIGOR | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hc | 8 | 11:15.176 | 11.193 | 10.297 | 89.58 | 1:23.346 | 2 |
| 4 | 711 | PSS | 4 Tom NORTON | Kawasaki 1000 - | 8 | 11:22.652 | 18.669 | 7.476 | 88.60 | 1:23.572 | 2 |
| 5 | 79 | PSS | 5 Daniel STAMPER | Yamaha 1000 - | 8 | 11:25.937 | 21.954 | 3.285 | 88.17 | 1:24.176 | 8 |
| 6 | 26 | PSS | 6 Joe MOORE | Suzuki 1000 - Clear Line Racing | 8 | 11:31.963 | 27.980 | 6.026 | 87.41 | 1:24.845 | 3 |
| 7 | 260 | PSS | 7 Ryan COOPER | Suzuki 1000 - | 8 | 11:33.849 | 29.866 | 1.886 | 87.17 | 1:24.663 | 2 |
| 8 | 57 | PSS | 8 James SKELDING | Honda 1000 - Bilstein / Spencer & Sons / Power Tor | 8 | 11:34.179 | 30.196 | 0.330 | 87.13 | 1:25.156 | 4 |
| 9 | 47 | PSSPREM | 1 Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 8 | 11:35.496 | 31.513 | 1.317 | 86.96 | 1:25.325 | 3 |
| 10 | 17 | PREM | 1 Damien FRICKER | Aprilia 1100 - Autotriology.com | 8 | 11:39.997 | 36.014 | 4.501 | 86.40 | 1:26.201 | 6 |
| 11 | 41 | PSSPREM | 2 Stuart PAYNE | Kawasaki 1000 - | 8 | 11:40.501 | 36.518 | 0.504 | 86.34 | 1:26.296 | 7 |
| 12 | 155 | PSSPREM | 3 Jake MAJOR-BIRD | Suzuki 1000 - premier KIA - www.premier-car.co.uk | 8 | 11:41.184 | 37.201 | 0.683 | 86.26 | 1:25.671 | 7 |
| 13 | 211 | PREM | 2 Grant WHITFIELD | kawasaki 1000 - | 8 | 11:47.664 | 43.681 | 6.480 | 85.47 | 1:27.017 | 7 |
| 14 | 83 | PREM | 3 Jason SIGGS | Yamaha 1000 - J Siggs construction | 8 | 11:48.102 | 44.119 | 0.438 | 85.41 | 1:26.919 | 8 |
| 15 | 67 | PSSPREM | 4 Scott MCFARLANE | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / | 8 | 11:49.359 | 45.376 | 1.257 | 85.26 | 1:26.602 | 6 |
| 16 | 4 | PSSPREM | 5 Richie HARRISON | Kawasaki 1000 - RAP Racing | 8 | 11:49.406 | 45.423 | 0.047 | 85.26 | 1:26.742 | 6 |
| 17 | 77 | PSSPREM | 6 Mark PATTINSON | Suzuki 1000 - M Pattinson Joinery | 8 | 11:51.181 | 47.198 | 1.775 | 85.04 | 1:26.229 | 7 |
| 18 | 28 | PSS | 9 Zac OULTRAM | Suzuki 1000 - Konect Electrical, Lighting Motions, O | 8 | 11:51.449 | 47.466 | 0.268 | 85.01 | 1:27.163 | 4 |
| 19 | 66 | PSSPREM | 7 Joe CARNELL | BMW 1000 - fortis motorsport | 8 | 11:54.067 | 50.084 | 2.618 | 84.70 | 1:27.349 | 5 |
| 20 | 119 | PSSPREM | 8 Andrew STOCKDALE | BMW 1000 - Stockdales Auto Repairs | 8 | 11:58.079 | 54.096 | 4.012 | 84.23 | 1:27.810 | 3 |
| 21 | 118 | PREM | 4 John COUGHLAN | Aprilia 1100 - BIKERSWORLD LTD | 8 | 11:59.028 | 55.045 | 0.949 | 84.12 | 1:27.714 | 7 |
| 22 | 508 | PSSPREM | 9 Daniel MCFADDEN | Yamaha 1000 - Sycamore Yamaha | 8 | 11:59.790 | 55.807 | 0.762 | 84.03 | 1:27.666 | 7 |
| 23 | 169 | PREM | 5 Phil ABEL | Suzuki 1000 - Abels joinery | 8 | 12:09.897 | 1:05.914 | 10.107 | 82.86 | 1:29.310 | 7 |
| 24 | 36 | PREM | 6 Martin BEECHAM | Honda 1000 - Me | 8 | 12:12.097 | 1:08.114 | 2.200 | 82.61 | 1:29.384 | 6 |
| 25 | 39 | PSS | 10 Byron KIRK | BMW 1000 - | 8 | 12:13.232 | 1:09.249 | 1.135 | 82.49 | 1:28.515 | 8 |
| 26 | 616 | PREM | 7 Carl LEONARD | BMW 1000 - | 8 | 12:14.689 | 1:10.706 | 1.457 | 82.32 | 1:29.786 | 2 |
| 27 | 125 | PREM | 8 Stephen RYAN | Kawasaki ZX10r 1000 - | 8 | 12:14.994 | 1:11.011 | 0.305 | 82.29 | 1:29.615 | 6 |
| 28 | 145 | PREM | 9 Daniel FORBES | Suzuki 1000 - Whitewell | 8 | 12:15.269 | 1:11.286 | 0.275 | 82.26 | 1:29.834 | 6 |
| 29 | 85 | PSS | 11 Steven HORNE | Suzuki 1000 - | 8 | 12:15.371 | 1:11.388 | 0.102 | 82.25 | 1:29.323 | 8 |
| 30 | 8 | PREM | 10 Liam MARCHANT | Kawasaki 1000 - Delkevick UK, Drury Engineering, Li | 8 | 12:19.214 | 1:15.231 | 3.843 | 81.82 | 1:27.043 | 8 |
| 31 | 177 | PREM | 11 Steve FRIZZELL | BMW 1000 - | 8 | 12:20.178 | 1:16.195 | 0.964 | 81.71 | 1:30.401 | 5 |
| 32 | 228 | PREM | 12 Clive EMERSON | Honda 900 - | 7 | 11:51.274 | 1 Lap | 1 Lap | 74.40 | 1:36.858 | 3 |

FASTEST LAP

| | | | | | | | |
|----|---------|----------------|--|---|----------|-----------|------------|
| 19 | PSS | Joe TALBOT | Kawasaki 1000 - Warrington MOT Centre | 6 | 1:21.602 | 92.65 mph | 149.10 kph |
| 47 | PSSPREM | Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 3 | 1:25.325 | 88.60 mph | 142.60 kph |
| 17 | PREM | Damien FRICKER | Aprilia 1100 - Autotriology.com | 6 | 1:26.201 | 87.70 mph | 141.15 kph |

Class PSS - 92.5% of Race Speed = 84.25 mph
 Class PSSPREM - 92.5% of Race Speed = 80.43 mph
 Class PREM - 92.5% of Race Speed = 79.92 mph

Race Distance: 8 Laps / 16.80 miles

Croft: 2.1001 miles

Date: 11/06/2022 Start: 14:43 Finish: 14:54

Weather / Track : Cloudy / Dry

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

Clerk Of Course : Clare Neate

C. Neate

Digitally Approved at 15:43 Saturday, 11 June 2022

Stewards :

Timekeeper : Sam Jones

S. Jones

Digitally Approved at 15:06 Saturday, 11 June 2022

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

Printed - 14:59 Saturday, 11 June 2022



No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - LAP CHART

LAP 1 @ 14:45:21.781

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:27.490 |
| 1 | 0.733 | 1:28.223 |
| 9 | 0.772 | 1:28.262 |
| 711 | 2.782 | 1:30.272 |
| 260 | 3.440 | 1:30.930 |
| 79 | 3.514 | 1:31.004 |
| 26 | 3.863 | 1:31.353 |
| 47 | 4.710 | 1:32.200 |
| 17 | 5.683 | 1:33.173 |
| 77 | 6.295 | 1:33.785 |
| 83 | 6.769 | 1:34.259 |
| 41 | 7.166 | 1:34.656 |
| 57 | 7.240 | 1:34.730 |
| 155 | 7.584 | 1:35.074 |
| 4 | 8.289 | 1:35.779 |
| 67 | 8.359 | 1:35.849 |
| 211 | 8.555 | 1:36.045 |
| 28 | 9.121 | 1:36.611 |
| 66 | 9.549 | 1:37.039 |
| 119 | 9.671 | 1:37.161 |
| 508 | 10.665 | 1:38.155 |
| 118 | 11.505 | 1:38.995 |
| 616 | 12.286 | 1:39.776 |
| 169 | 12.700 | 1:40.190 |
| 36 | 12.911 | 1:40.401 |
| 125 | 14.122 | 1:41.612 |
| 39 | 14.200 | 1:41.690 |
| 145 | 14.604 | 1:42.094 |
| 85 | 14.671 | 1:42.161 |
| 8 | 14.753 | 1:42.243 |
| 177 | 15.793 | 1:43.283 |
| 228 | 19.769 | 1:47.259 |

LAP 2 @ 14:46:44.477

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:22.696 |
| 1 | 0.134 | 1:22.097 |
| 9 | 1.422 | 1:23.346 |
| 711 | 3.658 | 1:23.572 |
| 260 | 5.407 | 1:24.663 |
| 26 | 6.598 | 1:25.431 |
| 79 | 7.257 | 1:26.439 |
| 47 | 8.027 | 1:26.013 |
| 17 | 9.213 | 1:26.226 |
| 77 | 9.942 | 1:26.343 |
| 57 | 10.136 | 1:25.592 |
| 41 | 11.038 | 1:26.568 |
| 83 | 12.500 | 1:28.427 |
| 155 | 12.632 | 1:27.744 |
| 211 | 13.527 | 1:27.668 |
| 4 | 13.624 | 1:28.031 |
| 67 | 13.774 | 1:28.111 |
| 28 | 14.173 | 1:27.748 |
| 66 | 14.759 | 1:27.906 |
| 119 | 15.356 | 1:28.381 |
| 508 | 16.523 | 1:28.554 |
| 118 | 16.879 | 1:28.070 |
| 616 | 19.376 | 1:29.786 |
| 169 | 19.719 | 1:29.715 |
| 36 | 20.151 | 1:29.936 |
| 39 | 22.424 | 1:30.920 |
| 85 | 22.956 | 1:30.981 |
| 125 | 22.983 | 1:31.557 |

| | | |
|-----|--------|----------|
| 8 | 23.494 | 1:31.437 |
| 145 | 23.726 | 1:31.818 |
| 177 | 25.034 | 1:31.937 |
| 228 | 34.348 | 1:37.275 |

LAP 3 @ 14:48:07.181

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:22.704 |
| 1 | 0.098 | 1:22.668 |
| 9 | 2.465 | 1:23.747 |
| 711 | 5.513 | 1:24.559 |
| 260 | 7.865 | 1:25.162 |
| 26 | 8.739 | 1:24.845 |
| 79 | 9.518 | 1:24.965 |
| 47 | 10.648 | 1:25.325 |
| 57 | 12.841 | 1:25.409 |
| 17 | 13.477 | 1:26.968 |
| 77 | 14.223 | 1:26.985 |
| 41 | 14.660 | 1:26.326 |
| 155 | 16.782 | 1:26.854 |
| 211 | 18.112 | 1:27.289 |
| 83 | 18.663 | 1:28.867 |
| 67 | 18.822 | 1:27.752 |
| 28 | 19.583 | 1:28.114 |
| 4 | 19.666 | 1:28.746 |
| 66 | 20.073 | 1:28.018 |
| 119 | 20.462 | 1:27.810 |
| 508 | 22.606 | 1:28.787 |
| 118 | 23.023 | 1:28.848 |
| 169 | 28.207 | 1:31.192 |
| 616 | 28.349 | 1:31.677 |
| 36 | 28.781 | 1:31.334 |
| 39 | 30.767 | 1:31.047 |
| 125 | 31.630 | 1:31.351 |
| 145 | 32.011 | 1:30.989 |
| 85 | 32.126 | 1:31.874 |
| 8 | 32.380 | 1:31.590 |
| 177 | 33.549 | 1:31.219 |
| 228 | 48.502 | 1:36.858 |

LAP 4 @ 14:49:30.014

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 1 | | 1:22.735 |
| 19 | 1.188 | 1:24.021 |
| 9 | 3.505 | 1:23.873 |
| 711 | 7.499 | 1:24.819 |
| 79 | 11.857 | 1:25.172 |
| 260 | 12.581 | 1:27.549 |
| 47 | 14.231 | 1:26.416 |
| 26 | 14.784 | 1:28.878 |
| 57 | 15.164 | 1:25.156 |
| 17 | 17.318 | 1:26.674 |
| 77 | 18.152 | 1:26.762 |
| 41 | 18.457 | 1:26.630 |
| 155 | 20.514 | 1:26.565 |
| 211 | 22.682 | 1:27.403 |
| 83 | 23.448 | 1:27.618 |
| 28 | 23.913 | 1:27.163 |
| 67 | 24.246 | 1:28.257 |
| 4 | 25.293 | 1:28.460 |
| 66 | 25.449 | 1:28.209 |
| 119 | 25.808 | 1:28.179 |
| 508 | 28.535 | 1:28.762 |
| 118 | 29.090 | 1:28.900 |
| 169 | 35.151 | 1:29.777 |

| | | |
|-----|----------|----------|
| 36 | 37.104 | 1:31.156 |
| 616 | 37.479 | 1:31.963 |
| 39 | 38.336 | 1:30.402 |
| 125 | 39.407 | 1:30.610 |
| 145 | 39.472 | 1:30.294 |
| 85 | 39.948 | 1:30.655 |
| 177 | 41.385 | 1:30.669 |
| 8 | 41.635 | 1:32.088 |
| 228 | 1:02.628 | 1:36.959 |

LAP 5 @ 14:50:52.265

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 1 | | 1:22.251 |
| 19 | 0.654 | 1:21.717 |
| 9 | 5.096 | 1:23.842 |
| 711 | 9.709 | 1:24.461 |
| 79 | 14.167 | 1:24.561 |
| 260 | 16.202 | 1:25.872 |
| 26 | 17.765 | 1:25.232 |
| 47 | 18.494 | 1:26.514 |
| 57 | 18.759 | 1:25.846 |
| 17 | 21.335 | 1:26.268 |
| 77 | 22.314 | 1:26.413 |
| 41 | 22.534 | 1:26.328 |
| 155 | 24.263 | 1:26.000 |
| 211 | 27.945 | 1:27.514 |
| 83 | 28.757 | 1:27.560 |
| 28 | 29.298 | 1:27.636 |
| 67 | 29.420 | 1:27.425 |
| 4 | 30.357 | 1:27.315 |
| 66 | 30.547 | 1:27.349 |
| 119 | 33.915 | 1:30.358 |
| 118 | 35.276 | 1:28.437 |
| 508 | 36.464 | 1:30.180 |
| 169 | 43.176 | 1:30.276 |
| 36 | 44.722 | 1:29.869 |
| 616 | 45.517 | 1:30.289 |
| 39 | 46.374 | 1:30.289 |
| 125 | 47.519 | 1:30.363 |
| 145 | 47.666 | 1:30.445 |
| 85 | 47.882 | 1:30.185 |
| 177 | 49.535 | 1:30.401 |
| 8 | 52.859 | 1:33.475 |

LAP 6 @ 14:52:14.243

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 1 | | 1:21.978 |
| 19 | 0.278 | 1:21.602 |
| 9 | 6.951 | 1:23.833 |
| 228 | 1 Lap | 1:48.697 |
| 711 | 12.483 | 1:24.752 |
| 79 | 16.893 | 1:24.704 |
| 260 | 20.383 | 1:26.159 |
| 26 | 21.419 | 1:25.632 |
| 57 | 22.604 | 1:25.823 |
| 47 | 22.969 | 1:26.453 |
| 17 | 25.558 | 1:26.201 |
| 77 | 26.735 | 1:26.399 |
| 41 | 27.029 | 1:26.473 |
| 155 | 28.290 | 1:26.005 |
| 211 | 33.214 | 1:27.247 |
| 83 | 33.822 | 1:27.043 |
| 67 | 34.044 | 1:26.602 |
| 4 | 35.121 | 1:26.742 |
| 28 | 35.192 | 1:27.872 |

| | | |
|-----|--------|----------|
| 66 | 36.276 | 1:27.707 |
| 119 | 40.472 | 1:28.535 |
| 118 | 41.984 | 1:28.686 |
| 508 | 43.256 | 1:28.770 |
| 169 | 51.143 | 1:29.945 |
| 36 | 52.128 | 1:29.384 |
| 616 | 53.914 | 1:30.375 |
| 39 | 54.403 | 1:30.007 |
| 125 | 55.156 | 1:29.615 |
| 145 | 55.522 | 1:29.834 |
| 85 | 55.705 | 1:29.801 |
| 177 | 58.145 | 1:30.588 |
| 8 | 58.391 | 1:27.510 |

LAP 7 @ 14:53:36.485

| NO | BEHIND | LAP TIME |
|-----|----------|----------|
| 1 | | 1:22.242 |
| 19 | 0.056 | 1:22.020 |
| 9 | 8.722 | 1:24.013 |
| 711 | 15.259 | 1:25.018 |
| 79 | 19.567 | 1:24.916 |
| 228 | 1 Lap | 1:39.090 |
| 26 | 24.616 | 1:25.439 |
| 260 | 24.980 | 1:26.839 |
| 57 | 25.773 | 1:25.411 |
| 47 | 26.507 | 1:25.780 |
| 17 | 29.998 | 1:26.682 |
| 77 | 30.722 | 1:26.229 |
| 41 | 31.083 | 1:26.296 |
| 155 | 31.719 | 1:25.671 |
| 211 | 37.989 | 1:27.017 |
| 83 | 38.989 | 1:27.409 |
| 67 | 39.265 | 1:27.463 |
| 4 | 40.250 | 1:27.371 |
| 28 | 41.182 | 1:28.232 |
| 66 | 42.507 | 1:28.473 |
| 119 | 46.899 | 1:28.669 |
| 118 | 47.456 | 1:27.714 |
| 508 | 48.680 | 1:27.666 |
| 169 | 58.211 | 1:29.310 |
| 36 | 59.434 | 1:29.548 |
| 616 | 1:02.503 | 1:30.831 |
| 39 | 1:02.523 | 1:30.362 |
| 125 | 1:03.017 | 1:30.103 |
| 145 | 1:03.205 | 1:29.925 |
| 85 | 1:03.854 | 1:30.391 |
| 177 | 1:06.599 | 1:30.696 |
| 8 | 1:09.977 | 1:33.828 |

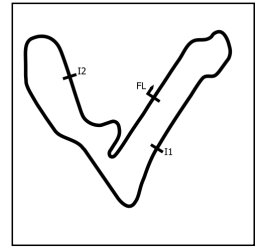
LAP 8 @ 14:54:58.274

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 19 | | 1:21.733 |
| 1 | 0.896 | 1:22.685 |
| 9 | 11.193 | 1:24.260 |
| 711 | 18.669 | 1:25.199 |
| 79 | 21.954 | 1:24.176 |
| 26 | 27.980 | 1:25.153 |
| 260 | 29.866 | 1:26.675 |
| 57 | 30.196 | 1:26.212 |
| 47 | 31.513 | 1:26.795 |
| 17 | 36.014 | 1:27.805 |
| 41 | 36.518 | 1:27.224 |
| 155 | 37.201 | 1:27.271 |
| 211 | 43.681 | 1:27.481 |
| 83 | 44.119 | 1:26.919 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - 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 : 1:21.486 | | BEST LAP TIME : 1:21.602 | | DIFFERENCE : 0.116 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 34.517 | 23.364 | 1:27.490 | 86.41 | 5.888 | 14:45:21.781 |
| 2 - | 24.660 | 34.487 | 23.549 | 1:22.696 | 91.42 | 1.094 | 14:46:44.477 |
| 3 - | 24.991 | 34.490 | 23.223 | 1:22.704 | 91.41 | 1.102 | 14:48:07.181 |
| 4 - | 24.723 | 34.415 | 24.883 | 1:24.021 | 89.98 | 2.419 | 14:49:31.202 |
| 5 - | 24.805 | 34.315 | 22.597 | 1:21.717 (2) | 92.52 | 0.115 | 14:50:52.919 |
| 6 - | 24.718 | 34.373 | 22.511 | 1:21.602 (1) | 92.65 | | 14:52:14.521 |
| 7 - | 24.668 | 34.456 | 22.896 | 1:22.020 | 92.18 | 0.418 | 14:53:36.541 |
| 8 - | 24.705 | 34.428 | 22.600 | 1:21.733 (3) | 92.50 | 0.131 | 14:54:58.274 |

| P2 | | 1 PSS | | James LODGE | | BMW 1000 - Lextek | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------------------|---------------------|
| IDEAL LAP TIME : 1:21.893 | | BEST LAP TIME : 1:21.978 | | DIFFERENCE : 0.085 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 34.433 | 23.343 | 1:28.223 | 85.69 | 6.245 | 14:45:22.514 |
| 2 - | 24.734 | 34.051 | 23.312 | 1:22.097 (2) | 92.09 | 0.119 | 14:46:44.611 |
| 3 - | 25.116 | 34.299 | 23.253 | 1:22.668 | 91.45 | 0.690 | 14:48:07.279 |
| 4 - | 24.895 | 34.366 | 23.474 | 1:22.735 | 91.38 | 0.757 | 14:49:30.014 |
| 5 - | 24.898 | 34.086 | 23.267 | 1:22.251 | 91.92 | 0.273 | 14:50:52.265 |
| 6 - | 24.799 | 34.071 | 23.108 | 1:21.978 (1) | 92.22 | | 14:52:14.243 |
| 7 - | 24.800 | 34.283 | 23.159 | 1:22.242 (3) | 91.93 | 0.264 | 14:53:36.485 |
| 8 - | 25.112 | 34.351 | 23.222 | 1:22.685 | 91.43 | 0.707 | 14:54:59.170 |

| P3 | | 9 PSS | | Callum GRIGOR | | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hot Tubs Cent | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---|---------------------|
| IDEAL LAP TIME : 1:23.018 | | BEST LAP TIME : 1:23.346 | | DIFFERENCE : 0.328 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 34.868 | 23.482 | 1:28.262 | 85.66 | 4.916 | 14:45:22.553 |
| 2 - | 25.434 | 34.776 | 23.136 | 1:23.346 (1) | 90.71 | | 14:46:45.899 |
| 3 - | 25.269 | 35.498 | 22.980 | 1:23.747 (2) | 90.27 | 0.401 | 14:48:09.646 |
| 4 - | 25.439 | 35.452 | 22.982 | 1:23.873 | 90.14 | 0.527 | 14:49:33.519 |
| 5 - | 25.472 | 35.271 | 23.099 | 1:23.842 | 90.17 | 0.496 | 14:50:57.361 |
| 6 - | 25.571 | 35.289 | 22.973 | 1:23.833 (3) | 90.18 | 0.487 | 14:52:21.194 |
| 7 - | 25.578 | 35.335 | 23.100 | 1:24.013 | 89.99 | 0.667 | 14:53:45.207 |
| 8 - | 25.935 | 35.198 | 23.127 | 1:24.260 | 89.72 | 0.914 | 14:55:09.467 |

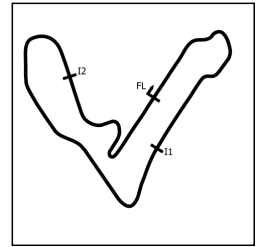
| P4 | | 711 PSS | | Tom NORTON | | Kawasaki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:23.572 | | BEST LAP TIME : 1:23.572 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.755 | 23.848 | 1:30.272 | 83.75 | 6.700 | 14:45:24.563 |
| 2 - | 25.258 | 34.904 | 23.410 | 1:23.572 (1) | 90.46 | | 14:46:48.135 |
| 3 - | 25.386 | 35.441 | 23.732 | 1:24.559 (3) | 89.41 | 0.987 | 14:48:12.694 |
| 4 - | 25.799 | 35.387 | 23.633 | 1:24.819 | 89.13 | 1.247 | 14:49:37.513 |
| 5 - | 25.498 | 35.399 | 23.564 | 1:24.461 (2) | 89.51 | 0.889 | 14:51:01.974 |
| 6 - | 25.650 | 35.455 | 23.647 | 1:24.752 | 89.20 | 1.180 | 14:52:26.726 |
| 7 - | 25.439 | 35.843 | 23.736 | 1:25.018 | 88.92 | 1.446 | 14:53:51.744 |
| 8 - | 25.695 | 35.485 | 24.019 | 1:25.199 | 88.74 | 1.627 | 14:55:16.943 |

| P5 | | 79 PSS | | Daniel STAMPER | | Yamaha 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------|---------------------|
| IDEAL LAP TIME : 1:24.127 | | BEST LAP TIME : 1:24.176 | | DIFFERENCE : 0.049 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.936 | 23.937 | 1:31.004 | 83.07 | 6.828 | 14:45:25.295 |
| 2 - | 26.862 | 36.097 | 23.480 | 1:26.439 | 87.46 | 2.263 | 14:46:51.734 |
| 3 - | 25.948 | 35.419 | 23.598 | 1:24.965 | 88.98 | 0.789 | 14:48:16.699 |
| 4 - | 26.106 | 35.489 | 23.577 | 1:25.172 | 88.76 | 0.996 | 14:49:41.871 |
| 5 - | 25.919 | 35.333 | 23.309 | 1:24.561 (2) | 89.41 | 0.385 | 14:51:06.432 |
| 6 - | 25.889 | 35.450 | 23.365 | 1:24.704 (3) | 89.25 | 0.528 | 14:52:31.136 |
| 7 - | 25.730 | 35.892 | 23.294 | 1:24.916 | 89.03 | 0.740 | 14:53:56.052 |
| 8 - | 25.737 | 35.103 | 23.336 | 1:24.176 (1) | 89.81 | | 14:55:20.228 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - 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

| P6 | | 26 PSS | | Joe MOORE | | Suzuki 1000 - Clear Line Racing | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------------------------|---------------------|
| IDEAL LAP TIME : 1:24.448 | | BEST LAP TIME : 1:24.845 | | DIFFERENCE : 0.397 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.364 | 23.578 | 1:31.353 | 82.76 | 6.508 | 14:45:25.644 |
| 2 - | 26.336 | 35.804 | 23.291 | 1:25.431 | 88.49 | 0.586 | 14:46:51.075 |
| 3 - | 26.021 | 35.537 | 23.287 | 1:24.845 (1) | 89.11 | | 14:48:15.920 |
| 4 - | 25.964 | 35.789 | 27.125 | 1:28.878 | 85.06 | 4.033 | 14:49:44.798 |
| 5 - | 25.900 | 36.008 | 23.324 | 1:25.232 (3) | 88.70 | 0.387 | 14:51:10.030 |
| 6 - | 25.675 | 35.538 | 24.419 | 1:25.632 | 88.29 | 0.787 | 14:52:35.662 |
| 7 - | 26.117 | 35.944 | 23.378 | 1:25.439 | 88.49 | 0.594 | 14:54:01.101 |
| 8 - | 26.299 | 35.618 | 23.236 | 1:25.153 (2) | 88.78 | 0.308 | 14:55:26.254 |

| P7 | | 260 PSS | | Ryan COOPER | | Suzuki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------|---------------------|
| IDEAL LAP TIME : 1:24.663 | | BEST LAP TIME : 1:24.663 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.055 | 23.392 | 1:30.930 | 83.14 | 6.267 | 14:45:25.221 |
| 2 - | 25.811 | 35.497 | 23.355 | 1:24.663 (1) | 89.30 | | 14:46:49.884 |
| 3 - | 25.860 | 35.609 | 23.693 | 1:25.162 (2) | 88.77 | 0.499 | 14:48:15.046 |
| 4 - | 26.382 | 36.204 | 24.963 | 1:27.549 | 86.35 | 2.886 | 14:49:42.595 |
| 5 - | 26.464 | 35.817 | 23.591 | 1:25.872 (3) | 88.04 | 1.209 | 14:51:08.467 |
| 6 - | 26.190 | 36.221 | 23.748 | 1:26.159 | 87.75 | 1.496 | 14:52:34.626 |
| 7 - | 26.466 | 36.644 | 23.729 | 1:26.839 | 87.06 | 2.176 | 14:54:01.465 |
| 8 - | 26.665 | 36.324 | 23.686 | 1:26.675 | 87.22 | 2.012 | 14:55:28.140 |

| P8 | | 57 PSS | | James SKELDING | | Honda 1000 - Bilstein / Spencer & Sons / Power Tool Rentals/ A | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--|---------------------|
| IDEAL LAP TIME : 1:25.062 | | BEST LAP TIME : 1:25.156 | | DIFFERENCE : 0.094 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.074 | 24.272 | 1:34.730 | 79.81 | 9.574 | 14:45:29.021 |
| 2 - | 25.722 | 36.097 | 23.773 | 1:25.592 | 88.33 | 0.436 | 14:46:54.613 |
| 3 - | 25.680 | 36.056 | 23.673 | 1:25.409 (2) | 88.52 | 0.253 | 14:48:20.022 |
| 4 - | 25.614 | 35.942 | 23.600 | 1:25.156 (1) | 88.78 | | 14:49:45.178 |
| 5 - | 26.072 | 36.000 | 23.774 | 1:25.846 | 88.07 | 0.690 | 14:51:11.024 |
| 6 - | 26.126 | 36.175 | 23.522 | 1:25.823 | 88.09 | 0.667 | 14:52:36.847 |
| 7 - | 25.850 | 36.055 | 23.506 | 1:25.411 (3) | 88.52 | 0.255 | 14:54:02.258 |
| 8 - | 26.513 | 36.080 | 23.619 | 1:26.212 | 87.69 | 1.056 | 14:55:28.470 |

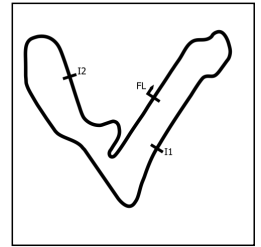
| P9 | | 47 PSSPREI | | Liam MURTAGH | | Kawasaki 1000 - Lady Lodge Systems, Corby Kawasaki | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--|---------------------|
| IDEAL LAP TIME : 1:25.244 | | BEST LAP TIME : 1:25.325 | | DIFFERENCE : 0.081 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.253 | 23.929 | 1:32.200 | 82.00 | 6.875 | 14:45:26.491 |
| 2 - | 26.354 | 35.895 | 23.764 | 1:26.013 (3) | 87.90 | 0.688 | 14:46:52.504 |
| 3 - | 25.778 | 35.702 | 23.845 | 1:25.325 (1) | 88.60 | | 14:48:17.829 |
| 4 - | 26.369 | 36.019 | 24.028 | 1:26.416 | 87.49 | 1.091 | 14:49:44.245 |
| 5 - | 26.299 | 36.080 | 24.135 | 1:26.514 | 87.39 | 1.189 | 14:51:10.759 |
| 6 - | 26.072 | 36.162 | 24.219 | 1:26.453 | 87.45 | 1.128 | 14:52:37.212 |
| 7 - | 25.989 | 35.947 | 23.844 | 1:25.780 (2) | 88.13 | 0.455 | 14:54:02.992 |
| 8 - | 26.422 | 36.317 | 24.056 | 1:26.795 | 87.10 | 1.470 | 14:55:29.787 |

| P10 | | 17 PREM | | Damien FRICKER | | Aprilia 1100 - Autotriology.com | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------------------------|---------------------|
| IDEAL LAP TIME : 1:25.907 | | BEST LAP TIME : 1:26.201 | | DIFFERENCE : 0.294 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.178 | 23.659 | 1:33.173 | 81.14 | 6.972 | 14:45:27.464 |
| 2 - | 26.176 | 36.349 | 23.701 | 1:26.226 (2) | 87.68 | 0.025 | 14:46:53.690 |
| 3 - | 26.033 | 36.787 | 24.148 | 1:26.968 | 86.93 | 0.767 | 14:48:20.658 |
| 4 - | 26.433 | 36.441 | 23.800 | 1:26.674 | 87.23 | 0.473 | 14:49:47.332 |
| 5 - | 26.318 | 36.404 | 23.546 | 1:26.268 (3) | 87.64 | 0.067 | 14:51:13.600 |
| 6 - | 26.246 | 36.328 | 23.627 | 1:26.201 (1) | 87.70 | | 14:52:39.801 |
| 7 - | 26.185 | 36.661 | 23.836 | 1:26.682 | 87.22 | 0.481 | 14:54:06.483 |
| 8 - | 26.477 | 37.453 | 23.875 | 1:27.805 | 86.10 | 1.604 | 14:55:34.288 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - 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

| P11 41 PSSPREI Stuart PAYNE | | Kawasaki 1000 - | | | | | |
|-----------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.543 | | BEST LAP TIME : 1:26.296 | | DIFFERENCE : 0.753 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.048 | 24.358 | 1:34.656 | 79.87 | 8.360 | 14:45:28.947 |
| 2 - | 26.332 | 36.462 | 23.774 | 1:26.568 | 87.33 | 0.272 | 14:46:55.515 |
| 3 - | 25.836 | 36.228 | 24.262 | 1:26.326 (2) | 87.58 | 0.030 | 14:48:21.841 |
| 4 - | 26.416 | 35.933 | 24.281 | 1:26.630 | 87.27 | 0.334 | 14:49:48.471 |
| 5 - | 26.122 | 36.246 | 23.960 | 1:26.328 (3) | 87.58 | 0.032 | 14:51:14.799 |
| 6 - | 26.075 | 36.330 | 24.068 | 1:26.473 | 87.43 | 0.177 | 14:52:41.272 |
| 7 - | 26.098 | 35.955 | 24.243 | 1:26.296 (1) | 87.61 | | 14:54:07.568 |
| 8 - | 26.195 | 37.176 | 23.853 | 1:27.224 | 86.68 | 0.928 | 14:55:34.792 |

| P12 155 PSSPREI Jake MAJOR-BIRD | | Suzuki 1000 - premier KIA - www.premier-car.co.uk | | | | | |
|---------------------------------|---------------|---|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.437 | | BEST LAP TIME : 1:25.671 | | DIFFERENCE : 0.234 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.206 | 24.273 | 1:35.074 | 79.52 | 9.403 | 14:45:29.365 |
| 2 - | 26.334 | 37.185 | 24.225 | 1:27.744 | 86.16 | 2.073 | 14:46:57.109 |
| 3 - | 26.596 | 36.516 | 23.742 | 1:26.854 | 87.04 | 1.183 | 14:48:23.963 |
| 4 - | 26.295 | 36.559 | 23.711 | 1:26.565 | 87.34 | 0.894 | 14:49:50.528 |
| 5 - | 26.064 | 36.363 | 23.573 | 1:26.000 (2) | 87.91 | 0.329 | 14:51:16.528 |
| 6 - | 25.995 | 36.391 | 23.619 | 1:26.005 (3) | 87.90 | 0.334 | 14:52:42.533 |
| 7 - | 25.957 | 36.161 | 23.553 | 1:25.671 (1) | 88.25 | | 14:54:08.204 |
| 8 - | 25.723 | 37.605 | 23.943 | 1:27.271 | 86.63 | 1.600 | 14:55:35.475 |

| P13 211 PREM Grant WHITFIELD | | kawasaki 1000 - | | | | | |
|------------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.710 | | BEST LAP TIME : 1:27.017 | | DIFFERENCE : 0.307 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.378 | 24.329 | 1:36.045 | 78.71 | 9.028 | 14:45:30.336 |
| 2 - | 26.597 | 36.659 | 24.412 | 1:27.668 | 86.24 | 0.651 | 14:46:58.004 |
| 3 - | 26.134 | 37.001 | 24.154 | 1:27.289 (3) | 86.61 | 0.272 | 14:48:25.293 |
| 4 - | 26.496 | 36.863 | 24.044 | 1:27.403 | 86.50 | 0.386 | 14:49:52.696 |
| 5 - | 26.699 | 36.898 | 23.917 | 1:27.514 | 86.39 | 0.497 | 14:51:20.210 |
| 6 - | 26.355 | 36.784 | 24.108 | 1:27.247 (2) | 86.65 | 0.230 | 14:52:47.457 |
| 7 - | 26.416 | 36.682 | 23.919 | 1:27.017 (1) | 86.88 | | 14:54:14.474 |
| 8 - | 26.363 | 36.945 | 24.173 | 1:27.481 | 86.42 | 0.464 | 14:55:41.955 |

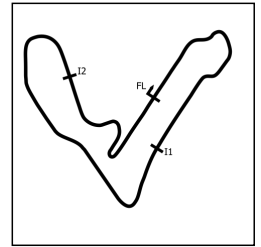
| P14 83 PREM Jason SIGGS | | Yamaha 1000 - J Siggs construction | | | | | |
|---------------------------|---------------|------------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.393 | | BEST LAP TIME : 1:26.919 | | DIFFERENCE : 0.526 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.034 | 24.105 | 1:34.259 | 80.21 | 7.340 | 14:45:28.550 |
| 2 - | 26.901 | 37.316 | 24.210 | 1:28.427 | 85.50 | 1.508 | 14:46:56.977 |
| 3 - | 26.826 | 37.260 | 24.781 | 1:28.867 | 85.07 | 1.948 | 14:48:25.844 |
| 4 - | 26.794 | 36.623 | 24.201 | 1:27.618 | 86.29 | 0.699 | 14:49:53.462 |
| 5 - | 26.705 | 36.793 | 24.062 | 1:27.560 | 86.34 | 0.641 | 14:51:21.022 |
| 6 - | 26.331 | 36.549 | 24.163 | 1:27.043 (2) | 86.86 | 0.124 | 14:52:48.065 |
| 7 - | 26.602 | 36.784 | 24.023 | 1:27.409 (3) | 86.49 | 0.490 | 14:54:15.474 |
| 8 - | 26.400 | 36.039 | 24.480 | 1:26.919 (1) | 86.98 | | 14:55:42.393 |

| P15 67 PSSPREI Scott MCFARLANE | | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / TheChilliGu! | | | | | |
|--------------------------------|---------------|--|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.602 | | BEST LAP TIME : 1:26.602 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.520 | 24.374 | 1:35.849 | 78.88 | 9.247 | 14:45:30.140 |
| 2 - | 26.427 | 36.800 | 24.884 | 1:28.111 | 85.80 | 1.509 | 14:46:58.251 |
| 3 - | 26.535 | 37.000 | 24.217 | 1:27.752 | 86.15 | 1.150 | 14:48:26.003 |
| 4 - | 26.777 | 36.994 | 24.486 | 1:28.257 | 85.66 | 1.655 | 14:49:54.260 |
| 5 - | 26.546 | 36.922 | 23.957 | 1:27.425 (2) | 86.48 | 0.823 | 14:51:21.685 |
| 6 - | 26.088 | 36.753 | 23.761 | 1:26.602 (1) | 87.30 | | 14:52:48.287 |
| 7 - | 26.535 | 37.051 | 23.877 | 1:27.463 (3) | 86.44 | 0.861 | 14:54:15.750 |
| 8 - | 26.296 | 36.841 | 24.763 | 1:27.900 | 86.01 | 1.298 | 14:55:43.650 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - 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 | | 4 PSSPREI Richie HARRISON | | Kawasaki 1000 - RAP Racing | | | |
|---------------------------|---------------|---------------------------|---------------|----------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.569 | | BEST LAP TIME : 1:26.742 | | DIFFERENCE : 0.173 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.021 | 24.808 | 1:35.779 | 78.93 | 9.037 | 14:45:30.070 |
| 2 - | 26.365 | 36.671 | 24.995 | 1:28.031 | 85.88 | 1.289 | 14:46:58.101 |
| 3 - | 26.953 | 36.894 | 24.899 | 1:28.746 | 85.19 | 2.004 | 14:48:26.847 |
| 4 - | 26.782 | 36.366 | 25.312 | 1:28.460 | 85.46 | 1.718 | 14:49:55.307 |
| 5 - | 25.893 | 36.725 | 24.697 | 1:27.315 (3) | 86.59 | 0.573 | 14:51:22.622 |
| 6 - | 25.983 | 36.318 | 24.441 | 1:26.742 (1) | 87.16 | | 14:52:49.364 |
| 7 - | 25.857 | 36.912 | 24.602 | 1:27.371 | 86.53 | 0.629 | 14:54:16.735 |
| 8 - | 25.810 | 36.468 | 24.684 | 1:26.962 (2) | 86.94 | 0.220 | 14:55:43.697 |

| P17 | | 77 PSSPREI Mark PATTINSON | | Suzuki 1000 - M Pattinson Joinery | | | |
|---------------------------|---------------|---------------------------|---------------|-----------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:26.090 | | BEST LAP TIME : 1:26.229 | | DIFFERENCE : 0.139 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.886 | 24.095 | 1:33.785 | 80.61 | 7.556 | 14:45:28.076 |
| 2 - | 26.347 | 36.102 | 23.894 | 1:26.343 (2) | 87.56 | 0.114 | 14:46:54.419 |
| 3 - | 26.589 | 36.275 | 24.121 | 1:26.985 | 86.91 | 0.756 | 14:48:21.404 |
| 4 - | 26.261 | 36.221 | 24.280 | 1:26.762 | 87.14 | 0.533 | 14:49:48.166 |
| 5 - | 26.272 | 36.093 | 24.048 | 1:26.413 | 87.49 | 0.184 | 14:51:14.579 |
| 6 - | 26.117 | 36.200 | 24.082 | 1:26.399 (3) | 87.50 | 0.170 | 14:52:40.978 |
| 7 - | 26.132 | 36.150 | 23.947 | 1:26.229 (1) | 87.68 | | 14:54:07.207 |
| 8 - | 26.103 | 37.757 | 34.405 | 1:38.265 | 76.94 | 12.036 | 14:55:45.472 |

| P18 | | 28 PSS Zac OULTRAM | | Suzuki 1000 - Konect Electrical, Lighting Motions, Ozone Lightin | | | |
|---------------------------|---------------|--------------------------|---------------|--|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.942 | | BEST LAP TIME : 1:27.163 | | DIFFERENCE : 0.221 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.395 | 24.602 | 1:36.611 | 78.25 | 9.448 | 14:45:30.902 |
| 2 - | 26.587 | 36.553 | 24.608 | 1:27.748 (3) | 86.16 | 0.585 | 14:46:58.650 |
| 3 - | 26.797 | 36.826 | 24.491 | 1:28.114 | 85.80 | 0.951 | 14:48:26.764 |
| 4 - | 26.586 | 36.505 | 24.072 | 1:27.163 (1) | 86.74 | | 14:49:53.927 |
| 5 - | 26.611 | 36.478 | 24.547 | 1:27.636 (2) | 86.27 | 0.473 | 14:51:21.563 |
| 6 - | 26.837 | 36.370 | 24.665 | 1:27.872 | 86.04 | 0.709 | 14:52:49.435 |
| 7 - | 27.171 | 36.685 | 24.376 | 1:28.232 | 85.69 | 1.069 | 14:54:17.667 |
| 8 - | 26.500 | 36.781 | 24.792 | 1:28.073 | 85.84 | 0.910 | 14:55:45.740 |

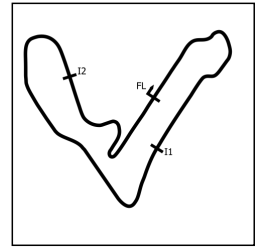
| P19 | | 66 PSSPREI Joe CARNELL | | BMW 1000 - fortis motorsport | | | |
|---------------------------|---------------|--------------------------|---------------|------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:27.037 | | BEST LAP TIME : 1:27.349 | | DIFFERENCE : 0.312 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.493 | 24.636 | 1:37.039 | 77.91 | 9.690 | 14:45:31.330 |
| 2 - | 26.308 | 36.758 | 24.840 | 1:27.906 (3) | 86.00 | 0.557 | 14:46:59.236 |
| 3 - | 26.367 | 36.941 | 24.710 | 1:28.018 | 85.89 | 0.669 | 14:48:27.254 |
| 4 - | 26.499 | 36.777 | 24.933 | 1:28.209 | 85.71 | 0.860 | 14:49:55.463 |
| 5 - | 26.605 | 36.515 | 24.229 | 1:27.349 (1) | 86.55 | | 14:51:22.812 |
| 6 - | 26.293 | 36.861 | 24.553 | 1:27.707 (2) | 86.20 | 0.358 | 14:52:50.519 |
| 7 - | 26.664 | 37.014 | 24.795 | 1:28.473 | 85.45 | 1.124 | 14:54:18.992 |
| 8 - | 26.952 | 37.394 | 25.020 | 1:29.366 | 84.60 | 2.017 | 14:55:48.358 |

| P20 | | 119 PSSPREI Andrew STOCKDALE | | BMW 1000 - Stockdales Auto Repairs | | | |
|---------------------------|---------------|------------------------------|---------------|------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:27.458 | | BEST LAP TIME : 1:27.810 | | DIFFERENCE : 0.352 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.937 | 24.556 | 1:37.161 | 77.81 | 9.351 | 14:45:31.452 |
| 2 - | 27.064 | 37.083 | 24.234 | 1:28.381 (3) | 85.54 | 0.571 | 14:46:59.833 |
| 3 - | 26.502 | 36.722 | 24.586 | 1:27.810 (1) | 86.10 | | 14:48:27.643 |
| 4 - | 26.724 | 36.997 | 24.458 | 1:28.179 (2) | 85.74 | 0.369 | 14:49:55.822 |
| 5 - | 26.914 | 37.171 | 26.273 | 1:30.358 | 83.67 | 2.548 | 14:51:26.180 |
| 6 - | 27.069 | 36.948 | 24.518 | 1:28.535 | 85.39 | 0.725 | 14:52:54.715 |
| 7 - | 26.946 | 37.313 | 24.410 | 1:28.669 | 85.26 | 0.859 | 14:54:23.384 |
| 8 - | 27.024 | 37.295 | 24.667 | 1:28.986 | 84.96 | 1.176 | 14:55:52.370 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - 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

| P21 118 PREM John COUGHLAN | | Aprilia 1100 - BIKERSWORLD LTD | | | | | |
|----------------------------|---------------|--------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:27.601 | | BEST LAP TIME : 1:27.714 | | DIFFERENCE : 0.113 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.325 | 24.767 | 1:38.995 | 76.37 | 11.281 | 14:45:33.286 |
| 2 - | 26.793 | 36.944 | 24.333 | 1:28.070 (2) | 85.84 | 0.356 | 14:47:01.356 |
| 3 - | 26.595 | 37.563 | 24.690 | 1:28.848 | 85.09 | 1.134 | 14:48:30.204 |
| 4 - | 26.816 | 37.169 | 24.915 | 1:28.900 | 85.04 | 1.186 | 14:49:59.104 |
| 5 - | 27.021 | 37.181 | 24.235 | 1:28.437 (3) | 85.49 | 0.723 | 14:51:27.541 |
| 6 - | 26.790 | 37.143 | 24.753 | 1:28.686 | 85.25 | 0.972 | 14:52:56.227 |
| 7 - | 26.593 | 36.773 | 24.348 | 1:27.714 (1) | 86.19 | | 14:54:23.941 |
| 8 - | 27.291 | 37.503 | 24.584 | 1:29.378 | 84.59 | 1.664 | 14:55:53.319 |

| P22 508 PSSPREI Daniel MCFADDEN | | Yamaha 1000 - Sycamore Yamaha | | | | | |
|---------------------------------|---------------|-------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:27.614 | | BEST LAP TIME : 1:27.666 | | DIFFERENCE : 0.052 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.156 | 24.775 | 1:38.155 | 77.02 | 10.489 | 14:45:32.446 |
| 2 - | 26.481 | 37.235 | 24.838 | 1:28.554 (2) | 85.37 | 0.888 | 14:47:01.000 |
| 3 - | 26.588 | 37.448 | 24.751 | 1:28.787 | 85.15 | 1.121 | 14:48:29.787 |
| 4 - | 26.690 | 37.231 | 24.841 | 1:28.762 (3) | 85.17 | 1.096 | 14:49:58.549 |
| 5 - | 26.830 | 37.112 | 26.238 | 1:30.180 | 83.83 | 2.514 | 14:51:28.729 |
| 6 - | 26.986 | 37.142 | 24.642 | 1:28.770 | 85.17 | 1.104 | 14:52:57.499 |
| 7 - | 26.533 | 36.602 | 24.531 | 1:27.666 (1) | 86.24 | | 14:54:25.165 |
| 8 - | 26.749 | 36.951 | 25.216 | 1:28.916 | 85.03 | 1.250 | 14:55:54.081 |

| P23 169 PREM Phil ABEL | | Suzuki 1000 - Abels joinery | | | | | |
|---------------------------|---------------|-----------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.015 | | BEST LAP TIME : 1:29.310 | | DIFFERENCE : 0.295 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.525 | 25.375 | 1:40.190 | 75.46 | 10.880 | 14:45:34.481 |
| 2 - | 26.999 | 37.418 | 25.298 | 1:29.715 (3) | 84.27 | 0.405 | 14:47:04.196 |
| 3 - | 27.351 | 38.480 | 25.361 | 1:31.192 | 82.90 | 1.882 | 14:48:35.388 |
| 4 - | 27.429 | 37.339 | 25.009 | 1:29.777 | 84.21 | 0.467 | 14:50:05.165 |
| 5 - | 27.368 | 37.582 | 25.326 | 1:30.276 | 83.75 | 0.966 | 14:51:35.441 |
| 6 - | 27.303 | 37.526 | 25.116 | 1:29.945 | 84.05 | 0.635 | 14:53:05.386 |
| 7 - | 26.962 | 37.553 | 24.795 | 1:29.310 (1) | 84.65 | | 14:54:34.696 |
| 8 - | 27.353 | 37.258 | 24.881 | 1:29.492 (2) | 84.48 | 0.182 | 14:56:04.188 |

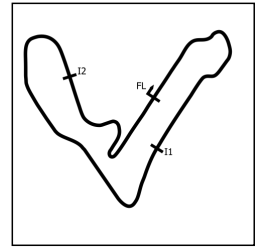
| P24 36 PREM Martin BEECHAM | | Honda 1000 - Me | | | | | |
|----------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.028 | | BEST LAP TIME : 1:29.384 | | DIFFERENCE : 0.356 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 39.015 | 25.006 | 1:40.401 | 75.30 | 11.017 | 14:45:34.692 |
| 2 - | 26.933 | 38.135 | 24.868 | 1:29.936 | 84.06 | 0.552 | 14:47:04.628 |
| 3 - | 27.104 | 38.640 | 25.590 | 1:31.334 | 82.77 | 1.950 | 14:48:35.962 |
| 4 - | 27.231 | 38.183 | 25.742 | 1:31.156 | 82.94 | 1.772 | 14:50:07.118 |
| 5 - | 27.136 | 37.798 | 24.935 | 1:29.869 (3) | 84.12 | 0.485 | 14:51:36.987 |
| 6 - | 26.905 | 37.534 | 24.945 | 1:29.384 (1) | 84.58 | | 14:53:06.371 |
| 7 - | 26.809 | 37.351 | 25.388 | 1:29.548 (2) | 84.43 | 0.164 | 14:54:35.919 |
| 8 - | 27.336 | 38.113 | 25.020 | 1:30.469 | 83.57 | 1.085 | 14:56:06.388 |

| P25 39 PSS Byron KIRK | | BMW 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:28.515 | | BEST LAP TIME : 1:28.515 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 39.538 | 25.311 | 1:41.690 | 74.34 | 13.175 | 14:45:35.981 |
| 2 - | 27.830 | 38.226 | 24.864 | 1:30.920 | 83.15 | 2.405 | 14:47:06.901 |
| 3 - | 27.996 | 38.431 | 24.620 | 1:31.047 | 83.04 | 2.532 | 14:48:37.948 |
| 4 - | 27.555 | 38.109 | 24.738 | 1:30.402 | 83.63 | 1.887 | 14:50:08.350 |
| 5 - | 27.411 | 38.249 | 24.629 | 1:30.289 (3) | 83.73 | 1.774 | 14:51:38.639 |
| 6 - | 27.074 | 38.137 | 24.796 | 1:30.007 (2) | 84.00 | 1.492 | 14:53:08.646 |
| 7 - | 26.923 | 38.395 | 25.044 | 1:30.362 | 83.67 | 1.847 | 14:54:39.008 |
| 8 - | 26.712 | 37.295 | 24.508 | 1:28.515 (1) | 85.41 | | 14:56:07.523 |

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RACE 5 - 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

| P26 | | 616 PREM Carl LEONARD | | BMW 1000 - | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:29.421 | | BEST LAP TIME : 1:29.786 | | DIFFERENCE : 0.365 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.833 | 25.660 | 1:39.776 | 75.77 | 9.990 | 14:45:34.067 |
| 2 - | 26.946 | 37.683 | 25.157 | 1:29.786 (1) | 84.20 | | 14:47:03.853 |
| 3 - | 27.410 | 38.669 | 25.598 | 1:31.677 | 82.47 | 1.891 | 14:48:35.530 |
| 4 - | 27.427 | 38.540 | 25.996 | 1:31.963 | 82.21 | 2.177 | 14:50:07.493 |
| 5 - | 27.484 | 37.797 | 25.008 | 1:30.289 (3) | 83.73 | 0.503 | 14:51:37.782 |
| 6 - | 27.278 | 37.957 | 25.140 | 1:30.375 | 83.65 | 0.589 | 14:53:08.157 |
| 7 - | 27.354 | 38.004 | 25.473 | 1:30.831 | 83.23 | 1.045 | 14:54:38.988 |
| 8 - | 27.313 | 37.467 | 25.212 | 1:29.992 (2) | 84.01 | 0.206 | 14:56:08.980 |

| P27 | | 125 PREM Stephen RYAN | | Kawasaki ZX10r 1000 - | | | |
|---------------------------|---------------|--------------------------|---------------|-----------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.314 | | BEST LAP TIME : 1:29.615 | | DIFFERENCE : 0.301 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 39.463 | 25.672 | 1:41.612 | 74.40 | 11.997 | 14:45:35.903 |
| 2 - | 28.043 | 38.281 | 25.233 | 1:31.557 | 82.57 | 1.942 | 14:47:07.460 |
| 3 - | 27.827 | 38.215 | 25.309 | 1:31.351 | 82.76 | 1.736 | 14:48:38.811 |
| 4 - | 27.218 | 38.243 | 25.149 | 1:30.610 | 83.44 | 0.995 | 14:50:09.421 |
| 5 - | 27.301 | 38.004 | 25.058 | 1:30.363 | 83.66 | 0.748 | 14:51:39.784 |
| 6 - | 26.970 | 37.669 | 24.976 | 1:29.615 (1) | 84.36 | | 14:53:09.399 |
| 7 - | 26.851 | 37.904 | 25.348 | 1:30.103 (3) | 83.91 | 0.488 | 14:54:39.502 |
| 8 - | 27.244 | 37.487 | 25.052 | 1:29.783 (2) | 84.20 | 0.168 | 14:56:09.285 |

| P28 | | 145 PREM Daniel FORBES | | Suzuki 1000 - Whitewell | | | |
|---------------------------|---------------|--------------------------|---------------|-------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.165 | | BEST LAP TIME : 1:29.834 | | DIFFERENCE : 0.669 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 39.456 | 25.473 | 1:42.094 | 74.05 | 12.260 | 14:45:36.385 |
| 2 - | 27.813 | 38.480 | 25.525 | 1:31.818 | 82.34 | 1.984 | 14:47:08.203 |
| 3 - | 27.709 | 38.575 | 24.705 | 1:30.989 | 83.09 | 1.155 | 14:48:39.192 |
| 4 - | 27.201 | 37.999 | 25.094 | 1:30.294 | 83.73 | 0.460 | 14:50:09.486 |
| 5 - | 27.350 | 38.135 | 24.960 | 1:30.445 | 83.59 | 0.611 | 14:51:39.931 |
| 6 - | 26.954 | 37.832 | 25.048 | 1:29.834 (1) | 84.16 | | 14:53:09.765 |
| 7 - | 26.845 | 37.880 | 25.200 | 1:29.925 (3) | 84.07 | 0.091 | 14:54:39.690 |
| 8 - | 27.075 | 37.615 | 25.180 | 1:29.870 (2) | 84.12 | 0.036 | 14:56:09.560 |

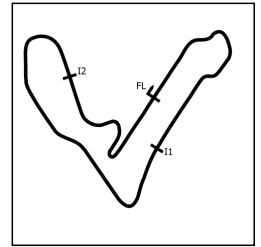
| P29 | | 85 PSS Steven HORNE | | Suzuki 1000 - | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:28.930 | | BEST LAP TIME : 1:29.323 | | DIFFERENCE : 0.393 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 39.813 | 24.956 | 1:42.161 | 74.00 | 12.838 | 14:45:36.452 |
| 2 - | 27.481 | 38.604 | 24.896 | 1:30.981 | 83.10 | 1.658 | 14:47:07.433 |
| 3 - | 27.881 | 39.012 | 24.981 | 1:31.874 | 82.29 | 2.551 | 14:48:39.307 |
| 4 - | 27.237 | 38.468 | 24.950 | 1:30.655 | 83.39 | 1.332 | 14:50:09.962 |
| 5 - | 27.086 | 38.488 | 24.611 | 1:30.185 (3) | 83.83 | 0.862 | 14:51:40.147 |
| 6 - | 27.302 | 37.948 | 24.551 | 1:29.801 (2) | 84.19 | 0.478 | 14:53:09.948 |
| 7 - | 26.979 | 38.019 | 25.393 | 1:30.391 | 83.64 | 1.068 | 14:54:40.339 |
| 8 - | 27.143 | 37.400 | 24.780 | 1:29.323 (1) | 84.64 | | 14:56:09.662 |

| P30 | | 8 PREM Liam MARCHANT | | Kawasaki 1000 - Delkevic UK, Drury Engineering, Lincs Enginee | | | |
|---------------------------|---------------|--------------------------|---------------|---|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:27.006 | | BEST LAP TIME : 1:27.043 | | DIFFERENCE : 0.037 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 39.902 | 25.685 | 1:42.243 | 73.94 | 15.200 | 14:45:36.534 |
| 2 - | 27.919 | 38.449 | 25.069 | 1:31.437 (3) | 82.68 | 4.394 | 14:47:07.971 |
| 3 - | 27.708 | 38.302 | 25.580 | 1:31.590 | 82.54 | 4.547 | 14:48:39.561 |
| 4 - | 27.724 | 38.320 | 26.044 | 1:32.088 | 82.10 | 5.045 | 14:50:11.649 |
| 5 - | 28.937 | 39.433 | 25.105 | 1:33.475 | 80.88 | 6.432 | 14:51:45.124 |
| 6 - | 26.580 | 36.428 | 24.502 | 1:27.510 (2) | 86.39 | 0.467 | 14:53:12.634 |
| 7 - | 27.293 | 40.130 | 26.405 | 1:33.828 | 80.57 | 6.785 | 14:54:46.462 |
| 8 - | 26.229 | 36.465 | 24.349 | 1:27.043 (1) | 86.86 | | 14:56:13.505 |

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RACE 5 - 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

| P31 | | 177 PREM Steve FRIZZELL | | BMW 1000 - | | | |
|---------------------------|---------------|--------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:30.124 | | BEST LAP TIME : 1:30.401 | | DIFFERENCE : 0.277 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 39.765 | 25.519 | 1:43.283 | 73.20 | 12.882 | 14:45:37.574 |
| 2 - | 28.020 | 38.419 | 25.498 | 1:31.937 | 82.23 | 1.536 | 14:47:09.511 |
| 3 - | 27.545 | 38.377 | 25.297 | 1:31.219 | 82.88 | 0.818 | 14:48:40.730 |
| 4 - | 27.495 | 38.077 | 25.097 | 1:30.669 (3) | 83.38 | 0.268 | 14:50:11.399 |
| 5 - | 27.560 | 37.718 | 25.123 | 1:30.401 (1) | 83.63 | | 14:51:41.800 |
| 6 - | 27.309 | 38.131 | 25.148 | 1:30.588 (2) | 83.46 | 0.187 | 14:53:12.388 |
| 7 - | 27.358 | 37.994 | 25.344 | 1:30.696 | 83.36 | 0.295 | 14:54:43.084 |
| 8 - | 27.863 | 38.078 | 25.444 | 1:31.385 | 82.73 | 0.984 | 14:56:14.469 |

| P32 | | 228 PREM Clive EMERSON | | Honda 900 - | | | |
|---------------------------|---------------|-------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:36.314 | | BEST LAP TIME : 1:36.858 | | DIFFERENCE : 0.544 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 42.437 | 26.824 | 1:47.259 | 70.48 | 10.401 | 14:45:41.550 |
| 2 - | 29.932 | 40.859 | 26.484 | 1:37.275 (3) | 77.72 | 0.417 | 14:47:18.825 |
| 3 - | 29.092 | 41.383 | 26.383 | 1:36.858 (1) | 78.05 | | 14:48:55.683 |
| 4 - | 29.446 | 40.995 | 26.518 | 1:36.959 (2) | 77.97 | 0.101 | 14:50:32.642 |
| 5 - | 29.449 | 40.839 | 38.409 | 1:48.697 | 69.55 | 11.839 | 14:52:21.339 |
| 6 - | 30.364 | 41.646 | 27.080 | 1:39.090 | 76.30 | 2.232 | 14:54:00.429 |
| 7 - | 30.447 | 46.746 | 27.943 | 1:45.136 | 71.91 | 8.278 | 14:55:45.565 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - 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 | 1:21.222 | |
| 1 | 19 | TALBOT | 24.660 | 1 | LODGE | 34.051 | 19 | TALBOT | 22.511 | 1 | 19 | TALBOT | 1:21.486 | 1:21.602 | 0.116 |
| 2 | 1 | LODGE | 24.734 | 19 | TALBOT | 34.315 | 9 | GRIGOR | 22.973 | 2 | 1 | LODGE | 1:21.893 | 1:21.978 | 0.085 |
| 3 | 711 | NORTON | 25.258 | 9 | GRIGOR | 34.776 | 1 | LODGE | 23.108 | 3 | 9 | GRIGOR | 1:23.018 | 1:23.346 | 0.328 |
| 4 | 9 | GRIGOR | 25.269 | 711 | NORTON | 34.904 | 26 | MOORE | 23.236 | 4 | 711 | NORTON | 1:23.572 | 1:23.572 | 0.000 |
| 5 | 57 | SKELDING | 25.614 | 79 | STAMPER | 35.103 | 79 | STAMPER | 23.294 | 5 | 79 | STAMPER | 1:24.127 | 1:24.176 | 0.049 |
| 6 | 26 | MOORE | 25.675 | 260 | COOPER | 35.497 | 260 | COOPER | 23.355 | 6 | 26 | MOORE | 1:24.448 | 1:24.845 | 0.397 |
| 7 | 155 | MAJOR-BIRD | 25.723 | 26 | MOORE | 35.537 | 711 | NORTON | 23.410 | 7 | 260 | COOPER | 1:24.663 | 1:24.663 | 0.000 |
| 8 | 79 | STAMPER | 25.730 | 47 | MURTAGH | 35.702 | 57 | SKELDING | 23.506 | 8 | 57 | SKELDING | 1:25.062 | 1:25.156 | 0.094 |
| 9 | 47 | MURTAGH | 25.778 | 41 | PAYNE | 35.933 | 17 | FRICKER | 23.546 | 9 | 47 | MURTAGH | 1:25.244 | 1:25.325 | 0.081 |
| 10 | 4 | HARRISON | 25.810 | 57 | SKELDING | 35.942 | 155 | MAJOR-BIRD | 23.553 | 10 | 155 | MAJOR-BIRD | 1:25.437 | 1:25.671 | 0.234 |
| 11 | 260 | COOPER | 25.811 | 83 | SIGGS | 36.039 | 67 | MCFARLANE | 23.761 | 11 | 41 | PAYNE | 1:25.543 | 1:26.296 | 0.753 |
| 12 | 41 | PAYNE | 25.836 | 77 | PATTINSON | 36.093 | 47 | MURTAGH | 23.764 | 12 | 17 | FRICKER | 1:25.907 | 1:26.201 | 0.294 |
| 13 | 17 | FRICKER | 26.033 | 155 | MAJOR-BIRD | 36.161 | 41 | PAYNE | 23.774 | 13 | 77 | PATTINSON | 1:26.090 | 1:26.229 | 0.139 |
| 14 | 67 | MCFARLANE | 26.088 | 4 | HARRISON | 36.318 | 77 | PATTINSON | 23.894 | 14 | 83 | SIGGS | 1:26.393 | 1:26.919 | 0.526 |
| 15 | 77 | PATTINSON | 26.103 | 17 | FRICKER | 36.328 | 211 | WHITFIELD | 23.917 | 15 | 4 | HARRISON | 1:26.569 | 1:26.742 | 0.173 |
| 16 | 211 | WHITFIELD | 26.134 | 28 | OULTRAM | 36.370 | 83 | SIGGS | 24.023 | 16 | 67 | MCFARLANE | 1:26.602 | 1:26.602 | 0.000 |
| 17 | 8 | MARCHANT | 26.229 | 8 | MARCHANT | 36.428 | 28 | OULTRAM | 24.072 | 17 | 211 | WHITFIELD | 1:26.710 | 1:27.017 | 0.307 |
| 18 | 66 | CARNELL | 26.293 | 66 | CARNELL | 36.515 | 66 | CARNELL | 24.229 | 18 | 28 | OULTRAM | 1:26.942 | 1:27.163 | 0.221 |
| 19 | 83 | SIGGS | 26.331 | 508 | MCFADDEN | 36.602 | 119 | STOCKDALE | 24.234 | 19 | 8 | MARCHANT | 1:27.006 | 1:27.043 | 0.037 |
| 20 | 508 | MCFADDEN | 26.481 | 211 | WHITFIELD | 36.659 | 118 | COUGHLAN | 24.235 | 20 | 66 | CARNELL | 1:27.037 | 1:27.349 | 0.312 |
| 21 | 28 | OULTRAM | 26.500 | 119 | STOCKDALE | 36.722 | 8 | MARCHANT | 24.349 | 21 | 119 | STOCKDALE | 1:27.458 | 1:27.810 | 0.352 |
| 22 | 119 | STOCKDALE | 26.502 | 67 | MCFARLANE | 36.753 | 4 | HARRISON | 24.441 | 22 | 118 | COUGHLAN | 1:27.601 | 1:27.714 | 0.113 |
| 23 | 118 | COUGHLAN | 26.593 | 118 | COUGHLAN | 36.773 | 39 | KIRK | 24.508 | 23 | 508 | MCFADDEN | 1:27.614 | 1:27.666 | 0.052 |
| 24 | 39 | KIRK | 26.712 | 169 | ABEL | 37.258 | 508 | MCFADDEN | 24.531 | 24 | 39 | KIRK | 1:28.515 | 1:28.515 | 0.000 |
| 25 | 36 | BEECHAM | 26.809 | 39 | KIRK | 37.295 | 85 | HORNE | 24.551 | 25 | 85 | HORNE | 1:28.930 | 1:29.323 | 0.393 |
| 26 | 145 | FORBES | 26.845 | 36 | BEECHAM | 37.351 | 145 | FORBES | 24.705 | 26 | 169 | ABEL | 1:29.015 | 1:29.310 | 0.295 |
| 27 | 125 | RYAN | 26.851 | 85 | HORNE | 37.400 | 169 | ABEL | 24.795 | 27 | 36 | BEECHAM | 1:29.028 | 1:29.384 | 0.356 |
| 28 | 616 | LEONARD | 26.946 | 616 | LEONARD | 37.467 | 36 | BEECHAM | 24.868 | 28 | 145 | FORBES | 1:29.165 | 1:29.834 | 0.669 |
| 29 | 169 | ABEL | 26.962 | 125 | RYAN | 37.487 | 125 | RYAN | 24.976 | 29 | 125 | RYAN | 1:29.314 | 1:29.615 | 0.301 |
| 30 | 85 | HORNE | 26.979 | 145 | FORBES | 37.615 | 616 | LEONARD | 25.008 | 30 | 616 | LEONARD | 1:29.421 | 1:29.786 | 0.365 |
| 31 | 177 | FRIZZELL | 27.309 | 177 | FRIZZELL | 37.718 | 177 | FRIZZELL | 25.097 | 31 | 177 | FRIZZELL | 1:30.124 | 1:30.401 | 0.277 |
| 32 | 228 | EMERSON | 29.092 | 228 | EMERSON | 40.839 | 228 | EMERSON | 26.383 | 32 | 228 | EMERSON | 1:36.314 | 1:36.858 | 0.544 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - STATISTICS

Competitors Started 32
Planned Start 2022-06-11 @ 14:10:00.000
Actual Start 2022-06-11 @ 14:43:54.290
Finish Time 2022-06-11 @ 14:54:58.273
Track Length 2.1001mi.
Total Laps 255
Total Distance Covered 535.5439mi.

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-----|-------------|----------|--------------|-----|---------------|
| 19 | PSS | Joe TALBOT | 1:27.490 | 14:45:21.801 | 1 | Kawasaki 1000 |
| 19 | PSS | Joe TALBOT | 1:22.696 | 14:46:44.498 | 2 | Kawasaki 1000 |
| 1 | PSS | James LODGE | 1:22.097 | 14:46:44.631 | 2 | BMW 1000 |
| 19 | PSS | Joe TALBOT | 1:21.717 | 14:50:52.939 | 5 | Kawasaki 1000 |
| 19 | PSS | Joe TALBOT | 1:21.602 | 14:52:14.542 | 6 | Kawasaki 1000 |

Session Leader History

| NO | CL | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|-----|-------------|----------|----------|------------|---------------|
| 19 | PSS | Joe TALBOT | 1 | 3 | 6.30 miles | Kawasaki 1000 |
| 1 | PSS | James LODGE | 4 | 4 | 8.40 miles | BMW 1000 |
| 19 | PSS | Joe TALBOT | 8 | 1 | 2.10 miles | Kawasaki 1000 |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 14:43:54.290 |
| FINISH | 14:54:58.273 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 8 | 12:24.928 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - STATISTICS

CLASS : PREM

12 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|----------------|-----------------|--------------|-----|--------------|
| 17 | Damien FRICKER | 1:33.173 | 14:45:27.496 | 1 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:26.226 | 14:46:53.722 | 2 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:26.201 | 14:52:39.832 | 6 | Aprilia 1100 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|----------------|----------|----------|-------------|--------------|
| 17 | Damien FRICKER | 1 | 8 | 16.80 miles | Aprilia 1100 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - STATISTICS

CLASS : PSS

11 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-------------|----------|--------------|-----|---------------|
| 19 | Joe TALBOT | 1:27.490 | 14:45:21.801 | 1 | Kawasaki 1000 |
| 19 | Joe TALBOT | 1:22.696 | 14:46:44.498 | 2 | Kawasaki 1000 |
| 1 | James LODGE | 1:22.097 | 14:46:44.631 | 2 | BMW 1000 |
| 19 | Joe TALBOT | 1:21.717 | 14:50:52.939 | 5 | Kawasaki 1000 |
| 19 | Joe TALBOT | 1:21.602 | 14:52:14.542 | 6 | Kawasaki 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|-------------|----------|----------|------------|---------------|
| 19 | Joe TALBOT | 1 | 3 | 6.30 miles | Kawasaki 1000 |
| 1 | James LODGE | 4 | 4 | 8.40 miles | BMW 1000 |
| 19 | Joe TALBOT | 8 | 1 | 2.10 miles | Kawasaki 1000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 5 - STATISTICS

CLASS : PSSPREM

9 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|--------------|----------|--------------|-----|---------------|
| 47 | Liam MURTAGH | 1:32.200 | 14:45:26.498 | 1 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:26.013 | 14:46:52.512 | 2 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:25.325 | 14:48:17.836 | 3 | Kawasaki 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|--------------|----------|----------|-------------|---------------|
| 47 | Liam MURTAGH | 1 | 8 | 16.80 miles | Kawasaki 1000 |

| | | EVENT → | | | Rnd 1 | | | Rnd 2 | | | Rnd 3 | | | Rnd 4 | | | Rnd 5 | | | Rnd 6 | | | Rnd 7 | | | Rnd 8 | | | Wins | Seconds | Thirds | | | | | | | | | | | | | | | | | | | | | | | | |
|----|------------------|---------|-----|------|-----------------|----|----|----------------------|----|----|----------------|----|----|----------------|---|---|-------------|---|---|-------------------------|---|---|----------------|---|---|-------|---|---|------|---------|--------|---------------|---|---|------------------|---|---|----------------|---|---|-------------------|---|---|-------------------|--|--|--------------|--|--|-----------------|--|--|-------------------|--|--|
| | | TOTAL | GAP | DIFF | 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/31st July | | | Brands Hatch Indy | | | 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 | 178 | | | 11 | 10 | 13 | 25 | 9 | 25 | 20 | 20 | 20 | 25 | | | | | | | | | | | | | | | | | | | | | 3 | 3 | 0 | | | | | | | | | | | | | | | | | | |
| 2 | Callum GRIGOR | 122 | 56 | | 8 | 9 | 9 | 16 | 20 | 16 | 9 | 8 | 11 | 16 | | | | | | | | | | | | | | | | | | | | 0 | 1 | 3 | | | | | | | | | | | | | | | | | | | |
| 3 | Craig NEVE | 105 | 73 | 17 | 16 | 13 | 11 | 20 | 25 | 20 | | | | | | | | | | | | | | | | | | | | | | | | 1 | 2 | 1 | | | | | | | | | | | | | | | | | | | |
| 4 | Joe MOORE | 82 | 96 | 23 | 6 | 3 | 5 | 13 | 13 | 13 | 5 | 6 | 8 | 10 | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | |
| 5 | David ALLINGHAM | 75 | 103 | 7 | 25 | 25 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 | 0 | 0 | | | | | | | | | | | | | | | | | | | |
| 6 | Richard KERR | 75 | 103 | 0 | | | | | | | 25 | 25 | 25 | | | | | | | | | | | | | | | | | | | | | 3 | 0 | 0 | | | | | | | | | | | | | | | | | | | |
| 7 | Shaun WINFIELD | 60 | 118 | 15 | 20 | 20 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 3 | 0 | | | | | | | | | | | | | | | | | | | |
| 8 | Ben LUXTON | 59 | 119 | 1 | 13 | 16 | | | | | 10 | 10 | 10 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | | | |
| 9 | Ryan COOPER | 58 | 120 | 1 | 3 | 5 | | 8 | 11 | 7 | 9 | 6 | 9 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | |
| 10 | Tom NORTON | 52 | 126 | 6 | | | | | | 13 | 13 | 13 | 13 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | |
| 11 | Ash BEECH | 48 | 130 | 4 | | | | | | 16 | 16 | 16 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 3 | | | | | | | | | | | | | | | | | | | |
| 12 | Michael EVANS | 41 | 137 | 7 | | 8 | 8 | 16 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | | | |
| 13 | Liam MURTAGH | 39 | 139 | 2 | 4 | 2 | 1 | 4 | 7 | 6 | 4 | 4 | 7 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | |
| 14 | Nathan HARRISON | 33 | 145 | 6 | 9 | 8 | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | | |
| 15 | Kade VERWEY | 32 | 146 | 1 | 10 | 11 | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 16 | Peter BAKER | 31 | 147 | 1 | | | | 11 | 10 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 17 | James SKELDING | 27 | 151 | 4 | 1 | 4 | 1 | 6 | 2 | 5 | 8 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 18 | Scott MCFARLANE | 26 | 152 | 1 | | | | 3 | 7 | 5 | 4 | 3 | 4 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 19 | Sam MIDDLEMAS | 24 | 154 | 2 | | | | | | 8 | 7 | 9 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 20 | Ryan CRINGLE | 23 | 155 | 1 | 7 | 6 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 21 | Paul JORDAN | 21 | 157 | 2 | | | | 10 | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 22 | James LODGE | 20 | 158 | 1 | | | | | | | | | 20 | | | | | | | | | | | | | | | | | | | | | | 0 | 1 | 0 | | | | | | | | | | | | | | | | | | |
| 23 | Jake MAJOR-BIRD | 16 | 162 | 4 | | | | 2 | 1 | 4 | 1 | 3 | 5 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | | |
| 24 | Joe CARNELL | 15 | 163 | 1 | | | | 6 | 5 | 2 | | 2 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 25 | Andrew FISHER | 15 | 163 | 0 | | | | | 6 | | 2 | 7 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 26 | Josh DALEY | 14 | 164 | 1 | 7 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 27 | Mark PATTINSON | 13 | 165 | 1 | | | | | 3 | 8 | | | 2 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 28 | Daniel BOUCHER | 12 | 166 | 1 | | 3 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 29 | Martin PLATT | 12 | 166 | 0 | | | | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 30 | Jonathan RAILTON | 11 | 167 | 1 | | | | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 31 | Daniel STAMPER | 11 | 167 | 0 | | | | | | | | | 11 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 32 | Stephen DRAPER | 10 | 168 | 1 | 5 | 1 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 33 | Zac OULTRAM | 9 | 169 | 1 | 2 | | | 5 | | | 1 | 1 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 34 | Richie HARRISON | 9 | 169 | 0 | | | | | 1 | | 5 | 3 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 35 | Sam COX | 8 | 170 | 1 | 2 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 36 | Martin MORRIS | 7 | 171 | 1 | | | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 37 | Stuart PAYNE | 6 | 172 | 1 | | | | | | | | | 6 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 38 | Daniel MCFADDEN | 1 | 177 | 5 | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |



| | | EVENT → | | | Rnd 1 | | | Rnd 2 | | | Rnd 3 | | | Rnd 4 | | | Rnd 5 | | | Rnd 6 | | | Rnd 7 | | | Rnd 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|------------------|---------|-----|------|-----------------|----|----|----------------------|----|----|----------------|----|----|----------------|----|----|-------------|---|---|-------------------------|---|---|----------------|---|---|-------|---|---|---------------|---|---|------------------|---|---|----------------|---|---|-------------------|---|---|-------------------|--|--|--------------|--|--|-----------------|--|--|-------------------|--|--|------|---------|--------|
| | | TOTAL | GAP | DIFF | 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/31st July | | | Brands Hatch Indy | | | 3rd/4th September | | | Cadwell Park | | | 8th/9th October | | | Donington Park GP | | | Wins | Seconds | Thirds |
| 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 | 2 | 3 | | | | | | | | | | | | | | |
| 1 | Liam MURTAGH | 190 | | | 25 | 20 | 20 | 8 | 11 | 20 | 25 | 25 | 11 | 25 | | | | | | | | | | | | | | | | | | | | | | | | 4 | 3 | 0 | | | | | | | | | | | | | | | |
| 2 | Damien FRICKER | 185 | 5 | | | | | 25 | 25 | 25 | 25 | 25 | | 20 | 20 | 25 | 20 | | | | | | | | | | | | | | | | | | | | | | 5 | 3 | 0 | | | | | | | | | | | | | | |
| 3 | Scott MCFARLANE | 132 | 58 | 53 | 20 | 11 | 16 | 13 | 20 | 11 | 16 | 16 | | 9 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 2 | 3 | | | | | | | | | | | | | | | |
| 4 | Joe CARNELL | 103 | 87 | 29 | 11 | 10 | 9 | 20 | 13 | 8 | 7 | 10 | 9 | 6 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1 | 0 | | | | | | | | | | | | | | | |
| 5 | Jason SIGGS | 103 | 87 | 0 | | 16 | 11 | 10 | 7 | 16 | 9 | 11 | 13 | 10 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 2 | | | | | | | | | | | | | | | |
| 6 | Mark PATTINSON | 98 | 92 | 5 | 13 | 13 | 10 | 7 | 10 | 25 | 3 | 3 | 7 | 7 | | | | | | | | | | | | | | | | | | | | | | | | 1 | 0 | 0 | | | | | | | | | | | | | | | |
| 7 | Jake MAJOR-BIRD | 97 | 93 | 1 | 9 | 8 | 13 | 11 | 8 | 10 | 8 | 7 | 10 | 13 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 8 | John COUGHLAN | 82 | 108 | 15 | 6 | 5 | 6 | 9 | 16 | 13 | 10 | 13 | | 4 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 9 | Richie HARRISON | 70 | 120 | 12 | 8 | 7 | 7 | 6 | 6 | 7 | 5 | | 16 | 8 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 10 | Martin PLATT | 47 | 143 | 23 | | | | 16 | 9 | 9 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 11 | Julian TILLOTSON | 42 | 148 | 5 | 10 | 9 | 8 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 12 | Andrew STOCKDALE | 34 | 156 | 8 | 5 | 6 | 5 | | | 4 | | 5 | 4 | 5 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 13 | Daniel MCFADDEN | 26 | 164 | 8 | | | | | | 6 | 9 | 8 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 14 | Phil ABEL | 23 | 167 | 3 | 4 | 3 | | 5 | 3 | 2 | 4 | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 15 | David HEWSON | 22 | 168 | 1 | | | | 3 | 4 | 3 | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 16 | Oliver RILEY | 20 | 170 | 2 | | | | | | | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1 | 0 | | | | | | | | | | | | | | |
| 17 | Adrian AVERRE | 17 | 173 | 3 | | | | | | 4 | 8 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 18 | Steve FRIZZELL | 17 | 173 | 0 | 2 | 2 | 4 | | 2 | 1 | 1 | 2 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 19 | Mark GOODINGS | 16 | 174 | 1 | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | |
| 20 | Stuart PAYNE | 16 | 174 | 0 | | | | | | | | | | 16 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | |
| 21 | Andrew WILLIAMS | 11 | 179 | 5 | 7 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 22 | Peter ECCLES | 11 | 179 | 0 | | | | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 23 | Grant WHITFIELD | 11 | 179 | 0 | | | | | | | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 24 | Carl LEONARD | 7 | 183 | 4 | | | | | | 5 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 25 | Steven LEWIS | 3 | 187 | 4 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 26 | Liam THORNTON | 2 | 188 | 1 | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 27 | Dave JACKSON | 1 | 189 | 1 | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| 28 | Martin BEECHAM | 1 | 189 | 0 | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 12 - GRID (11 Laps)



| | | | | | | | | | | | | | | |
|-------------|----|-----|----------------|----------|-----------------|----------|------------------|----------|-----------------|----------|-----------------|----------|--------------|----------|
| ROW 11 | | | 32 | 228 | Clive EMERSON | 1:36.858 | 31 | 177 | Steve FRIZZELL | 1:30.401 | | | | |
| ROW 10 | 30 | 145 | Daniel FORBES | 1:29.834 | 29 | 616 | Carl LEONARD | 1:29.786 | 28 | 125 | Stephen RYAN | 1:29.615 | | |
| ROW 9 | | | 27 | 36 | Martin BEECHAM | 1:29.384 | 26 | 85 | Steven HORNE | 1:29.323 | 25 | 169 | Phil ABEL | 1:29.310 |
| ROW 8 | 24 | 39 | Byron KIRK | 1:28.515 | 23 | 119 | Andrew STOCKDALE | 1:27.810 | 22 | 118 | John COUGHLAN | 1:27.714 | | |
| ROW 7 | | | 21 | 508 | Daniel MCFADDEN | 1:27.666 | 20 | 66 | Joe CARNELL | 1:27.349 | 19 | 28 | Zac OULTRAM | 1:27.163 |
| ROW 6 | 18 | 8 | Liam MARCHANT | 1:27.043 | 17 | 211 | Grant WHITFIELD | 1:27.017 | 16 | 83 | Jason SIGGS | 1:26.919 | | |
| ROW 5 | | | 15 | 4 | Richie HARRISON | 1:26.742 | 14 | 67 | Scott MCFARLANE | 1:26.602 | 13 | 41 | Stuart PAYNE | 1:26.296 |
| ROW 4 | 12 | 77 | Mark PATTINSON | 1:26.229 | 11 | 17 | Damien FRICKER | 1:26.201 | 10 | 155 | Jake MAJOR-BIRD | 1:25.671 | | |
| ROW 3 | | | 9 | 47 | Liam MURTAGH | 1:25.325 | 8 | 57 | James SKELDING | 1:25.156 | 7 | 26 | Joe MOORE | 1:24.845 |
| ROW 2 | 6 | 260 | Ryan COOPER | 1:24.663 | 5 | 79 | Daniel STAMPER | 1:24.176 | 4 | 711 | Tom NORTON | 1:23.572 | | |
| ROW 1 | | | 3 | 9 | Callum GRIGOR | 1:23.346 | 2 | 1 | James LODGE | 1:21.978 | 1 | 19 | Joe TALBOT | 1:21.602 |
| Pole | | | | | | | | | | | | | | |

Croft: 2.1001 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 15:43 Saturday, 11 June 2022</small> | | <small>Digitally Approved at 15:06 Saturday, 11 June 2022</small> |

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

Printed - 15:01 Saturday, 11 June 2022



No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 12 - CLASSIFICATION



| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|---------|-------------------|--|------|-----------|----------|--------|-------|----------|----|
| 1 | 1 | PSS | 1 James LODGE | BMW 1000 - Lextek | 8 | 11:06.985 | | | 90.68 | 1:21.259 | 2 |
| 2 | 9 | PSS | 2 Callum GRIGOR | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hc | 8 | 11:13.309 | 6.324 | 6.324 | 89.83 | 1:23.169 | 2 |
| 3 | 711 | PSS | 3 Tom NORTON | Kawasaki 1000 - | 8 | 11:14.211 | 7.226 | 0.902 | 89.71 | 1:22.884 | 2 |
| 4 | 79 | PSS | 4 Daniel STAMPER | Yamaha 1000 - | 8 | 11:17.875 | 10.890 | 3.664 | 89.22 | 1:23.558 | 7 |
| 5 | 26 | PSS | 5 Joe MOORE | Suzuki 1000 - Clear Line Racing | 8 | 11:23.746 | 16.761 | 5.871 | 88.46 | 1:24.018 | 2 |
| 6 | 57 | PSS | 6 James SKELDING | Honda 1000 - Bilstein / Spencer & Sons / Power Tox | 8 | 11:24.245 | 17.260 | 0.499 | 88.39 | 1:23.743 | 2 |
| 7 | 47 | PSSPREM | 1 Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 8 | 11:32.395 | 25.410 | 8.150 | 87.35 | 1:24.850 | 2 |
| 8 | 155 | PSSPREM | 2 Jake MAJOR-BIRD | Suzuki 1000 - premier KIA - www.premier-car.co.uk | 8 | 11:33.485 | 26.500 | 1.090 | 87.21 | 1:25.361 | 5 |
| 9 | 211 | PREM | 1 Grant WHITFIELD | kawasaki 1000 - | 8 | 11:42.490 | 35.505 | 9.005 | 86.10 | 1:26.172 | 2 |
| 10 | 83 | PREM | 2 Jason SIGGS | Yamaha 1000 - J Siggs construction | 8 | 11:43.065 | 36.080 | 0.575 | 86.03 | 1:26.077 | 3 |
| 11 | 17 | PREM | 3 Damien FRICKER | Aprilia 1100 - Autotrilogy.com | 8 | 11:44.280 | 37.295 | 1.215 | 85.88 | 1:26.118 | 2 |
| 12 | 67 | PSSPREM | 3 Scott MCFARLANE | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / | 8 | 11:44.672 | 37.687 | 0.392 | 85.83 | 1:26.380 | 3 |
| 13 | 4 | PSSPREM | 4 Richie HARRISON | Kawasaki 1000 - RAP Racing | 8 | 11:44.693 | 37.708 | 0.021 | 85.83 | 1:26.100 | 3 |
| 14 | 28 | PSS | 7 Zac OULTRAM | Suzuki 1000 - Konect Electrical, Lighting Motions, O | 8 | 11:45.612 | 38.627 | 0.919 | 85.71 | 1:26.024 | 2 |
| 15 | 8 | PREM | 4 Liam MARCHANT | Kawasaki 1000 - Delkevic UK, Drury Engineering, Li | 8 | 11:46.031 | 39.046 | 0.419 | 85.66 | 1:26.663 | 5 |
| 16 | 118 | PREM | 5 John COUGHLAN | Aprilia 1100 - BIKERSWORLD LTD | 8 | 11:50.274 | 43.289 | 4.243 | 85.15 | 1:27.176 | 2 |
| 17 | 508 | PSSPREM | 5 Daniel MCFADDEN | Yamaha 1000 - Sycamore Yamaha | 8 | 11:55.574 | 48.589 | 5.300 | 84.52 | 1:27.469 | 7 |
| 18 | 169 | PREM | 6 Phil ABEL | Suzuki 1000 - Abels joinery | 8 | 12:09.926 | 1:02.941 | 14.352 | 82.86 | 1:29.006 | 7 |
| 19 | 177 | PREM | 7 Steve FRIZZELL | BMW 1000 - | 8 | 12:10.298 | 1:03.313 | 0.372 | 82.82 | 1:29.575 | 8 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|---------|----------------|---------------------------------------|---|-----------|--------|--------|-------|----------|---|
| DNF | 77 | PSSPREM | Mark PATTINSON | Suzuki 1000 - M Pattinson Joinery | 7 | 10:07.117 | 1 Lap | 1 Lap | 87.17 | 1:25.488 | 5 |
| DNF | 39 | PSS | Byron KIRK | BMW 1000 - | 7 | 10:40.375 | 1 Lap | 33.258 | 82.64 | 1:29.092 | 6 |
| DNF | 19 | PSS | Joe TALBOT | Kawasaki 1000 - Warrington MOT Centre | 3 | 4:10.163 | 5 Laps | 4 Laps | 90.66 | 1:21.784 | 3 |
| DNF | 260 | PSS | Ryan COOPER | Suzuki 1000 - | 3 | 4:21.432 | 5 Laps | 11.269 | 86.75 | 1:24.774 | 2 |
| DNF | 36 | PREM | Martin BEECHAM | Honda 1000 - Me | 2 | 3:07.717 | 6 Laps | 1 Lap | 80.55 | 1:28.917 | 2 |
| DNF | 125 | PREM | Stephen RYAN | Kawasaki ZX10r 1000 - | 1 | 1:37.424 | 7 Laps | 1 Lap | 77.60 | 1:37.424 | 1 |
| DNF | 85 | PSS | Steven HORNE | Suzuki 1000 - | 1 | 1:41.380 | 7 Laps | 3.956 | 74.57 | | |
| DNF | 41 | PSSPREM | Stuart PAYNE | Kawasaki 1000 - | 0 | | | | | | |
| DNF | 66 | PSSPREM | Joe CARNELL | BMW 1000 - fortis motorsport | 0 | | | | | | |
| DNF | 616 | PREM | Carl LEONARD | BMW 1000 - | 0 | | | | | | |
| DNF | 145 | PREM | Daniel FORBES | Suzuki 1000 - Whitewell | 0 | | | | | | |

FASTEST LAP

| | | | | | | | |
|----|---------|--------------|--|---|----------|-----------|------------|
| 1 | PSS | James LODGE | BMW 1000 - Lextek | 2 | 1:21.259 | 93.04 mph | 149.73 kph |
| 47 | PSSPREM | Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 2 | 1:24.850 | 89.10 mph | 143.40 kph |
| 83 | PREM | Jason SIGGS | Yamaha 1000 - J Siggs construction | 3 | 1:26.077 | 87.83 mph | 141.35 kph |

Class PSS - 92.5% of Race Speed = 83.87 mph
 Class PSSPREM - 92.5% of Race Speed = 80.79 mph
 Class PREM - 92.5% of Race Speed = 79.64 mph

Race Distance: 8 Laps / 16.80 miles

Croft: 2.1001 miles

Weather / Track : Cloudy / Dry

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

Date: 12/06/2022 Start: 13:57 Finish: 14:08

| | | |
|---|------------|---|
| Clerk Of Course : Clare Neate C. Neate | Stewards : | Timekeeper : Sam Jones S. Jones |
| <small>Digitally Approved at 14:23 Sunday, 12 June 2022</small> | | <small>Digitally Approved at 14:18 Sunday, 12 June 2022</small> |

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

Printed - 14:11 Sunday, 12 June 2022

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 12 - LAP CHART

| LAP 1 @ 13:59:14.510 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|------------|
| 19 | | 1:26.582 |
| 9 | 0.995 | 1:27.577 |
| 1 | 1.454 | 1:28.036 |
| 711 | 1.906 | 1:28.488 |
| 57 | 2.446 | 1:29.028 |
| 26 | 2.880 | 1:29.462 |
| 79 | 3.412 | 1:29.994 |
| 47 | 4.092 | 1:30.674 |
| 260 | 5.068 | 1:31.650 |
| 77 | 5.493 | 1:32.075 |
| 17 | 5.837 | 1:32.419 |
| 155 | 6.196 | 1:32.778 |
| 211 | 6.786 | 1:33.368 |
| 28 | 7.323 | 1:33.905 |
| 83 | 7.762 | 1:34.344 |
| 4 | 8.222 | 1:34.804 |
| 67 | 8.361 | 1:34.943 |
| 8 | 8.971 | 1:35.553 |
| 118 | 9.361 | 1:35.943 |
| 39 | 10.386 | 1:36.968 |
| 125 | 10.842 | 1:37.424 |
| 508 | 11.571 | 1:38.153 |
| 36 | 12.218 | 1:38.800 |
| 169 | 13.186 | 1:39.768 |
| 177 | 13.726 | 1:40.308 |
| 85 | 14.798 | 1:41.380 P |

| LAP 2 @ 14:00:36.307 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 19 | | 1:21.797 |
| 1 | 0.916 | 1:21.259 |
| 9 | 2.367 | 1:23.169 |
| 711 | 2.993 | 1:22.884 |
| 57 | 4.392 | 1:23.743 |
| 26 | 5.101 | 1:24.018 |
| 79 | 5.233 | 1:23.618 |
| 47 | 7.145 | 1:24.850 |
| 260 | 8.045 | 1:24.774 |
| 77 | 9.260 | 1:25.564 |
| 17 | 10.158 | 1:26.118 |
| 155 | 10.274 | 1:25.875 |
| 211 | 11.161 | 1:26.172 |
| 28 | 11.550 | 1:26.024 |
| 83 | 12.899 | 1:26.934 |
| 4 | 13.585 | 1:27.160 |
| 67 | 13.980 | 1:27.416 |
| 8 | 14.104 | 1:26.930 |
| 118 | 14.740 | 1:27.176 |
| 39 | 18.529 | 1:29.940 |
| 508 | 19.005 | 1:29.231 |
| 36 | 19.338 | 1:28.917 |
| 169 | 20.526 | 1:29.137 |
| 177 | 21.658 | 1:29.729 |

| LAP 3 @ 14:01:58.091 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|-------|----------|
| 19 | | 1:21.784 |
| 1 | 1.275 | 1:22.143 |
| 9 | 3.784 | 1:23.201 |
| 711 | 5.062 | 1:23.853 |
| 57 | 7.129 | 1:24.521 |
| 79 | 7.765 | 1:24.316 |

| | | |
|-----|--------|------------|
| 26 | 8.548 | 1:25.231 |
| 47 | 10.970 | 1:25.609 |
| 260 | 11.269 | 1:25.008 P |
| 77 | 13.082 | 1:25.606 |
| 155 | 14.422 | 1:25.932 |
| 17 | 15.607 | 1:27.233 |
| 211 | 16.289 | 1:26.912 |
| 28 | 16.754 | 1:26.988 |
| 83 | 17.192 | 1:26.077 |
| 4 | 17.901 | 1:26.100 |
| 67 | 18.576 | 1:26.380 |
| 8 | 19.519 | 1:27.199 |
| 118 | 20.659 | 1:27.703 |
| 508 | 25.711 | 1:28.490 |
| 39 | 26.887 | 1:30.142 |
| 177 | 30.403 | 1:30.529 |
| 169 | 30.920 | 1:32.178 |

| LAP 4 @ 14:03:21.645 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 1 | | 1:22.279 |
| 9 | 4.383 | 1:24.153 |
| 711 | 5.653 | 1:24.145 |
| 57 | 8.554 | 1:24.979 |
| 79 | 8.687 | 1:24.476 |
| 26 | 10.912 | 1:25.918 |
| 47 | 13.410 | 1:25.994 |
| 77 | 15.724 | 1:26.196 |
| 155 | 16.683 | 1:25.815 |
| 17 | 19.842 | 1:27.789 |
| 211 | 20.191 | 1:27.456 |
| 28 | 20.676 | 1:27.476 |
| 4 | 21.403 | 1:27.056 |
| 83 | 21.629 | 1:27.991 |
| 67 | 21.793 | 1:26.771 |
| 8 | 23.172 | 1:27.207 |
| 118 | 24.987 | 1:27.882 |
| 508 | 30.159 | 1:28.002 |
| 39 | 32.714 | 1:29.381 |
| 177 | 37.366 | 1:30.517 |
| 169 | 37.671 | 1:30.305 |

| LAP 5 @ 14:04:44.387 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 1 | | 1:22.742 |
| 9 | 5.709 | 1:24.068 |
| 711 | 6.596 | 1:23.685 |
| 79 | 10.703 | 1:24.758 |
| 57 | 12.130 | 1:26.318 |
| 26 | 13.176 | 1:25.006 |
| 47 | 16.704 | 1:26.036 |
| 77 | 18.470 | 1:25.488 |
| 155 | 19.302 | 1:25.361 |
| 17 | 23.835 | 1:26.735 |
| 211 | 24.239 | 1:26.790 |
| 28 | 24.617 | 1:26.683 |
| 4 | 25.447 | 1:26.786 |
| 83 | 25.930 | 1:27.043 |
| 67 | 26.095 | 1:27.044 |
| 8 | 27.093 | 1:26.663 |
| 118 | 29.764 | 1:27.519 |
| 508 | 35.634 | 1:28.217 |
| 39 | 39.072 | 1:29.100 |
| 177 | 44.666 | 1:30.042 |
| 169 | 45.357 | 1:30.428 |

| LAP 6 @ 14:06:07.395 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|----------|
| 1 | | 1:23.008 |
| 9 | 6.570 | 1:23.869 |
| 711 | 7.369 | 1:23.781 |
| 79 | 11.261 | 1:23.566 |
| 57 | 14.586 | 1:25.464 |
| 26 | 15.268 | 1:25.100 |
| 47 | 19.644 | 1:25.948 |
| 77 | 21.391 | 1:25.929 |
| 155 | 21.771 | 1:25.477 |
| 17 | 28.458 | 1:27.631 |
| 211 | 28.681 | 1:27.450 |
| 4 | 29.653 | 1:27.214 |
| 28 | 29.758 | 1:28.149 |
| 83 | 29.813 | 1:26.891 |
| 67 | 30.099 | 1:27.012 |
| 8 | 30.754 | 1:26.669 |
| 118 | 34.219 | 1:27.463 |
| 508 | 40.711 | 1:28.085 |
| 39 | 45.156 | 1:29.092 |
| 177 | 51.316 | 1:29.658 |
| 169 | 51.852 | 1:29.503 |

| LAP 7 @ 14:07:30.566 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

| | | |
|-----|--------|------------|
| 1 | | 1:23.171 |
| 9 | 6.953 | 1:23.554 |
| 711 | 7.866 | 1:23.668 |
| 79 | 11.648 | 1:23.558 |
| 57 | 16.555 | 1:25.140 |
| 26 | 16.750 | 1:24.653 |
| 47 | 23.340 | 1:26.867 |
| 77 | 24.479 | 1:26.259 |
| 155 | 24.578 | 1:25.978 |
| 211 | 32.606 | 1:27.096 |
| 17 | 32.924 | 1:27.637 |
| 83 | 33.456 | 1:26.814 |
| 67 | 33.912 | 1:26.984 |
| 28 | 34.939 | 1:28.352 |
| 4 | 34.989 | 1:28.507 |
| 8 | 35.786 | 1:28.203 |
| 118 | 39.036 | 1:27.988 |
| 508 | 45.009 | 1:27.469 |
| 169 | 57.687 | 1:29.006 |
| 39 | 57.737 | 1:35.752 P |
| 177 | 58.085 | 1:29.940 |

| LAP 8 @ 14:08:54.913 | | |
|----------------------|--------|----------|
| NO | BEHIND | LAP TIME |

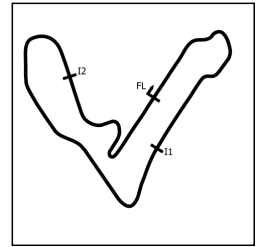
| | | |
|-----|--------|----------|
| 1 | | 1:24.347 |
| 9 | 6.324 | 1:23.718 |
| 711 | 7.226 | 1:23.707 |
| 79 | 10.890 | 1:23.589 |
| 26 | 16.761 | 1:24.358 |
| 57 | 17.260 | 1:25.052 |
| 47 | 25.410 | 1:26.417 |
| 155 | 26.500 | 1:26.269 |
| 211 | 35.505 | 1:27.246 |
| 83 | 36.080 | 1:26.971 |
| 17 | 37.295 | 1:28.718 |
| 67 | 37.687 | 1:28.122 |
| 4 | 37.708 | 1:27.066 |
| 28 | 38.627 | 1:28.035 |

| | | |
|-----|----------|----------|
| 8 | 39.046 | 1:27.607 |
| 118 | 43.289 | 1:28.600 |
| 508 | 48.589 | 1:27.927 |
| 169 | 1:02.941 | 1:29.601 |
| 177 | 1:03.313 | 1:29.575 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 12 - 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 | | 1 PSS | | James LODGE | | BMW 1000 - Lextek | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------------------|---------------------|
| IDEAL LAP TIME : 1:21.125 | | BEST LAP TIME : 1:21.259 | | DIFFERENCE : 0.134 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 34.945 | 23.196 | 1:28.036 | 85.88 | 6.777 | 13:59:15.964 |
| 2 - | 24.745 | 33.709 | 22.805 | 1:21.259 (1) | 93.04 | | 14:00:37.223 |
| 3 - | 24.820 | 34.252 | 23.071 | 1:22.143 (2) | 92.04 | 0.884 | 14:01:59.366 |
| 4 - | 24.611 | 34.742 | 22.926 | 1:22.279 (3) | 91.89 | 1.020 | 14:03:21.645 |
| 5 - | 24.949 | 34.764 | 23.029 | 1:22.742 | 91.37 | 1.483 | 14:04:44.387 |
| 6 - | 24.980 | 34.807 | 23.221 | 1:23.008 | 91.08 | 1.749 | 14:06:07.395 |
| 7 - | 25.007 | 34.749 | 23.415 | 1:23.171 | 90.90 | 1.912 | 14:07:30.566 |
| 8 - | 25.281 | 35.186 | 23.880 | 1:24.347 | 89.63 | 3.088 | 14:08:54.913 |

| P2 | | 9 PSS | | Callum GRIGOR | | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hot Tubs Cent | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---|---------------------|
| IDEAL LAP TIME : 1:22.714 | | BEST LAP TIME : 1:23.169 | | DIFFERENCE : 0.455 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 34.828 | 23.055 | 1:27.577 | 86.33 | 4.408 | 13:59:15.505 |
| 2 - | 25.064 | 35.036 | 23.069 | 1:23.169 (1) | 90.90 | | 14:00:38.674 |
| 3 - | 25.321 | 34.904 | 22.976 | 1:23.201 (2) | 90.87 | 0.032 | 14:02:01.875 |
| 4 - | 25.332 | 35.631 | 23.190 | 1:24.153 | 89.84 | 0.984 | 14:03:26.028 |
| 5 - | 25.529 | 35.402 | 23.137 | 1:24.068 | 89.93 | 0.899 | 14:04:50.096 |
| 6 - | 25.583 | 35.298 | 22.988 | 1:23.869 | 90.14 | 0.700 | 14:06:13.965 |
| 7 - | 25.546 | 35.186 | 22.822 | 1:23.554 (3) | 90.48 | 0.385 | 14:07:37.519 |
| 8 - | 25.572 | 35.233 | 22.913 | 1:23.718 | 90.31 | 0.549 | 14:09:01.237 |

| P3 | | 711 PSS | | Tom NORTON | | Kawasaki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:22.725 | | BEST LAP TIME : 1:22.884 | | DIFFERENCE : 0.159 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 34.969 | 23.409 | 1:28.488 | 85.44 | 5.604 | 13:59:16.416 |
| 2 - | 24.848 | 34.633 | 23.403 | 1:22.884 (1) | 91.21 | | 14:00:39.300 |
| 3 - | 25.739 | 34.870 | 23.244 | 1:23.853 | 90.16 | 0.969 | 14:02:03.153 |
| 4 - | 25.037 | 35.471 | 23.637 | 1:24.145 | 89.85 | 1.261 | 14:03:27.298 |
| 5 - | 25.304 | 35.069 | 23.312 | 1:23.685 (3) | 90.34 | 0.801 | 14:04:50.983 |
| 6 - | 25.202 | 35.281 | 23.298 | 1:23.781 | 90.24 | 0.897 | 14:06:14.764 |
| 7 - | 25.192 | 35.040 | 23.436 | 1:23.668 (2) | 90.36 | 0.784 | 14:07:38.432 |
| 8 - | 25.174 | 34.981 | 23.552 | 1:23.707 | 90.32 | 0.823 | 14:09:02.139 |

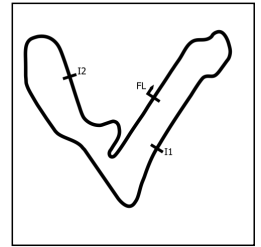
| P4 | | 79 PSS | | Daniel STAMPER | | Yamaha 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------|---------------------|
| IDEAL LAP TIME : 1:23.266 | | BEST LAP TIME : 1:23.558 | | DIFFERENCE : 0.292 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.331 | 23.489 | 1:29.994 | 84.01 | 6.436 | 13:59:17.922 |
| 2 - | 25.382 | 34.890 | 23.346 | 1:23.618 | 90.41 | 0.060 | 14:00:41.540 |
| 3 - | 25.833 | 35.214 | 23.269 | 1:24.316 | 89.67 | 0.758 | 14:02:05.856 |
| 4 - | 25.485 | 35.608 | 23.383 | 1:24.476 | 89.50 | 0.918 | 14:03:30.332 |
| 5 - | 25.850 | 35.630 | 23.278 | 1:24.758 | 89.20 | 1.200 | 14:04:55.090 |
| 6 - | 25.351 | 35.011 | 23.204 | 1:23.566 (2) | 90.47 | 0.008 | 14:06:18.656 |
| 7 - | 25.390 | 34.978 | 23.190 | 1:23.558 (1) | 90.48 | | 14:07:42.214 |
| 8 - | 25.473 | 34.725 | 23.391 | 1:23.589 (3) | 90.44 | 0.031 | 14:09:05.803 |

| P5 | | 26 PSS | | Joe MOORE | | Suzuki 1000 - Clear Line Racing | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------------------------|---------------------|
| IDEAL LAP TIME : 1:23.564 | | BEST LAP TIME : 1:24.018 | | DIFFERENCE : 0.454 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.104 | 23.398 | 1:29.462 | 84.51 | 5.444 | 13:59:17.390 |
| 2 - | 25.235 | 35.178 | 23.605 | 1:24.018 (1) | 89.98 | | 14:00:41.408 |
| 3 - | 26.075 | 35.777 | 23.379 | 1:25.231 | 88.70 | 1.213 | 14:02:06.639 |
| 4 - | 25.487 | 35.625 | 24.806 | 1:25.918 | 87.99 | 1.900 | 14:03:32.557 |
| 5 - | 25.865 | 35.494 | 23.647 | 1:25.006 | 88.94 | 0.988 | 14:04:57.563 |
| 6 - | 25.744 | 35.741 | 23.615 | 1:25.100 | 88.84 | 1.082 | 14:06:22.663 |
| 7 - | 25.683 | 35.687 | 23.283 | 1:24.653 (3) | 89.31 | 0.635 | 14:07:47.316 |
| 8 - | 25.678 | 35.455 | 23.225 | 1:24.358 (2) | 89.62 | 0.340 | 14:09:11.674 |

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RACE 12 - 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

| P6 | | 57 PSS | | James SKELDING | | Honda 1000 - Bilstein / Spencer & Sons / Power Tool Rentals/ A | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--|---------------------|
| IDEAL LAP TIME : 1:23.457 | | BEST LAP TIME : 1:23.743 | | DIFFERENCE : 0.286 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.396 | 23.127 | 1:29.028 | 84.92 | 5.285 | 13:59:16.956 |
| 2 - | 25.220 | 35.110 | 23.413 | 1:23.743 (1) | 90.28 | | 14:00:40.699 |
| 3 - | 25.674 | 35.325 | 23.522 | 1:24.521 (2) | 89.45 | 0.778 | 14:02:05.220 |
| 4 - | 25.858 | 35.809 | 23.312 | 1:24.979 (3) | 88.97 | 1.236 | 14:03:30.199 |
| 5 - | 25.922 | 35.683 | 24.713 | 1:26.318 | 87.59 | 2.575 | 14:04:56.517 |
| 6 - | 25.972 | 36.027 | 23.465 | 1:25.464 | 88.46 | 1.721 | 14:06:21.981 |
| 7 - | 25.979 | 35.798 | 23.363 | 1:25.140 | 88.80 | 1.397 | 14:07:47.121 |
| 8 - | 25.837 | 35.965 | 23.250 | 1:25.052 | 88.89 | 1.309 | 14:09:12.173 |

| P7 | | 47 PSSPREI | | Liam MURTAGH | | Kawasaki 1000 - Lady Lodge Systems, Corby Kawasaki | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--|---------------------|
| IDEAL LAP TIME : 1:24.794 | | BEST LAP TIME : 1:24.850 | | DIFFERENCE : 0.056 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.431 | 24.274 | 1:30.674 | 83.38 | 5.824 | 13:59:18.602 |
| 2 - | 25.733 | 35.487 | 23.630 | 1:24.850 (1) | 89.10 | | 14:00:43.452 |
| 3 - | 26.073 | 35.759 | 23.777 | 1:25.609 (2) | 88.31 | 0.759 | 14:02:09.061 |
| 4 - | 26.102 | 36.163 | 23.729 | 1:25.994 | 87.92 | 1.144 | 14:03:35.055 |
| 5 - | 26.054 | 36.040 | 23.942 | 1:26.036 | 87.87 | 1.186 | 14:05:01.091 |
| 6 - | 26.093 | 35.967 | 23.888 | 1:25.948 (3) | 87.96 | 1.098 | 14:06:27.039 |
| 7 - | 26.395 | 36.334 | 24.138 | 1:26.867 | 87.03 | 2.017 | 14:07:53.906 |
| 8 - | 26.227 | 36.170 | 24.020 | 1:26.417 | 87.48 | 1.567 | 14:09:20.323 |

| P8 | | 155 PSSPREI | | Jake MAJOR-BIRD | | Suzuki 1000 - premier KIA - www.premier-car.co.uk | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---|---------------------|
| IDEAL LAP TIME : 1:25.176 | | BEST LAP TIME : 1:25.361 | | DIFFERENCE : 0.185 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.459 | 23.922 | 1:32.778 | 81.49 | 7.417 | 13:59:20.706 |
| 2 - | 25.776 | 36.126 | 23.973 | 1:25.875 | 88.04 | 0.514 | 14:00:46.581 |
| 3 - | 26.356 | 36.111 | 23.465 | 1:25.932 | 87.98 | 0.571 | 14:02:12.513 |
| 4 - | 25.922 | 36.318 | 23.575 | 1:25.815 (3) | 88.10 | 0.454 | 14:03:38.328 |
| 5 - | 25.883 | 35.988 | 23.490 | 1:25.361 (1) | 88.57 | | 14:05:03.689 |
| 6 - | 25.776 | 36.204 | 23.497 | 1:25.477 (2) | 88.45 | 0.116 | 14:06:29.166 |
| 7 - | 25.829 | 36.356 | 23.793 | 1:25.978 | 87.93 | 0.617 | 14:07:55.144 |
| 8 - | 25.723 | 36.333 | 24.213 | 1:26.269 | 87.64 | 0.908 | 14:09:21.413 |

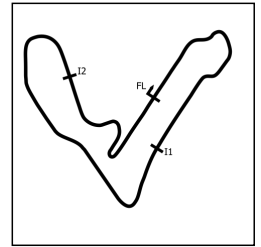
| P9 | | 211 PREM | | Grant WHITFIELD | | kawasaki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:26.004 | | BEST LAP TIME : 1:26.172 | | DIFFERENCE : 0.168 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.538 | 23.927 | 1:33.368 | 80.97 | 7.196 | 13:59:21.296 |
| 2 - | 26.205 | 36.021 | 23.946 | 1:26.172 (1) | 87.73 | | 14:00:47.468 |
| 3 - | 26.238 | 36.825 | 23.849 | 1:26.912 (3) | 86.99 | 0.740 | 14:02:14.380 |
| 4 - | 26.144 | 37.276 | 24.036 | 1:27.456 | 86.45 | 1.284 | 14:03:41.836 |
| 5 - | 26.324 | 36.627 | 23.839 | 1:26.790 (2) | 87.11 | 0.618 | 14:05:08.626 |
| 6 - | 26.365 | 37.060 | 24.025 | 1:27.450 | 86.45 | 1.278 | 14:06:36.076 |
| 7 - | 26.639 | 36.481 | 23.976 | 1:27.096 | 86.80 | 0.924 | 14:08:03.172 |
| 8 - | 26.482 | 36.627 | 24.137 | 1:27.246 | 86.65 | 1.074 | 14:09:30.418 |

| P10 | | 83 PREM | | Jason SIGGS | | Yamaha 1000 - J Siggs construction | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|------------------------------------|---------------------|
| IDEAL LAP TIME : 1:25.965 | | BEST LAP TIME : 1:26.077 | | DIFFERENCE : 0.112 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.744 | 24.250 | 1:34.344 | 80.13 | 8.267 | 13:59:22.272 |
| 2 - | 26.387 | 36.575 | 23.972 | 1:26.934 | 86.96 | 0.857 | 14:00:49.206 |
| 3 - | 26.054 | 35.939 | 24.084 | 1:26.077 (1) | 87.83 | | 14:02:15.283 |
| 4 - | 26.402 | 36.680 | 24.909 | 1:27.991 | 85.92 | 1.914 | 14:03:43.274 |
| 5 - | 26.357 | 36.483 | 24.203 | 1:27.043 | 86.86 | 0.966 | 14:05:10.317 |
| 6 - | 26.069 | 36.226 | 24.596 | 1:26.891 (3) | 87.01 | 0.814 | 14:06:37.208 |
| 7 - | 26.327 | 36.370 | 24.117 | 1:26.814 (2) | 87.08 | 0.737 | 14:08:04.022 |
| 8 - | 26.377 | 36.330 | 24.264 | 1:26.971 | 86.93 | 0.894 | 14:09:30.993 |

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RACE 12 - 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

| P11 17 PREM Damien FRICKER | | Aprilia 1100 - Autotriology.com | | | | | |
|----------------------------|---------------|---------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.895 | | BEST LAP TIME : 1:26.118 | | DIFFERENCE : 0.223 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.332 | 23.802 | 1:32.419 | 81.80 | 6.301 | 13:59:20.347 |
| 2 - | 26.031 | 36.089 | 23.998 | 1:26.118 (1) | 87.79 | | 14:00:46.465 |
| 3 - | 26.365 | 37.093 | 23.775 | 1:27.233 (3) | 86.67 | 1.115 | 14:02:13.698 |
| 4 - | 26.375 | 37.510 | 23.904 | 1:27.789 | 86.12 | 1.671 | 14:03:41.487 |
| 5 - | 26.150 | 36.733 | 23.852 | 1:26.735 (2) | 87.16 | 0.617 | 14:05:08.222 |
| 6 - | 26.559 | 36.966 | 24.106 | 1:27.631 | 86.27 | 1.513 | 14:06:35.853 |
| 7 - | 26.576 | 36.781 | 24.280 | 1:27.637 | 86.27 | 1.519 | 14:08:03.490 |
| 8 - | 27.505 | 36.821 | 24.392 | 1:28.718 | 85.22 | 2.600 | 14:09:32.208 |

| P12 67 PSSPREI Scott MCFARLANE | | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / TheChilliGu | | | | | |
|--------------------------------|---------------|---|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.110 | | BEST LAP TIME : 1:26.380 | | DIFFERENCE : 0.270 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.306 | 24.115 | 1:34.943 | 79.63 | 8.563 | 13:59:22.871 |
| 2 - | 26.291 | 36.602 | 24.523 | 1:27.416 | 86.49 | 1.036 | 14:00:50.287 |
| 3 - | 26.267 | 36.373 | 23.740 | 1:26.380 (1) | 87.52 | | 14:02:16.667 |
| 4 - | 25.997 | 36.469 | 24.305 | 1:26.771 (2) | 87.13 | 0.391 | 14:03:43.438 |
| 5 - | 26.265 | 36.690 | 24.089 | 1:27.044 | 86.85 | 0.664 | 14:05:10.482 |
| 6 - | 26.341 | 36.488 | 24.183 | 1:27.012 | 86.89 | 0.632 | 14:06:37.494 |
| 7 - | 26.659 | 36.481 | 23.844 | 1:26.984 (3) | 86.91 | 0.604 | 14:08:04.478 |
| 8 - | 26.646 | 37.143 | 24.333 | 1:28.122 | 85.79 | 1.742 | 14:09:32.600 |

| P13 4 PSSPREI Richie HARRISON | | Kawasaki 1000 - RAP Racing | | | | | |
|-------------------------------|---------------|----------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.821 | | BEST LAP TIME : 1:26.100 | | DIFFERENCE : 0.279 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.750 | 24.410 | 1:34.804 | 79.74 | 8.704 | 13:59:22.732 |
| 2 - | 26.177 | 36.537 | 24.446 | 1:27.160 | 86.74 | 1.060 | 14:00:49.892 |
| 3 - | 25.971 | 35.582 | 24.547 | 1:26.100 (1) | 87.81 | | 14:02:15.992 |
| 4 - | 25.829 | 36.685 | 24.542 | 1:27.056 (3) | 86.84 | 0.956 | 14:03:43.048 |
| 5 - | 25.978 | 36.316 | 24.492 | 1:26.786 (2) | 87.11 | 0.686 | 14:05:09.834 |
| 6 - | 25.861 | 36.657 | 24.696 | 1:27.214 | 86.69 | 1.114 | 14:06:37.048 |
| 7 - | 26.152 | 37.610 | 24.745 | 1:28.507 | 85.42 | 2.407 | 14:08:05.555 |
| 8 - | 26.302 | 36.165 | 24.599 | 1:27.066 | 86.83 | 0.966 | 14:09:32.621 |

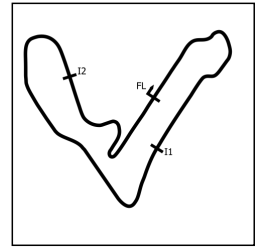
| P14 28 PSS Zac OULTRAM | | Suzuki 1000 - Konect Electrical, Lighting Motions, Ozone Lightin | | | | | |
|---------------------------|---------------|--|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.695 | | BEST LAP TIME : 1:26.024 | | DIFFERENCE : 0.329 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.428 | 24.131 | 1:33.905 | 80.51 | 7.881 | 13:59:21.833 |
| 2 - | 26.605 | 35.645 | 23.774 | 1:26.024 (1) | 87.88 | | 14:00:47.857 |
| 3 - | 26.306 | 36.609 | 24.073 | 1:26.988 (3) | 86.91 | 0.964 | 14:02:14.845 |
| 4 - | 26.284 | 37.051 | 24.141 | 1:27.476 | 86.43 | 1.452 | 14:03:42.321 |
| 5 - | 26.307 | 36.431 | 23.945 | 1:26.683 (2) | 87.22 | 0.659 | 14:05:09.004 |
| 6 - | 26.449 | 36.782 | 24.918 | 1:28.149 | 85.77 | 2.125 | 14:06:37.153 |
| 7 - | 27.102 | 37.010 | 24.240 | 1:28.352 | 85.57 | 2.328 | 14:08:05.505 |
| 8 - | 26.276 | 37.179 | 24.580 | 1:28.035 | 85.88 | 2.011 | 14:09:33.540 |

| P15 8 PREM Liam MARCHANT | | Kawasaki 1000 - Delkevic UK, Drury Engineering, Lincs Enginee | | | | | |
|---------------------------|---------------|---|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.128 | | BEST LAP TIME : 1:26.663 | | DIFFERENCE : 0.535 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.182 | 24.331 | 1:35.553 | 79.12 | 8.890 | 13:59:23.481 |
| 2 - | 26.081 | 36.416 | 24.433 | 1:26.930 (3) | 86.97 | 0.267 | 14:00:50.411 |
| 3 - | 26.603 | 36.453 | 24.143 | 1:27.199 | 86.70 | 0.536 | 14:02:17.610 |
| 4 - | 26.385 | 36.828 | 23.994 | 1:27.207 | 86.69 | 0.544 | 14:03:44.817 |
| 5 - | 26.095 | 36.666 | 23.902 | 1:26.663 (1) | 87.24 | | 14:05:11.480 |
| 6 - | 26.037 | 36.189 | 24.443 | 1:26.669 (2) | 87.23 | 0.006 | 14:06:38.149 |
| 7 - | 26.497 | 36.993 | 24.713 | 1:28.203 | 85.71 | 1.540 | 14:08:06.352 |
| 8 - | 26.167 | 37.095 | 24.345 | 1:27.607 | 86.30 | 0.944 | 14:09:33.959 |

No Limits Racing 2022 - Rnd 4 @ Croft

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RACE 12 - 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 118 PREM John COUGHLAN | | Aprilia 1100 - BIKERSWORLD LTD | | | | | |
|----------------------------|---------------|--------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:27.077 | | BEST LAP TIME : 1:27.176 | | DIFFERENCE : 0.099 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.067 | 24.375 | 1:35.943 | 78.80 | 8.767 | 13:59:23.871 |
| 2 - | 26.172 | 36.766 | 24.238 | 1:27.176 (1) | 86.72 | | 14:00:51.047 |
| 3 - | 26.524 | 36.885 | 24.294 | 1:27.703 | 86.20 | 0.527 | 14:02:18.750 |
| 4 - | 26.542 | 37.139 | 24.201 | 1:27.882 | 86.03 | 0.706 | 14:03:46.632 |
| 5 - | 26.293 | 36.959 | 24.267 | 1:27.519 (3) | 86.38 | 0.343 | 14:05:14.151 |
| 6 - | 26.420 | 36.704 | 24.339 | 1:27.463 (2) | 86.44 | 0.287 | 14:06:41.614 |
| 7 - | 26.529 | 37.095 | 24.364 | 1:27.988 | 85.92 | 0.812 | 14:08:09.602 |
| 8 - | 26.541 | 37.357 | 24.702 | 1:28.600 | 85.33 | 1.424 | 14:09:38.202 |

| P17 508 PSSPREI Daniel MCFADDEN | | Yamaha 1000 - Sycamore Yamaha | | | | | |
|---------------------------------|---------------|-------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:27.308 | | BEST LAP TIME : 1:27.469 | | DIFFERENCE : 0.161 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.660 | 24.771 | 1:38.153 | 77.02 | 10.684 | 13:59:26.081 |
| 2 - | 26.573 | 37.318 | 25.340 | 1:29.231 | 84.73 | 1.762 | 14:00:55.312 |
| 3 - | 27.140 | 36.690 | 24.660 | 1:28.490 | 85.44 | 1.021 | 14:02:23.802 |
| 4 - | 26.348 | 37.206 | 24.448 | 1:28.002 (3) | 85.91 | 0.533 | 14:03:51.804 |
| 5 - | 26.655 | 36.907 | 24.655 | 1:28.217 | 85.70 | 0.748 | 14:05:20.021 |
| 6 - | 26.847 | 36.750 | 24.488 | 1:28.085 | 85.83 | 0.616 | 14:06:48.106 |
| 7 - | 26.260 | 36.851 | 24.358 | 1:27.469 (1) | 86.43 | | 14:08:15.575 |
| 8 - | 26.416 | 36.721 | 24.790 | 1:27.927 (2) | 85.98 | 0.458 | 14:09:43.502 |

| P18 169 PREM Phil ABEL | | Suzuki 1000 - Abels joinery | | | | | |
|---------------------------|---------------|-----------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:28.821 | | BEST LAP TIME : 1:29.006 | | DIFFERENCE : 0.185 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.359 | 25.593 | 1:39.768 | 75.78 | 10.762 | 13:59:27.696 |
| 2 - | 26.719 | 37.578 | 24.840 | 1:29.137 (2) | 84.82 | 0.131 | 14:00:56.833 |
| 3 - | 28.622 | 38.558 | 24.998 | 1:32.178 | 82.02 | 3.172 | 14:02:29.011 |
| 4 - | 26.804 | 38.517 | 24.984 | 1:30.305 | 83.72 | 1.299 | 14:03:59.316 |
| 5 - | 27.111 | 37.849 | 25.468 | 1:30.428 | 83.60 | 1.422 | 14:05:29.744 |
| 6 - | 27.335 | 37.288 | 24.880 | 1:29.503 (3) | 84.47 | 0.497 | 14:06:59.247 |
| 7 - | 26.807 | 37.385 | 24.814 | 1:29.006 (1) | 84.94 | | 14:08:28.253 |
| 8 - | 26.888 | 37.334 | 25.379 | 1:29.601 | 84.38 | 0.595 | 14:09:57.854 |

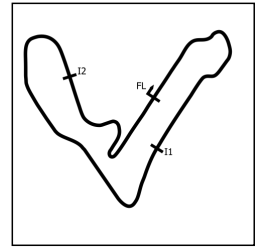
| P19 177 PREM Steve FRIZZELL | | BMW 1000 - | | | | | |
|-----------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.326 | | BEST LAP TIME : 1:29.575 | | DIFFERENCE : 0.249 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.924 | 25.236 | 1:40.308 | 75.37 | 10.733 | 13:59:28.236 |
| 2 - | 27.073 | 37.593 | 25.063 | 1:29.729 (3) | 84.26 | 0.154 | 14:00:57.965 |
| 3 - | 27.603 | 38.183 | 24.743 | 1:30.529 | 83.51 | 0.954 | 14:02:28.494 |
| 4 - | 27.156 | 38.342 | 25.019 | 1:30.517 | 83.52 | 0.942 | 14:03:59.011 |
| 5 - | 27.276 | 37.804 | 24.962 | 1:30.042 | 83.96 | 0.467 | 14:05:29.053 |
| 6 - | 27.133 | 37.707 | 24.818 | 1:29.658 (2) | 84.32 | 0.083 | 14:06:58.711 |
| 7 - | 27.320 | 37.773 | 24.847 | 1:29.940 | 84.06 | 0.365 | 14:08:28.651 |
| 8 - | 27.193 | 37.510 | 24.872 | 1:29.575 (1) | 84.40 | | 14:09:58.226 |

| P20 77 PSSPREI Mark PATTINSON | | Suzuki 1000 - M Pattinson Joinery | | | | | |
|-------------------------------|---------------|-----------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.317 | | BEST LAP TIME : 1:25.488 | | DIFFERENCE : 0.171 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.101 | 24.424 | 1:32.075 | 82.11 | 6.587 | 13:59:20.003 |
| 2 - | 25.754 | 35.914 | 23.896 | 1:25.564 (2) | 88.36 | 0.076 | 14:00:45.567 |
| 3 - | 25.850 | 35.851 | 23.905 | 1:25.606 (3) | 88.31 | 0.118 | 14:02:11.173 |
| 4 - | 25.994 | 36.402 | 23.800 | 1:26.196 | 87.71 | 0.708 | 14:03:37.369 |
| 5 - | 25.666 | 36.017 | 23.805 | 1:25.488 (1) | 88.44 | | 14:05:02.857 |
| 6 - | 26.057 | 36.049 | 23.823 | 1:25.929 | 87.98 | 0.441 | 14:06:28.786 |
| 7 - | 25.811 | 36.481 | 23.967 | 1:26.259 | 87.65 | 0.771 | 14:07:55.045 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 12 - 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

| P21 39 PSS | | Byron KIRK | | BMW 1000 - | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:28.860 | | BEST LAP TIME : 1:29.092 | | DIFFERENCE : 0.232 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.825 | 24.439 | 1:36.968 | 77.97 | 7.876 | 13:59:24.896 |
| 2 - | 26.888 | 37.792 | 25.260 | 1:29.940 | 84.06 | 0.848 | 14:00:54.836 |
| 3 - | 27.719 | 37.974 | 24.449 | 1:30.142 | 83.87 | 1.050 | 14:02:24.978 |
| 4 - | 26.811 | 38.158 | 24.412 | 1:29.381 (3) | 84.58 | 0.289 | 14:03:54.359 |
| 5 - | 26.720 | 37.854 | 24.526 | 1:29.100 (2) | 84.85 | 0.008 | 14:05:23.459 |
| 6 - | 26.810 | 37.934 | 24.348 | 1:29.092 (1) | 84.86 | | 14:06:52.551 |
| 7 - | 26.762 | 39.891 | IN PIT | 1:35.752 P | 78.96 | 6.660 | 14:08:28.303 |

| P22 19 PSS | | Joe TALBOT | | Kawasaki 1000 - Warrington MOT Centre | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:21.736 | | BEST LAP TIME : 1:21.784 | | DIFFERENCE : 0.048 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 34.352 | 22.761 | 1:26.582 (3) | 87.32 | 4.798 | 13:59:14.510 |
| 2 - | 24.682 | 34.374 | 22.741 | 1:21.797 (2) | 92.43 | 0.013 | 14:00:36.307 |
| 3 - | 24.707 | 34.313 | 22.764 | 1:21.784 (1) | 92.44 | | 14:01:58.091 |

| P23 260 PSS | | Ryan COOPER | | Suzuki 1000 - | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:24.759 | | BEST LAP TIME : 1:24.774 | | DIFFERENCE : 0.015 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.085 | 23.874 | 1:31.650 (2) | 82.49 | 6.876 | 13:59:19.578 |
| 2 - | 25.750 | 35.307 | 23.717 | 1:24.774 (1) | 89.18 | | 14:00:44.352 |
| 3 - | 25.735 | 35.669 | IN PIT | 1:25.008 P | 88.94 | 0.234 | 14:02:09.360 |

| P24 36 PREM | | Martin BEECHAM | | Honda 1000 - Me | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:28.917 | | BEST LAP TIME : 1:28.917 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.303 | 24.960 | 1:38.800 (2) | 76.52 | 9.883 | 13:59:26.728 |
| 2 - | 26.861 | 37.178 | 24.878 | 1:28.917 (1) | 85.03 | | 14:00:55.645 |

| P25 125 PREM | | Stephen RYAN | | Kawasaki ZX10r 1000 - | | | |
|---------------------------|----------|--------------------------|---------------|-----------------------|--------------|------|---------------------|
| IDEAL LAP TIME : 1:29.010 | | BEST LAP TIME : 1:37.424 | | DIFFERENCE : 8.414 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.502 | 24.721 | 1:37.424 (1) | 77.60 | | 13:59:25.352 |

| P26 85 PSS | | Steven HORNE | | Suzuki 1000 - | | | |
|------------------|----------|-----------------|---------------|---------------|-------|------|--------------|
| IDEAL LAP TIME : | | BEST LAP TIME : | | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 40.475 | IN PIT | 1:41.380 P | 74.57 | | 13:59:29.308 |

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RACE 12 - 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 | 1:21.061 | |
| 1 | 1 | LODGE | 24.611 | 1 | LODGE | 33.709 | 19 | TALBOT | 22.741 | 1 | 1 | LODGE | 1:21.125 | 1:21.259 | 0.134 |
| 2 | 19 | TALBOT | 24.682 | 19 | TALBOT | 34.313 | 1 | LODGE | 22.805 | 2 | 19 | TALBOT | 1:21.736 | 1:21.784 | 0.048 |
| 3 | 711 | NORTON | 24.848 | 711 | NORTON | 34.633 | 9 | GRIGOR | 22.822 | 3 | 9 | GRIGOR | 1:22.714 | 1:23.169 | 0.455 |
| 4 | 9 | GRIGOR | 25.064 | 79 | STAMPER | 34.725 | 57 | SKELDING | 23.127 | 4 | 711 | NORTON | 1:22.725 | 1:22.884 | 0.159 |
| 5 | 57 | SKELDING | 25.220 | 9 | GRIGOR | 34.828 | 79 | STAMPER | 23.190 | 5 | 79 | STAMPER | 1:23.266 | 1:23.558 | 0.292 |
| 6 | 26 | MOORE | 25.235 | 26 | MOORE | 35.104 | 26 | MOORE | 23.225 | 6 | 57 | SKELDING | 1:23.457 | 1:23.743 | 0.286 |
| 7 | 79 | STAMPER | 25.351 | 57 | SKELDING | 35.110 | 711 | NORTON | 23.244 | 7 | 26 | MOORE | 1:23.564 | 1:24.018 | 0.454 |
| 8 | 77 | PATTINSON | 25.666 | 260 | COOPER | 35.307 | 155 | MAJOR-BIRD | 23.465 | 8 | 260 | COOPER | 1:24.759 | 1:24.774 | 0.015 |
| 9 | 155 | MAJOR-BIRD | 25.723 | 47 | MURTAGH | 35.431 | 47 | MURTAGH | 23.630 | 9 | 47 | MURTAGH | 1:24.794 | 1:24.850 | 0.056 |
| 10 | 47 | MURTAGH | 25.733 | 4 | HARRISON | 35.582 | 260 | COOPER | 23.717 | 10 | 155 | MAJOR-BIRD | 1:25.176 | 1:25.361 | 0.185 |
| 11 | 260 | COOPER | 25.735 | 28 | OULTRAM | 35.645 | 67 | MCFARLANE | 23.740 | 11 | 77 | PATTINSON | 1:25.317 | 1:25.488 | 0.171 |
| 12 | 4 | HARRISON | 25.829 | 77 | PATTINSON | 35.851 | 28 | OULTRAM | 23.774 | 12 | 28 | OULTRAM | 1:25.695 | 1:26.024 | 0.329 |
| 13 | 67 | MCFARLANE | 25.997 | 83 | SIGGS | 35.939 | 17 | FRICKER | 23.775 | 13 | 4 | HARRISON | 1:25.821 | 1:26.100 | 0.279 |
| 14 | 17 | FRICKER | 26.031 | 155 | MAJOR-BIRD | 35.988 | 77 | PATTINSON | 23.800 | 14 | 17 | FRICKER | 1:25.895 | 1:26.118 | 0.223 |
| 15 | 8 | MARCHANT | 26.037 | 211 | WHITFIELD | 36.021 | 211 | WHITFIELD | 23.839 | 15 | 83 | SIGGS | 1:25.965 | 1:26.077 | 0.112 |
| 16 | 83 | SIGGS | 26.054 | 17 | FRICKER | 36.089 | 8 | MARCHANT | 23.902 | 16 | 211 | WHITFIELD | 1:26.004 | 1:26.172 | 0.168 |
| 17 | 211 | WHITFIELD | 26.144 | 8 | MARCHANT | 36.189 | 83 | SIGGS | 23.972 | 17 | 67 | MCFARLANE | 1:26.110 | 1:26.380 | 0.270 |
| 18 | 118 | COUGHLAN | 26.172 | 67 | MCFARLANE | 36.373 | 118 | COUGHLAN | 24.201 | 18 | 8 | MARCHANT | 1:26.128 | 1:26.663 | 0.535 |
| 19 | 508 | MCFADDEN | 26.260 | 508 | MCFADDEN | 36.690 | 39 | KIRK | 24.348 | 19 | 118 | COUGHLAN | 1:27.077 | 1:27.176 | 0.099 |
| 20 | 28 | OULTRAM | 26.276 | 118 | COUGHLAN | 36.704 | 508 | MCFADDEN | 24.358 | 20 | 508 | MCFADDEN | 1:27.308 | 1:27.469 | 0.161 |
| 21 | 169 | ABEL | 26.719 | 36 | BEECHAM | 37.178 | 4 | HARRISON | 24.410 | 21 | 169 | ABEL | 1:28.821 | 1:29.006 | 0.185 |
| 22 | 39 | KIRK | 26.720 | 125 | RYAN | 37.285 | 125 | RYAN | 24.721 | 22 | 39 | KIRK | 1:28.860 | 1:29.092 | 0.232 |
| 23 | 36 | BEECHAM | 26.861 | 169 | ABEL | 37.288 | 177 | FRIZZELL | 24.743 | 23 | 36 | BEECHAM | 1:28.917 | 1:28.917 | 0.000 |
| 24 | 125 | RYAN | 27.004 | 177 | FRIZZELL | 37.510 | 169 | ABEL | 24.814 | 24 | 125 | RYAN | 1:29.010 | 1:37.424 | 8.414 |
| 25 | 177 | FRIZZELL | 27.073 | 39 | KIRK | 37.792 | 36 | BEECHAM | 24.878 | 25 | 177 | FRIZZELL | 1:29.326 | 1:29.575 | 0.249 |
| 26 | | | | 85 | HORNE | 40.475 | | | | 26 | 85 | HORNE | | | |
| 27 | | | | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 12 - STATISTICS

Competitors Started 26
Planned Start 2022-06-12 @ 13:45:00.000
Actual Start 2022-06-12 @ 13:57:47.927
Finish Time 2022-06-12 @ 14:08:54.912
Track Length 2.1001mi.
Total Laps 176
Total Distance Covered 369.6303mi.

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-----|-------------|-----------------|--------------|-----|---------------|
| 19 | PSS | Joe TALBOT | 1:26.582 | 13:59:14.530 | 1 | Kawasaki 1000 |
| 19 | PSS | Joe TALBOT | 1:21.797 | 14:00:36.327 | 2 | Kawasaki 1000 |
| 1 | PSS | James LODGE | 1:21.259 | 14:00:37.242 | 2 | BMW 1000 |

Session Leader History

| NO | CL | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|-----|-------------|----------|----------|-------------|---------------|
| 19 | PSS | Joe TALBOT | 1 | 3 | 6.30 miles | Kawasaki 1000 |
| 1 | PSS | James LODGE | 4 | 5 | 10.50 miles | BMW 1000 |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 13:57:47.927 |
| FINISH | 14:08:54.912 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 8 | 12:26.224 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 12 - STATISTICS

CLASS : PREM

9 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|----------------|-----------------|--------------|-----|--------------|
| 17 | Damien FRICKER | 1:32.419 | 13:59:20.378 | 1 | Aprilia 1100 |
| 17 | Damien FRICKER | 1:26.118 | 14:00:46.498 | 2 | Aprilia 1100 |
| 83 | Jason SIGGS | 1:26.077 | 14:02:15.283 | 3 | Yamaha 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|-----|-----------------|----------|----------|-------------|---------------|
| 17 | Damien FRICKER | 1 | 6 | 12.60 miles | Aprilia 1100 |
| 211 | Grant WHITFIELD | 7 | 2 | 4.20 miles | kawasaki 1000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 12 - STATISTICS

CLASS : PSS

11 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-------------|-----------------|--------------|-----|---------------|
| 19 | Joe TALBOT | 1:26.582 | 13:59:14.530 | 1 | Kawasaki 1000 |
| 19 | Joe TALBOT | 1:21.797 | 14:00:36.327 | 2 | Kawasaki 1000 |
| 1 | James LODGE | 1:21.259 | 14:00:37.242 | 2 | BMW 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|-------------|----------|----------|-------------|---------------|
| 19 | Joe TALBOT | 1 | 3 | 6.30 miles | Kawasaki 1000 |
| 1 | James LODGE | 4 | 5 | 10.50 miles | BMW 1000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 12 - STATISTICS

CLASS : PSSPREM

6 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|--------------|-----------------|--------------|-----|---------------|
| 47 | Liam MURTAGH | 1:30.674 | 13:59:18.609 | 1 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:24.850 | 14:00:43.459 | 2 | Kawasaki 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|--------------|----------|----------|-------------|---------------|
| 47 | Liam MURTAGH | 1 | 8 | 16.80 miles | Kawasaki 1000 |



| | | EVENT → | | | Rnd 1 | Rnd 2 | Rnd 3 | Rnd 4 | Rnd 5 | Rnd 6 | Rnd 7 | Rnd 8 | | | | |
|----|------------------|---------|-----|------|----------------------|-------------------------------------|---|---|--|--|--|--|---|------|---------|--------|
| | | TOTAL | GAP | DIFF | 1 19th/20th March | 1 2 3 Silverstone National | 1 2 3 9th/10th April Snetterton 300 | 1 2 3 7th/8th May Donington Park National | 1 2 3 11th/12th June Croft | 1 2 3 9th/10th July Anglesey Coastal | 1 2 3 30th/31st July Brands Hatch Indy | 1 2 3 3rd/4th September Cadwell Park | 1 2 3 8th/9th October Donington Park GP | Wins | Seconds | Thirds |
| 1 | Joe TALBOT | 178 | | | 11 10 13 | 25 9 25 | 20 20 20 | 25 | | | | | | 3 | 3 | 0 |
| 2 | Callum GRIGOR | 142 | 36 | | 8 9 9 | 16 20 16 | 9 8 11 | 16 20 | | | | | | 0 | 2 | 3 |
| 3 | Craig NEVE | 105 | 73 | 37 | 16 13 11 | 20 25 20 | | | | | | | | 1 | 2 | 1 |
| 4 | Joe MOORE | 93 | 85 | 12 | 6 3 5 | 13 13 13 | 5 6 8 | 10 11 | | | | | | 0 | 0 | 0 |
| 5 | David ALLINGHAM | 75 | 103 | 18 | 25 25 25 | | | | | | | | | 3 | 0 | 0 |
| 6 | Richard KERR | 75 | 103 | 0 | | | 25 25 25 | | | | | | | 3 | 0 | 0 |
| 7 | Tom NORTON | 68 | 110 | 7 | | | 13 13 13 | 13 16 | | | | | | 0 | 0 | 1 |
| 8 | Shaun WINFIELD | 60 | 118 | 8 | 20 20 20 | | | | | | | | | 0 | 3 | 0 |
| 9 | Ben LUXTON | 59 | 119 | 1 | 13 16 | | 10 10 10 | | | | | | | 0 | 0 | 1 |
| 10 | Ryan COOPER | 58 | 120 | 1 | 3 5 | 8 11 | 7 9 6 | 9 | | | | | | 0 | 0 | 0 |
| 11 | Ash BEECH | 48 | 130 | 10 | | | 16 16 16 | | | | | | | 0 | 0 | 3 |
| 12 | Liam MURTAGH | 48 | 130 | 0 | 4 | 2 1 4 7 | 6 4 4 | 7 9 | | | | | | 0 | 0 | 0 |
| 13 | James LODGE | 45 | 133 | 3 | | | | 20 25 | | | | | | 1 | 1 | 0 |
| 14 | Michael EVANS | 41 | 137 | 4 | | 8 8 16 9 | | | | | | | | 0 | 0 | 1 |
| 15 | James SKELDING | 37 | 141 | 4 | 1 4 1 | 6 | 2 5 | 8 10 | | | | | | 0 | 0 | 0 |
| 16 | Nathan HARRISON | 33 | 145 | 4 | 9 8 16 | | | | | | | | | 0 | 0 | 1 |
| 17 | Scott MCFARLANE | 33 | 145 | 0 | | 3 7 5 | 4 3 | 4 7 | | | | | | 0 | 0 | 0 |
| 18 | Kade VERWEY | 32 | 146 | 1 | 10 11 | | 11 | | | | | | | 0 | 0 | 0 |
| 19 | Peter BAKER | 31 | 147 | 1 | | 11 10 10 | | | | | | | | 0 | 0 | 0 |
| 20 | Sam MIDDLEMAS | 24 | 154 | 7 | | | 8 7 9 | | | | | | | 0 | 0 | 0 |
| 21 | Jake MAJOR-BIRD | 24 | 154 | 0 | | 2 1 4 | 1 3 | 5 8 | | | | | | 0 | 0 | 0 |
| 22 | Daniel STAMPER | 24 | 154 | 0 | | | | 11 13 | | | | | | 0 | 0 | 0 |
| 23 | Ryan CRINGLE | 23 | 155 | 1 | 7 6 10 | | | | | | | | | 0 | 0 | 0 |
| 24 | Paul JORDAN | 21 | 157 | 2 | | 10 11 | | | | | | | | 0 | 0 | 0 |
| 25 | Joe CARNELL | 15 | 163 | 6 | | 6 5 2 | 2 | | | | | | | 0 | 0 | 0 |
| 26 | Andrew FISHER | 15 | 163 | 0 | | 6 | 2 7 | | | | | | | 0 | 0 | 0 |
| 27 | Richie HARRISON | 15 | 163 | 0 | | 1 | 5 3 6 | | | | | | | 0 | 0 | 0 |
| 28 | Josh DALEY | 14 | 164 | 1 | 7 7 | | | | | | | | | 0 | 0 | 0 |
| 29 | Zac OULTRAM | 14 | 164 | 0 | 2 | 5 | 1 | 1 5 | | | | | | 0 | 0 | 0 |
| 30 | Mark PATTINSON | 13 | 165 | 1 | | 3 8 | | 2 | | | | | | 0 | 0 | 0 |
| 31 | Daniel BOUCHER | 12 | 166 | 1 | | 3 9 | | | | | | | | 0 | 0 | 0 |
| 32 | Martin PLATT | 12 | 166 | 0 | | 4 2 3 3 | | | | | | | | 0 | 0 | 0 |
| 33 | Jonathan RAILTON | 11 | 167 | 1 | | | 11 | | | | | | | 0 | 0 | 0 |
| 34 | Stephen DRAPER | 10 | 168 | 1 | 5 1 4 | | | | | | | | | 0 | 0 | 0 |
| 35 | Sam COX | 8 | 170 | 2 | 2 6 | | | | | | | | | 0 | 0 | 0 |
| 36 | Martin MORRIS | 7 | 171 | 1 | | 7 | | | | | | | | 0 | 0 | 0 |
| 37 | Stuart PAYNE | 6 | 172 | 1 | | | | 6 | | | | | | 0 | 0 | 0 |
| 38 | Daniel MCFADDEN | 5 | 173 | 1 | | | 1 | 4 | | | | | | 0 | 0 | 0 |

| | EVENT → | TOTAL | | | Rnd 1 | | | Rnd 2 | | | Rnd 3 | | | Rnd 4 | | | Rnd 5 | | | Rnd 6 | | | Rnd 7 | | | Rnd 8 | | | Wins | Seconds | Thirds | | | | | | | | | | | | | | | | | | | | |
|----|------------------|-------|------|-----------------|-------|----|----------------------|-------|----|----------------|-------|----|-------------|-------|----|-------------------------|-------|---|----------------|-------|---|-------|-------|---|---------------|-------|---|------------------|------|---------|--------|----------------|---|---|-------------------|---|---|-------------------|---|---|--------------|---|--|-----------------|--|--|-------------------|--|--|--|--|
| | | GAP | DIFF | 19th/20th March | | | Silverstone National | | | 9th/10th April | | | 7th/8th May | | | Donington Park National | | | 11th/12th June | | | Croft | | | 9th/10th July | | | Anglesey Coastal | | | | 30th/31st July | | | Brands Hatch Indy | | | 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 | Liam MURTAGH | 215 | | | 25 | 20 | 20 | 8 | 11 | 20 | 25 | 25 | 11 | 25 | 25 | | | | | | | | | | | | | | | | | | | | 5 | 3 | 0 | | | | | | | | | | | | | | |
| 2 | Damien FRICKER | 196 | 19 | | | | | 25 | 25 | 25 | 25 | 25 | 20 | 20 | 25 | 20 | 11 | | | | | | | | | | | | | | | | | | 5 | 3 | 0 | | | | | | | | | | | | | | |
| 3 | Scott MCFARLANE | 142 | 73 | 54 | 20 | 11 | 16 | 13 | 20 | 11 | 16 | 16 | | | 9 | 10 | | | | | | | | | | | | | | | | | | 0 | 2 | 3 | | | | | | | | | | | | | | | |
| 4 | Jake MAJOR-BIRD | 117 | 98 | 25 | 9 | 8 | 13 | 11 | 8 | 10 | 8 | 7 | 10 | 13 | 20 | | | | | | | | | | | | | | | | | | | 0 | 1 | 0 | | | | | | | | | | | | | | | |
| 5 | Jason SIGGS | 116 | 99 | 1 | | 16 | 11 | 10 | 7 | 16 | 9 | 11 | 13 | 10 | 13 | | | | | | | | | | | | | | | | | | | 0 | 0 | 2 | | | | | | | | | | | | | | | |
| 6 | Joe CARNELL | 103 | 112 | 13 | 11 | 10 | 9 | 20 | 13 | 8 | 7 | 10 | 9 | 6 | | | | | | | | | | | | | | | | | | | | 0 | 1 | 0 | | | | | | | | | | | | | | | |
| 7 | Mark PATTINSON | 98 | 117 | 5 | 13 | 13 | 10 | 7 | 10 | 25 | 3 | 3 | 7 | 7 | | | | | | | | | | | | | | | | | | | | 1 | 0 | 0 | | | | | | | | | | | | | | | |
| 8 | John COUGHLAN | 89 | 126 | 9 | 6 | 5 | 6 | 9 | 16 | 13 | 10 | 13 | | 4 | 7 | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 9 | Richie HARRISON | 79 | 136 | 10 | 8 | 7 | 7 | 6 | 6 | 7 | 5 | | 16 | 8 | 9 | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 10 | Martin PLATT | 47 | 168 | 32 | | | | 16 | 9 | 9 | 13 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 11 | Julian TILLOTSON | 42 | 173 | 5 | 10 | 9 | 8 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 12 | Andrew STOCKDALE | 34 | 181 | 8 | 5 | 6 | 5 | | | 4 | | 5 | 4 | 5 | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 13 | Daniel MCFADDEN | 32 | 183 | 2 | | | | | | 6 | 9 | 8 | | 3 | 6 | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 14 | Phil ABEL | 28 | 187 | 4 | 4 | 3 | | 5 | 3 | 2 | | 4 | | 2 | 5 | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 15 | Grant WHITFIELD | 27 | 188 | 1 | | | | | | | | | | 11 | 16 | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 16 | David HEWSON | 22 | 193 | 5 | | | | 3 | 4 | 3 | | 6 | 6 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 17 | Steve FRIZZELL | 21 | 194 | 1 | 2 | 2 | 4 | | 2 | 1 | 1 | 2 | 3 | | 4 | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 18 | Oliver RILEY | 20 | 195 | 1 | | | | | | | | 20 | | | | | | | | | | | | | | | | | | | | | | 0 | 1 | 0 | | | | | | | | | | | | | | | |
| 19 | Adrian AVERRE | 17 | 198 | 3 | | | | | | 4 | 8 | 5 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 20 | Mark GOODINGS | 16 | 199 | 1 | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 21 | Stuart PAYNE | 16 | 199 | 0 | | | | | | | | | | 16 | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | |
| 22 | Andrew WILLIAMS | 11 | 204 | 5 | 7 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 23 | Peter ECCLES | 11 | 204 | 0 | | | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 24 | Liam MARCHANT | 8 | 207 | 3 | | | | | | | | | | | 8 | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 25 | Carl LEONARD | 7 | 208 | 1 | | | | 5 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 26 | Steven LEWIS | 3 | 212 | 4 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 27 | Liam THORNTON | 2 | 213 | 1 | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 28 | Dave JACKSON | 1 | 214 | 1 | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |
| 29 | Martin BEECHAM | 1 | 214 | 0 | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 22 - GRID (11 Laps)



| | | | |
|--------|--|---|---|
| ROW 10 | 30 41 Stuart PAYNE | 29 616 Carl LEONARD | 28 66 Joe CARNELL |
| ROW 9 | 27 85 Steven HORNE | 26 145 Daniel FORBES | 25 125 Stephen RYAN 1:37.424 |
| ROW 8 | 24 177 Steve FRIZZELL 1:29.575 | 23 39 Byron KIRK 1:29.092 | 22 169 Phil ABEL 1:29.006 |
| ROW 7 | 21 36 Martin BEECHAM 1:28.917 | 20 508 Daniel MCFADDEN 1:27.469 | 19 118 John COUGHLAN 1:27.176 |
| ROW 6 | 18 8 Liam MARCHANT 1:26.663 | 17 67 Scott MCFARLANE 1:26.380 | 16 211 Grant WHITFIELD 1:26.172 |
| ROW 5 | 15 17 Damien FRICKER 1:26.118 | 14 4 Richie HARRISON 1:26.100 | 13 83 Jason SIGGS 1:26.077 |
| ROW 4 | 12 28 Zac OULTRAM 1:26.024 | 11 77 Mark PATTINSON 1:25.488 | 10 155 Jake MAJOR-BIRD 1:25.361 |
| ROW 3 | 9 47 Liam MURTAGH 1:24.850 | 8 260 Ryan COOPER 1:24.774 | 7 26 Joe MOORE 1:24.018 |
| ROW 2 | 6 57 James SKELDING 1:23.743 | 5 79 Daniel STAMPER 1:23.558 | 4 9 Callum GRIGOR 1:23.169 |
| ROW 1 | 3 711 Tom NORTON 1:22.884 | 2 19 Joe TALBOT 1:21.784 | 1 1 James LODGE 1:21.259 Pole |

Croft: 2.1001 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 14:24 Sunday, 12 June 2022</small> | | <small>Digitally Approved at 14:19 Sunday, 12 June 2022</small> |

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

Printed - 14:13 Sunday, 12 June 2022



No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 22 - CLASSIFICATION



| POS | NO | CL | PIC NAME | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON |
|-----|-----|---------|-------------------|--|------|-----------|--------|--------|-------|----------|----|
| 1 | 1 | PSS | 1 James LODGE | BMW 1000 - Lextek | 7 | 9:47.930 | | | 90.01 | 1:22.645 | 5 |
| 2 | 9 | PSS | 2 Callum GRIGOR | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hc | 7 | 9:48.033 | 0.103 | 0.103 | 90.00 | 1:22.518 | 2 |
| 3 | 57 | PSS | 3 James SKELDING | Honda 1000 - Bilstein / Spencer & Sons / Power Tox | 7 | 9:58.328 | 10.398 | 10.295 | 88.45 | 1:24.130 | 2 |
| 4 | 79 | PSS | 4 Daniel STAMPER | Yamaha 1000 - | 7 | 10:00.094 | 12.164 | 1.766 | 88.19 | 1:23.751 | 6 |
| 5 | 711 | PSS | 5 Tom NORTON | Kawasaki 1000 - | 7 | 10:02.531 | 14.601 | 2.437 | 87.83 | 1:24.633 | 2 |
| 6 | 260 | PSS | 6 Ryan COOPER | Suzuki 1000 - | 6 | 8:40.321 | 1 Lap | 1 Lap | 87.18 | 1:24.925 | 2 |
| 7 | 47 | PSSPREM | 1 Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 6 | 8:40.669 | 1 Lap | 0.348 | 87.12 | 1:25.168 | 4 |
| 8 | 26 | PSS | 7 Joe MOORE | Suzuki 1000 - Clear Line Racing | 6 | 8:44.731 | 1 Lap | 4.062 | 86.45 | 1:25.110 | 6 |
| 9 | 211 | PREM | 1 Grant WHITFIELD | kawasaki 1000 - | 6 | 8:45.351 | 1 Lap | 0.620 | 86.34 | 1:25.951 | 5 |
| 10 | 155 | PSSPREM | 2 Jake MAJOR-BIRD | Suzuki 1000 - premier KIA - www.premier-car.co.uk | 6 | 8:45.679 | 1 Lap | 0.328 | 86.29 | 1:25.901 | 5 |
| 11 | 77 | PSSPREM | 3 Mark PATTINSON | Suzuki 1000 - M Pattinson Joinery | 6 | 8:47.353 | 1 Lap | 1.674 | 86.02 | 1:26.429 | 2 |
| 12 | 17 | PREM | 2 Damien FRICKER | Aprilia 1100 - Autotrilogy.com | 6 | 8:49.339 | 1 Lap | 1.986 | 85.69 | 1:25.632 | 6 |
| 13 | 41 | PSSPREM | 4 Stuart PAYNE | Kawasaki 1000 - | 6 | 8:51.167 | 1 Lap | 1.828 | 85.40 | 1:26.234 | 6 |
| 14 | 4 | PSSPREM | 5 Richie HARRISON | Kawasaki 1000 - RAP Racing | 6 | 8:53.230 | 1 Lap | 2.063 | 85.07 | 1:26.664 | 5 |
| 15 | 508 | PSSPREM | 6 Daniel MCFADDEN | Yamaha 1000 - Sycamore Yamaha | 6 | 8:53.734 | 1 Lap | 0.504 | 84.99 | 1:26.622 | 6 |
| 16 | 67 | PSSPREM | 7 Scott MCFARLANE | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / | 6 | 8:55.927 | 1 Lap | 2.193 | 84.64 | 1:27.142 | 5 |
| 17 | 118 | PREM | 3 John COUGHLAN | Aprilia 1100 - BIKERSWORLD LTD | 6 | 8:56.481 | 1 Lap | 0.554 | 84.55 | 1:27.017 | 5 |
| 18 | 616 | PREM | 4 Carl LEONARD | BMW 1000 - | 6 | 9:09.899 | 1 Lap | 13.418 | 82.49 | 1:29.281 | 4 |
| 19 | 169 | PREM | 5 Phil ABEL | Suzuki 1000 - Abels joinery | 6 | 9:10.216 | 1 Lap | 0.317 | 82.44 | 1:29.618 | 6 |
| 20 | 177 | PREM | 6 Steve FRIZZELL | BMW 1000 - | 6 | 9:14.248 | 1 Lap | 4.032 | 81.84 | 1:30.475 | 5 |

NOT CLASSIFIED

| | | | | | | | | | | | |
|-----|-----|------|--------------|--|---|----------|--------|--------|-------|----------|---|
| DNF | 125 | PREM | Stephen RYAN | Kawasaki ZX10r 1000 - | 4 | 6:10.157 | 3 Laps | 2 Laps | 81.70 | 1:29.843 | 4 |
| DNF | 39 | PSS | Byron KIRK | BMW 1000 - | 4 | 6:17.348 | 3 Laps | 7.191 | 80.14 | 1:30.917 | 2 |
| DNF | 28 | PSS | Zac OULTRAM | Suzuki 1000 - Konect Electrical, Lighting Motions, O | 2 | 3:00.757 | 5 Laps | 2 Laps | 83.65 | 1:26.402 | 2 |

FASTEST LAP

| | | | | | | | |
|----|---------|----------------|--|---|----------|-----------|------------|
| 9 | PSS | Callum GRIGOR | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hc | 2 | 1:22.518 | 91.62 mph | 147.45 kph |
| 47 | PSSPREM | Liam MURTAGH | Kawasaki 1000 - Lady Lodge Systems, Corby Kawa | 4 | 1:25.168 | 88.77 mph | 142.86 kph |
| 17 | PREM | Damien FRICKER | Aprilia 1100 - Autotrilogy.com | 6 | 1:25.632 | 88.29 mph | 142.09 kph |

Class PSS - 92.5% of Race Speed = 83.25 mph

Class PSSPREM - 92.5% of Race Speed = 80.58 mph

Class PREM - 92.5% of Race Speed = 79.86 mph

Red Flag (end of session): 17:33

Race Distance: 7 Laps / 14.70 miles

Croft: 2.1001 miles

Date: 12/06/2022 Start: 17:23 Finish: 17:32

Weather / Track : Showers / Dry

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

| | | |
|---|------------|--|
| Clerk Of Course : Clare Neate C. Neate Digitally Approved at 17:50 Sunday, 12 June 2022 | Stewards : | Timekeeper : Sam Jones S. Jones Digitally Approved at 17:37 Sunday, 12 June 2022 |
|---|------------|--|

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

Printed - 17:35 Sunday, 12 June 2022

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 22 - LAP CHART

LAP 1 @ 17:25:06.234

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 9 | | 1:27.137 |
| 1 | 2.290 | 1:29.427 |
| 57 | 3.042 | 1:30.179 |
| 260 | 4.129 | 1:31.266 |
| 79 | 4.411 | 1:31.548 |
| 711 | 4.852 | 1:31.989 |
| 47 | 5.232 | 1:32.369 |
| 77 | 6.065 | 1:33.202 |
| 155 | 6.383 | 1:33.520 |
| 211 | 6.837 | 1:33.974 |
| 28 | 7.218 | 1:34.355 |
| 17 | 7.703 | 1:34.840 |
| 4 | 7.789 | 1:34.926 |
| 508 | 8.650 | 1:35.787 |
| 26 | 8.735 | 1:35.872 |
| 67 | 8.967 | 1:36.104 |
| 118 | 10.307 | 1:37.444 |
| 41 | 10.346 | 1:37.483 |
| 39 | 10.674 | 1:37.811 |
| 125 | 11.754 | 1:38.891 |
| 616 | 11.954 | 1:39.091 |
| 169 | 12.497 | 1:39.634 |
| 177 | 13.224 | 1:40.361 |

LAP 2 @ 17:26:28.752

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 9 | | 1:22.518 |
| 1 | 2.929 | 1:23.157 |
| 57 | 4.654 | 1:24.130 |
| 260 | 6.536 | 1:24.925 |
| 79 | 6.848 | 1:24.955 |
| 711 | 6.967 | 1:24.633 |
| 47 | 8.333 | 1:25.619 |
| 77 | 9.976 | 1:26.429 |
| 155 | 10.174 | 1:26.309 |
| 211 | 10.511 | 1:26.192 |
| 28 | 11.102 | 1:26.402 |
| 17 | 12.727 | 1:27.542 |
| 26 | 12.954 | 1:26.737 |
| 4 | 14.275 | 1:29.004 |
| 508 | 14.803 | 1:28.671 |
| 41 | 14.995 | 1:27.167 |
| 67 | 15.567 | 1:29.118 |
| 118 | 15.935 | 1:28.146 |
| 39 | 19.073 | 1:30.917 |
| 125 | 20.118 | 1:30.882 |
| 169 | 20.353 | 1:30.374 |
| 616 | 20.498 | 1:31.062 |
| 177 | 21.761 | 1:31.055 |

LAP 3 @ 17:27:52.876

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 9 | | 1:24.124 |
| 1 | 2.498 | 1:23.693 |
| 57 | 5.166 | 1:24.636 |
| 711 | 8.088 | 1:25.245 |
| 260 | 8.470 | 1:26.058 |
| 79 | 8.509 | 1:25.785 |
| 47 | 9.776 | 1:25.567 |
| 77 | 12.715 | 1:26.863 |
| 155 | 13.159 | 1:27.109 |
| 211 | 13.267 | 1:26.880 |

| | | |
|-----|--------|----------|
| 26 | 14.760 | 1:25.930 |
| 17 | 16.513 | 1:27.910 |
| 41 | 18.582 | 1:27.711 |
| 4 | 18.647 | 1:28.496 |
| 508 | 19.302 | 1:28.623 |
| 67 | 20.244 | 1:28.801 |
| 118 | 20.550 | 1:28.739 |
| 125 | 26.535 | 1:30.541 |
| 169 | 27.148 | 1:30.919 |
| 616 | 27.206 | 1:30.832 |
| 39 | 27.563 | 1:32.614 |
| 177 | 28.391 | 1:30.754 |

LAP 4 @ 17:29:16.428

| NO | BEHIND | LAP TIME |
|-----|--------|------------|
| 9 | | 1:23.552 |
| 1 | 1.756 | 1:22.810 |
| 57 | 6.164 | 1:24.550 |
| 711 | 9.931 | 1:25.395 |
| 79 | 10.048 | 1:25.091 |
| 260 | 10.978 | 1:26.060 |
| 47 | 11.392 | 1:25.168 |
| 211 | 15.830 | 1:26.115 |
| 77 | 15.957 | 1:26.794 |
| 155 | 16.112 | 1:26.505 |
| 26 | 16.549 | 1:25.341 |
| 17 | 20.194 | 1:27.233 |
| 41 | 21.274 | 1:26.244 |
| 4 | 22.364 | 1:27.269 |
| 508 | 22.674 | 1:26.924 |
| 67 | 24.166 | 1:27.474 |
| 118 | 24.623 | 1:27.625 |
| 125 | 32.826 | 1:29.843 |
| 616 | 32.935 | 1:29.281 |
| 169 | 33.452 | 1:29.856 |
| 177 | 35.645 | 1:30.806 |
| 39 | 40.017 | 1:36.006 P |

LAP 5 @ 17:30:39.914

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 9 | | 1:23.486 |
| 1 | 0.915 | 1:22.645 |
| 57 | 7.366 | 1:24.688 |
| 711 | 11.155 | 1:24.710 |
| 79 | 11.175 | 1:24.613 |
| 260 | 13.466 | 1:25.974 |
| 47 | 13.882 | 1:25.976 |
| 211 | 18.295 | 1:25.951 |
| 155 | 18.527 | 1:25.901 |
| 26 | 18.804 | 1:25.741 |
| 77 | 19.949 | 1:27.478 |
| 17 | 22.890 | 1:26.182 |
| 41 | 24.116 | 1:26.328 |
| 4 | 25.542 | 1:26.664 |
| 508 | 26.295 | 1:27.107 |
| 67 | 27.822 | 1:27.142 |
| 118 | 28.154 | 1:27.017 |
| 616 | 38.855 | 1:29.406 |
| 169 | 39.781 | 1:29.815 |
| 177 | 42.634 | 1:30.475 |

LAP 6 @ 17:32:03.386

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 9 | | 1:23.472 |

| | | |
|-----|--------|----------|
| 1 | 0.437 | 1:22.994 |
| 57 | 8.792 | 1:24.898 |
| 79 | 11.454 | 1:23.751 |
| 711 | 12.617 | 1:24.934 |
| 260 | 16.032 | 1:26.038 |
| 47 | 16.380 | 1:25.970 |
| 26 | 20.442 | 1:25.110 |
| 211 | 21.062 | 1:26.239 |
| 155 | 21.390 | 1:26.335 |
| 77 | 23.064 | 1:26.587 |
| 17 | 25.050 | 1:25.632 |
| 41 | 26.878 | 1:26.234 |
| 4 | 28.941 | 1:26.871 |
| 508 | 29.445 | 1:26.622 |
| 67 | 31.638 | 1:27.288 |
| 118 | 32.192 | 1:27.510 |
| 616 | 45.610 | 1:30.227 |
| 169 | 45.927 | 1:29.618 |
| 177 | 49.959 | 1:30.797 |

LAP 7 @ 17:33:27.027

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 1 | | 1:23.204 |
| 9 | 0.103 | 1:23.744 |
| 57 | 10.398 | 1:25.247 |
| 79 | 12.164 | 1:24.351 |
| 711 | 14.601 | 1:25.625 |

Weather / Track : Showers / Dry

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

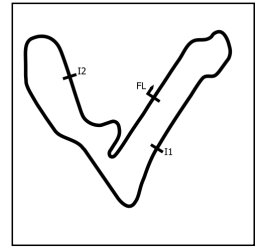
Croft: 2.1001 miles
Date: 12/06/2022 Start: 17:23 Finish: 17:32

Printed - 17:36 Sunday, 12 June 2022

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 22 - 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 | | 1 PSS | | James LODGE | | BMW 1000 - Lextek | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------------------|---------------------|
| IDEAL LAP TIME : 1:22.565 | | BEST LAP TIME : 1:22.645 | | DIFFERENCE : 0.080 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.116 | 23.534 | 1:29.427 | 84.54 | 6.782 | 17:25:08.524 |
| 2 - | 24.956 | 34.641 | 23.560 | 1:23.157 | 90.91 | 0.512 | 17:26:31.681 |
| 3 - | 25.014 | 35.315 | 23.364 | 1:23.693 | 90.33 | 1.048 | 17:27:55.374 |
| 4 - | 24.946 | 34.812 | 23.052 | 1:22.810 (2) | 91.30 | 0.165 | 17:29:18.184 |
| 5 - | 24.978 | 34.567 | 23.100 | 1:22.645 (1) | 91.48 | | 17:30:40.829 |
| 6 - | 24.952 | 34.727 | 23.315 | 1:22.994 (3) | 91.09 | 0.349 | 17:32:03.823 |
| 7 - | 25.208 | 34.679 | 23.317 | 1:23.204 | 90.86 | 0.559 | 17:33:27.027 |

| P2 | | 9 PSS | | Callum GRIGOR | | Kawasaki 1000 - Kirkcaldy Kawasaki - Advanced Hot Tubs Cent | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---|---------------------|
| IDEAL LAP TIME : 1:22.518 | | BEST LAP TIME : 1:22.518 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 34.613 | 22.989 | 1:27.137 | 86.76 | 4.619 | 17:25:06.234 |
| 2 - | 25.169 | 34.500 | 22.849 | 1:22.518 (1) | 91.62 | | 17:26:28.752 |
| 3 - | 25.267 | 35.318 | 23.539 | 1:24.124 | 89.87 | 1.606 | 17:27:52.876 |
| 4 - | 25.439 | 35.003 | 23.110 | 1:23.552 | 90.49 | 1.034 | 17:29:16.428 |
| 5 - | 25.574 | 34.809 | 23.103 | 1:23.486 (3) | 90.56 | 0.968 | 17:30:39.914 |
| 6 - | 25.587 | 34.867 | 23.018 | 1:23.472 (2) | 90.57 | 0.954 | 17:32:03.386 |
| 7 - | 25.387 | 34.893 | 23.464 | 1:23.744 | 90.28 | 1.226 | 17:33:27.130 |

| P3 | | 57 PSS | | James SKELDING | | Honda 1000 - Bilstein / Spencer & Sons / Power Tool Rentals/ A | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|--|---------------------|
| IDEAL LAP TIME : 1:24.121 | | BEST LAP TIME : 1:24.130 | | DIFFERENCE : 0.009 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.450 | 23.358 | 1:30.179 | 83.83 | 6.049 | 17:25:09.276 |
| 2 - | 25.543 | 35.322 | 23.265 | 1:24.130 (1) | 89.86 | | 17:26:33.406 |
| 3 - | 25.725 | 35.624 | 23.287 | 1:24.636 (3) | 89.33 | 0.506 | 17:27:58.042 |
| 4 - | 25.692 | 35.602 | 23.256 | 1:24.550 (2) | 89.42 | 0.420 | 17:29:22.592 |
| 5 - | 25.806 | 35.512 | 23.370 | 1:24.688 | 89.27 | 0.558 | 17:30:47.280 |
| 6 - | 25.840 | 35.584 | 23.474 | 1:24.898 | 89.05 | 0.768 | 17:32:12.178 |
| 7 - | 25.869 | 35.954 | 23.424 | 1:25.247 | 88.69 | 1.117 | 17:33:37.425 |

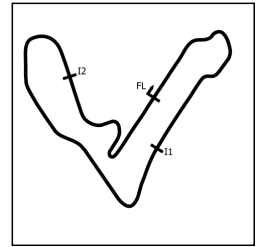
| P4 | | 79 PSS | | Daniel STAMPER | | Yamaha 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|---------------|---------------------|
| IDEAL LAP TIME : 1:23.747 | | BEST LAP TIME : 1:23.751 | | DIFFERENCE : 0.004 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.143 | 23.888 | 1:31.548 | 82.58 | 7.797 | 17:25:10.645 |
| 2 - | 25.715 | 35.210 | 24.030 | 1:24.955 | 88.99 | 1.204 | 17:26:35.600 |
| 3 - | 26.253 | 35.904 | 23.628 | 1:25.785 | 88.13 | 2.034 | 17:28:01.385 |
| 4 - | 25.891 | 35.549 | 23.651 | 1:25.091 | 88.85 | 1.340 | 17:29:26.476 |
| 5 - | 25.814 | 35.288 | 23.511 | 1:24.613 (3) | 89.35 | 0.862 | 17:30:51.089 |
| 6 - | 25.518 | 34.929 | 23.304 | 1:23.751 (1) | 90.27 | | 17:32:14.840 |
| 7 - | 25.514 | 35.448 | 23.389 | 1:24.351 (2) | 89.63 | 0.600 | 17:33:39.191 |

| P5 | | 711 PSS | | Tom NORTON | | Kawasaki 1000 - | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-----------------|---------------------|
| IDEAL LAP TIME : 1:24.060 | | BEST LAP TIME : 1:24.633 | | DIFFERENCE : 0.573 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.880 | 24.183 | 1:31.989 | 82.18 | 7.356 | 17:25:11.086 |
| 2 - | 25.721 | 35.065 | 23.847 | 1:24.633 (1) | 89.33 | | 17:26:35.719 |
| 3 - | 26.016 | 35.591 | 23.638 | 1:25.245 | 88.69 | 0.612 | 17:28:00.964 |
| 4 - | 25.929 | 35.584 | 23.882 | 1:25.395 | 88.53 | 0.762 | 17:29:26.359 |
| 5 - | 25.494 | 35.429 | 23.787 | 1:24.710 (2) | 89.25 | 0.077 | 17:30:51.069 |
| 6 - | 26.012 | 35.325 | 23.597 | 1:24.934 (3) | 89.01 | 0.301 | 17:32:16.003 |
| 7 - | 25.398 | 35.899 | 24.328 | 1:25.625 | 88.29 | 0.992 | 17:33:41.628 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 22 - 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

| P6 260 PSS Ryan COOPER | | Suzuki 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:24.725 | | BEST LAP TIME : 1:24.925 | | DIFFERENCE : 0.200 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 35.841 | 23.726 | 1:31.266 | 82.84 | 6.341 | 17:25:10.363 |
| 2 - | 25.560 | 35.439 | 23.926 | 1:24.925 (1) | 89.02 | | 17:26:35.288 |
| 3 - | 25.849 | 36.120 | 24.089 | 1:26.058 | 87.85 | 1.133 | 17:28:01.346 |
| 4 - | 26.261 | 35.794 | 24.005 | 1:26.060 | 87.85 | 1.135 | 17:29:27.406 |
| 5 - | 25.992 | 36.067 | 23.915 | 1:25.974 (2) | 87.94 | 1.049 | 17:30:53.380 |
| 6 - | 25.709 | 36.193 | 24.136 | 1:26.038 (3) | 87.87 | 1.113 | 17:32:19.418 |

| P7 47 PSSPREI Liam MURTAGH | | Kawasaki 1000 - Lady Lodge Systems, Corby Kawasaki | | | | | |
|----------------------------|---------------|--|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.168 | | BEST LAP TIME : 1:25.168 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.108 | 24.171 | 1:32.369 | 81.85 | 7.201 | 17:25:11.466 |
| 2 - | 25.866 | 35.786 | 23.967 | 1:25.619 (3) | 88.30 | 0.451 | 17:26:37.085 |
| 3 - | 25.873 | 35.835 | 23.859 | 1:25.567 (2) | 88.35 | 0.399 | 17:28:02.652 |
| 4 - | 25.744 | 35.592 | 23.832 | 1:25.168 (1) | 88.77 | | 17:29:27.820 |
| 5 - | 26.052 | 36.064 | 23.860 | 1:25.976 | 87.93 | 0.808 | 17:30:53.796 |
| 6 - | 25.744 | 36.132 | 24.094 | 1:25.970 | 87.94 | 0.802 | 17:32:19.766 |

| P8 26 PSS Joe MOORE | | Suzuki 1000 - Clear Line Racing | | | | | |
|---------------------------|---------------|---------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:24.577 | | BEST LAP TIME : 1:25.110 | | DIFFERENCE : 0.533 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.889 | 24.251 | 1:35.872 | 78.86 | 10.762 | 17:25:14.969 |
| 2 - | 26.137 | 36.820 | 23.780 | 1:26.737 | 87.16 | 1.627 | 17:26:41.706 |
| 3 - | 26.232 | 36.259 | 23.439 | 1:25.930 | 87.98 | 0.820 | 17:28:07.636 |
| 4 - | 25.758 | 35.549 | 24.034 | 1:25.341 (2) | 88.59 | 0.231 | 17:29:32.977 |
| 5 - | 26.150 | 36.117 | 23.474 | 1:25.741 (3) | 88.17 | 0.631 | 17:30:58.718 |
| 6 - | 25.803 | 36.037 | 23.270 | 1:25.110 (1) | 88.83 | | 17:32:23.828 |

| P9 211 PREM Grant WHITFIELD | | kawasaki 1000 - | | | | | |
|-----------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.622 | | BEST LAP TIME : 1:25.951 | | DIFFERENCE : 0.329 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.751 | 24.142 | 1:33.974 | 80.45 | 8.023 | 17:25:13.071 |
| 2 - | 26.154 | 36.260 | 23.778 | 1:26.192 (3) | 87.71 | 0.241 | 17:26:39.263 |
| 3 - | 26.228 | 36.480 | 24.172 | 1:26.880 | 87.02 | 0.929 | 17:28:06.143 |
| 4 - | 25.990 | 35.925 | 24.200 | 1:26.115 (2) | 87.79 | 0.164 | 17:29:32.258 |
| 5 - | 25.937 | 36.250 | 23.764 | 1:25.951 (1) | 87.96 | | 17:30:58.209 |
| 6 - | 25.933 | 36.362 | 23.944 | 1:26.239 | 87.67 | 0.288 | 17:32:24.448 |

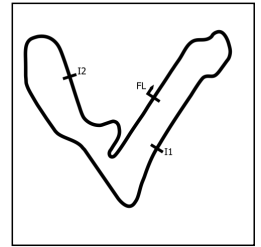
| P10 155 PSSPREI Jake MAJOR-BIRD | | Suzuki 1000 - premier KIA - www.premier-car.co.uk | | | | | |
|---------------------------------|---------------|---|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.439 | | BEST LAP TIME : 1:25.901 | | DIFFERENCE : 0.462 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.669 | 24.261 | 1:33.520 | 80.84 | 7.619 | 17:25:12.617 |
| 2 - | 25.999 | 35.941 | 24.369 | 1:26.309 (2) | 87.59 | 0.408 | 17:26:38.926 |
| 3 - | 26.141 | 36.713 | 24.255 | 1:27.109 | 86.79 | 1.208 | 17:28:06.035 |
| 4 - | 26.173 | 36.273 | 24.059 | 1:26.505 | 87.40 | 0.604 | 17:29:32.540 |
| 5 - | 25.868 | 36.403 | 23.630 | 1:25.901 (1) | 88.01 | | 17:30:58.441 |
| 6 - | 25.987 | 36.467 | 23.881 | 1:26.335 (3) | 87.57 | 0.434 | 17:32:24.776 |

| P11 77 PSSPREI Mark PATTINSON | | Suzuki 1000 - M Pattinson Joinery | | | | | |
|-------------------------------|---------------|-----------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.909 | | BEST LAP TIME : 1:26.429 | | DIFFERENCE : 0.520 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.665 | 24.210 | 1:33.202 | 81.12 | 6.773 | 17:25:12.299 |
| 2 - | 26.053 | 35.925 | 24.451 | 1:26.429 (1) | 87.47 | | 17:26:38.728 |
| 3 - | 26.261 | 36.577 | 24.025 | 1:26.863 | 87.04 | 0.434 | 17:28:05.591 |
| 4 - | 25.959 | 36.251 | 24.584 | 1:26.794 (3) | 87.10 | 0.365 | 17:29:32.385 |
| 5 - | 26.476 | 36.342 | 24.660 | 1:27.478 | 86.42 | 1.049 | 17:30:59.863 |
| 6 - | 26.020 | 36.309 | 24.258 | 1:26.587 (2) | 87.31 | 0.158 | 17:32:26.450 |

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RACE 22 - 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 17 PREM Damien FRICKER | | Aprilia 1100 - Autotriology.com | | | | | |
|----------------------------|---------------|---------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:25.632 | | BEST LAP TIME : 1:25.632 | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.341 | 24.214 | 1:34.840 | 79.71 | 9.208 | 17:25:13.937 |
| 2 - | 26.908 | 36.707 | 23.927 | 1:27.542 | 86.36 | 1.910 | 17:26:41.479 |
| 3 - | 26.366 | 37.664 | 23.880 | 1:27.910 | 86.00 | 2.278 | 17:28:09.389 |
| 4 - | 26.489 | 36.844 | 23.900 | 1:27.233 (3) | 86.67 | 1.601 | 17:29:36.622 |
| 5 - | 26.141 | 36.373 | 23.668 | 1:26.182 (2) | 87.72 | 0.550 | 17:31:02.804 |
| 6 - | 26.075 | 36.101 | 23.456 | 1:25.632 (1) | 88.29 | | 17:32:28.436 |

| P13 41 PSSPREI Stuart PAYNE | | Kawasaki 1000 - | | | | | |
|-----------------------------|---------------|--------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:25.948 | | BEST LAP TIME : 1:26.234 | | DIFFERENCE : 0.286 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.441 | 24.793 | 1:37.483 | 77.55 | 11.249 | 17:25:16.580 |
| 2 - | 26.540 | 36.432 | 24.195 | 1:27.167 | 86.73 | 0.933 | 17:26:43.747 |
| 3 - | 26.121 | 36.993 | 24.597 | 1:27.711 | 86.19 | 1.477 | 17:28:11.458 |
| 4 - | 26.046 | 36.159 | 24.039 | 1:26.244 (2) | 87.66 | 0.010 | 17:29:37.702 |
| 5 - | 26.013 | 36.199 | 24.116 | 1:26.328 (3) | 87.58 | 0.094 | 17:31:04.030 |
| 6 - | 26.181 | 35.896 | 24.157 | 1:26.234 (1) | 87.67 | | 17:32:30.264 |

| P14 4 PSSPREI Richie HARRISON | | Kawasaki 1000 - RAP Racing | | | | | |
|-------------------------------|---------------|----------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.550 | | BEST LAP TIME : 1:26.664 | | DIFFERENCE : 0.114 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.886 | 24.842 | 1:34.926 | 79.64 | 8.262 | 17:25:14.023 |
| 2 - | 26.780 | 37.041 | 25.183 | 1:29.004 | 84.94 | 2.340 | 17:26:43.027 |
| 3 - | 26.459 | 37.309 | 24.728 | 1:28.496 | 85.43 | 1.832 | 17:28:11.523 |
| 4 - | 26.434 | 36.306 | 24.529 | 1:27.269 (3) | 86.63 | 0.605 | 17:29:38.792 |
| 5 - | 26.226 | 36.046 | 24.392 | 1:26.664 (1) | 87.24 | | 17:31:05.456 |
| 6 - | 26.112 | 36.311 | 24.448 | 1:26.871 (2) | 87.03 | 0.207 | 17:32:32.327 |

| P15 508 PSSPREI Daniel MCFADDEN | | Yamaha 1000 - Sycamore Yamaha | | | | | |
|---------------------------------|---------------|-------------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.549 | | BEST LAP TIME : 1:26.622 | | DIFFERENCE : 0.073 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.719 | 24.487 | 1:35.787 | 78.93 | 9.165 | 17:25:14.884 |
| 2 - | 27.260 | 37.179 | 24.232 | 1:28.671 | 85.26 | 2.049 | 17:26:43.555 |
| 3 - | 26.077 | 37.277 | 25.269 | 1:28.623 | 85.31 | 2.001 | 17:28:12.178 |
| 4 - | 26.183 | 36.516 | 24.225 | 1:26.924 (2) | 86.97 | 0.302 | 17:29:39.102 |
| 5 - | 26.475 | 36.512 | 24.120 | 1:27.107 (3) | 86.79 | 0.485 | 17:31:06.209 |
| 6 - | 25.917 | 36.529 | 24.176 | 1:26.622 (1) | 87.28 | | 17:32:32.831 |

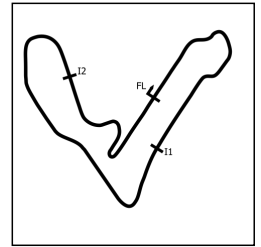
| P16 67 PSSPREI Scott MCFARLANE | | BMW 1000 - Fortis Racing / HM Racing / Absolut5 / TheChilliGu | | | | | |
|--------------------------------|---------------|---|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.814 | | BEST LAP TIME : 1:27.142 | | DIFFERENCE : 0.328 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.731 | 24.592 | 1:36.104 | 78.67 | 8.962 | 17:25:15.201 |
| 2 - | 26.895 | 37.293 | 24.930 | 1:29.118 | 84.83 | 1.976 | 17:26:44.319 |
| 3 - | 26.800 | 37.320 | 24.681 | 1:28.801 | 85.14 | 1.659 | 17:28:13.120 |
| 4 - | 26.677 | 36.818 | 23.979 | 1:27.474 (3) | 86.43 | 0.332 | 17:29:40.594 |
| 5 - | 26.217 | 36.636 | 24.289 | 1:27.142 (1) | 86.76 | | 17:31:07.736 |
| 6 - | 26.199 | 36.794 | 24.295 | 1:27.288 (2) | 86.61 | 0.146 | 17:32:35.024 |

| P17 118 PREM John COUGHLAN | | Aprilia 1100 - BIKERSWORLD LTD | | | | | |
|----------------------------|---------------|--------------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:26.882 | | BEST LAP TIME : 1:27.017 | | DIFFERENCE : 0.135 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 37.687 | 25.500 | 1:37.444 | 77.58 | 10.427 | 17:25:16.541 |
| 2 - | 27.130 | 36.937 | 24.079 | 1:28.146 | 85.77 | 1.129 | 17:26:44.687 |
| 3 - | 26.826 | 37.111 | 24.802 | 1:28.739 | 85.20 | 1.722 | 17:28:13.426 |
| 4 - | 26.531 | 36.819 | 24.275 | 1:27.625 (3) | 86.28 | 0.608 | 17:29:41.051 |
| 5 - | 26.171 | 36.632 | 24.214 | 1:27.017 (1) | 86.88 | | 17:31:08.068 |
| 6 - | 26.425 | 36.824 | 24.261 | 1:27.510 (2) | 86.39 | 0.493 | 17:32:35.578 |

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RACE 22 - 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

| P18 616 PREM Carl LEONARD | | BMW 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:29.195 | | BEST LAP TIME : 1:29.281 | | | | | |
| | | DIFFERENCE : 0.086 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.237 | 25.404 | 1:39.091 | 76.29 | 9.810 | 17:25:18.188 |
| 2 - | 27.139 | 38.762 | 25.161 | 1:31.062 | 83.02 | 1.781 | 17:26:49.250 |
| 3 - | 27.710 | 37.952 | 25.170 | 1:30.832 | 83.23 | 1.551 | 17:28:20.082 |
| 4 - | 27.010 | 37.337 | 24.934 | 1:29.281 (1) | 84.68 | | 17:29:49.363 |
| 5 - | 27.107 | 37.417 | 24.882 | 1:29.406 (2) | 84.56 | 0.125 | 17:31:18.769 |
| 6 - | 26.976 | 38.065 | 25.186 | 1:30.227 (3) | 83.79 | 0.946 | 17:32:48.996 |

| P19 169 PREM Phil ABEL | | Suzuki 1000 - Abels joinery | | | | | |
|---------------------------|---------------|-----------------------------|---------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.345 | | BEST LAP TIME : 1:29.618 | | | | | |
| | | DIFFERENCE : 0.273 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.907 | 25.518 | 1:39.634 | 75.88 | 10.016 | 17:25:18.731 |
| 2 - | 26.851 | 38.378 | 25.145 | 1:30.374 | 83.65 | 0.756 | 17:26:49.105 |
| 3 - | 27.471 | 38.139 | 25.309 | 1:30.919 | 83.15 | 1.301 | 17:28:20.024 |
| 4 - | 27.362 | 37.477 | 25.017 | 1:29.856 (3) | 84.14 | 0.238 | 17:29:49.880 |
| 5 - | 26.865 | 37.762 | 25.188 | 1:29.815 (2) | 84.17 | 0.197 | 17:31:19.695 |
| 6 - | 26.952 | 37.582 | 25.084 | 1:29.618 (1) | 84.36 | | 17:32:49.313 |

| P20 177 PREM Steve FRIZZELL | | BMW 1000 - | | | | | |
|-----------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:30.154 | | BEST LAP TIME : 1:30.475 | | | | | |
| | | DIFFERENCE : 0.321 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.701 | 25.766 | 1:40.361 | 75.33 | 9.886 | 17:25:19.458 |
| 2 - | 27.678 | 38.135 | 25.242 | 1:31.055 | 83.03 | 0.580 | 17:26:50.513 |
| 3 - | 27.467 | 37.944 | 25.343 | 1:30.754 (2) | 83.30 | 0.279 | 17:28:21.267 |
| 4 - | 27.320 | 38.132 | 25.354 | 1:30.806 | 83.26 | 0.331 | 17:29:52.073 |
| 5 - | 27.641 | 37.669 | 25.165 | 1:30.475 (1) | 83.56 | | 17:31:22.548 |
| 6 - | 27.445 | 37.938 | 25.414 | 1:30.797 (3) | 83.26 | 0.322 | 17:32:53.345 |

| P21 125 PREM Stephen RYAN | | Kawasaki ZX10r 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:29.843 | | BEST LAP TIME : 1:29.843 | | | | | |
| | | DIFFERENCE : 0.000 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.757 | 25.333 | 1:38.891 | 76.45 | 9.048 | 17:25:17.988 |
| 2 - | 27.287 | 37.884 | 25.711 | 1:30.882 (3) | 83.19 | 1.039 | 17:26:48.870 |
| 3 - | 27.414 | 37.961 | 25.166 | 1:30.541 (2) | 83.50 | 0.698 | 17:28:19.411 |
| 4 - | 27.147 | 37.712 | 24.984 | 1:29.843 (1) | 84.15 | | 17:29:49.254 |

| P22 39 PSS Byron KIRK | | BMW 1000 - | | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:30.271 | | BEST LAP TIME : 1:30.917 | | | | | |
| | | DIFFERENCE : 0.646 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 38.679 | 24.482 | 1:37.811 (3) | 77.29 | 6.894 | 17:25:16.908 |
| 2 - | 27.424 | 38.365 | 25.128 | 1:30.917 (1) | 83.15 | | 17:26:47.825 |
| 3 - | 27.814 | 39.296 | 25.504 | 1:32.614 (2) | 81.63 | 1.697 | 17:28:20.439 |
| 4 - | 27.833 | 38.396 | IN PIT | 1:36.006 P | 78.75 | 5.089 | 17:29:56.445 |

| P23 28 PSS Zac OULTRAM | | Suzuki 1000 - Konect Electrical, Lighting Motions, Ozone Lightin | | | | | |
|---------------------------|---------------|--|---------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:26.402 | | BEST LAP TIME : 1:26.402 | | | | | |
| | | DIFFERENCE : 0.000 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | 36.665 | 24.834 | 1:34.355 (2) | 80.12 | 7.953 | 17:25:13.452 |
| 2 - | 26.313 | 36.034 | 24.055 | 1:26.402 (1) | 87.50 | | 17:26:39.854 |

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RACE 22 - 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 | 1:22.295 | |
| 1 | 1 | LODGE | 24.946 | 9 | GRIGOR | 34.500 | 9 | GRIGOR | 22.849 | 1 | 9 | GRIGOR | 1:22.518 | 1:22.518 | 0.000 |
| 2 | 9 | GRIGOR | 25.169 | 1 | LODGE | 34.567 | 1 | LODGE | 23.052 | 2 | 1 | LODGE | 1:22.565 | 1:22.645 | 0.080 |
| 3 | 711 | NORTON | 25.398 | 79 | STAMPER | 34.929 | 57 | SKELDING | 23.256 | 3 | 79 | STAMPER | 1:23.747 | 1:23.751 | 0.004 |
| 4 | 79 | STAMPER | 25.514 | 711 | NORTON | 35.065 | 26 | MOORE | 23.270 | 4 | 711 | NORTON | 1:24.060 | 1:24.633 | 0.573 |
| 5 | 57 | SKELDING | 25.543 | 57 | SKELDING | 35.322 | 79 | STAMPER | 23.304 | 5 | 57 | SKELDING | 1:24.121 | 1:24.130 | 0.009 |
| 6 | 260 | COOPER | 25.560 | 260 | COOPER | 35.439 | 17 | FRICKER | 23.456 | 6 | 26 | MOORE | 1:24.577 | 1:25.110 | 0.533 |
| 7 | 47 | MURTAGH | 25.744 | 26 | MOORE | 35.549 | 711 | NORTON | 23.597 | 7 | 260 | COOPER | 1:24.725 | 1:24.925 | 0.200 |
| 8 | 26 | MOORE | 25.758 | 47 | MURTAGH | 35.592 | 155 | MAJOR-BIRD | 23.630 | 8 | 47 | MURTAGH | 1:25.168 | 1:25.168 | 0.000 |
| 9 | 155 | MAJOR-BIRD | 25.868 | 41 | PAYNE | 35.896 | 260 | COOPER | 23.726 | 9 | 155 | MAJOR-BIRD | 1:25.439 | 1:25.901 | 0.462 |
| 10 | 508 | MCFADDEN | 25.917 | 211 | WHITFIELD | 35.925 | 211 | WHITFIELD | 23.764 | 10 | 211 | WHITFIELD | 1:25.622 | 1:25.951 | 0.329 |
| 11 | 211 | WHITFIELD | 25.933 | 77 | PATTINSON | 35.925 | 47 | MURTAGH | 23.832 | 11 | 17 | FRICKER | 1:25.632 | 1:25.632 | 0.000 |
| 12 | 77 | PATTINSON | 25.959 | 155 | MAJOR-BIRD | 35.941 | 67 | MCFARLANE | 23.979 | 12 | 77 | PATTINSON | 1:25.909 | 1:26.429 | 0.520 |
| 13 | 41 | PAYNE | 26.013 | 28 | OULTRAM | 36.034 | 77 | PATTINSON | 24.025 | 13 | 41 | PAYNE | 1:25.948 | 1:26.234 | 0.286 |
| 14 | 17 | FRICKER | 26.075 | 4 | HARRISON | 36.046 | 41 | PAYNE | 24.039 | 14 | 28 | OULTRAM | 1:26.402 | 1:26.402 | 0.000 |
| 15 | 4 | HARRISON | 26.112 | 17 | FRICKER | 36.101 | 28 | OULTRAM | 24.055 | 15 | 508 | MCFADDEN | 1:26.549 | 1:26.622 | 0.073 |
| 16 | 118 | COUGHLAN | 26.171 | 508 | MCFADDEN | 36.512 | 118 | COUGHLAN | 24.079 | 16 | 4 | HARRISON | 1:26.550 | 1:26.664 | 0.114 |
| 17 | 67 | MCFARLANE | 26.199 | 118 | COUGHLAN | 36.632 | 508 | MCFADDEN | 24.120 | 17 | 67 | MCFARLANE | 1:26.814 | 1:27.142 | 0.328 |
| 18 | 28 | OULTRAM | 26.313 | 67 | MCFARLANE | 36.636 | 4 | HARRISON | 24.392 | 18 | 118 | COUGHLAN | 1:26.882 | 1:27.017 | 0.135 |
| 19 | 169 | ABEL | 26.851 | 616 | LEONARD | 37.337 | 39 | KIRK | 24.482 | 19 | 616 | LEONARD | 1:29.195 | 1:29.281 | 0.086 |
| 20 | 616 | LEONARD | 26.976 | 169 | ABEL | 37.477 | 616 | LEONARD | 24.882 | 20 | 169 | ABEL | 1:29.345 | 1:29.618 | 0.273 |
| 21 | 125 | RYAN | 27.147 | 177 | FRIZZELL | 37.669 | 125 | RYAN | 24.984 | 21 | 125 | RYAN | 1:29.843 | 1:29.843 | 0.000 |
| 22 | 177 | FRIZZELL | 27.320 | 125 | RYAN | 37.712 | 169 | ABEL | 25.017 | 22 | 177 | FRIZZELL | 1:30.154 | 1:30.475 | 0.321 |
| 23 | 39 | KIRK | 27.424 | 39 | KIRK | 38.365 | 177 | FRIZZELL | 25.165 | 23 | 39 | KIRK | 1:30.271 | 1:30.917 | 0.646 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 22 - STATISTICS

Competitors Started 23
Planned Start 2022-06-12 @ 17:15:00.000
Actual Start 2022-06-12 @ 17:23:39.096
Finish Time 2022-06-12 @ 17:32:19.417
Track Length 2.1001mi.
Total Laps 135
Total Distance Covered 283.5232mi.

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|-----|---------------|----------|--------------|-----|---------------|
| 9 | PSS | Callum GRIGOR | 1:27.137 | 17:25:06.254 | 1 | Kawasaki 1000 |
| 9 | PSS | Callum GRIGOR | 1:22.518 | 17:26:28.773 | 2 | Kawasaki 1000 |

Session Leader History

| NO | CL | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|-----|---------------|----------|----------|-------------|---------------|
| 9 | PSS | Callum GRIGOR | 1 | 6 | 12.60 miles | Kawasaki 1000 |
| 1 | PSS | James LODGE | 7 | 1 | 2.10 miles | BMW 1000 |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 17:23:39.096 |
| FINISH | 17:32:19.417 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 7 | 10:35.463 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 22 - STATISTICS

CLASS : PREM

7 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|-----|-----------------|-----------------|--------------|-----|---------------|
| 211 | Grant WHITFIELD | 1:33.974 | 17:25:13.104 | 1 | kawasaki 1000 |
| 211 | Grant WHITFIELD | 1:26.192 | 17:26:39.263 | 2 | kawasaki 1000 |
| 211 | Grant WHITFIELD | 1:26.115 | 17:29:32.291 | 4 | kawasaki 1000 |
| 211 | Grant WHITFIELD | 1:25.951 | 17:30:58.241 | 5 | kawasaki 1000 |
| 17 | Damien FRICKER | 1:25.632 | 17:32:28.467 | 6 | Aprilia 1100 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|-----|-----------------|----------|----------|-------------|---------------|
| 211 | Grant WHITFIELD | 1 | 6 | 12.60 miles | kawasaki 1000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 22 - STATISTICS

CLASS : PSS

9 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|---------------|----------|--------------|-----|---------------|
| 9 | Callum GRIGOR | 1:27.137 | 17:25:06.254 | 1 | Kawasaki 1000 |
| 9 | Callum GRIGOR | 1:22.518 | 17:26:28.773 | 2 | Kawasaki 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|---------------|----------|----------|-------------|---------------|
| 9 | Callum GRIGOR | 1 | 6 | 12.60 miles | Kawasaki 1000 |
| 1 | James LODGE | 7 | 1 | 2.10 miles | BMW 1000 |

No Limits Racing 2022 - Rnd 4 @ Croft

Pirelli Super Series 1000 supported by Premier 1000s

RACE 22 - STATISTICS

CLASS : PSSPREM

7 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|--------------|-----------------|--------------|-----|---------------|
| 47 | Liam MURTAGH | 1:32.369 | 17:25:11.473 | 1 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:25.619 | 17:26:37.092 | 2 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:25.567 | 17:28:02.660 | 3 | Kawasaki 1000 |
| 47 | Liam MURTAGH | 1:25.168 | 17:29:27.827 | 4 | Kawasaki 1000 |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|--------------|----------|----------|-------------|---------------|
| 47 | Liam MURTAGH | 1 | 6 | 12.60 miles | Kawasaki 1000 |

STANDINGS AFTER ROUND 4

| | Rider | EVENT → | | | Rnd 1 | | | Rnd 2 | | | Rnd 3 | | | Rnd 4 | | | Rnd 5 | | | Rnd 6 | | | Rnd 7 | | | Rnd 8 | | | Wins | Seconds | Thirds | | | | | | | | | | | | | | | | | | | | | | | | |
|----|------------------|---------|-----|------|-----------------|----|----|----------------------|----|----|----------------|----|----|----------------|----|----|-------------|---|---|-------------------------|---|---|----------------|---|---|-------|---|---|------|---------|--------|---------------|---|---|------------------|---|---|----------------|---|---|-------------------|---|---|-------------------|--|--|--------------|--|--|-----------------|--|--|-------------------|--|--|
| | | TOTAL | GAP | DIFF | 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/31st July | | | Brands Hatch Indy | | | 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 | 178 | | | 11 | 10 | 13 | 25 | 9 | 25 | 20 | 20 | 20 | 25 | | | | | | | | | | | | | | | | | | | | | | 3 | 3 | 0 | | | | | | | | | | | | | | | | | |
| 2 | Callum GRIGOR | 162 | 16 | | 8 | 9 | 9 | 16 | 20 | 16 | 9 | 8 | 11 | 16 | 20 | 20 | | | | | | | | | | | | | | | | | | | | 0 | 3 | 3 | | | | | | | | | | | | | | | | | |
| 3 | Craig NEVE | 105 | 73 | 57 | 16 | 13 | 11 | 20 | 25 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | 1 | 2 | 1 | | | | | | | | | | | | | | | | | | |
| 4 | Joe MOORE | 101 | 77 | 4 | 6 | 3 | 5 | 13 | 13 | 13 | 5 | 6 | 8 | 10 | 11 | 8 | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 5 | Tom NORTON | 79 | 99 | 22 | | | | | | | 13 | 13 | 13 | 13 | 16 | 11 | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | | |
| 6 | David ALLINGHAM | 75 | 103 | 4 | 25 | 25 | 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 7 | Richard KERR | 75 | 103 | 0 | | | | | | | 25 | 25 | 25 | | | | | | | | | | | | | | | | | | | | | | 3 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 8 | James LODGE | 70 | 108 | 5 | | | | | | | | | | 20 | 25 | 25 | | | | | | | | | | | | | | | | | | | 2 | 1 | 0 | | | | | | | | | | | | | | | | | | |
| 9 | Ryan COOPER | 68 | 110 | 2 | 3 | 5 | | 8 | 11 | 7 | 9 | 6 | 9 | 10 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 10 | Shaun WINFIELD | 60 | 118 | 8 | 20 | 20 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 3 | 0 | | | | | | | | | | | | | | | | | | |
| 11 | Ben LUXTON | 59 | 119 | 1 | 13 | 16 | | | | 10 | 10 | 10 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | | |
| 12 | Liam MURTAGH | 57 | 121 | 2 | 4 | 2 | 1 | 4 | 7 | 6 | 4 | 4 | 7 | 9 | 9 | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 13 | James SKELDING | 53 | 125 | 4 | 1 | 4 | 1 | 6 | | 2 | 5 | 8 | 10 | 16 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | | |
| 14 | Ash BEECH | 48 | 130 | 5 | | | | | | 16 | 16 | 16 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 3 | | | | | | | | | | | | | | | | | | |
| 15 | Michael EVANS | 41 | 137 | 7 | | 8 | 8 | 16 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | | |
| 16 | Daniel STAMPER | 37 | 141 | 4 | | | | | | | | | | 11 | 13 | 13 | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 17 | Scott MCFARLANE | 35 | 143 | 2 | | | 3 | 7 | 5 | 4 | 3 | 4 | 7 | 2 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 18 | Nathan HARRISON | 33 | 145 | 2 | 9 | 8 | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | | |
| 19 | Kade VERWEY | 32 | 146 | 1 | 10 | 11 | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 20 | Peter BAKER | 31 | 147 | 1 | | | | 11 | 10 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 21 | Jake MAJOR-BIRD | 31 | 147 | 0 | | | 2 | 1 | 4 | 1 | 3 | 5 | 8 | 7 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 22 | Sam MIDDLEMAS | 24 | 154 | 7 | | | | | | 8 | 7 | 9 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 23 | Ryan CRINGLE | 23 | 155 | 1 | 7 | 6 | 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 24 | Paul JORDAN | 21 | 157 | 2 | | | | 10 | 11 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 25 | Richie HARRISON | 19 | 159 | 2 | | | | | 1 | | 5 | 3 | 6 | 4 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 26 | Mark PATTINSON | 19 | 159 | 0 | | | | 3 | 8 | | | 2 | 6 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 27 | Joe CARNELL | 15 | 163 | 4 | | | | 6 | 5 | 2 | | 2 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 28 | Andrew FISHER | 15 | 163 | 0 | | | | | 6 | | 2 | 7 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 29 | Josh DALEY | 14 | 164 | 1 | | 7 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 30 | Zac OULTRAM | 14 | 164 | 0 | 2 | | | 5 | | | 1 | 1 | 5 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 31 | Daniel BOUCHER | 12 | 166 | 2 | | | | 3 | 9 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 32 | Martin PLATT | 12 | 166 | 0 | | | | 4 | 2 | 3 | 3 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 33 | Jonathan RAILTON | 11 | 167 | 1 | | | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 34 | Stuart PAYNE | 11 | 167 | 0 | | | | | | | | 6 | 5 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 35 | Stephen DRAPER | 10 | 168 | 1 | 5 | 1 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 36 | Sam COX | 8 | 170 | 2 | | 2 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 37 | Daniel MCFADDEN | 8 | 170 | 0 | | | | | | | 1 | 4 | 3 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |
| 38 | Martin MORRIS | 7 | 171 | 1 | | | | | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | | |

Premier 1000

STANDINGS AFTER ROUND 4

| RANK | DRIVER | EVENT → | | | Rnd 1 | | | Rnd 2 | | | Rnd 3 | | | Rnd 4 | | | Rnd 5 | | | Rnd 6 | | | Rnd 7 | | | Rnd 8 | | | Wins | Seconds | Thirds | | | | | | | | | | | | | | | | | | | | | | | | |
|------|------------------|---------|-----|------|-----------------|----|----|----------------------|----|----|----------------|----|----|----------------|----|----|-------------|----|----|-------------------------|---|---|----------------|---|---|-------|---|---|------|---------|--------|---------------|---|---|------------------|---|---|----------------|---|---|-------------------|---|---|-------------------|--|--|--------------|--|--|-----------------|--|--|-------------------|--|--|
| | | TOTAL | GAP | DIFF | 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/31st July | | | Brands Hatch Indy | | | 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 | Liam MURTAGH | 240 | | | 25 | 20 | 20 | 8 | 11 | 20 | 25 | 25 | 11 | 25 | 25 | 25 | | | | | | | | | | | | | | | | | | | | 6 | 3 | 0 | | | | | | | | | | | | | | | | | |
| 2 | Damien FRICKER | 207 | 33 | | | | | | | | 25 | 25 | | 25 | 25 | 25 | 20 | 11 | 11 | | | | | | | | | | | | | | | | | 5 | 3 | 0 | | | | | | | | | | | | | | | | | |
| 3 | Scott MCFARLANE | 149 | 91 | 58 | 20 | 11 | 16 | 13 | 20 | 11 | 16 | 16 | | 9 | 10 | 7 | | | | | | | | | | | | | | | | | | | | 0 | 2 | 3 | | | | | | | | | | | | | | | | | |
| 4 | Jake MAJOR-BIRD | 133 | 107 | 16 | 9 | 8 | 13 | 11 | 8 | 10 | 8 | 7 | 10 | 13 | 20 | 16 | | | | | | | | | | | | | | | | | | | | 0 | 1 | 1 | | | | | | | | | | | | | | | | | |
| 5 | Jason SIGGS | 116 | 124 | 17 | | | | 16 | 11 | 10 | 7 | 16 | 9 | 11 | 13 | 10 | 13 | | | | | | | | | | | | | | | | | | | 0 | 0 | 2 | | | | | | | | | | | | | | | | | |
| 6 | Mark PATTINSON | 111 | 129 | 5 | 13 | 13 | 10 | 7 | 10 | 25 | 3 | 3 | 7 | 7 | | 13 | | | | | | | | | | | | | | | | | | | | 1 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 7 | Joe CARNELL | 103 | 137 | 8 | 11 | 10 | 9 | 20 | 13 | 8 | 7 | 10 | 9 | 6 | | | | | | | | | | | | | | | | | | | | | | 0 | 1 | 0 | | | | | | | | | | | | | | | | | |
| 8 | John COUGHLAN | 95 | 145 | 8 | 6 | 5 | 6 | 9 | 16 | 13 | 10 | 13 | | 4 | 7 | 6 | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | |
| 9 | Richie HARRISON | 88 | 152 | 7 | 8 | 7 | 7 | 6 | 6 | 7 | 5 | | 16 | 8 | 9 | 9 | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | |
| 10 | Martin PLATT | 47 | 193 | 41 | | | | 16 | 9 | 9 | 13 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | |
| 11 | Grant WHITFIELD | 47 | 193 | 0 | | | | | | | | | | 11 | 16 | 20 | | | | | | | | | | | | | | | | | | | | 0 | 1 | 1 | | | | | | | | | | | | | | | | | |
| 12 | Julian TILLOTSON | 42 | 198 | 5 | 10 | 9 | 8 | 4 | 5 | 6 | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 13 | Daniel MCFADDEN | 40 | 200 | 2 | | | | | | | 6 | 9 | 8 | 3 | 6 | 8 | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 14 | Andrew STOCKDALE | 34 | 206 | 6 | 5 | 6 | 5 | | | 4 | 5 | 4 | 5 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 15 | Phil ABEL | 32 | 208 | 2 | 4 | 3 | | 5 | 3 | 2 | 4 | | 2 | 5 | 4 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 16 | Stuart PAYNE | 26 | 214 | 6 | | | | | | | | | | 16 | 10 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | |
| 17 | Steve FRIZZELL | 24 | 216 | 2 | 2 | 2 | 4 | | 2 | 1 | 1 | 2 | 3 | 4 | 3 | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 18 | David HEWSON | 22 | 218 | 2 | | | | 3 | 4 | 3 | 6 | 6 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 19 | Oliver RILEY | 20 | 220 | 2 | | | | | | | | 20 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 1 | 0 | | | | | | | | | | | | | | | | | |
| 20 | Adrian AVERRE | 17 | 223 | 3 | | | | | | | 4 | 8 | 5 | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 21 | Mark GOODINGS | 16 | 224 | 1 | 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 1 | | | | | | | | | | | | | | | | | |
| 22 | Carl LEONARD | 12 | 228 | 4 | | | | | | 5 | 2 | | | 5 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 23 | Andrew WILLIAMS | 11 | 229 | 1 | 7 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 24 | Peter ECCLES | 11 | 229 | 0 | | | | | | | 11 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 25 | Liam MARCHANT | 8 | 232 | 3 | | | | | | | | | | 8 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 26 | Steven LEWIS | 3 | 237 | 5 | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 27 | Liam THORNTON | 2 | 238 | 1 | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 28 | Dave JACKSON | 1 | 239 | 1 | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 29 | Martin BEECHAM | 1 | 239 | 0 | | | | | | | | | | 1 | | | | | | | | | | | | | | | | | | | | | | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |