

OMOLOGATO®



PIRELLI

**SUPERSTOCK**

**NATIONAL CHAMPIONSHIP**



Santander  
Consumer Finance

# PIRELLI NATIONAL SUPERSTOCK CHAMPIONSHIP

With Santander Consumer Finance

**MSVR**  
MOTORSPORT VISION RACING

Round 5

Snetterton 300

7<sup>th</sup> – 9<sup>th</sup> July 2023



SPORTS TIMING

TIMING SOLUTIONS LTD

Timing & Results Provided by Timing Solutions Ltd

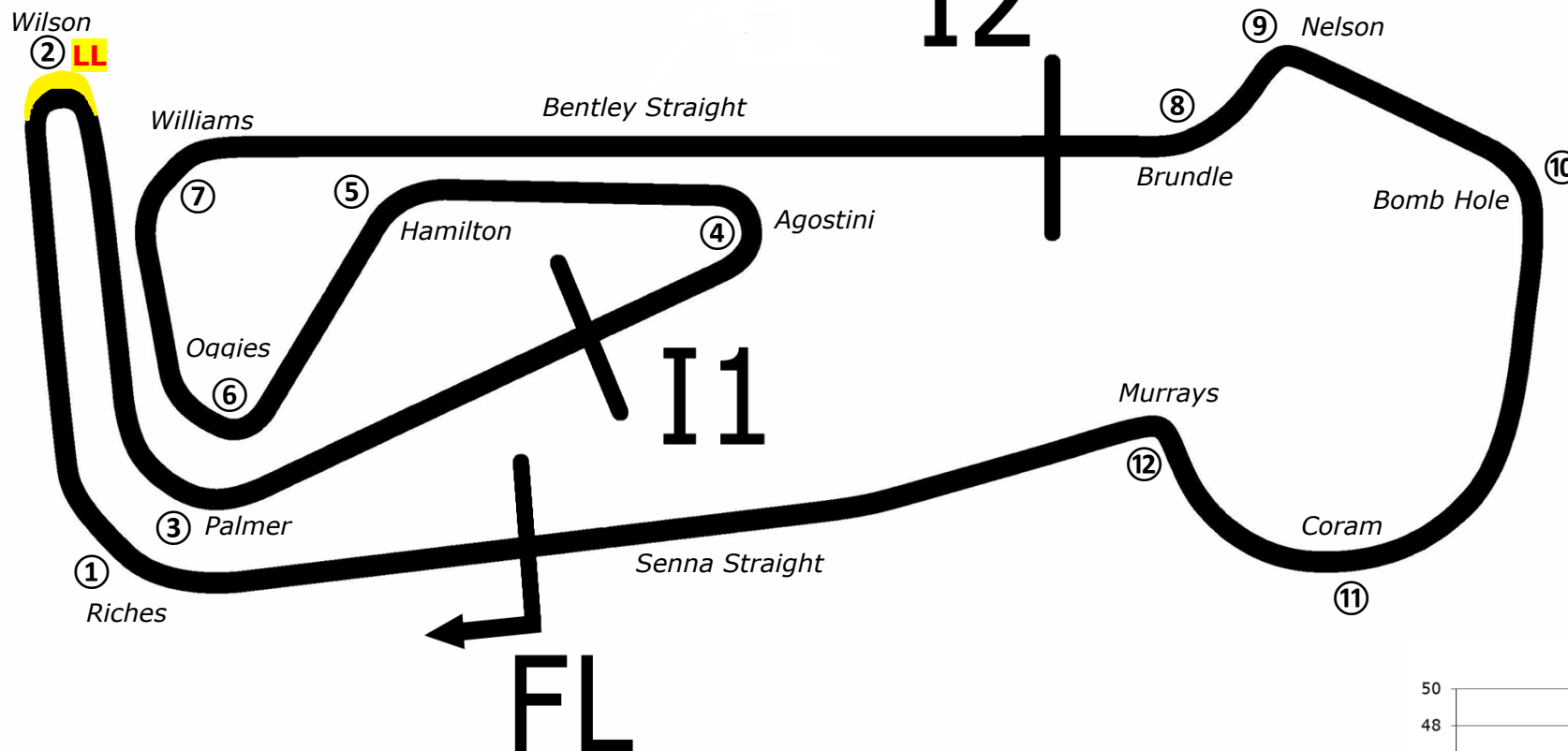
[www.tsl-timing.com](http://www.tsl-timing.com)

# Snetterton 300

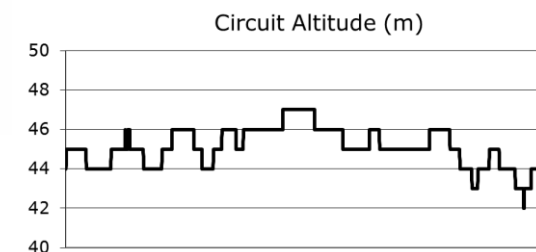


SPORTS TIMING

TIMING SOLUTIONS LTD



| Race Lap Records         |                 | Best Sector Information (Any Session)               |               |          |               |          |                |
|--------------------------|-----------------|---|---------------|----------|---------------|----------|----------------|
|                          |                 | Sector 1  | S1 Trap (mph) | Sector 2 | S2 Trap (mph) | Sector 3 | F/L Trap (mph) |
| Superbikes               | 1:47.079        | 33.176  | 146.8         | 37.203   | 182.3         | 35.378   | 177.5          |
| Superstock (1000)        | 1:49.516        | 34.159  | 144.3         | 38.465   | 174.7         | 36.287   | 172.5          |
| Supersport / GP2         | 1:50.689        | 34.455  | 136.1         | 38.979   | 164.8         | 36.578   | 158.6          |
| Junior Superstock (600)  | 1:53.456        | 35.215  | 133.7         | 39.537   | 160.5         | 37.578   | 152.1          |
| Sidecar 600              | 1:56.894        | 36.553  | 123.8         | 41.655   | 144.3         | 38.255   | 130.8          |
| BTC 2020                 | 2:02.176        | 38.249  | 117.1         | 43.169   | 135.2         | 40.331   | 125.6          |
| Junior Supersport        | 2:05.777        | 39.523  | 112.9         | 44.430   | 126.6         | 41.234   | 116.5          |
| BMW F900 R Cup           | TBE             | TBE   | TBE           | TBE      | TBE           | TBE      | TBE            |
| <b>BSB Best Lap Ever</b> | <b>1:46.024</b> | <b>Shane Byrne – Be Wiser Ducati – (QSP 1/7/17)</b> |               |          |               |          |                |



|   |              |            |           |
|---|--------------|------------|-----------|
| Length  | 2.9689 miles | 4778.0 m   |           |
| FL  |              | 52.46340 N | 0.94476 E |
| I1  | 1545m        | 52.46487 N | 0.94466 E |
| I2  | 3198m        | 52.46617 N | 0.94964 E |
| Pit Entry   | 4572m        | 52.46364 N | 0.94774 E |
| Pit Exit  | 40m after FL | 52.46338 N | 0.94420 E |
| Pit Entry-Pit Exit 246m, 14.7s @60kph, 11.0s @80kph |              |            |           |

LL - Long Lap - Outside of Turn 2 (Wilson)



2023 Pirelli National Superstock Championship with Santander Consumer Finance  
LAPS LED AFTER ROUND 6



| #  | NAME / BIKE           | 1<br>7th - 9th April | 2<br>Silverstone National | 3<br>29th April - 1st May<br>Oulton Park International | 4<br>19th - 21st May<br>Donington Park GP | 5<br>16th - 18th June | 6<br>Knockhill | 7<br>7th - 9th July<br>Snetterton 300 | 8<br>21st - 23rd July | 9<br>Brands Hatch GP | 10<br>11th - 13th August | 11<br>Thruxton | 12<br>26th - 28th August<br>Cadwell Park | 13<br>15th - 17th September | 14<br>Oulton Park International | 15<br>29th Sept - 1st October | 16<br>Donington Park National | 17<br>13th - 15th October | 18<br>Brands Hatch GP | TOTAL |
|----|-----------------------|----------------------|---------------------------|--|---|-----------------------|----------------|---------------------------------------|-----------------------|----------------------|--------------------------|----------------|--|-----------------------------|---------------------------------|-------------------------------|-------------------------------|---------------------------|-----------------------|-------|
| 4  | Dan LINFOOT (Honda)   | 5                    |                           | 1  | 5   | 14                    | 21             |                                       |                       |                      |                          |                |  |                             |                                 |                               |                               |                           |                       | 46    |
| 54 | Franco BOURNE (Honda) |                      | 21                        | 3  |   |                       |                |                                       |                       |                      |                          |                |  |                             |                                 |                               |                               |                           |                       | 24    |
| 75 | Alex OLSEN (Honda)    | 17                   |                           | 1  |   |                       |                |                                       |                       |                      |                          |                |  |                             |                                 |                               |                               |                           |                       | 18    |
| 5  | Richard KERR (Honda)  |                      |                           | 3  | 6   | 2                     | 3              |                                       |                       |                      |                          |                |  |                             |                                 |                               |                               |                           |                       | 14    |
| 34 | Alastair SEELEY (BMW) |                      |                           | 6  | 3   |                       |                |                                       |                       |                      |                          |                |  |                             |                                 |                               |                               |                           |                       | 9     |
| 19 | Joe TALBOT (Honda)    |                      |                           |  | 1   |                       |                |                                       |                       |                      |                          |                |  |                             |                                 |                               |                               |                           |                       | 1     |

BOLD NUMBER INDICATES RACE WINNER

## FREE PRACTICE 1 - CLASSIFICATION

| POS | NO | NAME                 | NAT | ENTRY   | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|----|----------------------|-----|---|----------|----|------|--------|-------|-------|
| 1   | 75 | Alex OLSEN           | GBR | Honda - Cumins by Team IWR Honda                | 1:49.806 | 7  | 10   |        |       | 97.33 |
| 2   | 4  | Dan LINFOOT          | GBR | Honda - Optimum Bikes Racing Ltd                | 1:50.081 | 10 | 10   | 0.275  | 0.275 | 97.09 |
| 3   | 5  | Richard KERR         | IRL | Honda - AMD Motorsport                          | 1:50.597 | 11 | 13   | 0.791  | 0.516 | 96.63 |
| 4   | 3  | Billy McCONNELL      | AUS | Honda - C&L Fairburn Properties Jackson Racing  | 1:50.752 | 8  | 9    | 0.946  | 0.155 | 96.50 |
| 5   | 34 | Alastair SEELEY      | GBR | BMW - SYNETIQ BMW Motorrad                      | 1:51.020 | 5  | 11   | 1.214  | 0.268 | 96.27 |
| 6   | 59 | Matt TRUELOVE        | GBR | Honda - TAG Racing                              | 1:51.084 | 11 | 12   | 1.278  | 0.064 | 96.21 |
| 7   | 8  | Lewis ROLLO          | GBR | Aprilia - IN Competition / Aprilia              | 1:51.277 | 11 | 11   | 1.471  | 0.193 | 96.04 |
| 8   | 23 | David ALLINGHAM      | GBR | Honda - SMS Racing                              | 1:51.566 | 7  | 9    | 1.760  | 0.289 | 95.80 |
| 9   | 19 | Joe TALBOT           | GBR | Honda - JR Performance Racing                   | 1:51.622 | 8  | 10   | 1.816  | 0.056 | 95.75 |
| 10  | 55 | Ash BEECH            | GBR | Honda - Jones Dorling Racing                    | 1:51.901 | 7  | 12   | 2.095  | 0.279 | 95.51 |
| 11  | 40 | Joe FRANCIS          | GBR | Kawasaki - STAUFF Fluid Power / GR Motosport    | 1:51.960 | 6  | 8    | 2.154  | 0.059 | 95.46 |
| 12  | 77 | Brent HARRAN         | ZAF | Honda - Optimum Bikes Racing Ltd                | 1:52.226 | 10 | 13   | 2.420  | 0.266 | 95.23 |
| 13  | 12 | Luke HEDGER          | GBR | Kawasaki - MAD Racing                           | 1:52.232 | 5  | 13   | 2.426  | 0.006 | 95.23 |
| 14  | 11 | Simon REID           | GBR | Honda - C&L Fairburn Properties Jackson Racing  | 1:52.307 | 10 | 12   | 2.501  | 0.075 | 95.16 |
| 15  | 51 | Brayden ELLIOTT      | AUS | Kawasaki - DAO Racing                           | 1:52.499 | 7  | 9    | 2.693  | 0.192 | 95.00 |
| 16  | 99 | Ben LUXTON           | GBR | Honda - Ben Luxton Racing                       | 1:52.510 | 5  | 11   | 2.704  | 0.011 | 94.99 |
| 17  | 37 | James HILLIER        | GBR | Yamaha - LAMI OMG Racing Yamaha                 | 1:52.662 | 9  | 12   | 2.856  | 0.152 | 94.86 |
| 18  | 18 | Shaun WINFIELD       | GBR | Honda - TAG Racing                              | 1:52.745 | 9  | 11   | 2.939  | 0.083 | 94.79 |
| 19  | 24 | Conor CUMMINS        | GBR | Honda - Milenco by Padgetts Motorcycles         | 1:53.032 | 11 | 11   | 3.226  | 0.287 | 94.55 |
| 20  | 31 | Sam COX              | GBR | BMW - Sam Cox Racing with Armada Marine Cables  | 1:53.196 | 10 | 12   | 3.390  | 0.164 | 94.42 |
| 21  | 26 | Joe MOORE            | GBR | Suzuki - Clearline Racing                       | 1:54.036 | 5  | 10   | 4.230  | 0.840 | 93.72 |
| 22  | 39 | Max MORGAN           | GBR | Kawasaki - MSS Performance                      | 1:55.108 | 8  | 10   | 5.302  | 1.072 | 92.85 |
| 23  | 27 | Max SYMONDS          | GBR | Yamaha - Symonds Racing                         | 1:55.382 | 7  | 10   | 5.576  | 0.274 | 92.63 |
| 24  | 17 | Matty WHELAN         | GBR | Suzuki - Milestone by ATS Racing                | 1:55.541 | 10 | 10   | 5.735  | 0.159 | 92.50 |
| 25  | 25 | Jorel BOERBOOM       | NLD | Kawasaki - G&S Racing                           | 1:55.637 | 7  | 11   | 5.831  | 0.096 | 92.42 |
| 26  | 57 | Richard WHITE        | GBR | BMW - Trackdudes powered by Hilltop Motorcycles | 1:55.892 | 11 | 11   | 6.086  | 0.255 | 92.22 |
| 27  | 80 | Callum BEY           | GBR | Suzuki - FilterLogic by EightZero Racing        | 1:56.162 | 12 | 12   | 6.356  | 0.270 | 92.01 |
| 28  | 96 | Kieran SMITH         | GBR | Honda - Corkie Racing                           | 1:56.631 | 5  | 10   | 6.825  | 0.469 | 91.64 |
| 29  | 90 | Rory PARKER          | GBR | Suzuki - RP Racing                              | 1:57.613 | 9  | 11   | 7.807  | 0.982 | 90.87 |
| 30  | 61 | Jake ARCHER          | GBR | Suzuki - True Heroes Racing                     | 1:59.115 | 4  | 4    | 9.309  | 1.502 | 89.72 |
| 31  | 79 | Jason BURRILL        | GBR | BMW - Burrill Racing                            | 1:59.197 | 7  | 8    | 9.391  | 0.082 | 89.66 |
| 32  | 33 | Connor THOMSON       | GBR | Kawasaki - Sound Advice Hearing Racing          | 1:59.436 | 9  | 10   | 9.630  | 0.239 | 89.48 |
| 33  | 86 | Frederico LOPES-REGO | PRT | Yamaha - FLR Racing                             | 2:00.158 | 3  | 5    | 10.352 | 0.722 | 88.95 |
| 34  | 30 | Phil ROOKE           | GBR | Kawasaki - Fly a Spitfire Racing                | 2:00.361 | 6  | 10   | 10.555 | 0.203 | 88.80 |

QUALIFYING LAPTIME (110.0% of 1:49.806) = 2:00.786

#11 - Lap 6 time cancelled - Exceeded track limits at T7.

#12 - Lap 8 time cancelled - Exceeded track limits at T7.

Weather / Track : Sunny / Dry

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

Snetterton 300: 2.9689 miles

Date: 07/07/2023 Start: 10:45 Finish: 11:10

Race Director : Stuart Higgs

Stewards :

Timekeeper : Richard Evans

S. Higgs

R. EVANS

Digitally Approved at 11:25 Friday, 07 July 2023

Digitally Approved at 11:18 Friday, 07 July 2023

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

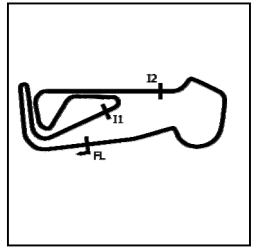
Printed - 11:12 Friday, 07 July 2023

# MCRCB BULLETIN TK023

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### FREE PRACTICE 1 - 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

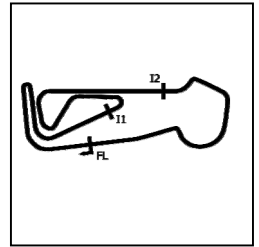
| P1 75                     |               | Alex OLSEN               |               |              |                    |              | Honda - Cumins by Team IWR Honda |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|----------------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:49.806 |               | BEST LAP TIME : 1:49.806 |               |              | DIFFERENCE : 0.000 |              |                                  |              |          |                     |
| LAP                       |               | SECTOR 1                 | SECTOR 2      |              | SECTOR 3           |              | LAP TIME                         | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 108.2                    | 42.394        | 142.7        | 38.902             | 164.8        | 2:04.593                         | 85.78        | 14.787   | 10:47:40.855        |
| 2 -                       | 35.873        | 126.1                    | 39.693        | 152.8        | 38.052             | 164.0        | 1:53.618                         | 94.07        | 3.812    | 10:49:34.473        |
| 3 -                       | 35.033        | 127.8                    | 39.493        | 156.4        | 37.992             | 164.8        | 1:52.518                         | 94.98        | 2.712    | 10:51:26.991        |
| 4 -                       | 34.687        | 130.5                    | 39.131        | 166.1        | 37.221             | 163.6        | 1:51.039 (3)                     | 96.25        | 1.233    | 10:53:18.030        |
| 5 -                       | 36.665        | 114.3                    | 43.385        | 148.1        | IN PIT             |              | 7:26.193 P                       | 23.95        | 5:36.387 | 11:00:44.223        |
| 6 -                       | OUTLAP        | 128.0                    | 40.735        | 157.9        | 37.627             | 163.2        | 2:02.745                         | 87.07        | 12.939   | 11:02:46.968        |
| 7 -                       | <b>34.335</b> | 134.2                    | <b>38.717</b> | <b>168.6</b> | <b>36.754</b>      | <b>165.2</b> | <b>1:49.806 (1)</b>              | <b>97.33</b> |          | <b>11:04:36.774</b> |
| 8 -                       | 45.471        | 112.2                    | 41.161        | 138.6        | 38.066             | 162.8        | 2:04.698                         | 85.71        | 14.892   | 11:06:41.472        |
| 9 -                       | 34.627        | <b>134.7</b>             | 38.752        | 167.7        | 36.828             | <b>165.2</b> | 1:50.207 (2)                     | 96.98        | 0.401    | 11:08:31.679        |
| 10 -                      | 37.055        | 122.6                    | 41.177        | 142.7        | 38.337             | 164.4        | 1:56.569                         | 91.68        | 6.763    | 11:10:28.248        |

| P2 4                      |               | Dan LINFOOT              |               |              |                    |              | Honda - Optimum Bikes Racing Ltd |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|----------------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:50.081 |               | BEST LAP TIME : 1:50.081 |               |              | DIFFERENCE : 0.000 |              |                                  |              |          |                     |
| LAP                       |               | SECTOR 1                 | SECTOR 2      |              | SECTOR 3           |              | LAP TIME                         | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 112.9                    | 42.992        | 147.4        | 39.823             | 164.0        | 2:08.806                         | 82.97        | 18.725   | 10:48:06.983        |
| 2 -                       | 35.616        | 126.8                    | 39.798        | 162.8        | 38.489             | 166.5        | 1:53.903                         | 93.83        | 3.822    | 10:50:00.886        |
| 3 -                       | 34.543        | <b>134.7</b>             | 39.111        | 170.3        | 37.106             | 167.3        | 1:50.760 (3)                     | 96.49        | 0.679    | 10:51:51.646        |
| 4 -                       | 34.658        | 132.1                    | 38.932        | <b>170.7</b> | 37.250             | 166.9        | 1:50.840                         | 96.42        | 0.759    | 10:53:42.486        |
| 5 -                       | 35.585        | 125.9                    | 40.311        | 163.2        | IN PIT             |              | 7:50.955 P                       | 22.69        | 6:00.874 | 11:01:33.441        |
| 6 -                       | OUTLAP        | 114.3                    | 42.266        | 146.5        | 38.413             | 163.2        | 2:06.062                         | 84.78        | 15.981   | 11:03:39.503        |
| 7 -                       | 34.419        | 133.9                    | 39.121        | 167.3        | 37.388             | 167.3        | 1:50.928                         | 96.35        | 0.847    | 11:05:30.431        |
| 8 -                       | 37.063        | 69.0                     | 47.890        | 145.2        | 39.043             | 166.5        | 2:03.996                         | 86.19        | 13.915   | 11:07:34.427        |
| 9 -                       | 34.472        | 129.5                    | 38.781        | 169.4        | 37.218             | <b>169.0</b> | 1:50.471 (2)                     | 96.75        | 0.390    | 11:09:24.898        |
| 10 -                      | <b>34.370</b> | 129.5                    | <b>38.768</b> | 170.3        | <b>36.943</b>      | 167.3        | <b>1:50.081 (1)</b>              | <b>97.09</b> |          | <b>11:11:14.979</b> |

| P3 5                      |               | Richard KERR             |               |              |                    |              | Honda - AMD Motorsport |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:50.201 |               | BEST LAP TIME : 1:50.597 |               |              | DIFFERENCE : 0.396 |              |                        |              |        |                     |
| LAP                       |               | SECTOR 1                 | SECTOR 2      |              | SECTOR 3           |              | LAP TIME               | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       | OUTLAP        | 93.9                     | 41.930        | 148.1        | 39.926             | 165.6        | 2:05.115               | 85.42        | 14.518 | 10:47:51.504        |
| 2 -                       | 36.395        | 111.4                    | 40.168        | 141.8        | 41.986             | 164.4        | 1:58.549               | 90.15        | 7.952  | 10:49:50.053        |
| 3 -                       | 35.070        | 133.1                    | 39.256        | 169.8        | 37.037             | 166.1        | 1:51.363               | 95.97        | 0.766  | 10:51:41.416        |
| 4 -                       | 35.935        | 126.1                    | 40.097        | 145.5        | 38.065             | 167.3        | 1:54.097               | 93.67        | 3.500  | 10:53:35.513        |
| 5 -                       | 34.624        | <b>136.9</b>             | 39.776        | 170.7        | 37.134             | 167.3        | 1:51.534               | 95.82        | 0.937  | 10:55:27.047        |
| 6 -                       | 34.669        | 127.5                    | 39.340        | 172.5        | <b>36.812</b>      | 166.5        | 1:50.821 (2)           | 96.44        | 0.224  | 10:57:17.868        |
| 7 -                       | 34.634        | 131.3                    | 39.085        | <b>173.8</b> | 37.108             | 166.1        | 1:50.827 (3)           | 96.43        | 0.230  | 10:59:08.695        |
| 8 -                       | 38.405        | 120.2                    | 46.982        | 148.4        | 38.890             | 166.9        | 2:04.277               | 86.00        | 13.680 | 11:01:12.972        |
| 9 -                       | 34.741        | 133.6                    | 39.025        | 163.6        | 37.119             | 166.9        | 1:50.885               | 96.38        | 0.288  | 11:03:03.857        |
| 10 -                      | <b>34.556</b> | 131.8                    | 38.919        | 172.9        | 45.060             | <b>167.7</b> | 1:58.535               | 90.16        | 7.938  | 11:05:02.392        |
| 11 -                      | 34.594        | 136.3                    | <b>38.833</b> | 167.3        | 37.170             | 166.5        | <b>1:50.597 (1)</b>    | <b>96.63</b> |        | <b>11:06:52.989</b> |
| 12 -                      | 36.166        | 125.2                    | 39.770        | 148.4        | 38.552             | 166.5        | 1:54.488               | 93.35        | 3.891  | 11:08:47.477        |
| 13 -                      | 34.705        | 129.0                    | 41.479        | 154.2        | 37.721             | 166.1        | 1:53.905               | 93.83        | 3.308  | 11:10:41.382        |

| P4 3                      |               | Billy McCONNELL          |               |              |                    |              | Honda - C&L Fairburn Properties Jackson Racing |              |          |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|--|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:50.673 |               | BEST LAP TIME : 1:50.752 |               |              | DIFFERENCE : 0.079 |              |  |              |          |                     |
| LAP                       |               | SECTOR 1                 | SECTOR 2      |              | SECTOR 3           |              | LAP TIME                                       | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 107.0                    | 42.028        | 151.8        | 39.850             | 159.0        | 2:05.018                                       | 85.49        | 14.266   | 10:47:50.897        |
| 2 -                       | 37.360        | 114.9                    | 40.626        | 153.5        | IN PIT             |              | 10:23.694 P                                    | 17.13        | 8:32.942 | 10:58:14.591        |
| 3 -                       | OUTLAP        | 129.5                    | 40.526        | 163.2        | 38.254             | 162.0        | 2:01.263                                       | 88.13        | 10.511   | 11:00:15.854        |
| 4 -                       | 35.136        | 133.4                    | 39.369        | 164.0        | 37.282             | 164.4        | 1:51.787 (3)                                   | 95.61        | 1.035    | 11:02:07.641        |
| 5 -                       | 35.566        | 121.5                    | 39.633        | 162.4        | 46.324             | 162.8        | 2:01.523                                       | 87.95        | 10.771   | 11:04:09.164        |
| 6 -                       | <b>34.733</b> | 129.8                    | 39.107        | 153.2        | 37.470             | <b>168.1</b> | 1:51.310 (2)                                   | 96.02        | 0.558    | 11:06:00.474        |
| 7 -                       | 35.602        | 130.0                    | 39.701        | 157.5        | 38.118             | 163.6        | 1:53.421                                       | 94.23        | 2.669    | 11:07:53.895        |
| 8 -                       | 34.812        | <b>135.0</b>             | <b>38.978</b> | 162.4        | <b>36.962</b>      | 167.7        | <b>1:50.752 (1)</b>                            | <b>96.50</b> |          | <b>11:09:44.647</b> |
| 9 -                       | 36.158        | 132.1                    | 39.429        | <b>164.4</b> | 37.705             | 162.4        | 1:53.292                                       | 94.34        | 2.540    | 11:11:37.939        |

FREE PRACTICE 1 - 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

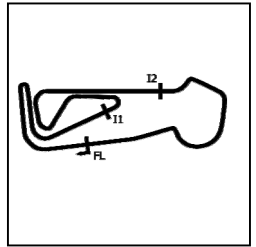
| P5 34                     |               | Alastair SEELEY          |               |              |                    |              | BMW - SYNETIQ BMW Motorrad |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|----------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:50.720 |               | BEST LAP TIME : 1:51.020 |               |              | DIFFERENCE : 0.300 |              |                            |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                        | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 112.0                    | 42.362        | 148.1        | 38.758             | 168.1        | 2:05.406                   | 85.22        | 14.386      | 10:47:28.934        |
| 2 -                       | 35.747        | 124.0                    | 39.960        | 154.2        | 37.801             | 166.9        | 1:53.508                   | 94.16        | 2.488       | 10:49:22.442        |
| 3 -                       | 35.072        | 127.3                    | 39.183        | 151.8        | 37.849             | 169.0        | 1:52.104                   | 95.34        | 1.084       | 10:51:14.546        |
| 4 -                       | 35.133        | <b>130.5</b>             | <b>38.825</b> | 155.3        | <b>37.343</b>      | 169.0        | 1:51.301                   | 96.02        | 0.281       | 10:53:05.847        |
| 5 -                       | <b>34.606</b> | 130.3                    | 39.125        | 157.5        | <b>37.289</b>      | 168.6        | <b>1:51.020 (1)</b>        | <b>96.27</b> |             | <b>10:54:56.867</b> |
| 6 -                       | 34.910        | 124.9                    | 41.633        | 129.0        | IN PIT             |              | 6:14.285 P                 | 28.55        | 4:23.265    | 11:01:11.152        |
| 7 -                       | OUTLAP        | 121.7                    | 39.996        | 145.2        | 37.406             | 170.7        | 1:58.417                   | 90.25        | 7.397       | 11:03:09.569        |
| 8 -                       | 34.864        | 123.5                    | 38.998        | 157.5        | 37.407             | 169.0        | 1:51.269 (3)               | 96.05        | 0.249       | 11:05:00.838        |
| 9 -                       | 34.766        | 127.3                    | 38.853        | <b>160.9</b> | 37.436             | 169.4        | 1:51.055 (2)               | 96.24        | 0.035       | 11:06:51.893        |
| 10 -                      | 34.659        | 128.0                    | 39.068        | <b>160.9</b> | 37.685             | <b>171.1</b> | 1:51.412                   | 95.93        | 0.392       | 11:08:43.305        |
| 11 -                      | 35.441        | 128.3                    | 39.014        | 159.0        | 37.443             | 168.1        | 1:51.898                   | 95.51        | 0.878       | 11:10:35.203        |

| P6 59                     |               | Matt TRUELOVE            |               |              |                    |              | Honda - TAG Racing  |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.070 |               | BEST LAP TIME : 1:51.084 |               |              | DIFFERENCE : 0.014 |              |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 119.8                    | 40.907        | 139.2        | 38.790             | 164.8        | 2:00.084            | 89.00        | 9.000       | 10:47:42.507        |
| 2 -                       | 35.226        | 123.1                    | 40.040        | 144.6        | 38.413             | 164.8        | 1:53.679            | 94.01        | 2.595       | 10:49:36.186        |
| 3 -                       | <b>34.831</b> | 122.2                    | 39.651        | 152.1        | 37.820             | 164.4        | 1:52.302 (3)        | 95.17        | 1.218       | 10:51:28.488        |
| 4 -                       | 35.095        | <b>130.5</b>             | 39.256        | 151.8        | 37.809             | <b>166.9</b> | 1:52.160 (2)        | 95.29        | 1.076       | 10:53:20.648        |
| 5 -                       | 36.057        | 123.1                    | 39.881        | 153.9        | 38.104             | 164.4        | 1:54.042            | 93.72        | 2.958       | 10:55:14.690        |
| 6 -                       | 34.983        | 124.7                    | 39.711        | 152.5        | 37.721             | 164.0        | 1:52.415            | 95.07        | 1.331       | 10:57:07.105        |
| 7 -                       | 35.129        | 126.3                    | 39.565        | 158.6        | 37.834             | 163.6        | 1:52.528            | 94.98        | 1.444       | 10:58:59.633        |
| 8 -                       | 38.471        | 112.7                    | 43.680        | 140.3        | IN PIT             |              | 4:55.175 P          | 36.20        | 3:04.091    | 11:03:54.808        |
| 9 -                       | OUTLAP        | 91.5                     | 40.761        | 153.2        | 37.428             | 164.4        | 2:07.332            | 83.93        | 16.248      | 11:06:02.140        |
| 10 -                      | 35.024        | 123.1                    | 39.510        | 152.8        | 38.117             | 165.2        | 1:52.651            | 94.87        | 1.567       | 11:07:54.791        |
| 11 -                      | 34.845        | 127.3                    | <b>39.059</b> | <b>161.7</b> | <b>37.180</b>      | 166.1        | <b>1:51.084 (1)</b> | <b>96.21</b> |             | <b>11:09:45.875</b> |
| 12 -                      | 36.362        | 122.9                    | 41.682        | 147.1        | 40.139             | 159.0        | 1:58.183            | 90.43        | 7.099       | 11:11:44.058        |

| P7 8                      |               | Lewis ROLLO              |               |              |                    |              | Aprilia - IN Competiion / Aprilia |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|-----------------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.103 |               | BEST LAP TIME : 1:51.277 |               |              | DIFFERENCE : 0.174 |              |                                   |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                               | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 107.8                    | 42.001        | 145.5        | 39.038             | 164.4        | 2:05.384                          | 85.24        | 14.107      | 10:48:37.108        |
| 2 -                       | 35.769        | 125.9                    | 39.789        | 151.8        | 38.152             | 165.2        | 1:53.710                          | 93.99        | 2.433       | 10:50:30.818        |
| 3 -                       | 35.546        | 123.5                    | 39.425        | 159.0        | 37.543             | 166.9        | 1:52.514                          | 94.99        | 1.237       | 10:52:23.332        |
| 4 -                       | 35.492        | 123.8                    | 40.378        | 161.3        | 37.730             | 165.6        | 1:53.600                          | 94.08        | 2.323       | 10:54:16.932        |
| 5 -                       | 35.182        | 125.6                    | 39.224        | <b>162.8</b> | <b>37.212</b>      | 164.8        | 1:51.618 (2)                      | 95.75        | 0.341       | 10:56:08.550        |
| 6 -                       | 35.065        | 127.5                    | 39.232        | 162.4        | 37.341             | 165.2        | 1:51.638 (3)                      | 95.73        | 0.361       | 10:58:00.188        |
| 7 -                       | 36.711        | 118.7                    | 41.350        | 139.8        | IN PIT             |              | 5:56.776 P                        | 29.95        | 4:05.499    | 11:03:56.964        |
| 8 -                       | OUTLAP        | 122.9                    | 39.839        | 159.7        | 37.395             | <b>170.3</b> | 2:03.319                          | 86.67        | 12.042      | 11:06:00.283        |
| 9 -                       | 35.158        | 124.7                    | 39.922        | 159.7        | 37.537             | 165.6        | 1:52.617                          | 94.90        | 1.340       | 11:07:52.900        |
| 10 -                      | 34.964        | <b>129.0</b>             | 39.142        | 162.4        | 37.578             | 166.5        | 1:51.684                          | 95.69        | 0.407       | 11:09:44.584        |
| 11 -                      | <b>34.836</b> | 127.5                    | <b>39.055</b> | 160.9        | 37.386             | 165.2        | <b>1:51.277 (1)</b>               | <b>96.04</b> |             | <b>11:11:35.861</b> |

| P8 23                     |               | David ALLINGHAM          |               |              |                    |              | Honda - SMS Racing  |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.566 |               | BEST LAP TIME : 1:51.566 |               |              | DIFFERENCE : 0.000 |              |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 98.2                     | 43.713        | 148.7        | 38.590             | 165.6        | 2:10.188            | 82.09        | 18.622      | 10:49:04.290        |
| 2 -                       | 35.909        | 123.1                    | 40.261        | 152.8        | IN PIT             |              | 4:09.299 P          | 42.87        | 2:17.733    | 10:53:13.589        |
| 3 -                       | OUTLAP        | 117.1                    | 41.977        | 151.4        | 38.297             | 165.6        | 2:05.480            | 85.17        | 13.914      | 10:55:19.069        |
| 4 -                       | 35.509        | 123.5                    | 39.963        | 162.8        | 37.210             | <b>166.9</b> | 1:52.682            | 94.85        | 1.116       | 10:57:11.751        |
| 5 -                       | 35.223        | 129.8                    | 39.533        | 168.1        | 37.438             | <b>166.9</b> | 1:52.194 (3)        | 95.26        | 0.628       | 10:59:03.945        |
| 6 -                       | 36.046        | 125.2                    | 40.379        | 161.7        | 37.910             | <b>166.9</b> | 1:54.335            | 93.48        | 2.769       | 11:00:58.280        |
| 7 -                       | <b>34.938</b> | 131.5                    | <b>39.472</b> | 167.3        | <b>37.156</b>      | <b>166.9</b> | <b>1:51.566 (1)</b> | <b>95.80</b> |             | <b>11:02:49.846</b> |
| 8 -                       | 34.987        | <b>135.2</b>             | 39.492        | <b>169.4</b> | 37.426             | 166.1        | 1:51.905 (2)        | 95.51        | 0.339       | 11:04:41.751        |
| 9 -                       | 39.458        | 107.0                    | 41.823        | 157.5        | IN PIT             |              | 4:15.856 P          | 41.77        | 2:24.290    | 11:08:57.607        |

## FREE PRACTICE 1 - 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

| P9 19                     |               | Joe TALBOT               |               |              |                    |              | Honda - JR Performance Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|-------------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.289 |               | BEST LAP TIME : 1:51.622 |               |              | DIFFERENCE : 0.333 |              |                               |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                           | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 108.9                    | 41.763        | 150.8        | 39.422             | 160.5        | 2:05.047                      | 85.47        | 13.425      | 10:48:31.062        |
| 2 -                       | 35.230        | 127.3                    | 40.063        | 157.1        | 38.021             | 168.1        | 1:53.314                      | 94.32        | 1.692       | 10:50:24.376        |
| 3 -                       | 35.328        | 127.5                    | 39.560        | 164.0        | 37.725             | 168.1        | 1:52.613                      | 94.90        | 0.991       | 10:52:16.989        |
| 4 -                       | 35.011        | 131.0                    | 39.517        | 156.7        | 37.659             | 168.1        | 1:52.187 (3)                  | 95.27        | 0.565       | 10:54:09.176        |
| 5 -                       | 35.115        | 131.5                    | 39.519        | 154.2        | 37.696             | 167.7        | 1:52.330                      | 95.14        | 0.708       | 10:56:01.506        |
| 6 -                       | 36.033        | 114.7                    | 40.527        | 147.1        | IN PIT             |              | 7:25.856 P                    | 23.97        | 5:34.234    | 11:03:27.362        |
| 7 -                       | OUTLAP        | 112.0                    | 45.917        | 135.8        | 37.965             | 168.6        | 2:06.232                      | 84.67        | 14.610      | 11:05:33.594        |
| 8 -                       | <b>34.891</b> | <b>136.3</b>             | <b>39.013</b> | 153.9        | 37.718             | 169.4        | <b>1:51.622 (1)</b>           | <b>95.75</b> |             | <b>11:07:25.216</b> |
| 9 -                       | 41.870        | 110.5                    | 44.153        | 149.4        | 37.893             | 169.4        | 2:03.916                      | 86.25        | 12.294      | 11:09:29.132        |
| 10 -                      | 34.913        | 129.3                    | 39.351        | <b>166.1</b> | <b>37.385</b>      | <b>169.8</b> | 1:51.649 (2)                  | 95.72        | 0.027       | 11:11:20.781        |

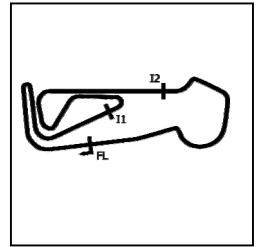
| P10 55                    |               | Ash BEECH                |               |              |                    |              | Honda - Jones Dorling Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|------------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.634 |               | BEST LAP TIME : 1:51.901 |               |              | DIFFERENCE : 0.267 |              |                              |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                          | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 100.1                    | 42.825        | 148.7        | 39.142             | 164.0        | 2:06.479                     | 84.50        | 14.578      | 10:48:01.325        |
| 2 -                       | 36.041        | 117.3                    | 40.796        | 155.3        | 38.554             | 165.2        | 1:55.391                     | 92.62        | 3.490       | 10:49:56.716        |
| 3 -                       | 35.557        | 121.7                    | 39.731        | 163.6        | 38.190             | <b>166.9</b> | 1:53.478 (3)                 | 94.18        | 1.577       | 10:51:50.194        |
| 4 -                       | 37.941        | 125.4                    | 40.483        | 157.1        | IN PIT             |              | 2:19.728 P                   | 76.49        | 27.827      | 10:54:09.922        |
| 5 -                       | OUTLAP        | 124.2                    | 40.366        | 162.4        | IN PIT             |              | 3:09.264 P                   | 56.47        | 1:17.363    | 10:57:19.186        |
| 6 -                       | OUTLAP        | 125.4                    | 39.670        | 157.5        | 37.656             | 164.8        | 1:57.775                     | 90.75        | 5.874       | 10:59:16.961        |
| 7 -                       | 35.084        | 125.2                    | 39.297        | 163.6        | <b>37.520</b>      | 165.2        | <b>1:51.901 (1)</b>          | <b>95.51</b> |             | <b>11:01:08.862</b> |
| 8 -                       | 43.839        | 124.5                    | 39.841        | 151.8        | 37.940             | 165.6        | 2:01.620                     | 87.88        | 9.719       | 11:03:10.482        |
| 9 -                       | 35.054        | 127.0                    | 39.402        | <b>169.0</b> | 1:01.582           | 162.8        | 2:16.038                     | 78.56        | 24.137      | 11:05:26.520        |
| 10 -                      | 36.146        | 124.9                    | 40.005        | 161.7        | 37.622             | 164.8        | 1:53.773                     | 93.94        | 1.872       | 11:07:20.293        |
| 11 -                      | <b>34.899</b> | <b>127.3</b>             | <b>39.215</b> | 163.2        | 38.180             | 165.6        | 1:52.294 (2)                 | 95.17        | 0.393       | 11:09:12.587        |
| 12 -                      | 41.564        | 124.5                    | 40.149        | 160.5        | 38.180             | 162.0        | 1:59.893                     | 89.14        | 7.992       | 11:11:12.480        |

| P11 40                    |               | Joe FRANCIS              |               |              |                    |              | Kawasaki - STAUFF Fluid Power / GR Motosport |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|--|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.878 |               | BEST LAP TIME : 1:51.960 |               |              | DIFFERENCE : 0.082 |              |  |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH  | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 105.1                    | 42.855        | 149.4        | 38.615             | 159.4        | 2:03.797                                     | 86.33        | 11.837      | 10:47:31.169        |
| 2 -                       | 35.767        | 122.4                    | 40.194        | 154.6        | 38.272             | 159.4        | 1:54.233                                     | 93.56        | 2.273       | 10:49:25.402        |
| 3 -                       | 35.376        | 131.3                    | 39.766        | 159.0        | IN PIT             |              | 12:12.700 P                                  | 14.58        | 10:20.740   | 11:01:38.102        |
| 4 -                       | OUTLAP        | 116.7                    | 42.263        | 164.4        | 38.398             | 159.7        | 2:05.213                                     | 85.35        | 13.253      | 11:03:43.315        |
| 5 -                       | 35.142        | <b>136.1</b>             | 39.628        | <b>167.7</b> | 37.543             | 162.4        | 1:52.313 (3)                                 | 95.16        | 0.353       | 11:05:35.628        |
| 6 -                       | 34.976        | 131.5                    | <b>39.583</b> | 165.6        | <b>37.401</b>      | <b>162.8</b> | <b>1:51.960 (1)</b>                          | <b>95.46</b> |             | <b>11:07:27.588</b> |
| 7 -                       | 36.703        | 125.9                    | 45.455        | 154.2        | 40.481             | 162.4        | 2:02.639                                     | 87.15        | 10.679      | 11:09:30.227        |
| 8 -                       | <b>34.894</b> | 130.0                    | 39.852        | 167.3        | 37.463             | 162.4        | 1:52.209 (2)                                 | 95.25        | 0.249       | 11:11:22.436        |

| P12 77                    |               | Brent HARRAN             |               |              |                    |              | Honda - Optimum Bikes Racing Ltd |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|----------------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:52.092 |               | BEST LAP TIME : 1:52.226 |               |              | DIFFERENCE : 0.134 |              |                                  |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                              | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 116.3                    | 43.041        | 137.2        | 40.286             | 162.8        | 2:06.309                         | 84.61        | 14.083      | 10:47:35.708        |
| 2 -                       | 36.557        | 116.7                    | 41.596        | 155.7        | 38.628             | 162.8        | 1:56.781                         | 91.52        | 4.555       | 10:49:32.489        |
| 3 -                       | 35.928        | 122.2                    | 40.590        | 156.0        | 38.617             | 162.8        | 1:55.135                         | 92.83        | 2.909       | 10:51:27.624        |
| 4 -                       | 35.125        | 122.9                    | 39.927        | 157.5        | 37.763             | 164.0        | 1:52.815                         | 94.73        | 0.589       | 10:53:20.439        |
| 5 -                       | 35.365        | 124.0                    | 40.991        | 149.1        | 38.408             | 165.6        | 1:54.764                         | 93.13        | 2.538       | 10:55:15.203        |
| 6 -                       | 35.146        | 122.2                    | 39.547        | 156.7        | 37.663             | 164.8        | 1:52.356 (2)                     | 95.12        | 0.130       | 10:57:07.559        |
| 7 -                       | 35.742        | 120.0                    | 40.805        | 154.9        | IN PIT             |              | 3:17.193 P                       | 54.20        | 1:24.967    | 11:00:24.752        |
| 8 -                       | OUTLAP        | 118.9                    | 40.710        | 154.6        | 37.877             | 164.0        | 1:57.966                         | 90.60        | 5.740       | 11:02:22.718        |
| 9 -                       | 35.413        | <b>126.1</b>             | 39.801        | 160.1        | <b>37.546</b>      | 163.6        | 1:52.760                         | 94.78        | 0.534       | 11:04:15.478        |
| 10 -                      | 35.110        | <b>126.1</b>             | 39.529        | <b>163.2</b> | 37.587             | 163.2        | <b>1:52.226 (1)</b>              | <b>95.23</b> |             | <b>11:06:07.704</b> |
| 11 -                      | 35.088        | <b>126.1</b>             | <b>39.464</b> | 158.6        | 38.009             | 165.2        | 1:52.561 (3)                     | 94.95        | 0.335       | 11:08:00.265        |
| 12 -                      | <b>35.082</b> | 122.6                    | 39.750        | 156.7        | 38.182             | <b>166.9</b> | 1:53.014                         | 94.57        | 0.788       | 11:09:53.279        |
| 13 -                      | 36.202        | 117.5                    | 40.023        | 157.9        | 37.800             | 162.4        | 1:54.025                         | 93.73        | 1.799       | 11:11:47.304        |



FREE PRACTICE 1 - SECTOR ANALYSIS



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

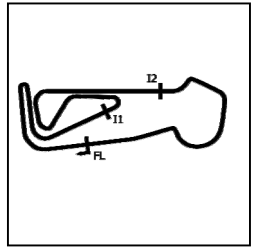
| P13 12                    |               | Luke HEDGER              |               |              |               |              | Kawasaki - MAD Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.223 |               | BEST LAP TIME : 1:52.232 |               |              |               |              | DIFFERENCE : 0.009    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 118.5                    | 41.396        | 142.1        | 39.178        | 164.8        | 2:01.653              | 87.85        | 9.421       | 10:47:13.879        |  |
| 2 -                       | 36.403        | 119.4                    | 40.612        | 156.4        | 38.398        | 164.0        | 1:55.413              | 92.60        | 3.181       | 10:49:09.292        |  |
| 3 -                       | 35.292        | 131.3                    | 39.921        | 162.0        | 37.968        | 166.1        | 1:53.181              | 94.43        | 0.949       | 10:51:02.473        |  |
| 4 -                       | 35.303        | 129.0                    | 39.814        | <b>164.0</b> | 37.732        | 165.2        | 1:52.849 (3)          | 94.71        | 0.617       | 10:52:55.322        |  |
| 5 -                       | 35.098        | 128.8                    | <b>39.642</b> | 161.7        | <b>37.492</b> | 166.9        | <b>1:52.232 (1)</b>   | <b>95.23</b> |             | <b>10:54:47.554</b> |  |
| 6 -                       | 38.073        | 118.7                    | 41.035        | 147.8        | IN PIT        |              | 3:04.092 P            | 58.05        | 1:11.860    | 10:57:51.646        |  |
| 7 -                       | OUTLAP        | 128.5                    | 40.542        | 159.4        | 38.098        | 164.0        | 1:57.873              | 90.67        | 5.641       | 10:59:49.519        |  |
| 8 -                       | 35.244        | 129.3                    | 39.759        | 162.8        | 37.792        | 166.1        | <del>1:52.795</del> D | 94.75        | 0.563       | 11:01:42.314        |  |
| 9 -                       | 35.408        | 129.3                    | 43.635        | 142.7        | 38.383        | 166.5        | 1:57.426              | 91.01        | 5.194       | 11:03:39.740        |  |
| 10 -                      | 35.137        | <b>132.6</b>             | 39.687        | 163.2        | 37.765        | 166.5        | 1:52.589 (2)          | 94.93        | 0.357       | 11:05:32.329        |  |
| 11 -                      | <b>35.089</b> | 129.8                    | 39.884        | 163.2        | 37.938        | 164.4        | 1:52.911              | 94.65        | 0.679       | 11:07:25.240        |  |
| 12 -                      | 39.431        | 120.6                    | 40.520        | 160.5        | 38.367        | 164.8        | 1:58.318              | 90.33        | 6.086       | 11:09:23.558        |  |
| 13 -                      | 35.588        | 127.3                    | 39.919        | 160.5        | 37.873        | <b>167.3</b> | 1:53.380              | 94.26        | 1.148       | 11:11:16.938        |  |

| P14 11                    |               | Simon REID               |               |              |               |              | Honda - C&L Fairburn Properties Jackson Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.217 |               | BEST LAP TIME : 1:52.307 |               |              |               |              | DIFFERENCE : 0.090                             |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH  | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 98.1                     | 43.030        | 129.3        | 39.947        | 164.0        | 2:07.013                                       | 84.14        | 14.706      | 10:47:59.076        |  |
| 2 -                       | 36.737        | 117.9                    | 41.044        | 146.5        | 38.685        | 166.5        | 1:56.466                                       | 91.76        | 4.159       | 10:49:55.542        |  |
| 3 -                       | 35.841        | 123.5                    | 40.177        | 160.9        | 38.438        | 166.1        | 1:54.456                                       | 93.38        | 2.149       | 10:51:49.998        |  |
| 4 -                       | 35.217        | 123.8                    | 40.169        | 155.3        | 39.464        | 159.7        | 1:54.850                                       | 93.06        | 2.543       | 10:53:44.848        |  |
| 5 -                       | 35.443        | 124.2                    | 40.419        | 157.5        | 38.722        | 163.6        | 1:54.584                                       | 93.27        | 2.277       | 10:55:39.432        |  |
| 6 -                       | 35.094        | 129.5                    | 40.209        | 164.4        | 38.286        | 165.2        | <del>1:53.589</del> D                          | 94.09        | 1.282       | 10:57:33.021        |  |
| 7 -                       | 35.269        | 127.8                    | 39.750        | 164.4        | 37.975        | <b>169.0</b> | 1:52.994 (2)                                   | 94.58        | 0.687       | 10:59:26.015        |  |
| 8 -                       | 35.660        | <b>133.1</b>             | 40.495        | 154.9        | IN PIT        |              | 4:46.018 P                                     | 37.36        | 2:53.711    | 11:04:12.033        |  |
| 9 -                       | OUTLAP        | 118.9                    | 40.768        | 155.7        | 38.610        | 164.8        | 2:02.905                                       | 86.96        | 10.598      | 11:06:14.938        |  |
| 10 -                      | <b>34.900</b> | 129.8                    | 39.735        | <b>170.7</b> | <b>37.672</b> | 166.5        | <b>1:52.307 (1)</b>                            | <b>95.16</b> |             | <b>11:08:07.245</b> |  |
| 11 -                      | 35.039        | 132.6                    | <b>39.645</b> | 155.3        | 38.453        | 166.1        | 1:53.137 (3)                                   | 94.47        | 0.830       | 11:10:00.382        |  |
| 12 -                      | 35.753        | 117.5                    | 48.025        | 153.5        | 38.511        | 163.6        | 2:02.289                                       | 87.40        | 9.982       | 11:12:02.671        |  |

| P15 51                    |               | Brayden ELLIOTT          |               |              |               |              | Kawasaki - DAO Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.499 |               | BEST LAP TIME : 1:52.499 |               |              |               |              | DIFFERENCE : 0.000    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 101.8                    | 42.102        | 129.8        | 39.013        | 163.2        | 2:03.428              | 86.59        | 10.929      | 10:47:52.042        |  |
| 2 -                       | 36.585        | 109.8                    | 40.895        | 136.1        | 38.663        | 162.0        | 1:56.143              | 92.02        | 3.644       | 10:49:48.185        |  |
| 3 -                       | 36.074        | 121.7                    | 40.369        | 145.2        | 37.710        | 164.4        | 1:54.153 (3)          | 93.62        | 1.654       | 10:51:42.338        |  |
| 4 -                       | 35.830        | 113.7                    | 41.431        | 149.1        | IN PIT        |              | 8:34.922 P            | 20.75        | 6:42.423    | 11:00:17.260        |  |
| 5 -                       | OUTLAP        | 123.5                    | 40.252        | <b>154.2</b> | 37.869        | 163.6        | 1:59.809              | 89.20        | 7.310       | 11:02:17.069        |  |
| 6 -                       | 35.764        | <b>125.9</b>             | 40.279        | 150.4        | 37.939        | 163.6        | 1:53.982 (2)          | 93.76        | 1.483       | 11:04:11.051        |  |
| 7 -                       | <b>35.315</b> | 124.7                    | <b>39.600</b> | 151.1        | <b>37.584</b> | 164.8        | <b>1:52.499 (1)</b>   | <b>95.00</b> |             | <b>11:06:03.550</b> |  |
| 8 -                       | 36.194        | 122.9                    | 40.425        | 153.5        | 37.904        | 164.8        | 1:54.523              | 93.32        | 2.024       | 11:07:58.073        |  |
| 9 -                       | 35.535        | 120.0                    | 40.117        | 145.5        | 39.246        | <b>165.6</b> | 1:54.898              | 93.02        | 2.399       | 11:09:52.971        |  |

| P16 99                    |               | Ben LUXTON               |               |              |               |              | Honda - Ben Luxton Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.406 |               | BEST LAP TIME : 1:52.510 |               |              |               |              | DIFFERENCE : 0.104        |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                       | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 88.5                     | 48.697        | 115.5        | 43.993        | 144.6        | 2:22.707                  | 74.89        | 30.197      | 10:47:29.289        |  |
| 2 -                       | 39.740        | 107.8                    | 45.640        | 124.7        | IN PIT        |              | 5:53.885 P                | 30.20        | 4:01.375    | 10:53:23.174        |  |
| 3 -                       | OUTLAP        | 121.1                    | 40.963        | 143.0        | 39.134        | 168.6        | 2:03.108                  | 86.81        | 10.598      | 10:55:26.282        |  |
| 4 -                       | 36.173        | 126.1                    | 39.901        | 152.5        | 38.357        | 168.6        | 1:54.431                  | 93.40        | 1.921       | 10:57:20.713        |  |
| 5 -                       | <b>35.231</b> | 126.8                    | 39.753        | <b>159.4</b> | 37.526        | 169.0        | <b>1:52.510 (1)</b>       | <b>94.99</b> |             | <b>10:59:13.223</b> |  |
| 6 -                       | 36.202        | 122.0                    | 43.309        | 141.5        | 38.512        | <b>170.7</b> | 1:58.023                  | 90.55        | 5.513       | 11:01:11.246        |  |
| 7 -                       | 35.353        | 127.3                    | <b>39.673</b> | 159.0        | <b>37.502</b> | 169.8        | 1:52.528 (2)              | 94.98        | 0.018       | 11:03:03.774        |  |
| 8 -                       | 35.474        | 125.9                    | 39.784        | 154.2        | 44.552        | 170.3        | 1:59.810                  | 89.20        | 7.300       | 11:05:03.584        |  |
| 9 -                       | 35.324        | 128.0                    | 39.731        | 155.3        | 37.619        | 168.6        | 1:52.674 (3)              | 94.85        | 0.164       | 11:06:56.258        |  |
| 10 -                      | 36.278        | 121.7                    | 45.385        | 126.8        | 40.443        | 169.4        | 2:02.106                  | 87.53        | 9.596       | 11:08:58.364        |  |
| 11 -                      | 35.385        | <b>129.0</b>             | 41.215        | 153.5        | 37.947        | 169.8        | 1:54.547                  | 93.30        | 2.037       | 11:10:52.911        |  |

FREE PRACTICE 1 - SECTOR ANALYSIS



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

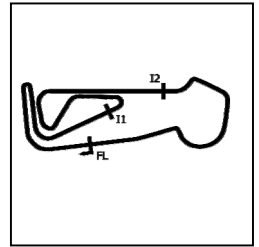
| P17 37                    |               | James HILLIER            |               |              |                    |              | Yamaha - LAMI OMG Racing Yamaha |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---------------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:52.605 |               | BEST LAP TIME : 1:52.662 |               |              | DIFFERENCE : 0.057 |              |                                 |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                             | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 104.3                    | 42.751        | 133.9        | 40.376             | 162.4        | 2:05.945                        | 84.86        | 13.283      | 10:47:12.494        |
| 2 -                       | 37.551        | 109.1                    | 41.521        | 143.0        | 38.593             | 161.3        | 1:57.665                        | 90.83        | 5.003       | 10:49:10.159        |
| 3 -                       | 35.836        | 122.6                    | 40.601        | 165.6        | 37.835             | 162.8        | 1:54.272                        | 93.53        | 1.610       | 10:51:04.431        |
| 4 -                       | 35.647        | 130.8                    | 40.030        | 169.0        | 37.962             | 161.7        | 1:53.639                        | 94.05        | 0.977       | 10:52:58.070        |
| 5 -                       | 36.818        | 118.5                    | 41.146        | 159.7        | 41.779             | 157.9        | 1:59.743                        | 89.25        | 7.081       | 10:54:57.813        |
| 6 -                       | 35.409        | 124.2                    | 39.802        | 165.2        | IN PIT             |              | 3:26.884 P                      | 51.66        | 1:34.222    | 10:58:24.697        |
| 7 -                       | OUTLAP        | 123.5                    | 43.271        | 150.1        | 38.266             | <b>163.6</b> | 2:03.300                        | 86.68        | 10.638      | 11:00:27.997        |
| 8 -                       | 35.284        | 130.5                    | 39.967        | 167.3        | <b>37.580</b>      | 161.7        | 1:52.831 (2)                    | 94.72        | 0.169       | 11:02:20.828        |
| 9 -                       | <b>35.247</b> | 130.0                    | 39.809        | 166.5        | 37.606             | 162.4        | <b>1:52.662 (1)</b>             | <b>94.86</b> |             | <b>11:04:13.490</b> |
| 10 -                      | 35.628        | 132.1                    | 43.241        | 148.1        | 43.416             | 163.2        | 2:02.285                        | 87.40        | 9.623       | 11:06:15.775        |
| 11 -                      | 35.344        | 131.5                    | 41.441        | 159.7        | 38.663             | 161.7        | 1:55.448                        | 92.57        | 2.786       | 11:08:11.223        |
| 12 -                      | 35.298        | <b>134.2</b>             | <b>39.778</b> | <b>169.4</b> | 37.774             | 162.0        | 1:52.850 (3)                    | 94.71        | 0.188       | 11:10:04.073        |

| P18 18                    |               | Shaun WINFIELD           |               |              |                    |              | Honda - TAG Racing  |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:52.639 |               | BEST LAP TIME : 1:52.745 |               |              | DIFFERENCE : 0.106 |              |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 107.8                    | 42.459        | 120.4        | 41.875             | 162.8        | 2:06.506            | 84.48        | 13.761      | 10:47:10.398        |
| 2 -                       | 36.416        | 125.4                    | 40.565        | 152.8        | 38.487             | 166.1        | 1:55.468            | 92.56        | 2.723       | 10:49:05.866        |
| 3 -                       | 35.678        | 124.5                    | 40.380        | 150.4        | 38.443             | 165.6        | 1:54.501            | 93.34        | 1.756       | 10:51:00.367        |
| 4 -                       | 35.737        | 122.2                    | 40.318        | 151.4        | 38.097             | 167.3        | 1:54.152            | 93.63        | 1.407       | 10:52:54.519        |
| 5 -                       | 35.711        | 123.1                    | 40.425        | 154.6        | <b>37.888</b>      | <b>167.7</b> | 1:54.024 (3)        | 93.73        | 1.279       | 10:54:48.543        |
| 6 -                       | 36.068        | 118.1                    | 40.629        | 138.3        | IN PIT             |              | 6:41.552 P          | 26.61        | 4:48.807    | 11:01:30.095        |
| 7 -                       | OUTLAP        | 120.4                    | 40.732        | 154.6        | 38.011             | 166.9        | 2:01.917            | 87.66        | 9.172       | 11:03:32.012        |
| 8 -                       | <b>35.116</b> | <b>131.5</b>             | 39.848        | 155.7        | 38.272             | 166.9        | 1:53.236 (2)        | 94.38        | 0.491       | 11:05:25.248        |
| 9 -                       | 35.169        | 129.0                    | <b>39.635</b> | <b>156.7</b> | 37.941             | 167.3        | <b>1:52.745 (1)</b> | <b>94.79</b> |             | <b>11:07:17.993</b> |
| 10 -                      | 35.250        | 125.6                    | 41.411        | 147.8        | IN PIT             |              | 2:12.122 P          | 80.89        | 19.377      | 11:09:30.115        |
| 11 -                      | OUTLAP        | 109.2                    | 41.883        | 149.4        | 39.231             | 165.2        | 2:03.052            | 86.85        | 10.307      | 11:11:33.167        |

| P19 24                    |               | Conor CUMMINS            |               |              |                    |              | Honda - Milenco by Padgetts Motorcycles |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:53.032 |               | BEST LAP TIME : 1:53.032 |               |              | DIFFERENCE : 0.000 |              |   |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                                     | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 100.3                    | 48.341        | 131.3        | 41.441             | 159.0        | 2:21.866                                | 75.33        | 28.834      | 10:48:23.334        |
| 2 -                       | 38.376        | 115.7                    | 44.960        | 135.2        | 39.096             | 161.7        | 2:02.432                                | 87.29        | 9.400       | 10:50:25.766        |
| 3 -                       | 36.414        | 129.0                    | 40.796        | 146.2        | 38.753             | <b>164.0</b> | 1:55.963                                | 92.16        | 2.931       | 10:52:21.729        |
| 4 -                       | 36.679        | 125.6                    | 41.084        | 156.0        | 38.428             | 161.3        | 1:56.191                                | 91.98        | 3.159       | 10:54:17.920        |
| 5 -                       | 35.961        | 125.6                    | 40.239        | 156.7        | 38.105             | 160.5        | 1:54.305                                | 93.50        | 1.273       | 10:56:12.225        |
| 6 -                       | 41.240        | 120.6                    | 41.996        | 150.8        | IN PIT             |              | 5:13.232 P                              | 34.12        | 3:20.200    | 11:01:25.457        |
| 7 -                       | OUTLAP        | 114.5                    | 42.087        | 139.2        | 38.812             | 163.2        | 2:14.907                                | 79.22        | 21.875      | 11:03:40.364        |
| 8 -                       | 35.877        | <b>130.5</b>             | 43.063        | <b>163.2</b> | 37.969             | 163.2        | 1:56.909                                | 91.42        | 3.877       | 11:05:37.273        |
| 9 -                       | 35.453        | 128.3                    | 40.222        | <b>163.2</b> | 37.780             | <b>164.0</b> | 1:53.455 (2)                            | 94.20        | 0.423       | 11:07:30.728        |
| 10 -                      | 35.637        | 129.3                    | 39.969        | 144.6        | 38.528             | 162.4        | 1:54.134 (3)                            | 93.64        | 1.102       | 11:09:24.862        |
| 11 -                      | <b>35.452</b> | 127.0                    | <b>39.925</b> | 160.1        | <b>37.655</b>      | <b>164.0</b> | <b>1:53.032 (1)</b>                     | <b>94.55</b> |             | <b>11:11:17.894</b> |

| P20 31                    |               | Sam COX                  |               |              |                    |              | BMW - Sam Cox Racing with Armada Marine Cables |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|--|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:53.142 |               | BEST LAP TIME : 1:53.196 |               |              | DIFFERENCE : 0.054 |              |  |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH  | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 109.6                    | 42.253        | 140.1        | 39.234             | 158.2        | 2:02.744                                       | 87.07        | 9.548       | 10:47:06.453        |
| 2 -                       | 36.500        | 116.5                    | 41.994        | 150.8        | 38.531             | 160.5        | 1:57.025                                       | 91.33        | 3.829       | 10:49:03.478        |
| 3 -                       | 35.899        | 123.1                    | 40.619        | 149.1        | 38.243             | 162.0        | 1:54.761                                       | 93.13        | 1.565       | 10:50:58.239        |
| 4 -                       | 36.110        | 125.2                    | 40.406        | 150.4        | 38.123             | 161.7        | 1:54.639                                       | 93.23        | 1.443       | 10:52:52.878        |
| 5 -                       | 35.851        | 122.4                    | 40.398        | 153.9        | 38.226             | 161.7        | 1:54.475                                       | 93.36        | 1.279       | 10:54:47.353        |
| 6 -                       | 36.877        | 118.7                    | 40.793        | 148.1        | IN PIT             |              | 4:44.859 P                                     | 37.52        | 2:51.663    | 10:59:32.212        |
| 7 -                       | OUTLAP        | 125.2                    | 41.331        | 151.8        | 38.319             | 160.1        | 2:02.082                                       | 87.54        | 8.886       | 11:01:34.294        |
| 8 -                       | <b>35.583</b> | <b>129.5</b>             | 39.994        | 154.6        | 37.924             | 160.5        | 1:53.501 (2)                                   | 94.16        | 0.305       | 11:03:27.795        |
| 9 -                       | 35.863        | 118.3                    | 40.533        | 156.7        | 38.154             | 160.9        | 1:54.550                                       | 93.30        | 1.354       | 11:05:22.345        |
| 10 -                      | 35.637        | 125.2                    | <b>39.881</b> | 156.0        | <b>37.678</b>      | <b>163.2</b> | <b>1:53.196 (1)</b>                            | <b>94.42</b> |             | <b>11:07:15.541</b> |
| 11 -                      | 37.174        | 116.1                    | 40.854        | 147.4        | 39.513             | <b>163.2</b> | 1:57.541                                       | 90.93        | 4.345       | 11:09:13.082        |
| 12 -                      | 35.670        | 122.2                    | 40.616        | <b>158.6</b> | 38.010             | 161.7        | 1:54.296 (3)                                   | 93.51        | 1.100       | 11:11:07.378        |

FREE PRACTICE 1 - 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 26                    |               | Joe MOORE                |               |              |               |              | Suzuki - Clearline Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.890 |               | BEST LAP TIME : 1:54.036 |               |              |               |              | DIFFERENCE : 0.146        |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                       | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 127.3                    | 42.004        | 152.1        | 39.792        | 156.0        | 2:02.343                  | 87.36        | 8.307       | 10:48:19.841        |  |
| 2 -                       | 36.430        | 123.8                    | 40.550        | 135.0        | 40.113        | 158.2        | 1:57.093                  | 91.27        | 3.057       | 10:50:16.934        |  |
| 3 -                       | 35.731        | 130.5                    | 40.263        | 151.8        | IN PIT        |              | 4:59.238                  | P 35.71      | 3:05.202    | 10:55:16.172        |  |
| 4 -                       | OUTLAP        | 125.6                    | 40.717        | 148.7        | 38.494        | 158.2        | 1:59.667                  | 89.31        | 5.631       | 10:57:15.839        |  |
| 5 -                       | <b>35.556</b> | 130.3                    | 40.035        | 156.0        | 38.445        | 156.4        | <b>1:54.036 (1)</b>       | <b>93.72</b> |             | <b>10:59:09.875</b> |  |
| 6 -                       | 35.620        | 126.8                    | <b>39.916</b> | 157.5        | 38.818        | <b>159.0</b> | 1:54.354 (2)              | 93.46        | 0.318       | 11:01:04.229        |  |
| 7 -                       | 36.163        | 131.5                    | 40.322        | 160.1        | <b>38.418</b> | 158.2        | 1:54.903 (3)              | 93.01        | 0.867       | 11:02:59.132        |  |
| 8 -                       | 36.051        | <b>132.1</b>             | 40.068        | <b>161.7</b> | 39.050        | 158.2        | 1:55.169                  | 92.80        | 1.133       | 11:04:54.301        |  |
| 9 -                       | 35.753        | 127.3                    | 41.050        | 154.2        | IN PIT        |              | 4:00.110                  | P 44.51      | 2:06.074    | 11:08:54.411        |  |
| 10 -                      | OUTLAP        | 126.8                    | 40.293        | 150.1        | 38.484        | 158.6        | 1:59.791                  | 89.22        | 5.755       | 11:10:54.202        |  |

| P22 39                    |               | Max MORGAN               |               |              |               |              | Kawasaki - MSS Performance |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|----------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:54.896 |               | BEST LAP TIME : 1:55.108 |               |              |               |              | DIFFERENCE : 0.212         |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                        | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 106.3                    | 45.016        | 147.8        | 41.357        | 157.5        | 2:08.847                   | 82.95        | 13.739      | 10:47:35.676        |  |
| 2 -                       | 37.018        | 116.5                    | 41.689        | 148.7        | 39.262        | 158.2        | 1:57.969                   | 90.60        | 2.861       | 10:49:33.645        |  |
| 3 -                       | 36.981        | 117.7                    | 41.119        | 152.5        | 39.151        | 159.0        | 1:57.251                   | 91.15        | 2.143       | 10:51:30.896        |  |
| 4 -                       | 36.363        | 120.6                    | 41.120        | 150.1        | 38.873        | <b>160.5</b> | 1:56.356 (3)               | 91.85        | 1.248       | 10:53:27.252        |  |
| 5 -                       | 36.979        | 121.7                    | 41.231        | 157.5        | 38.894        | 158.2        | 1:57.104                   | 91.26        | 1.996       | 10:55:24.356        |  |
| 6 -                       | 36.717        | <b>123.8</b>             | 41.218        | 153.9        | IN PIT        |              | 7:53.900                   | P 22.55      | 5:58.792    | 11:03:18.256        |  |
| 7 -                       | OUTLAP        | 116.7                    | 41.801        | 146.5        | 41.379        | 159.0        | 2:09.251                   | 82.69        | 14.143      | 11:05:27.507        |  |
| 8 -                       | 36.194        | 123.3                    | <b>40.516</b> | <b>162.0</b> | <b>38.398</b> | 157.9        | <b>1:55.108 (1)</b>        | <b>92.85</b> |             | <b>11:07:22.615</b> |  |
| 9 -                       | 36.393        | 122.6                    | 41.346        | 154.2        | 38.745        | 160.1        | 1:56.484                   | 91.75        | 1.376       | 11:09:19.099        |  |
| 10 -                      | <b>35.982</b> | 122.0                    | 40.867        | 152.1        | 39.260        | 160.1        | 1:56.109 (2)               | 92.05        | 1.001       | 11:11:15.208        |  |

| P23 27                    |               | Max SYMONDS              |               |              |               |              | Yamaha - Symonds Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:55.296 |               | BEST LAP TIME : 1:55.382 |               |              |               |              | DIFFERENCE : 0.086      |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                     | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 110.5                    | 43.627        | 110.7        | 44.726        | 159.7        | 2:10.407                | 81.95        | 15.025      | 10:47:13.868        |  |
| 2 -                       | 37.149        | 110.0                    | 41.499        | 144.9        | 39.198        | <b>162.0</b> | 1:57.846                | 90.69        | 2.464       | 10:49:11.714        |  |
| 3 -                       | 36.347        | 106.5                    | 41.269        | 140.9        | IN PIT        |              | 6:13.076                | P 28.64      | 4:17.694    | 10:55:24.790        |  |
| 4 -                       | OUTLAP        | 116.7                    | 41.490        | 152.1        | 38.979        | 160.1        | 2:01.363                | 88.06        | 5.981       | 10:57:26.153        |  |
| 5 -                       | 36.041        | 116.9                    | 41.166        | 159.4        | 38.787        | 159.7        | 1:55.994                | 92.14        | 0.612       | 10:59:22.147        |  |
| 6 -                       | 36.079        | 116.1                    | 40.921        | <b>163.2</b> | 38.737        | 160.9        | 1:55.737 (2)            | 92.34        | 0.355       | 11:01:17.884        |  |
| 7 -                       | <b>36.007</b> | 118.9                    | 40.776        | 157.9        | <b>38.599</b> | 157.1        | <b>1:55.382 (1)</b>     | <b>92.63</b> |             | <b>11:03:13.266</b> |  |
| 8 -                       | 38.773        | 99.2                     | 43.593        | 140.3        | IN PIT        |              | 3:24.550                | P 52.25      | 1:29.168    | 11:06:37.816        |  |
| 9 -                       | OUTLAP        | 111.8                    | 42.014        | 151.4        | 39.935        | 160.5        | 2:05.741                | 85.00        | 10.359      | 11:08:43.557        |  |
| 10 -                      | 36.232        | <b>121.3</b>             | <b>40.690</b> | 158.2        | 38.872        | 159.4        | 1:55.794 (3)            | 92.30        | 0.412       | 11:10:39.351        |  |

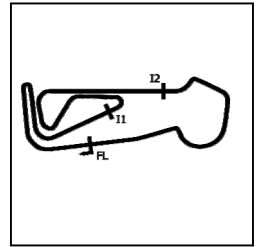
| P24 17                    |               | Matty WHELAN             |               |              |               |              | Suzuki - Milestone by ATS Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|----------------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:55.055 |               | BEST LAP TIME : 1:55.541 |               |              |               |              | DIFFERENCE : 0.486               |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                              | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 107.5                    | 44.717        | 139.2        | 44.176        | 151.4        | 2:13.286                         | 80.18        | 17.745      | 10:47:37.494        |  |
| 2 -                       | 38.059        | 124.0                    | 41.653        | 148.4        | 40.833        | 149.4        | 2:00.545                         | 88.66        | 5.004       | 10:49:38.039        |  |
| 3 -                       | 37.836        | 117.5                    | 41.771        | 147.1        | 39.837        | 155.3        | 1:59.444                         | 89.48        | 3.903       | 10:51:37.483        |  |
| 4 -                       | 39.990        | 97.5                     | 45.994        | 120.2        | IN PIT        |              | 7:23.087                         | P 24.12      | 5:27.546    | 10:59:00.570        |  |
| 5 -                       | OUTLAP        | 116.7                    | 41.684        | 143.3        | 40.082        | 156.0        | 2:02.733                         | 87.08        | 7.192       | 11:01:03.303        |  |
| 6 -                       | 37.094        | 124.7                    | 41.214        | 148.1        | 38.926        | 156.4        | 1:57.234                         | 91.16        | 1.693       | 11:03:00.537        |  |
| 7 -                       | 36.319        | <b>125.2</b>             | <b>40.650</b> | 155.7        | 38.805        | 156.0        | 1:55.774 (2)                     | 92.31        | 0.233       | 11:04:56.311        |  |
| 8 -                       | 36.367        | 122.4                    | 40.920        | <b>157.9</b> | 38.631        | 156.0        | 1:55.918 (3)                     | 92.20        | 0.377       | 11:06:52.229        |  |
| 9 -                       | <b>36.008</b> | 122.2                    | 40.934        | 144.3        | 39.513        | 156.0        | 1:56.455                         | 91.77        | 0.914       | 11:08:48.684        |  |
| 10 -                      | 36.171        | 121.5                    | 40.973        | 157.1        | <b>38.397</b> | <b>156.7</b> | <b>1:55.541 (1)</b>              | <b>92.50</b> |             | <b>11:10:44.225</b> |  |

MCRCB BULLETIN TK023

2023 Bennetts British Superbike Championship - Round 5

2023 Pirelli National Superstock with Santander Consumer Finance

FREE PRACTICE 1 - 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

| P25 25                    |          | Jorel BOERBOOM           |               |              |                    |              | Kawasaki - G&S Racing |              |             |                     |
|---------------------------|----------|--------------------------|---------------|--------------|--------------------|--------------|-----------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:55.216 |          | BEST LAP TIME : 1:55.637 |               |              | DIFFERENCE : 0.421 |              |                       |              |             |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP   | 106.5                    | 43.842        | 121.3        | 40.794             | 160.5        | 2:07.573              | 83.78        | 11.936      | 10:47:15.074        |
| 2 -                       | 37.475   | 114.9                    | 41.405        | 154.2        | 39.136             | 160.9        | 1:58.016              | 90.56        | 2.379       | 10:49:13.090        |
| 3 -                       | 36.471   | 122.4                    | 40.740        | 152.1        | 39.080             | 160.5        | 1:56.291              | 91.90        | 0.654       | 10:51:09.381        |
| 4 -                       | 36.529   | 121.3                    | 40.771        | 152.1        | IN PIT             |              | 3:38.264 P            | 48.96        | 1:42.627    | 10:54:47.645        |
| 5 -                       | OUTLAP   | 119.1                    | 41.647        | 158.2        | 41.183             | 159.7        | 2:04.810              | 85.63        | 9.173       | 10:56:52.455        |
| 6 -                       | 36.483   | 120.6                    | 40.997        | <b>159.4</b> | 38.937             | 160.1        | 1:56.417              | 91.80        | 0.780       | 10:58:48.872        |
| 7 -                       | 36.363   | 123.1                    | 40.790        | 158.6        | <b>38.484</b>      | 160.9        | <b>1:55.637 (1)</b>   | <b>92.42</b> |             | <b>11:00:44.509</b> |
| 8 -                       | 36.185   | 124.2                    | 40.811        | 156.0        | 38.673             | <b>161.7</b> | 1:55.669 (2)          | 92.40        | 0.032       | 11:02:40.178        |
| 9 -                       | 36.254   | 126.3                    | 40.749        | 159.0        | IN PIT             |              | 2:55.356 P            | 60.95        | 59.719      | 11:05:35.534        |
| 10 -                      | OUTLAP   | 117.7                    | 41.758        | 158.6        | 39.221             | 160.5        | 2:01.767              | 87.77        | 6.130       | 11:07:37.301        |
| 11 -                      | 36.292   | <b>126.8</b>             | <b>40.550</b> | 158.6        | 38.829             | 160.9        | 1:55.671 (3)          | 92.40        | 0.034       | 11:09:32.972        |

| P26 57                    |               | Richard WHITE            |               |              |                    |              | BMW - Trackdudes powered by Hilltop Motorcycles |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:54.999 |               | BEST LAP TIME : 1:55.892 |               |              | DIFFERENCE : 0.893 |              |   |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH   | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 103.0                    | 42.571        | 126.1        | 40.651             | 162.8        | 2:05.362  | 85.25        | 9.470       | 10:47:12.317        |
| 2 -                       | 37.513        | 106.1                    | 41.642        | 134.2        | 39.711             | 163.2        | 1:58.866  | 89.91        | 2.974       | 10:49:11.183        |
| 3 -                       | 36.515        | 106.3                    | 41.039        | 139.8        | 39.643             | 161.7        | 1:57.197  | 91.19        | 1.305       | 10:51:08.380        |
| 4 -                       | 36.397        | 112.9                    | 40.963        | 145.8        | IN PIT             |              | 7:02.494 P                                      | 25.29        | 5:06.602    | 10:58:10.874        |
| 5 -                       | OUTLAP        | <b>116.3</b>             | 40.747        | 146.5        | <b>38.630</b>      | 166.1        | 1:59.549  | 89.40        | 3.657       | 11:00:10.423        |
| 6 -                       | 36.289        | 114.3                    | 41.185        | <b>158.2</b> | 39.189             | 163.6        | 1:56.663  | 91.61        | 0.771       | 11:02:07.086        |
| 7 -                       | <b>36.021</b> | 115.3                    | 40.827        | 139.5        | 39.451             | 164.4        | 1:56.299 (3)                                    | 91.90        | 0.407       | 11:04:03.385        |
| 8 -                       | 36.929        | 112.9                    | 40.645        | 137.7        | 39.246             | <b>167.3</b> | 1:56.820  | 91.49        | 0.928       | 11:06:00.205        |
| 9 -                       | 36.353        | 114.9                    | 40.660        | 145.8        | 39.187             | 165.6        | 1:56.200 (2)                                    | 91.98        | 0.308       | 11:07:56.405        |
| 10 -                      | 36.522        | 116.1                    | 40.508        | 152.8        | 39.296             | 165.2        | 1:56.326  | 91.88        | 0.434       | 11:09:52.731        |
| 11 -                      | 36.431        | 115.3                    | <b>40.348</b> | 151.1        | 39.113             | 165.6        | <b>1:55.892 (1)</b>                             | <b>92.22</b> |             | <b>11:11:48.623</b> |

| P27 80                    |               | Callum BEY               |               |              |                    |              | Suzuki - FilterLogic by EightZero Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|--|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:55.978 |               | BEST LAP TIME : 1:56.162 |               |              | DIFFERENCE : 0.184 |              |  |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                                      | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 103.0                    | 43.770        | <b>164.4</b> | 40.733             | 156.0        | 2:09.597                                 | 82.47        | 13.435      | 10:47:57.831        |
| 2 -                       | 37.551        | 115.3                    | 42.131        | 146.2        | 39.522             | <b>159.0</b> | 1:59.204                                 | 89.66        | 3.042       | 10:49:57.035        |
| 3 -                       | 36.531        | 119.6                    | 41.278        | 154.9        | 39.165             | 156.4        | 1:56.974                                 | 91.37        | 0.812       | 10:51:54.009        |
| 4 -                       | 36.645        | 122.6                    | 41.209        | 156.0        | 39.049             | 156.7        | 1:56.903                                 | 91.42        | 0.741       | 10:53:50.912        |
| 5 -                       | 36.916        | 122.2                    | 41.479        | 157.1        | IN PIT             |              | 3:27.698 P                               | 51.45        | 1:31.536    | 10:57:18.610        |
| 6 -                       | OUTLAP        | 113.7                    | 42.219        | 150.8        | 39.191             | 158.2        | 2:07.387                                 | 83.90        | 11.225      | 10:59:25.997        |
| 7 -                       | 36.887        | 119.4                    | 41.131        | 155.3        | 39.160             | 157.5        | 1:57.178                                 | 91.21        | 1.016       | 11:01:23.175        |
| 8 -                       | 36.392        | 124.7                    | 41.169        | 162.4        | <b>38.818</b>      | 157.1        | 1:56.379 (2)                             | 91.83        | 0.217       | 11:03:19.554        |
| 9 -                       | 38.616        | 124.9                    | 41.466        | 159.7        | 39.183             | 156.4        | 1:59.265                                 | 89.61        | 3.103       | 11:05:18.819        |
| 10 -                      | 36.253        | 125.6                    | 41.104        | 158.6        | 39.347             | 156.4        | 1:56.704 (3)                             | 91.58        | 0.542       | 11:07:15.523        |
| 11 -                      | 36.718        | 125.2                    | 41.125        | 160.9        | 38.996             | 157.5        | 1:56.839                                 | 91.47        | 0.677       | 11:09:12.362        |
| 12 -                      | <b>36.157</b> | <b>129.8</b>             | <b>41.003</b> | 151.1        | 39.002             | 157.5        | <b>1:56.162 (1)</b>                      | <b>92.01</b> |             | <b>11:11:08.524</b> |

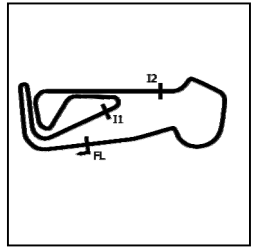
| P28 96                    |               | Kieran SMITH             |               |              |                    |              | Honda - Corkie Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|-----------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:56.305 |               | BEST LAP TIME : 1:56.631 |               |              | DIFFERENCE : 0.326 |              |                       |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 107.5                    | 47.123        | 116.5        | IN PIT             |              | 2:40.519 P            | 66.58        | 43.888      | 10:48:12.228        |
| 2 -                       | OUTLAP        | 117.1                    | 43.633        | 127.0        | 40.893             | 163.2        | 2:08.460              | 83.20        | 11.829      | 10:50:20.688        |
| 3 -                       | 37.499        | 115.3                    | 42.106        | 135.0        | 40.187             | <b>164.0</b> | 1:59.792              | 89.22        | 3.161       | 10:52:20.480        |
| 4 -                       | 37.585        | 123.1                    | 41.693        | 144.3        | <b>38.961</b>      | 163.6        | 1:58.239              | 90.39        | 1.608       | 10:54:18.719        |
| 5 -                       | 36.370        | 122.6                    | <b>41.098</b> | 141.2        | 39.163             | <b>164.0</b> | <b>1:56.631 (1)</b>   | <b>91.64</b> |             | <b>10:56:15.350</b> |
| 6 -                       | 36.278        | 120.4                    | 41.573        | 144.9        | 39.554             | 163.2        | 1:57.405 (3)          | 91.03        | 0.774       | 10:58:12.755        |
| 7 -                       | <b>36.246</b> | <b>128.0</b>             | 41.516        | <b>157.1</b> | 39.058             | 163.2        | 1:56.820 (2)          | 91.49        | 0.189       | 11:00:09.575        |
| 8 -                       | 36.819        | 120.6                    | 41.508        | 149.7        | IN PIT             |              | 6:26.216 P            | 27.67        | 4:29.585    | 11:06:35.791        |
| 9 -                       | OUTLAP        | 118.7                    | 42.158        | 150.1        | 39.874             | 162.8        | 2:07.137              | 84.06        | 10.506      | 11:08:42.928        |
| 10 -                      | 38.562        | 113.7                    | 43.107        | 137.7        | 39.967             | <b>164.0</b> | 2:01.636              | 87.86        | 5.005       | 11:10:44.564        |

# MCRCB BULLETIN TK023

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### FREE PRACTICE 1 - 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

| P29 90                    |               | Rory PARKER              |               |              | Suzuki - RP Racing |              |                 |            |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|-----------------|------------|-------------|---------------------|
| IDEAL LAP TIME : 1:57.015 |               | BEST LAP TIME : 1:57.613 |               |              | DIFFERENCE : 0.598 |              |                 |            |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH             | DIFF       | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 102.4                    | 45.513        | 127.0        | 43.169             | 154.2        | 2:15.613        | 78.81      | 18.000      | 10:47:37.703        |
| 2 -                       | 39.115        | 111.1                    | 43.326        | 135.2        | 40.162             | 157.5        | 2:02.603        | 87.17      | 4.990       | 10:49:40.306        |
| 3 -                       | 37.431        | 119.6                    | 42.215        | 144.6        | 40.092             | 157.5        | 1:59.738        | 89.26      | 2.125       | 10:51:40.044        |
| 4 -                       | 37.272        | 119.8                    | 42.452        | 138.6        | 40.254             | 156.4        | 1:59.978        | 89.08      | 2.365       | 10:53:40.022        |
| 5 -                       | 37.249        | <b>124.7</b>             | 42.331        | 142.7        | 40.368             | 157.5        | 1:59.948        | 89.10      | 2.335       | 10:55:39.970        |
| 6 -                       | 37.272        | 117.5                    | 42.342        | 142.4        | IN PIT             |              | 6:10.042        | <b>P</b>   | 4:12.429    | 11:01:50.012        |
| 7 -                       | OUTLAP        | 109.6                    | 43.667        | 146.8        | 40.046             | 155.7        | 2:09.661        | 82.43      | 12.048      | 11:03:59.673        |
| 8 -                       | 37.264        | 123.3                    | 41.904        | <b>151.8</b> | <b>39.218</b>      | 157.5        | 1:58.386        | <b>(3)</b> | 0.773       | 11:05:58.059        |
| 9 -                       | 36.615        | 123.1                    | 41.670        | 148.4        | 39.328             | 159.4        | <b>1:57.613</b> | <b>(1)</b> |             | <b>11:07:55.672</b> |
| 10 -                      | <b>36.403</b> | 123.3                    | <b>41.394</b> | 142.7        | 40.010             | <b>160.9</b> | 1:57.807        | <b>(2)</b> | 0.194       | 11:09:53.479        |
| 11 -                      | 37.545        | 119.6                    | 41.753        | 148.7        | 39.855             | 156.4        | 1:59.153        | 89.70      | 1.540       | 11:11:52.632        |

| P30 61                    |          | Jake ARCHER              |               |          | Suzuki - True Heroes Racing |              |                 |            |             |                     |
|---------------------------|----------|--------------------------|---------------|----------|-----------------------------|--------------|-----------------|------------|-------------|---------------------|
| IDEAL LAP TIME : 1:59.034 |          | BEST LAP TIME : 1:59.115 |               |          | DIFFERENCE : 0.081          |              |                 |            |             |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 |               | SECTOR 3 |                             | LAP TIME     | MPH             | DIFF       | TIME OF DAY |                     |
| 1 -                       | OUTLAP   | 98.3                     | 46.182        | 124.5    | 42.682                      | 157.5        | 2:17.719        | 77.60      | 18.604      | 10:47:23.850        |
| 2 -                       | 39.151   | 112.0                    | 43.225        | 132.6    | 41.171                      | 158.6        | 2:03.547        | <b>(3)</b> | 4.432       | 10:49:27.397        |
| 3 -                       | 37.824   | <b>118.9</b>             | 42.357        | 136.1    | 40.250                      | 159.0        | 2:00.431        | <b>(2)</b> | 1.316       | 10:51:27.828        |
| 4 -                       | 37.388   | 117.7                    | <b>41.875</b> | 141.8    | <b>39.852</b>               | <b>159.4</b> | <b>1:59.115</b> | <b>(1)</b> |             | <b>10:53:26.943</b> |

| P31 79                    |          | Jason BURRILL            |               |              | BMW - Burrill Racing |              |                 |            |             |                     |              |
|---------------------------|----------|--------------------------|---------------|--------------|----------------------|--------------|-----------------|------------|-------------|---------------------|--------------|
| IDEAL LAP TIME : 1:58.911 |          | BEST LAP TIME : 1:59.197 |               |              | DIFFERENCE : 0.286   |              |                 |            |             |                     |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |               | SECTOR 3     |                      | LAP TIME     | MPH             | DIFF       | TIME OF DAY |                     |              |
| 1 -                       | OUTLAP   | 97.9                     | 47.807        | 131.0        | IN PIT               |              | 3:49.480        | <b>P</b>   | 46.57       | 1:50.283            | 10:50:22.457 |
| 2 -                       | OUTLAP   | 114.5                    | 43.379        | 148.7        | 41.432               | 157.5        | 2:10.035        | 82.19      | 10.838      | 10:52:32.492        |              |
| 3 -                       | 38.131   | 115.1                    | 42.755        | 146.8        | 40.905               | 158.2        | 2:01.791        | <b>(3)</b> | 2.594       | 10:54:34.283        |              |
| 4 -                       | 37.682   | 118.9                    | 42.580        | 147.1        | 40.721               | 157.5        | 2:00.983        | <b>(2)</b> | 1.786       | 10:56:35.266        |              |
| 5 -                       | 37.727   | <b>124.2</b>             | 43.458        | <b>153.9</b> | IN PIT               |              | 5:15.602        | <b>P</b>   | 3:16.405    | 11:01:50.868        |              |
| 6 -                       | OUTLAP   | 104.2                    | 43.599        | 137.2        | 40.795               | 158.2        | 2:10.121        | 82.13      | 10.924      | 11:04:00.989        |              |
| 7 -                       | 37.505   | 117.1                    | <b>41.780</b> | 142.4        | <b>39.912</b>        | <b>159.4</b> | <b>1:59.197</b> | <b>(1)</b> |             | <b>11:06:00.186</b> |              |
| 8 -                       | 38.662   | 120.6                    | 42.626        | 144.9        | 40.872               | 159.0        | 2:02.160        | 87.49      | 2.963       | 11:08:02.346        |              |

| P32 33                    |               | Connor THOMSON           |               |              | Kawasaki - Sound Advice Hearing Racing |              |                 |            |             |                     |              |
|---------------------------|---------------|--------------------------|---------------|--------------|--|--------------|-----------------|------------|-------------|---------------------|--------------|
| IDEAL LAP TIME : 1:59.074 |               | BEST LAP TIME : 1:59.436 |               |              | DIFFERENCE : 0.362                     |              |                 |            |             |                     |              |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |  | LAP TIME     | MPH             | DIFF       | TIME OF DAY |                     |              |
| 1 -                       | OUTLAP        | 97.5                     | 44.965        | 127.3        | IN PIT                                 |              | 3:08.996        | <b>P</b>   | 56.55       | 1:09.560            | 10:48:48.810 |
| 2 -                       | OUTLAP        | 109.1                    | 43.868        | 136.1        | IN PIT                                 |              | 6:04.612        | <b>P</b>   | 29.31       | 4:05.176            | 10:54:53.422 |
| 3 -                       | OUTLAP        | 106.1                    | 44.508        | 136.3        | IN PIT                                 |              | 2:27.477        | <b>P</b>   | 72.47       | 28.041              | 10:57:20.899 |
| 4 -                       | OUTLAP        | 113.5                    | 42.765        | 145.8        | 40.496                                 | 153.9        | 2:04.287        | 85.99      | 4.851       | 10:59:25.186        |              |
| 5 -                       | 37.697        | 117.1                    | 42.021        | 150.4        | 40.073                                 | 155.7        | 1:59.791        | <b>(3)</b> | 0.355       | 11:01:24.977        |              |
| 6 -                       | 38.215        | 111.1                    | 42.390        | 145.2        | 40.275                                 | 155.3        | 2:00.880        | 88.41      | 1.444       | 11:03:25.857        |              |
| 7 -                       | <b>37.383</b> | <b>118.9</b>             | 41.841        | <b>154.6</b> | 40.350                                 | 153.5        | 1:59.574        | <b>(2)</b> | 0.138       | 11:05:25.431        |              |
| 8 -                       | 38.778        | 111.4                    | 42.044        | 139.8        | 40.317                                 | 153.9        | 2:01.139        | 88.22      | 1.703       | 11:07:26.570        |              |
| 9 -                       | 37.745        | 113.7                    | <b>41.743</b> | 144.3        | <b>39.948</b>                          | <b>158.2</b> | <b>1:59.436</b> | <b>(1)</b> |             | <b>11:09:26.006</b> |              |
| 10 -                      | 37.453        | 115.7                    | 41.779        | 138.3        | 40.609                                 | 144.6        | 1:59.841        | 89.18      | 0.405       | 11:11:25.847        |              |

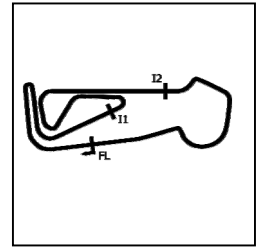
| P33 86                    |               | Frederico LOPES-REGO     |               |              | Yamaha - FLR Racing |              |                 |            |             |                     |              |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------------|--------------|-----------------|------------|-------------|---------------------|--------------|
| IDEAL LAP TIME : 1:59.714 |               | BEST LAP TIME : 2:00.158 |               |              | DIFFERENCE : 0.444  |              |                 |            |             |                     |              |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                     | LAP TIME     | MPH             | DIFF       | TIME OF DAY |                     |              |
| 1 -                       | OUTLAP        | 108.2                    | 44.443        | <b>152.1</b> | 54.435              | 159.7        | 2:24.289        | 74.07      | 24.131      | 11:01:08.032        |              |
| 2 -                       | 38.539        | 118.5                    | 42.750        | 144.3        | <b>40.106</b>       | <b>160.1</b> | 2:01.395        | <b>(2)</b> | 1.237       | 11:03:09.427        |              |
| 3 -                       | <b>37.456</b> | 122.4                    | 42.167        | 146.8        | 40.535              | 158.2        | <b>2:00.158</b> | <b>(1)</b> |             | <b>11:05:09.585</b> |              |
| 4 -                       | 38.017        | 121.5                    | <b>42.152</b> | 142.4        | IN PIT              |              | 3:59.312        | <b>P</b>   | 44.66       | 1:59.154            | 11:09:08.897 |
| 5 -                       | OUTLAP        | <b>124.9</b>             | 42.287        | 144.6        | 41.178              | <b>160.1</b> | 2:07.206        | 84.02      | 7.048       | 11:11:16.103        |              |

MCRCB BULLETIN TK023

2023 Bennetts British Superbike Championship - Round 5

2023 Pirelli National Superstock with Santander Consumer Finance

FREE PRACTICE 1 - 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

| P34 30                    |               | Phil ROOKE               |               | Kawasaki - Fly a Spitfire Racing |               |              |                     |              |        |                     |  |  |  |
|---------------------------|---------------|--------------------------|---------------|----------------------------------|---------------|--------------|---------------------|--------------|--------|---------------------|--|--|--|
| IDEAL LAP TIME : 1:59.838 |               | BEST LAP TIME : 2:00.361 |               | DIFFERENCE : 0.523               |               |              |                     |              |        |                     |  |  |  |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME                         | MPH           | DIFF         | TIME OF DAY         |              |        |                     |  |  |  |
| 1 -                       | OUTLAP        | 89.9                     | 46.775        | 114.9                            | 44.063        | 151.4        | 2:18.208            | 77.33        | 17.847 | 10:48:11.640        |  |  |  |
| 2 -                       | 40.150        | 100.3                    | 44.137        | 128.0                            | 42.278        | 152.5        | 2:06.565            | 84.44        | 6.204  | 10:50:18.205        |  |  |  |
| 3 -                       | 38.705        | 104.8                    | 43.048        | 140.9                            | 41.544        | <b>153.5</b> | 2:03.297            | 86.68        | 2.936  | 10:52:21.502        |  |  |  |
| 4 -                       | 38.302        | 106.8                    | 42.775        | 134.4                            | 40.790        | 153.2        | 2:01.867            | 87.70        | 1.506  | 10:54:23.369        |  |  |  |
| 5 -                       | 38.003        | 106.3                    | 42.600        | 135.2                            | 40.126        | 153.2        | 2:00.729            | 88.52        | 0.368  | 10:56:24.098        |  |  |  |
| 6 -                       | <b>37.552</b> | 114.7                    | <b>42.166</b> | 141.2                            | 40.643        | <b>153.5</b> | <b>2:00.361 (1)</b> | <b>88.80</b> |        | <b>10:58:24.459</b> |  |  |  |
| 7 -                       | 38.098        | 112.5                    | 42.595        | <b>146.8</b>                     | 40.192        | <b>153.5</b> | 2:00.885            | 88.41        | 0.524  | 11:00:25.344        |  |  |  |
| 8 -                       | 38.089        | 108.7                    | 42.952        | 131.5                            | 40.865        | <b>153.5</b> | 2:01.906            | 87.67        | 1.545  | 11:02:27.250        |  |  |  |
| 9 -                       | 37.980        | 111.8                    | 42.294        | 144.9                            | 40.363        | <b>153.5</b> | 2:00.637 (3)        | 88.59        | 0.276  | 11:04:27.887        |  |  |  |
| 10 -                      | 38.059        | <b>114.9</b>             | 42.282        | 144.0                            | <b>40.120</b> | 153.2        | 2:00.461 (2)        | 88.72        | 0.100  | 11:06:28.348        |  |  |  |

# MCRCB BULLETIN TK024

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### FREE PRACTICE 1 - 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  |
|          |    |            |          |    |            |          |    |            |                         |     |    |            | <b>PERFECT LAP</b> | <b>1:49.806</b> |       |
| 1        | 75 | OLSEN      | 34.335   | 75 | OLSEN      | 38.717   | 75 | OLSEN      | 36.754                  | 1   | 75 | OLSEN      | 1:49.806           | 1:49.806        | 0.000 |
| 2        | 4  | LINFOOT    | 34.370   | 4  | LINFOOT    | 38.768   | 5  | KERR       | 36.812                  | 2   | 4  | LINFOOT    | 1:50.081           | 1:50.081        | 0.000 |
| 3        | 5  | KERR       | 34.556   | 34 | SEELEY     | 38.825   | 4  | LINFOOT    | 36.943                  | 3   | 5  | KERR       | 1:50.201           | 1:50.597        | 0.396 |
| 4        | 34 | SEELEY     | 34.606   | 5  | KERR       | 38.833   | 3  | McCONNELL  | 36.962                  | 4   | 3  | McCONNELL  | 1:50.673           | 1:50.752        | 0.079 |
| 5        | 3  | McCONNELL  | 34.733   | 3  | McCONNELL  | 38.978   | 23 | ALLINGHAM  | 37.156                  | 5   | 34 | SEELEY     | 1:50.720           | 1:51.020        | 0.300 |
| 6        | 59 | TRUELOVE   | 34.831   | 19 | TALBOT     | 39.013   | 59 | TRUELOVE   | 37.180                  | 6   | 59 | TRUELOVE   | 1:51.070           | 1:51.084        | 0.014 |
| 7        | 8  | ROLLO      | 34.836   | 8  | ROLLO      | 39.055   | 8  | ROLLO      | 37.212                  | 7   | 8  | ROLLO      | 1:51.103           | 1:51.277        | 0.174 |
| 8        | 19 | TALBOT     | 34.891   | 59 | TRUELOVE   | 39.059   | 34 | SEELEY     | 37.289                  | 8   | 19 | TALBOT     | 1:51.289           | 1:51.622        | 0.333 |
| 9        | 40 | FRANCIS    | 34.894   | 55 | BEECH      | 39.215   | 19 | TALBOT     | 37.385                  | 9   | 23 | ALLINGHAM  | 1:51.566           | 1:51.566        | 0.000 |
| 10       | 55 | BEECH      | 34.899   | 77 | HARRAN     | 39.464   | 40 | FRANCIS    | 37.401                  | 10  | 55 | BEECH      | 1:51.634           | 1:51.901        | 0.267 |
| 11       | 11 | REID       | 34.900   | 23 | ALLINGHAM  | 39.472   | 12 | HEDGER     | 37.492                  | 11  | 40 | FRANCIS    | 1:51.878           | 1:51.960        | 0.082 |
| 12       | 23 | ALLINGHAM  | 34.938   | 40 | FRANCIS    | 39.583   | 99 | LUXTON     | 37.502                  | 12  | 77 | HARRAN     | 1:52.092           | 1:52.226        | 0.134 |
| 13       | 77 | HARRAN     | 35.082   | 51 | ELLIOTT    | 39.600   | 55 | BEECH      | 37.520                  | 13  | 11 | REID       | 1:52.217           | 1:52.307        | 0.090 |
| 14       | 12 | HEDGER     | 35.089   | 18 | WINFIELD   | 39.635   | 77 | HARRAN     | 37.546                  | 14  | 12 | HEDGER     | 1:52.223           | 1:52.232        | 0.009 |
| 15       | 18 | WINFIELD   | 35.116   | 12 | HEDGER     | 39.642   | 37 | HILLIER    | 37.580                  | 15  | 99 | LUXTON     | 1:52.406           | 1:52.510        | 0.104 |
| 16       | 99 | LUXTON     | 35.231   | 11 | REID       | 39.645   | 51 | ELLIOTT    | 37.584                  | 16  | 51 | ELLIOTT    | 1:52.499           | 1:52.499        | 0.000 |
| 17       | 37 | HILLIER    | 35.247   | 99 | LUXTON     | 39.673   | 24 | CUMMINS    | 37.655                  | 17  | 37 | HILLIER    | 1:52.605           | 1:52.662        | 0.057 |
| 18       | 51 | ELLIOTT    | 35.315   | 37 | HILLIER    | 39.778   | 11 | REID       | 37.672                  | 18  | 18 | WINFIELD   | 1:52.639           | 1:52.745        | 0.106 |
| 19       | 24 | CUMMINS    | 35.452   | 31 | COX        | 39.881   | 31 | COX        | 37.678                  | 19  | 24 | CUMMINS    | 1:53.032           | 1:53.032        | 0.000 |
| 20       | 26 | MOORE      | 35.556   | 26 | MOORE      | 39.916   | 18 | WINFIELD   | 37.888                  | 20  | 31 | COX        | 1:53.142           | 1:53.196        | 0.054 |
| 21       | 31 | COX        | 35.583   | 24 | CUMMINS    | 39.925   | 17 | WHELAN     | 38.397                  | 21  | 26 | MOORE      | 1:53.890           | 1:54.036        | 0.146 |
| 22       | 39 | MORGAN     | 35.982   | 57 | WHITE      | 40.348   | 39 | MORGAN     | 38.398                  | 22  | 39 | MORGAN     | 1:54.896           | 1:55.108        | 0.212 |
| 23       | 27 | SYMONDS    | 36.007   | 39 | MORGAN     | 40.516   | 26 | MOORE      | 38.418                  | 23  | 57 | WHITE      | 1:54.999           | 1:55.892        | 0.893 |
| 24       | 17 | WHELAN     | 36.008   | 25 | BOERBOOM   | 40.550   | 25 | BOERBOOM   | 38.484                  | 24  | 17 | WHELAN     | 1:55.055           | 1:55.541        | 0.486 |
| 25       | 57 | WHITE      | 36.021   | 17 | WHELAN     | 40.650   | 27 | SYMONDS    | 38.599                  | 25  | 25 | BOERBOOM   | 1:55.216           | 1:55.637        | 0.421 |
| 26       | 80 | BEY        | 36.157   | 27 | SYMONDS    | 40.690   | 57 | WHITE      | 38.630                  | 26  | 27 | SYMONDS    | 1:55.296           | 1:55.382        | 0.086 |
| 27       | 25 | BOERBOOM   | 36.182   | 80 | BEY        | 41.003   | 80 | BEY        | 38.818                  | 27  | 80 | BEY        | 1:55.978           | 1:56.162        | 0.184 |
| 28       | 96 | SMITH      | 36.246   | 96 | SMITH      | 41.098   | 96 | SMITH      | 38.961                  | 28  | 96 | SMITH      | 1:56.305           | 1:56.631        | 0.326 |
| 29       | 90 | PARKER     | 36.403   | 90 | PARKER     | 41.394   | 90 | PARKER     | 39.218                  | 29  | 90 | PARKER     | 1:57.015           | 1:57.613        | 0.598 |
| 30       | 79 | BURRILL    | 37.219   | 33 | THOMSON    | 41.743   | 61 | ARCHER     | 39.852                  | 30  | 79 | BURRILL    | 1:58.911           | 1:59.197        | 0.286 |
| 31       | 61 | ARCHER     | 37.307   | 79 | BURRILL    | 41.780   | 79 | BURRILL    | 39.912                  | 31  | 61 | ARCHER     | 1:59.034           | 1:59.115        | 0.081 |
| 32       | 33 | THOMSON    | 37.383   | 61 | ARCHER     | 41.875   | 33 | THOMSON    | 39.948                  | 32  | 33 | THOMSON    | 1:59.074           | 1:59.436        | 0.362 |
| 33       | 86 | LOPES-REGO | 37.456   | 86 | LOPES-REGO | 42.152   | 86 | LOPES-REGO | 40.106                  | 33  | 86 | LOPES-REGO | 1:59.714           | 2:00.158        | 0.444 |
| 34       | 30 | ROOKE      | 37.552   | 30 | ROOKE      | 42.166   | 30 | ROOKE      | 40.120                  | 34  | 30 | ROOKE      | 1:59.838           | 2:00.361        | 0.523 |

**MCRCB BULLETIN TK025****2023 Bennetts British Superbike Championship - Round 5****2023 Pirelli National Superstock with Santander Consumer Finance****FREE PRACTICE 1 - BEST SPEEDS**

| <b>INTERMEDIATE 1</b> |    |            |       | <b>INTERMEDIATE 2</b> |            |       | <b>FINISH LINE</b> |            |       |
|-----------------------|----|------------|-------|-----------------------|------------|-------|--------------------|------------|-------|
| POS                   | NO | NAME       | MPH   | NO                    | NAME       | MPH   | NO                 | NAME       | MPH   |
| 1                     | 5  | KERR       | 136.9 | 5                     | KERR       | 173.8 | 34                 | SEELEY     | 171.1 |
| 2                     | 19 | TALBOT     | 136.3 | 4                     | LINFOOT    | 170.7 | 99                 | LUXTON     | 170.7 |
| 3                     | 40 | FRANCIS    | 136.1 | 11                    | REID       | 170.7 | 8                  | ROLLO      | 170.3 |
| 4                     | 23 | ALLINGHAM  | 135.2 | 23                    | ALLINGHAM  | 169.4 | 19                 | TALBOT     | 169.8 |
| 5                     | 3  | McCONNELL  | 135.0 | 37                    | HILLIER    | 169.4 | 4                  | LINFOOT    | 169.0 |
| 6                     | 75 | OLSEN      | 134.7 | 55                    | BEECH      | 169.0 | 11                 | REID       | 169.0 |
| 7                     | 4  | LINFOOT    | 134.7 | 75                    | OLSEN      | 168.6 | 3                  | McCONNELL  | 168.1 |
| 8                     | 37 | HILLIER    | 134.2 | 40                    | FRANCIS    | 167.7 | 5                  | KERR       | 167.7 |
| 9                     | 11 | REID       | 133.1 | 19                    | TALBOT     | 166.1 | 18                 | WINFIELD   | 167.7 |
| 10                    | 12 | HEDGER     | 132.6 | 3                     | McCONNELL  | 164.4 | 12                 | HEDGER     | 167.3 |
| 11                    | 26 | MOORE      | 132.1 | 80                    | BEY        | 164.4 | 57                 | WHITE      | 167.3 |
| 12                    | 18 | WINFIELD   | 131.5 | 12                    | HEDGER     | 164.0 | 59                 | TRUELOVE   | 166.9 |
| 13                    | 34 | SEELEY     | 130.5 | 77                    | HARRAN     | 163.2 | 23                 | ALLINGHAM  | 166.9 |
| 14                    | 59 | TRUELOVE   | 130.5 | 24                    | CUMMINS    | 163.2 | 55                 | BEECH      | 166.9 |
| 15                    | 24 | CUMMINS    | 130.5 | 27                    | SYMONDS    | 163.2 | 77                 | HARRAN     | 166.9 |
| 16                    | 80 | BEY        | 129.8 | 8                     | ROLLO      | 162.8 | 51                 | ELLIOTT    | 165.6 |
| 17                    | 31 | COX        | 129.5 | 39                    | MORGAN     | 162.0 | 75                 | OLSEN      | 165.2 |
| 18                    | 8  | ROLLO      | 129.0 | 59                    | TRUELOVE   | 161.7 | 24                 | CUMMINS    | 164.0 |
| 19                    | 99 | LUXTON     | 129.0 | 26                    | MOORE      | 161.7 | 96                 | SMITH      | 164.0 |
| 20                    | 96 | SMITH      | 128.0 | 34                    | SEELEY     | 160.9 | 37                 | HILLIER    | 163.6 |
| 21                    | 55 | BEECH      | 127.3 | 99                    | LUXTON     | 159.4 | 31                 | COX        | 163.2 |
| 22                    | 25 | BOERBOOM   | 126.8 | 25                    | BOERBOOM   | 159.4 | 40                 | FRANCIS    | 162.8 |
| 23                    | 77 | HARRAN     | 126.1 | 31                    | COX        | 158.6 | 27                 | SYMONDS    | 162.0 |
| 24                    | 51 | ELLIOTT    | 125.9 | 57                    | WHITE      | 158.2 | 25                 | BOERBOOM   | 161.7 |
| 25                    | 17 | WHELAN     | 125.2 | 17                    | WHELAN     | 157.9 | 90                 | PARKER     | 160.9 |
| 26                    | 86 | LOPES-REGO | 124.9 | 96                    | SMITH      | 157.1 | 39                 | MORGAN     | 160.5 |
| 27                    | 90 | PARKER     | 124.7 | 18                    | WINFIELD   | 156.7 | 86                 | LOPES-REGO | 160.1 |
| 28                    | 79 | BURRILL    | 124.2 | 33                    | THOMSON    | 154.6 | 61                 | ARCHER     | 159.4 |
| 29                    | 39 | MORGAN     | 123.8 | 51                    | ELLIOTT    | 154.2 | 79                 | BURRILL    | 159.4 |
| 30                    | 27 | SYMONDS    | 121.3 | 79                    | BURRILL    | 153.9 | 26                 | MOORE      | 159.0 |
| 31                    | 61 | ARCHER     | 118.9 | 86                    | LOPES-REGO | 152.1 | 80                 | BEY        | 159.0 |
| 32                    | 33 | THOMSON    | 118.9 | 90                    | PARKER     | 151.8 | 33                 | THOMSON    | 158.2 |
| 33                    | 57 | WHITE      | 116.3 | 61                    | ARCHER     | 148.1 | 17                 | WHELAN     | 156.7 |
| 34                    | 30 | ROOKE      | 114.9 | 30                    | ROOKE      | 146.8 | 30                 | ROOKE      | 153.5 |



# MCRCB BULLETIN TK026

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### FREE PRACTICE 1 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 34                        |
| Planned Start          | 2023-07-07 @ 10:45:00.000 |
| Actual Start           | 2023-07-07 @ 10:45:00.188 |
| Finish Time            | 2023-07-07 @ 11:10:01.690 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 351                       |
| Total Distance Covered | 1042.0879mi.              |

#### Session Fastest Lap History

| NO | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE  |
|----|-----------------|----------|--------------|-----|----------|
| 31 | Sam COX         | 1:57.025 | 10:49:03.478 | 2   | BMW      |
| 18 | Shaun WINFIELD  | 1:55.468 | 10:49:05.866 | 2   | Honda    |
| 12 | Luke HEDGER     | 1:55.413 | 10:49:09.292 | 2   | Kawasaki |
| 34 | Alastair SEELEY | 1:53.508 | 10:49:22.442 | 2   | BMW      |
| 19 | Joe TALBOT      | 1:53.314 | 10:50:24.376 | 2   | Honda    |
| 12 | Luke HEDGER     | 1:53.181 | 10:51:02.473 | 3   | Kawasaki |
| 34 | Alastair SEELEY | 1:52.104 | 10:51:14.546 | 3   | BMW      |
| 5  | Richard KERR    | 1:51.363 | 10:51:41.416 | 3   | Honda    |
| 4  | Dan LINFOOT     | 1:50.760 | 10:51:51.646 | 3   | Honda    |
| 75 | Alex OLSEN      | 1:49.806 | 11:04:36.774 | 7   | Honda    |

#### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 10:45:00.188 |
| FINISH | 11:10:01.690 |

#### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 13         | 28:43.387  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# MCRCB BULLETIN TK027

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### FREE PRACTICE 1 - SESSION NOTES

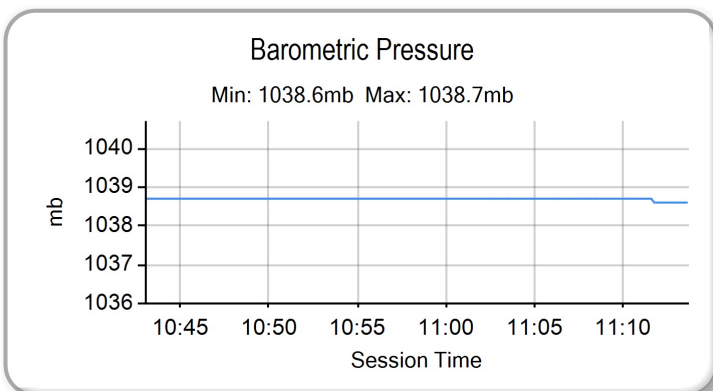
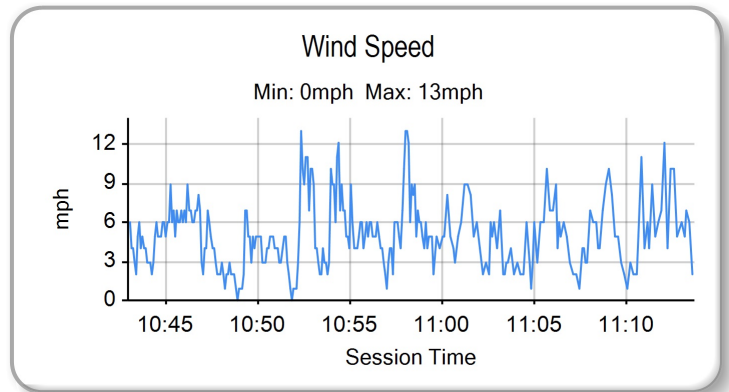
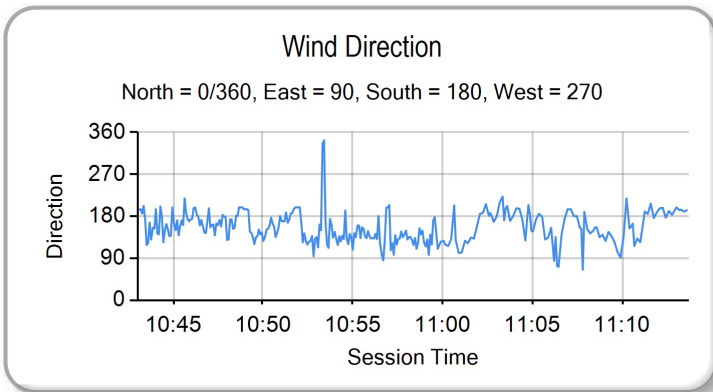
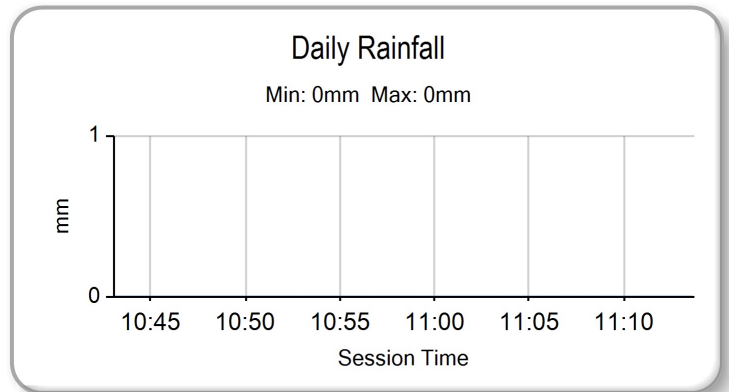
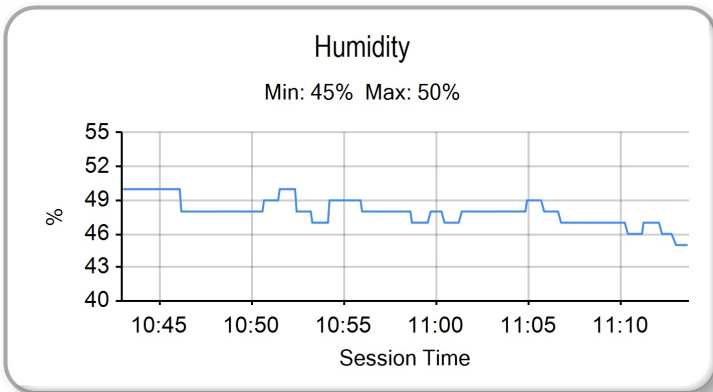
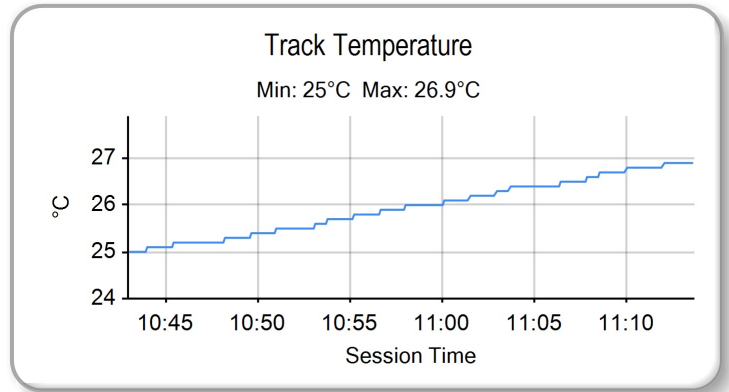
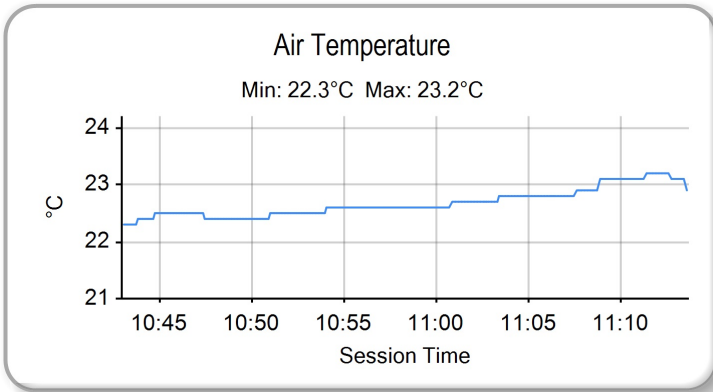
| TIME     | MESSAGE   |
|----------|---|
| 10:49:13 | NO.3 EXCEEDED TRACK LIMITS T7 - LAP TIME CANCELLED  |
| 10:55:44 | NO. 61 STOPPED TECHNICAL PROBLEM - BRUNDLE          |
| 10:57:00 | NO.11 EXCEEDED TRACK LIMITS T7 - LAP TIME CANCELLED |
| 11:01:08 | NO.12 EXCEEDED TRACK LIMITS T7 - LAP TIME CANCELLED |

# MCRCB BULLETIN TK028

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### FREE PRACTICE 1 - WEATHER CONDITIONS



## FREE PRACTICE 2 - CLASSIFICATION

| POS | NO | NAME                 | NAT | ENTRY   | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|----|----------------------|-----|---|----------|----|------|--------|-------|-------|
| 1   | 4  | Dan LINFOOT          | GBR | Honda - Optimum Bikes Racing Ltd                | 1:49.583 | 7  | 11   |        |       | 97.53 |
| 2   | 5  | Richard KERR         | IRL | Honda - AMD Motorsport                          | 1:49.986 | 3  | 11   | 0.403  | 0.403 | 97.17 |
| 3   | 75 | Alex OLSEN           | GBR | Honda - Cumins by Team IWR Honda                | 1:50.012 | 4  | 11   | 0.429  | 0.026 | 97.15 |
| 4   | 3  | Billy McCONNELL      | AUS | Honda - C&L Fairburn Properties Jackson Racing  | 1:50.488 | 3  | 9    | 0.905  | 0.476 | 96.73 |
| 5   | 34 | Alastair SEELEY      | GBR | BMW - SYNETIQ BMW Motorrad                      | 1:50.647 | 3  | 13   | 1.064  | 0.159 | 96.59 |
| 6   | 55 | Ash BEECH            | GBR | Honda - Jones Dorling Racing                    | 1:51.061 | 9  | 12   | 1.478  | 0.414 | 96.23 |
| 7   | 8  | Lewis ROLLO          | GBR | Aprilia - IN Competition / Aprilia              | 1:51.153 | 3  | 10   | 1.570  | 0.092 | 96.15 |
| 8   | 59 | Matt TRUELOVE        | GBR | Honda - TAG Racing                              | 1:51.390 | 2  | 8    | 1.807  | 0.237 | 95.95 |
| 9   | 19 | Joe TALBOT           | GBR | Honda - JR Performance Racing                   | 1:51.465 | 10 | 11   | 1.882  | 0.075 | 95.88 |
| 10  | 11 | Simon REID           | GBR | Honda - C&L Fairburn Properties Jackson Racing  | 1:51.602 | 11 | 11   | 2.019  | 0.137 | 95.76 |
| 11  | 12 | Luke HEDGER          | GBR | Kawasaki - MAD Racing                           | 1:51.645 | 3  | 11   | 2.062  | 0.043 | 95.73 |
| 12  | 40 | Joe FRANCIS          | GBR | Kawasaki - STAUFF Fluid Power / GR Motorsport   | 1:51.668 | 3  | 9    | 2.085  | 0.023 | 95.71 |
| 13  | 51 | Brayden ELLIOTT      | AUS | Kawasaki - DAO Racing                           | 1:51.843 | 10 | 11   | 2.260  | 0.175 | 95.56 |
| 14  | 77 | Brent HARRAN         | ZAF | Honda - Optimum Bikes Racing Ltd                | 1:51.979 | 11 | 12   | 2.396  | 0.136 | 95.44 |
| 15  | 18 | Shaun WINFIELD       | GBR | Honda - TAG Racing                              | 1:52.388 | 10 | 10   | 2.805  | 0.409 | 95.09 |
| 16  | 99 | Ben LUXTON           | GBR | Honda - Ben Luxton Racing                       | 1:52.431 | 3  | 13   | 2.848  | 0.043 | 95.06 |
| 17  | 37 | James HILLIER        | GBR | Yamaha - LAMI OMG Racing Yamaha                 | 1:52.462 | 12 | 12   | 2.879  | 0.031 | 95.03 |
| 18  | 23 | David ALLINGHAM      | GBR | Honda - SMS Racing                              | 1:52.656 | 6  | 10   | 3.073  | 0.194 | 94.87 |
| 19  | 24 | Conor CUMMINS        | GBR | Honda - Milenco by Padgetts Motorcycles         | 1:52.752 | 8  | 9    | 3.169  | 0.096 | 94.79 |
| 20  | 31 | Sam COX              | GBR | BMW - Sam Cox Racing with Armada Marine Cables  | 1:52.909 | 11 | 12   | 3.326  | 0.157 | 94.66 |
| 21  | 17 | Matty WHELAN         | GBR | Suzuki - Milestone by ATS Racing                | 1:53.639 | 10 | 11   | 4.056  | 0.730 | 94.05 |
| 22  | 96 | Kieran SMITH         | GBR | Honda - Corkie Racing                           | 1:53.921 | 11 | 11   | 4.338  | 0.282 | 93.82 |
| 23  | 57 | Richard WHITE        | GBR | BMW - Trackdudes powered by Hilltop Motorcycles | 1:54.062 | 11 | 11   | 4.479  | 0.141 | 93.70 |
| 24  | 25 | Jorel BOERBOOM       | NLD | Kawasaki - G&S Racing                           | 1:54.476 | 7  | 11   | 4.893  | 0.414 | 93.36 |
| 25  | 80 | Callum BEY           | GBR | Suzuki - FilterLogic by EightZero Racing        | 1:54.658 | 11 | 11   | 5.075  | 0.182 | 93.21 |
| 26  | 39 | Max MORGAN           | GBR | Kawasaki - MSS Performance                      | 1:54.711 | 10 | 10   | 5.128  | 0.053 | 93.17 |
| 27  | 27 | Max SYMONDS          | GBR | Yamaha - Symonds Racing                         | 1:54.770 | 5  | 6    | 5.187  | 0.059 | 93.12 |
| 28  | 26 | Joe MOORE            | GBR | Suzuki - Clearline Racing                       | 1:54.901 | 5  | 10   | 5.318  | 0.131 | 93.01 |
| 29  | 90 | Rory PARKER          | GBR | Suzuki - RP Racing                              | 1:55.869 | 5  | 10   | 6.286  | 0.968 | 92.24 |
| 30  | 79 | Jason BURRILL        | GBR | BMW - Burrill Racing                            | 1:58.657 | 10 | 11   | 9.074  | 2.788 | 90.07 |
| 31  | 33 | Connor THOMSON       | GBR | Kawasaki - Sound Advice Hearing Racing          | 1:59.966 | 3  | 3    | 10.383 | 1.309 | 89.09 |
| 32  | 86 | Frederico LOPES-REGO | PRT | Yamaha - FLR Racing                             | 2:00.174 | 8  | 10   | 10.591 | 0.208 | 88.93 |

QUALIFYING LAPTIME (110.0% of 1:49.583) = 2:00.541

|    |    |             |     |                                  |          |   |   |        |       |       |
|----|----|-------------|-----|----------------------------------|----------|---|---|--------|-------|-------|
| 33 | 30 | Phil ROOKE  | GBR | Kawasaki - Fly a Spitfire Racing | 2:00.617 | 4 | 5 | 11.034 | 0.443 | 88.61 |
| 34 | 61 | Jake ARCHER | GBR | Suzuki - True Heroes Racing      |          |   | 1 |        |       |       |

#39 - Lap 2 time cancelled - Exceeded track limits at T7.

#34 - Lap 11 time cancelled - Exceeded track limits at T7.

Weather / Track : Bright / Dry

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

Snetterton 300: 2.9689 miles

Date: 07/07/2023 Start: 16:56 Finish: 17:21

Race Director : Stuart Higgs

Stewards :

Timekeeper : Richard Evans

S. Higgs

R. EVANS

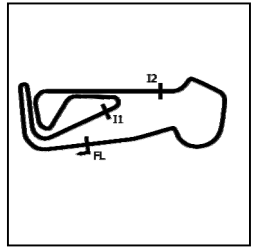
Digitally Approved at 17:32 Friday, 07 July 2023

Digitally Approved at 17:31 Friday, 07 July 2023

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

Printed - 17:25 Friday, 07 July 2023

## FREE PRACTICE 2 - 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               |               | 4            |               | Dan LINFOOT     |               | Honda - Optimum Bikes Racing Ltd |                     |                    |          |                     |
|------------------|---------------|--------------|---------------|-----------------|---------------|----------------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : |               | 1:49.468     |               | BEST LAP TIME : |               | 1:49.583                         |                     | DIFFERENCE : 0.115 |          |                     |
| LAP              | SECTOR 1      | SECTOR 2     | SECTOR 3      | LAP TIME        | MPH           | DIFF                             | TIME OF DAY         |                    |          |                     |
| 1 -              | OUTLAP        | 112.9        | 42.039        | 163.6           | 38.321        | 164.4                            | 2:04.285            | 85.99              | 14.702   | 16:59:58.484        |
| 2 -              | 35.304        | 120.4        | 40.760        | 161.7           | 36.927        | 166.5                            | 1:52.991            | 94.59              | 3.408    | 17:01:51.475        |
| 3 -              | 34.526        | 132.8        | 38.770        | 166.5           | 36.697        | <b>167.3</b>                     | 1:49.993            | 97.17              | 0.410    | 17:03:41.468        |
| 4 -              | 34.255        | <b>135.5</b> | 38.929        | 169.8           | <b>36.663</b> | 166.1                            | 1:49.847 (3)        | 97.29              | 0.264    | 17:05:31.315        |
| 5 -              | 35.708        | 125.4        | 39.685        | 166.9           | 37.286        | 166.1                            | 1:52.679            | 94.85              | 3.096    | 17:07:23.994        |
| 6 -              | 34.290        | 135.2        | <b>38.638</b> | 169.8           | 36.756        | 165.2                            | 1:49.684 (2)        | 97.44              | 0.101    | 17:09:13.678        |
| 7 -              | <b>34.167</b> | 134.7        | 38.686        | <b>171.1</b>    | 36.730        | 166.1                            | <b>1:49.583 (1)</b> | <b>97.53</b>       |          | <b>17:11:03.261</b> |
| 8 -              | 36.213        | 116.1        | 41.212        | 148.1           | IN PIT        |                                  | 5:55.829 P          | 30.03              | 4:06.246 | 17:16:59.090        |
| 9 -              | OUTLAP        | 120.0        | 41.017        | 158.6           | 39.109        | 165.2                            | 2:07.341            | 83.93              | 17.758   | 17:19:06.431        |
| 10 -             | 37.603        | 127.0        | 40.242        | 161.7           | 37.866        | 166.9                            | 1:55.711            | 92.36              | 6.128    | 17:21:02.142        |
| 11 -             | 34.491        | 128.8        | 39.308        | 166.5           | 36.821        | 166.9                            | 1:50.620            | 96.61              | 1.037    | 17:22:52.762        |

| P2               |               | 5            |               | Richard KERR    |               | Honda - AMD Motorsport |                     |                    |          |                     |
|------------------|---------------|--------------|---------------|-----------------|---------------|------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : |               | 1:49.986     |               | BEST LAP TIME : |               | 1:49.986               |                     | DIFFERENCE : 0.000 |          |                     |
| LAP              | SECTOR 1      | SECTOR 2     | SECTOR 3      | LAP TIME        | MPH           | DIFF                   | TIME OF DAY         |                    |          |                     |
| 1 -              | OUTLAP        | 108.4        | 41.454        | 150.4           | 46.772        | 165.6                  | 2:09.874            | 82.29              | 19.888   | 16:59:28.188        |
| 2 -              | 34.716        | 131.5        | 39.133        | 167.3           | 36.921        | 167.7                  | 1:50.770 (3)        | 96.48              | 0.784    | 17:01:18.958        |
| 3 -              | <b>34.328</b> | 135.8        | <b>38.758</b> | 166.1           | <b>36.900</b> | 166.9                  | <b>1:49.986 (1)</b> | <b>97.17</b>       |          | <b>17:03:08.944</b> |
| 4 -              | 53.849        | 112.2        | 41.171        | 155.3           | IN PIT        |                        | 6:45.327 P          | 26.36              | 4:55.341 | 17:09:54.271        |
| 5 -              | OUTLAP        | 117.5        | 41.438        | 142.7           | 38.541        | 166.1                  | 2:02.365            | 87.34              | 12.379   | 17:11:56.636        |
| 6 -              | 34.577        | 132.1        | 39.409        | 161.7           | 37.368        | 166.9                  | 1:51.354            | 95.98              | 1.368    | 17:13:47.990        |
| 7 -              | 34.622        | 134.4        | 39.126        | 168.6           | 37.251        | 166.9                  | 1:50.999            | 96.28              | 1.013    | 17:15:38.989        |
| 8 -              | 34.495        | 137.2        | 39.062        | <b>170.3</b>    | 36.993        | 166.1                  | 1:50.550 (2)        | 96.68              | 0.564    | 17:17:29.539        |
| 9 -              | 39.663        | 109.1        | 44.904        | 143.0           | 38.372        | 166.1                  | 2:02.939            | 86.93              | 12.953   | 17:19:32.478        |
| 10 -             | 34.716        | 135.0        | 39.321        | 165.6           | 37.320        | <b>168.1</b>           | 1:51.357            | 95.98              | 1.371    | 17:21:23.835        |
| 11 -             | 34.872        | <b>139.5</b> | 39.179        | 167.7           | 37.172        | 165.6                  | 1:51.223            | 96.09              | 1.237    | 17:23:15.058        |

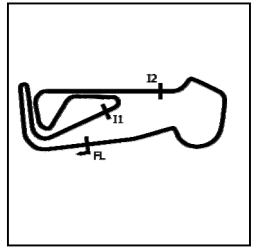
| P3               |               | 75           |               | Alex OLSEN      |               | Honda - Cummins by Team IWR Honda |                     |                    |          |                     |
|------------------|---------------|--------------|---------------|-----------------|---------------|-----------------------------------|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : |               | 1:49.806     |               | BEST LAP TIME : |               | 1:50.012                          |                     | DIFFERENCE : 0.206 |          |                     |
| LAP              | SECTOR 1      | SECTOR 2     | SECTOR 3      | LAP TIME        | MPH           | DIFF                              | TIME OF DAY         |                    |          |                     |
| 1 -              | OUTLAP        | 126.3        | 44.060        | 151.4           | 37.911        | 164.4                             | 2:03.919            | 86.25              | 13.907   | 16:59:37.247        |
| 2 -              | 34.760        | 130.0        | 38.879        | 162.0           | 36.888        | 166.5                             | 1:50.527            | 96.70              | 0.515    | 17:01:27.774        |
| 3 -              | 39.612        | 123.8        | 39.309        | 161.3           | 36.917        | <b>166.9</b>                      | 1:55.838            | 92.26              | 5.826    | 17:03:23.612        |
| 4 -              | 34.553        | 135.0        | 38.894        | 164.4           | <b>36.565</b> | 166.1                             | <b>1:50.012 (1)</b> | <b>97.15</b>       |          | <b>17:05:13.624</b> |
| 5 -              | 37.377        | 115.5        | 40.048        | 158.2           | 37.118        | 166.5                             | 1:54.543            | 93.31              | 4.531    | 17:07:08.167        |
| 6 -              | <b>34.520</b> | <b>138.6</b> | <b>38.721</b> | 161.3           | 36.814        | 164.4                             | 1:50.055 (2)        | 97.11              | 0.043    | 17:08:58.222        |
| 7 -              | 43.857        | 117.9        | 40.749        | 146.8           | 39.308        | 163.2                             | 2:03.914            | 86.25              | 13.902   | 17:11:02.136        |
| 8 -              | 37.641        | 113.9        | 40.643        | 167.7           | IN PIT        |                                   | 5:42.634 P          | 31.19              | 3:52.622 | 17:16:44.770        |
| 9 -              | OUTLAP        | 132.6        | 39.488        | 158.2           | 37.375        | 164.4                             | 2:00.926            | 88.38              | 10.914   | 17:18:45.696        |
| 10 -             | 34.941        | 136.1        | 39.036        | <b>169.4</b>    | 36.988        | 165.6                             | 1:50.965            | 96.31              | 0.953    | 17:20:36.661        |
| 11 -             | 34.786        | 137.2        | 38.893        | 169.0           | 36.592        | 165.6                             | 1:50.271 (3)        | 96.92              | 0.259    | 17:22:26.932        |

| P4               |               | 3            |               | Billy McCONNELL |               | Honda - C&L Fairburn Properties Jackson Racing |                     |                    |          |                     |
|------------------|---------------|--------------|---------------|-----------------|---------------|--|---------------------|--------------------|----------|---------------------|
| IDEAL LAP TIME : |               | 1:50.339     |               | BEST LAP TIME : |               | 1:50.488                                       |                     | DIFFERENCE : 0.149 |          |                     |
| LAP              | SECTOR 1      | SECTOR 2     | SECTOR 3      | LAP TIME        | MPH           | DIFF   | TIME OF DAY         |                    |          |                     |
| 1 -              | OUTLAP        | 121.5        | 40.677        | 156.7           | 37.896        | 162.8  | 2:00.361            | 88.80              | 9.873    | 16:59:40.492        |
| 2 -              | 35.029        | 133.1        | 39.041        | 164.8           | 37.277        | 162.8  | 1:51.347 (3)        | 95.98              | 0.859    | 17:01:31.839        |
| 3 -              | 34.663        | 135.8        | <b>38.854</b> | <b>170.7</b>    | <b>36.971</b> | 163.6  | <b>1:50.488 (1)</b> | <b>96.73</b>       |          | <b>17:03:22.327</b> |
| 4 -              | 34.794        | <b>138.6</b> | 39.156        | 168.1           | 36.987        | 163.6  | 1:50.937 (2)        | 96.34              | 0.449    | 17:05:13.264        |
| 5 -              | 37.159        | 131.5        | 39.198        | 168.6           | 37.522        | 163.2  | 1:53.879            | 93.85              | 3.391    | 17:07:07.143        |
| 6 -              | 36.426        | 135.2        | 40.854        | 154.2           | 38.070        | 162.8  | 1:55.350            | 92.65              | 4.862    | 17:09:02.493        |
| 7 -              | 35.011        | 118.7        | 42.455        | 136.9           | IN PIT        |  | 8:57.964 P          | 19.86              | 7:07.476 | 17:18:00.457        |
| 8 -              | OUTLAP        | 130.3        | 40.111        | 162.4           | 37.981        | 161.7  | 2:05.368            | 85.25              | 14.880   | 17:20:05.825        |
| 9 -              | <b>34.514</b> | 136.6        | 39.439        | 163.6           | 38.202        | <b>164.4</b>                                   | 1:52.155            | 95.29              | 1.667    | 17:21:57.980        |

## 2023 Bennetts British Superbike Championship - Round 5

## 2023 Pirelli National Superstock with Santander Consumer Finance

## FREE PRACTICE 2 - 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

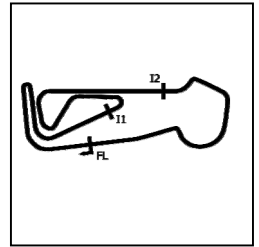
| P5 34                     |               | Alastair SEELEY          |               |              |               | BMW - SYNETIQ BMW Motorrad |                       |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|----------------------------|-----------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:50.623 |               | BEST LAP TIME : 1:50.647 |               |              |               | DIFFERENCE : 0.024         |                       |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME                   | MPH                   | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 115.7                    | 41.130        | 145.8        | 49.473        | 169.0                      | 2:11.421              | 81.32        | 20.774      | 16:59:25.466        |
| 2 -                       | 34.978        | 122.9                    | 39.135        | 162.0        | 37.368        | 167.7                      | 1:51.481              | 95.87        | 0.834       | 17:01:16.947        |
| 3 -                       | 34.581        | 132.8                    | <b>38.999</b> | 163.2        | <b>37.067</b> | <b>169.4</b>               | <b>1:50.647 (1)</b>   | <b>96.59</b> |             | <b>17:03:07.594</b> |
| 4 -                       | 34.745        | <b>135.5</b>             | 39.413        | 156.7        | 37.371        | <b>169.4</b>               | 1:51.529              | 95.83        | 0.882       | 17:04:59.123        |
| 5 -                       | 34.718        | 131.5                    | 39.045        | 162.0        | 37.159        | <b>169.4</b>               | 1:50.922 (2)          | 96.35        | 0.275       | 17:06:50.045        |
| 6 -                       | 35.423        | 112.7                    | 57.122        | 77.1         | 41.103        | 169.0                      | 2:13.648              | 79.97        | 23.001      | 17:09:03.693        |
| 7 -                       | 35.380        | 128.0                    | 40.594        | 137.2        | 48.836        | 159.7                      | 2:04.810              | 85.63        | 14.163      | 17:11:08.503        |
| 8 -                       | 35.263        | 122.0                    | 39.867        | 159.0        | 37.471        | 169.0                      | 1:52.601              | 94.91        | 1.954       | 17:13:01.104        |
| 9 -                       | <b>34.557</b> | 127.3                    | 41.907        | 132.8        | 39.719        | <b>169.4</b>               | 1:56.183              | 91.99        | 5.536       | 17:14:57.287        |
| 10 -                      | 34.721        | 120.6                    | 39.983        | 161.3        | 37.435        | <b>169.4</b>               | 1:52.139              | 95.31        | 1.492       | 17:16:49.426        |
| 11 -                      | 34.724        | 128.5                    | 39.467        | <b>163.6</b> | 37.287        | 169.0                      | <del>1:51.478</del> D | 95.87        | 0.831       | 17:18:40.904        |
| 12 -                      | 34.640        | 129.8                    | 39.199        | 162.4        | 37.328        | 169.0                      | 1:51.167 (3)          | 96.14        | 0.520       | 17:20:32.071        |
| 13 -                      | 35.138        | 123.5                    | 39.984        | 157.1        | 37.817        | 168.1                      | 1:52.939              | 94.63        | 2.292       | 17:22:25.010        |

| P6 55                     |               | Ash BEECH                |               |              |               | Honda - Jones Dorling Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|------------------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:50.988 |               | BEST LAP TIME : 1:51.061 |               |              |               | DIFFERENCE : 0.073           |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME                     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 80.4                     | 45.501        | 139.8        | 39.173        | 163.2                        | 2:11.205            | 81.46        | 20.144      | 17:00:02.094        |
| 2 -                       | 35.888        | 124.0                    | 40.186        | 156.7        | 37.818        | 164.8                        | 1:53.892            | 93.84        | 2.831       | 17:01:55.986        |
| 3 -                       | 35.414        | 128.0                    | 39.524        | 163.6        | 37.545        | 165.2                        | 1:52.483            | 95.01        | 1.422       | 17:03:48.469        |
| 4 -                       | 49.100        | 55.4                     | 49.318        | 148.1        | IN PIT        |                              | 2:40.124 P          | 66.74        | 49.063      | 17:06:28.593        |
| 5 -                       | OUTLAP        | 126.8                    | 39.842        | 157.9        | 37.502        | 164.0                        | 2:01.007            | 88.32        | 9.946       | 17:08:29.600        |
| 6 -                       | 35.042        | 129.0                    | 39.326        | 164.4        | 37.349        | 164.8                        | 1:51.717            | 95.67        | 0.656       | 17:10:21.317        |
| 7 -                       | 39.530        | 120.2                    | 40.893        | 152.1        | IN PIT        |                              | 3:07.891 P          | 56.88        | 1:16.830    | 17:13:29.208        |
| 8 -                       | OUTLAP        | 124.2                    | 39.525        | 159.7        | 37.195        | 165.2                        | 2:10.668            | 81.79        | 19.607      | 17:15:39.876        |
| 9 -                       | <b>34.777</b> | 129.0                    | 39.175        | 163.6        | <b>37.109</b> | 164.8                        | <b>1:51.061 (1)</b> | <b>96.23</b> |             | <b>17:17:30.937</b> |
| 10 -                      | 42.329        | 115.3                    | 41.086        | 138.9        | 38.635        | 164.8                        | 2:02.050            | 87.57        | 10.989      | 17:19:32.987        |
| 11 -                      | 34.896        | <b>130.8</b>             | <b>39.102</b> | 164.8        | 37.219        | <b>166.5</b>                 | 1:51.217 (2)        | 96.10        | 0.156       | 17:21:24.204        |
| 12 -                      | 35.244        | 127.5                    | 39.128        | <b>167.7</b> | 37.115        | 164.8                        | 1:51.487 (3)        | 95.86        | 0.426       | 17:23:15.691        |

| P7 8                      |               | Lewis ROLLO              |               |              |               | Aprilia - IN Competition / Aprilia |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|------------------------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:50.954 |               | BEST LAP TIME : 1:51.153 |               |              |               | DIFFERENCE : 0.199                 |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME                           | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 121.1                    | 41.293        | 144.9        | 38.139        | 165.2                              | 2:00.057            | 89.02        | 8.904       | 16:59:35.639        |
| 2 -                       | 34.963        | <b>133.4</b>             | 39.416        | 160.5        | 37.307        | 165.6                              | 1:51.686            | 95.69        | 0.533       | 17:01:27.325        |
| 3 -                       | <b>34.776</b> | 130.0                    | 39.272        | <b>162.0</b> | <b>37.105</b> | 164.8                              | <b>1:51.153 (1)</b> | <b>96.15</b> |             | <b>17:03:18.478</b> |
| 4 -                       | 35.104        | 128.5                    | 39.131        | 157.5        | 37.274        | 166.5                              | 1:51.509            | 95.84        | 0.356       | 17:05:09.987        |
| 5 -                       | 34.889        | 132.6                    | 39.140        | 160.5        | 37.261        | 165.6                              | 1:51.290 (2)        | 96.03        | 0.137       | 17:07:01.277        |
| 6 -                       | 37.334        | 117.7                    | 42.983        | 124.5        | IN PIT        |                                    | 7:05.512 P          | 25.11        | 5:14.359    | 17:14:06.789        |
| 7 -                       | OUTLAP        | 121.3                    | 40.578        | 152.5        | 38.007        | 165.6                              | 1:58.495            | 90.19        | 7.342       | 17:16:05.284        |
| 8 -                       | 34.948        | 130.3                    | 39.272        | 157.1        | 37.468        | <b>166.9</b>                       | 1:51.688            | 95.69        | 0.535       | 17:17:56.972        |
| 9 -                       | 34.950        | 131.8                    | <b>39.073</b> | 158.2        | 37.291        | 166.5                              | 1:51.314 (3)        | 96.01        | 0.161       | 17:19:48.286        |
| 10 -                      | 34.999        | 133.1                    | 39.376        | 154.6        | 37.339        | <b>166.9</b>                       | 1:51.714            | 95.67        | 0.561       | 17:21:40.000        |

| P8 59                     |               | Matt TRUELOVE            |               |              |               | Honda - TAG Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.059 |               | BEST LAP TIME : 1:51.390 |               |              |               | DIFFERENCE : 0.331 |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME           | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 123.5                    | 40.380        | 152.5        | 39.469        | 164.8              | 1:59.325            | 89.57        | 7.935       | 16:59:18.076        |
| 2 -                       | 34.891        | 131.0                    | 39.332        | <b>166.5</b> | <b>37.167</b> | <b>165.6</b>       | <b>1:51.390 (1)</b> | <b>95.95</b> |             | <b>17:01:09.466</b> |
| 3 -                       | <b>34.681</b> | <b>134.4</b>             | 1:12.819      | 123.1        | IN PIT        |                    | 12:39.105 P         | 14.07        | 10:47.715   | 17:13:48.571        |
| 4 -                       | OUTLAP        | 128.5                    | 39.846        | 164.0        | 37.594        | 164.0              | 1:56.518            | 91.72        | 5.128       | 17:15:45.089        |
| 5 -                       | 35.163        | 126.3                    | 39.416        | 163.6        | 37.330        | 164.8              | 1:51.909 (3)        | 95.50        | 0.519       | 17:17:36.998        |
| 6 -                       | 34.909        | 128.0                    | 39.591        | 163.2        | 37.441        | 164.8              | 1:51.941            | 95.47        | 0.551       | 17:19:28.939        |
| 7 -                       | 34.899        | 132.6                    | <b>39.211</b> | 162.8        | 37.536        | 164.0              | 1:51.646 (2)        | 95.73        | 0.256       | 17:21:20.585        |
| 8 -                       | 41.853        | 115.9                    | 42.798        | 140.9        | 38.950        | 163.2              | 2:03.601            | 86.47        | 12.211      | 17:23:24.186        |

FREE PRACTICE 2 - 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

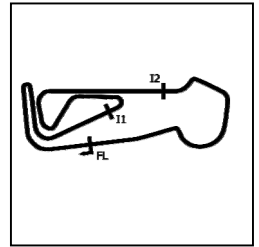
| P9 19                     |               | Joe TALBOT               |               |              |               |              | Honda - JR Performance Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-------------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.423 |               | BEST LAP TIME : 1:51.465 |               |              |               |              | DIFFERENCE : 0.042            |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                           | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 113.7                    | 41.017        | 146.2        | 38.110        | 166.5        | 2:03.538                      | 86.51        | 12.073      | 16:59:31.399        |  |
| 2 -                       | 35.038        | 133.6                    | 39.463        | 164.4        | 37.484        | 166.9        | 1:51.985                      | 95.44        | 0.520       | 17:01:23.384        |  |
| 3 -                       | <b>34.898</b> | <b>138.3</b>             | 39.312        | 162.4        | <b>37.397</b> | 167.3        | 1:51.607 (2)                  | 95.76        | 0.142       | 17:03:14.991        |  |
| 4 -                       | 38.025        | 91.4                     | 40.432        | 153.5        | 37.503        | <b>168.1</b> | 1:55.960                      | 92.17        | 4.495       | 17:05:10.951        |  |
| 5 -                       | 34.982        | 135.5                    | 39.192        | <b>166.1</b> | 37.494        | <b>168.1</b> | 1:51.668 (3)                  | 95.71        | 0.203       | 17:07:02.619        |  |
| 6 -                       | 38.479        | 120.6                    | 42.294        | 143.3        | 37.915        | 166.5        | 1:58.688                      | 90.05        | 7.223       | 17:09:01.307        |  |
| 7 -                       | 35.966        | 119.6                    | 42.323        | 95.1         | IN PIT        |              | 6:15.840 P                    | 28.43        | 4:24.375    | 17:15:17.147        |  |
| 8 -                       | OUTLAP        | 131.8                    | 41.769        | 126.6        | 38.253        | 167.7        | 1:58.764                      | 89.99        | 7.299       | 17:17:15.911        |  |
| 9 -                       | 35.799        | 131.0                    | 39.299        | 160.9        | 37.522        | 167.7        | 1:52.620                      | 94.90        | 1.155       | 17:19:08.531        |  |
| 10 -                      | 34.929        | 138.0                    | <b>39.128</b> | 163.2        | 37.408        | <b>168.1</b> | <b>1:51.465 (1)</b>           | <b>95.88</b> |             | <b>17:20:59.996</b> |  |
| 11 -                      | 35.125        | 132.3                    | 39.560        | 160.9        | 37.634        | 166.5        | 1:52.319                      | 95.15        | 0.854       | 17:22:52.315        |  |

| P10 11                    |               | Simon REID               |               |              |               |              | Honda - C&L Fairburn Properties Jackson Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.435 |               | BEST LAP TIME : 1:51.602 |               |              |               |              | DIFFERENCE : 0.167                             |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH  | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 111.2                    | 40.582        | 151.8        | 38.328        | 165.6        | 2:01.154                                       | 88.21        | 9.552       | 16:59:41.040        |  |
| 2 -                       | 35.205        | 128.5                    | 39.615        | 157.5        | 37.924        | 166.1        | 1:52.744                                       | 94.79        | 1.142       | 17:01:33.784        |  |
| 3 -                       | 35.176        | 130.3                    | 39.619        | 164.4        | 37.828        | <b>166.9</b> | 1:52.623                                       | 94.90        | 1.021       | 17:03:26.407        |  |
| 4 -                       | 35.184        | <b>137.2</b>             | 39.449        | 166.1        | 37.471        | 166.5        | 1:52.104                                       | 95.34        | 0.502       | 17:05:18.511        |  |
| 5 -                       | 34.936        | 136.9                    | 39.726        | 167.7        | 37.532        | <b>166.9</b> | 1:52.194                                       | 95.26        | 0.592       | 17:07:10.705        |  |
| 6 -                       | <b>34.897</b> | 133.1                    | <b>39.337</b> | 162.4        | 37.934        | 163.6        | 1:52.168                                       | 95.28        | 0.566       | 17:09:02.873        |  |
| 7 -                       | 34.946        | 126.6                    | 39.728        | 167.3        | 37.355        | 164.0        | 1:52.029 (3)                                   | 95.40        | 0.427       | 17:10:54.902        |  |
| 8 -                       | 40.912        | 118.1                    | 53.188        | 133.4        | IN PIT        |              | 5:27.613 P                                     | 32.62        | 3:36.011    | 17:16:22.515        |  |
| 9 -                       | OUTLAP        | 128.5                    | 46.365        | 161.7        | 37.999        | 166.1        | 2:10.215                                       | 82.08        | 18.613      | 17:18:32.730        |  |
| 10 -                      | 34.949        | 135.5                    | 39.563        | <b>169.8</b> | 37.222        | 166.5        | 1:51.734 (2)                                   | 95.65        | 0.132       | 17:20:24.464        |  |
| 11 -                      | 34.967        | 135.5                    | 39.434        | 168.1        | <b>37.201</b> | 164.8        | <b>1:51.602 (1)</b>                            | <b>95.76</b> |             | <b>17:22:16.066</b> |  |

| P11 12                    |               | Luke HEDGER              |               |              |               |              | Kawasaki - MAD Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.624 |               | BEST LAP TIME : 1:51.645 |               |              |               |              | DIFFERENCE : 0.021    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 124.9                    | 40.672        | 148.7        | 38.813        | 163.6        | 2:00.510              | 88.69        | 8.865       | 16:58:59.546        |  |
| 2 -                       | 35.690        | 130.8                    | 39.896        | 161.7        | 37.719        | 164.8        | 1:53.305              | 94.33        | 1.660       | 17:00:52.851        |  |
| 3 -                       | <b>34.841</b> | <b>135.0</b>             | <b>39.409</b> | 162.0        | 37.395        | 164.8        | <b>1:51.645 (1)</b>   | <b>95.73</b> |             | <b>17:02:44.496</b> |  |
| 4 -                       | 38.625        | 58.3                     | 45.486        | 156.0        | <b>37.374</b> | 165.2        | 2:01.485              | 87.97        | 9.840       | 17:04:45.981        |  |
| 5 -                       | 34.978        | 130.5                    | 39.554        | 159.4        | IN PIT        |              | 3:54.225 P            | 45.63        | 2:02.580    | 17:08:40.206        |  |
| 6 -                       | OUTLAP        | 130.5                    | 40.602        | 157.9        | 38.259        | 162.8        | 1:58.419              | 90.25        | 6.774       | 17:10:38.625        |  |
| 7 -                       | 34.955        | 134.2                    | 39.443        | 156.0        | 37.671        | <b>165.6</b> | 1:52.069 (2)          | 95.37        | 0.424       | 17:12:30.694        |  |
| 8 -                       | 34.862        | 131.8                    | 39.580        | <b>162.4</b> | 37.643        | 164.4        | 1:52.085 (3)          | 95.35        | 0.440       | 17:14:22.779        |  |
| 9 -                       | 37.916        | 102.9                    | 41.864        | 161.7        | 37.423        | 164.8        | 1:57.203              | 91.19        | 5.558       | 17:16:19.982        |  |
| 10 -                      | 34.966        | 134.2                    | 41.467        | 153.9        | IN PIT        |              | 3:57.694 P            | 44.96        | 2:06.049    | 17:20:17.676        |  |
| 11 -                      | OUTLAP        | 125.6                    | 40.419        | 157.1        | 37.970        | 165.2        | 2:01.542              | 87.93        | 9.897       | 17:22:19.218        |  |

| P12 40                    |               | Joe FRANCIS              |               |              |               |              | Kawasaki - STAUFF Fluid Power / GR Motosport |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.668 |               | BEST LAP TIME : 1:51.668 |               |              |               |              | DIFFERENCE : 0.000                           |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH  | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 107.5                    | 41.414        | 158.6        | 38.745        | 159.4        | 2:01.241                                     | 88.15        | 9.573       | 16:59:24.885        |  |
| 2 -                       | 35.313        | 132.6                    | 39.662        | 151.8        | 37.516        | <b>161.3</b> | 1:52.491 (3)                                 | 95.01        | 0.823       | 17:01:17.376        |  |
| 3 -                       | <b>34.866</b> | 133.9                    | <b>39.410</b> | 163.6        | <b>37.392</b> | <b>161.3</b> | <b>1:51.668 (1)</b>                          | <b>95.71</b> |             | <b>17:03:09.044</b> |  |
| 4 -                       | 37.021        | 117.7                    | 41.293        | 155.7        | IN PIT        |              | 9:19.786 P                                   | 19.09        | 7:28.118    | 17:12:28.830        |  |
| 5 -                       | OUTLAP        | 114.1                    | 40.789        | 158.6        | 40.660        | 159.0        | 2:06.949                                     | 84.19        | 15.281      | 17:14:35.779        |  |
| 6 -                       | 35.171        | <b>136.6</b>             | 39.720        | <b>166.9</b> | 37.394        | <b>161.3</b> | 1:52.285 (2)                                 | 95.18        | 0.617       | 17:16:28.064        |  |
| 7 -                       | 35.181        | 126.3                    | 40.222        | 153.9        | 38.111        | 160.1        | 1:53.514                                     | 94.15        | 1.846       | 17:18:21.578        |  |
| 8 -                       | 35.184        | 133.1                    | 39.836        | 153.9        | IN PIT        |              | 3:01.730 P                                   | 58.81        | 1:10.062    | 17:21:23.308        |  |
| 9 -                       | OUTLAP        | 113.3                    | 41.437        | 144.6        | 38.436        | 160.1        | 1:59.381                                     | 89.52        | 7.713       | 17:23:22.689        |  |

FREE PRACTICE 2 - SECTOR ANALYSIS



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

| P13 51                    |               | Brayden ELLIOTT          |               |              |                    |              | Kawasaki - DAO Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|-----------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.406 |               | BEST LAP TIME : 1:51.843 |               |              | DIFFERENCE : 0.437 |              |                       |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 121.1                    | 40.833        | 153.9        | 38.103             | 162.0        | 2:01.871              | 87.69        | 10.028      | 16:59:51.298        |
| 2 -                       | 35.777        | 123.8                    | 40.222        | 151.1        | 37.919             | 163.2        | 1:53.918              | 93.82        | 2.075       | 17:01:45.216        |
| 3 -                       | 35.437        | 128.5                    | 39.673        | 157.5        | 37.815             | 163.6        | 1:52.925              | 94.64        | 1.082       | 17:03:38.141        |
| 4 -                       | 36.270        | 123.8                    | 40.988        | 141.5        | 38.059             | 163.6        | 1:55.317              | 92.68        | 3.474       | 17:05:33.458        |
| 5 -                       | 35.331        | 126.3                    | 39.640        | 156.7        | 37.475             | 163.2        | 1:52.446              | 95.05        | 0.603       | 17:07:25.904        |
| 6 -                       | 35.281        | 129.5                    | <b>39.327</b> | <b>160.1</b> | 37.564             | 162.0        | 1:52.172 (3)          | 95.28        | 0.329       | 17:09:18.076        |
| 7 -                       | 36.530        | 126.3                    | 40.851        | 149.4        | IN PIT             |              | 5:21.891 P            | 33.20        | 3:30.048    | 17:14:39.967        |
| 8 -                       | OUTLAP        | 127.3                    | 41.259        | 139.5        | 38.515             | 163.6        | 2:01.003              | 88.32        | 9.160       | 17:16:40.970        |
| 9 -                       | 37.896        | 125.9                    | 41.732        | 145.2        | 41.066             | <b>164.8</b> | 2:00.694              | 88.55        | 8.851       | 17:18:41.664        |
| 10 -                      | 35.148        | 128.5                    | 39.546        | 154.6        | <b>37.149</b>      | 164.0        | <b>1:51.843 (1)</b>   | <b>95.56</b> |             | <b>17:20:33.507</b> |
| 11 -                      | <b>34.930</b> | <b>130.3</b>             | 39.338        | 148.4        | 37.698             | <b>164.8</b> | 1:51.966 (2)          | 95.45        | 0.123       | 17:22:25.473        |

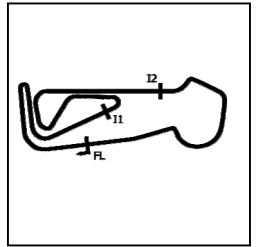
| P14 77                    |               | Brent HARRAN             |               |              |                    |              | Honda - Optimum Bikes Racing Ltd |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|----------------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.808 |               | BEST LAP TIME : 1:51.979 |               |              | DIFFERENCE : 0.171 |              |                                  |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                              | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 114.7                    | 48.716        | 132.8        | 39.589             | 161.3        | 2:15.952                         | 78.61        | 23.973      | 16:59:01.106        |
| 2 -                       | 35.651        | 124.9                    | 40.063        | 158.6        | 37.444             | <b>164.4</b> | 1:53.158                         | 94.45        | 1.179       | 17:00:54.264        |
| 3 -                       | 35.170        | 125.6                    | 39.493        | 162.8        | 37.630             | 164.0        | 1:52.293 (3)                     | 95.18        | 0.314       | 17:02:46.557        |
| 4 -                       | 35.122        | 126.8                    | 39.860        | 163.2        | 37.552             | 164.0        | 1:52.534                         | 94.97        | 0.555       | 17:04:39.091        |
| 5 -                       | <b>35.066</b> | 124.7                    | 40.691        | 157.1        | 38.271             | <b>164.4</b> | 1:54.028                         | 93.73        | 2.049       | 17:06:33.119        |
| 6 -                       | 35.145        | <b>127.5</b>             | 39.751        | 163.6        | 37.641             | 162.8        | 1:52.537                         | 94.97        | 0.558       | 17:08:25.656        |
| 7 -                       | 38.938        | 86.9                     | 41.666        | 156.4        | 38.562             | 163.6        | 1:59.166                         | 89.69        | 7.187       | 17:10:24.822        |
| 8 -                       | 35.423        | 120.4                    | 39.938        | 160.5        | 37.572             | 164.0        | 1:52.933                         | 94.64        | 0.954       | 17:12:17.755        |
| 9 -                       | 36.726        | 103.0                    | 42.859        | 148.1        | IN PIT             |              | 4:12.174 P                       | 42.38        | 2:20.195    | 17:16:29.929        |
| 10 -                      | OUTLAP        | 114.3                    | 41.425        | 163.6        | 37.798             | 164.0        | 2:01.269                         | 88.13        | 9.290       | 17:18:31.198        |
| 11 -                      | 35.078        | 126.8                    | 39.612        | 165.6        | <b>37.289</b>      | 163.6        | <b>1:51.979 (1)</b>              | <b>95.44</b> |             | <b>17:20:23.177</b> |
| 12 -                      | 35.171        | 126.8                    | <b>39.453</b> | <b>166.5</b> | 37.570             | <b>164.4</b> | 1:52.194 (2)                     | 95.26        | 0.215       | 17:22:15.371        |

| P15 18                    |               | Shaun WINFIELD           |               |              |                    |              | Honda - TAG Racing  |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:52.340 |               | BEST LAP TIME : 1:52.388 |               |              | DIFFERENCE : 0.048 |              |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 120.0                    | 40.501        | 149.1        | 39.263             | 166.5        | 1:59.074            | 89.75        | 6.686       | 16:59:18.378        |
| 2 -                       | 35.199        | 127.0                    | 39.727        | 157.1        | 37.749             | 166.5        | 1:52.675 (3)        | 94.85        | 0.287       | 17:01:11.053        |
| 3 -                       | <b>35.040</b> | <b>131.3</b>             | 39.677        | 154.2        | 38.013             | 165.6        | 1:52.730            | 94.81        | 0.342       | 17:03:03.783        |
| 4 -                       | 35.708        | 122.9                    | 48.573        | 108.2        | IN PIT             |              | 5:21.988 P          | 33.19        | 3:29.600    | 17:08:25.771        |
| 5 -                       | OUTLAP        | 124.9                    | 40.196        | 154.9        | 37.982             | 165.2        | 1:57.904            | 90.65        | 5.516       | 17:10:23.675        |
| 6 -                       | 35.667        | 127.3                    | 39.917        | 158.6        | 37.808             | 165.2        | 1:53.392            | 94.25        | 1.004       | 17:12:17.067        |
| 7 -                       | 36.461        | 108.5                    | 41.349        | 152.8        | IN PIT             |              | 4:54.001 P          | 36.35        | 3:01.613    | 17:17:11.068        |
| 8 -                       | OUTLAP        | 123.3                    | 40.361        | 153.9        | 37.989             | 166.9        | 2:00.458            | 88.72        | 8.070       | 17:19:11.526        |
| 9 -                       | 35.255        | 124.0                    | 39.715        | 148.7        | 37.654             | <b>169.0</b> | 1:52.624 (2)        | 94.90        | 0.236       | 17:21:04.150        |
| 10 -                      | 35.088        | 123.5                    | <b>39.676</b> | <b>161.7</b> | <b>37.624</b>      | 168.6        | <b>1:52.388 (1)</b> | <b>95.09</b> |             | <b>17:22:56.538</b> |

| P16 99                    |               | Ben LUXTON               |               |              |                    |              | Honda - Ben Luxton Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:52.174 |               | BEST LAP TIME : 1:52.431 |               |              | DIFFERENCE : 0.257 |              |                           |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                       | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 117.9                    | 41.788        | 142.1        | 38.362             | 168.1        | 2:05.719                  | 85.01        | 13.288      | 16:59:03.540        |
| 2 -                       | 35.387        | <b>128.3</b>             | 39.743        | <b>155.7</b> | 37.449             | 169.0        | 1:52.579 (3)              | 94.93        | 0.148       | 17:00:56.119        |
| 3 -                       | 35.156        | <b>128.3</b>             | <b>39.714</b> | 152.8        | 37.561             | <b>169.8</b> | <b>1:52.431 (1)</b>       | <b>95.06</b> |             | <b>17:02:48.550</b> |
| 4 -                       | 35.312        | 124.0                    | 39.956        | 151.1        | <b>37.423</b>      | <b>169.8</b> | 1:52.691                  | 94.84        | 0.260       | 17:04:41.241        |
| 5 -                       | 35.230        | 126.3                    | 43.031        | 118.3        | 51.406             | 168.6        | 2:09.667                  | 82.42        | 17.236      | 17:06:50.908        |
| 6 -                       | 35.521        | 119.8                    | 55.951        | 113.5        | 41.754             | 169.0        | 2:13.226                  | 80.22        | 20.795      | 17:09:04.134        |
| 7 -                       | 35.748        | 125.2                    | 40.278        | 132.1        | 38.712             | 167.7        | 1:54.738                  | 93.15        | 2.307       | 17:10:58.872        |
| 8 -                       | 35.335        | 127.5                    | 39.863        | 150.8        | 38.415             | 167.3        | 1:53.613                  | 94.07        | 1.182       | 17:12:52.485        |
| 9 -                       | 38.762        | 117.1                    | 48.371        | 117.5        | 41.013             | 169.0        | 2:08.146                  | 83.40        | 15.715      | 17:15:00.631        |
| 10 -                      | 39.117        | 115.1                    | 43.521        | 131.0        | 39.239             | 169.4        | 2:01.877                  | 87.69        | 9.446       | 17:17:02.508        |
| 11 -                      | <b>35.037</b> | <b>128.3</b>             | 39.840        | 151.4        | 37.623             | <b>169.8</b> | 1:52.500 (2)              | 95.00        | 0.069       | 17:18:55.008        |
| 12 -                      | 39.694        | 112.9                    | 45.980        | 130.8        | 39.802             | 169.4        | 2:05.476                  | 85.18        | 13.045      | 17:21:00.484        |
| 13 -                      | 35.403        | 123.5                    | 40.029        | 154.6        | 37.707             | <b>169.8</b> | 1:53.139                  | 94.46        | 0.708       | 17:22:53.623        |



## FREE PRACTICE 2 - SECTOR ANALYSIS



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

| P17 37                    |               | James HILLIER            |               |              |               |              | Yamaha - LAMI OMG Racing Yamaha |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.398 |               | BEST LAP TIME : 1:52.462 |               |              |               |              | DIFFERENCE : 0.064              |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                             | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 120.4                    | 42.034        | 145.2        | 39.215        | 162.4        | 2:05.049                        | 85.47        | 12.587      | 16:58:59.819        |  |
| 2 -                       | 35.874        | 124.9                    | 39.940        | 163.2        | 37.854        | 161.7        | 1:53.668                        | 94.02        | 1.206       | 17:00:53.487        |  |
| 3 -                       | 35.496        | 130.0                    | 39.902        | 166.9        | 37.797        | 161.7        | 1:53.195                        | 94.42        | 0.733       | 17:02:46.682        |  |
| 4 -                       | 35.426        | 126.1                    | 40.113        | 163.6        | 37.873        | 162.8        | 1:53.412                        | 94.24        | 0.950       | 17:04:40.094        |  |
| 5 -                       | 35.247        | 130.5                    | 40.080        | 158.6        | 39.083        | 160.9        | 1:54.410                        | 93.41        | 1.948       | 17:06:34.504        |  |
| 6 -                       | 35.644        | 132.8                    | 40.031        | 167.7        | 37.742        | 161.7        | 1:53.417                        | 94.23        | 0.955       | 17:08:27.921        |  |
| 7 -                       | 35.272        | 135.0                    | 39.882        | <b>171.6</b> | 37.647        | 162.0        | 1:52.801 (2)                    | 94.75        | 0.339       | 17:10:20.722        |  |
| 8 -                       | 35.272        | 135.0                    | 40.327        | 162.0        | IN PIT        |              | 3:56.403 P                      | 45.21        | 2:03.941    | 17:14:17.125        |  |
| 9 -                       | OUTLAP        | 126.8                    | 43.421        | 156.7        | 37.814        | 162.8        | 2:03.570                        | 86.49        | 11.108      | 17:16:20.695        |  |
| 10 -                      | 35.071        | 130.8                    | 39.983        | 166.9        | 37.788        | 162.8        | 1:52.842 (3)                    | 94.71        | 0.380       | 17:18:13.537        |  |
| 11 -                      | 35.460        | 132.3                    | <b>39.763</b> | 169.4        | 37.827        | 163.2        | 1:53.050                        | 94.54        | 0.588       | 17:20:06.587        |  |
| 12 -                      | <b>35.051</b> | <b>137.2</b>             | 39.827        | 169.8        | <b>37.584</b> | <b>165.2</b> | <b>1:52.462 (1)</b>             | <b>95.03</b> |             | <b>17:21:59.049</b> |  |

| P18 23                    |               | David ALLINGHAM          |               |              |               |              | Honda - SMS Racing  |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.515 |               | BEST LAP TIME : 1:52.656 |               |              |               |              | DIFFERENCE : 0.141  |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 114.3                    | 41.512        | 144.3        | 38.479        | 164.8        | 2:02.749            | 87.07        | 10.093      | 16:59:58.985        |  |
| 2 -                       | 35.604        | 125.4                    | 40.096        | 159.4        | <b>37.397</b> | <b>167.7</b> | 1:53.097            | 94.50        | 0.441       | 17:01:52.082        |  |
| 3 -                       | <b>35.256</b> | 129.0                    | 40.249        | 164.0        | 37.620        | 166.1        | 1:53.125            | 94.48        | 0.469       | 17:03:45.207        |  |
| 4 -                       | 35.290        | 130.0                    | 44.274        | 163.2        | 37.845        | 166.1        | 1:57.409            | 91.03        | 4.753       | 17:05:42.616        |  |
| 5 -                       | 35.272        | 128.3                    | 39.981        | <b>168.6</b> | 37.522        | 165.2        | 1:52.775 (2)        | 94.77        | 0.119       | 17:07:35.391        |  |
| 6 -                       | 35.320        | <b>133.1</b>             | <b>39.862</b> | 165.6        | 37.474        | 165.2        | <b>1:52.656 (1)</b> | <b>94.87</b> |             | <b>17:09:28.047</b> |  |
| 7 -                       | 37.146        | 116.1                    | 41.295        | 151.4        | IN PIT        |              | 7:26.868 P          | 23.91        | 5:34.212    | 17:16:54.915        |  |
| 8 -                       | OUTLAP        | 119.1                    | 41.252        | 163.2        | 38.256        | 164.4        | 2:10.033            | 82.19        | 17.377      | 17:19:04.948        |  |
| 9 -                       | 35.304        | 131.0                    | 39.958        | 166.1        | 37.567        | 167.3        | 1:52.829 (3)        | 94.72        | 0.173       | 17:20:57.777        |  |
| 10 -                      | 36.757        | 132.8                    | 42.532        | 164.0        | 37.738        | 166.1        | 1:57.027            | 91.33        | 4.371       | 17:22:54.804        |  |

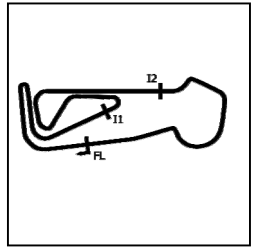
| P19 24                    |               | Conor CUMMINS            |               |              |               |              | Honda - Milenco by Padgetts Motorcycles |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.618 |               | BEST LAP TIME : 1:52.752 |               |              |               |              | DIFFERENCE : 0.134                      |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                                     | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 107.3                    | 43.039        | 146.8        | 38.899        | 162.8        | 2:08.165                                | 83.39        | 15.413      | 16:59:42.853        |  |
| 2 -                       | 44.525        | 64.4                     | 51.430        | 154.2        | 38.627        | 162.0        | 2:14.582                                | 79.41        | 21.830      | 17:01:57.435        |  |
| 3 -                       | 35.721        | <b>131.3</b>             | 40.470        | 156.7        | IN PIT        |              | 8:20.030 P                              | 21.37        | 6:27.278    | 17:10:17.465        |  |
| 4 -                       | OUTLAP        | 113.7                    | 45.597        | 108.5        | 42.208        | 156.0        | 2:24.105                                | 74.16        | 31.353      | 17:12:41.570        |  |
| 5 -                       | 38.585        | 113.9                    | 43.602        | 144.6        | IN PIT        |              | 2:21.219 P                              | 75.68        | 28.467      | 17:15:02.789        |  |
| 6 -                       | OUTLAP        | 82.6                     | 40.875        | 158.6        | 40.712        | 163.6        | 2:14.431                                | 79.50        | 21.679      | 17:17:17.220        |  |
| 7 -                       | 35.689        | 127.8                    | 39.876        | 163.2        | 37.671        | 162.4        | 1:53.236 (3)                            | 94.38        | 0.484       | 17:19:10.456        |  |
| 8 -                       | <b>35.231</b> | 129.0                    | <b>39.874</b> | 162.4        | 37.647        | <b>164.0</b> | <b>1:52.752 (1)</b>                     | <b>94.79</b> |             | <b>17:21:03.208</b> |  |
| 9 -                       | 35.429        | 127.3                    | 39.921        | <b>166.9</b> | <b>37.513</b> | 163.6        | 1:52.863 (2)                            | 94.69        | 0.111       | 17:22:56.071        |  |

| P20 31                    |               | Sam COX                  |               |              |               |              | BMW - Sam Cox Racing with Armada Marine Cables |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.694 |               | BEST LAP TIME : 1:52.909 |               |              |               |              | DIFFERENCE : 0.215                             |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH  | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 102.9                    | 42.328        | 150.4        | 38.501        | 162.4        | 2:09.708                                       | 82.40        | 16.799      | 16:58:48.932        |  |
| 2 -                       | 36.124        | 124.7                    | 39.871        | 150.8        | 37.910        | 164.0        | 1:53.905                                       | 93.83        | 0.996       | 17:00:42.837        |  |
| 3 -                       | 35.682        | 121.7                    | 40.732        | 149.4        | 38.333        | 162.0        | 1:54.747                                       | 93.14        | 1.838       | 17:02:37.584        |  |
| 4 -                       | 35.648        | 124.9                    | 40.190        | 157.9        | 38.230        | 163.2        | 1:54.068                                       | 93.69        | 1.159       | 17:04:31.652        |  |
| 5 -                       | 35.485        | 127.0                    | 39.764        | 152.8        | 38.491        | 162.4        | 1:53.740                                       | 93.96        | 0.831       | 17:06:25.392        |  |
| 6 -                       | 35.936        | 123.5                    | 40.136        | 154.6        | IN PIT        |              | 5:22.195 P                                     | 33.17        | 3:29.286    | 17:11:47.587        |  |
| 7 -                       | OUTLAP        | 129.5                    | 40.450        | 145.5        | 38.110        | 163.2        | 2:01.325                                       | 88.09        | 8.416       | 17:13:48.912        |  |
| 8 -                       | 35.530        | 128.8                    | 39.756        | 157.5        | 38.171        | <b>164.4</b> | 1:53.457 (3)                                   | 94.20        | 0.548       | 17:15:42.369        |  |
| 9 -                       | 35.347        | 129.8                    | 39.889        | 159.4        | 37.837        | 162.8        | 1:53.073 (2)                                   | 94.52        | 0.164       | 17:17:35.442        |  |
| 10 -                      | 36.280        | 123.8                    | 40.231        | 157.1        | <b>37.724</b> | 163.6        | 1:54.235                                       | 93.56        | 1.326       | 17:19:29.677        |  |
| 11 -                      | <b>35.341</b> | <b>130.8</b>             | <b>39.629</b> | 159.7        | 37.939        | <b>164.4</b> | <b>1:52.909 (1)</b>                            | <b>94.66</b> |             | <b>17:21:22.586</b> |  |
| 12 -                      | 39.931        | 116.5                    | 41.016        | <b>160.1</b> | 38.328        | 161.3        | 1:59.275                                       | 89.60        | 6.366       | 17:23:21.861        |  |

## 2023 Bennetts British Superbike Championship - Round 5

## 2023 Pirelli National Superstock with Santander Consumer Finance

## FREE PRACTICE 2 - 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

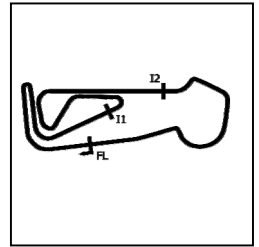
| P21 17                    |               | Matty WHELAN             |               |              |               |              | Suzuki - Milestone by ATS Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|----------------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.585 |               | BEST LAP TIME : 1:53.639 |               |              |               |              | DIFFERENCE : 0.054               |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                              | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 115.7                    | 41.473        | 149.4        | 39.131        | 156.7        | 2:00.655                         | 88.58        | 7.016       | 16:58:41.337        |  |
| 2 -                       | 36.783        | 117.1                    | 40.956        | 150.1        | 38.638        | 156.7        | 1:56.377                         | 91.84        | 2.738       | 17:00:37.714        |  |
| 3 -                       | 36.933        | 120.6                    | 40.925        | 146.8        | 38.442        | 156.7        | 1:56.300                         | 91.90        | 2.661       | 17:02:34.014        |  |
| 4 -                       | 36.144        | 118.3                    | 40.482        | 144.3        | 38.592        | 157.5        | 1:55.218                         | 92.76        | 1.579       | 17:04:29.232        |  |
| 5 -                       | 36.020        | 122.9                    | <b>40.078</b> | 154.2        | 38.551        | <b>159.4</b> | 1:54.649 (3)                     | 93.22        | 1.010       | 17:06:23.881        |  |
| 6 -                       | 35.999        | 124.9                    | 40.195        | 154.2        | 38.634        | 155.7        | 1:54.828                         | 93.07        | 1.189       | 17:08:18.709        |  |
| 7 -                       | 35.933        | 124.0                    | 40.377        | <b>160.5</b> | 38.407        | 154.2        | 1:54.717                         | 93.16        | 1.078       | 17:10:13.426        |  |
| 8 -                       | 37.416        | 118.9                    | 41.313        | 151.8        | IN PIT        |              | 5:39.080 P                       | 31.52        | 3:45.441    | 17:15:52.506        |  |
| 9 -                       | OUTLAP        | 126.8                    | 40.638        | 158.6        | 38.140        | 156.4        | 1:59.448                         | 89.47        | 5.809       | 17:17:51.954        |  |
| <b>10 -</b>               | <b>35.685</b> | <b>130.8</b>             | 40.112        | 159.4        | <b>37.842</b> | 156.0        | <b>1:53.639 (1)</b>              | <b>94.05</b> |             | <b>17:19:45.593</b> |  |
| 11 -                      | <b>35.665</b> | 128.5                    | 40.262        | 158.6        | 37.997        | 157.1        | 1:53.924 (2)                     | 93.81        | 0.285       | 17:21:39.517        |  |

| P22 96                    |               | Kieran SMITH             |               |              |               |              | Honda - Corkie Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.654 |               | BEST LAP TIME : 1:53.921 |               |              |               |              | DIFFERENCE : 0.267    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 111.8                    | 43.156        | 137.5        | 39.656        | 163.6        | 2:06.871              | 84.24        | 12.950      | 16:59:42.391        |  |
| 2 -                       | 36.735        | 119.8                    | 41.393        | 149.1        | 39.083        | 162.8        | 1:57.211              | 91.18        | 3.290       | 17:01:39.602        |  |
| 3 -                       | 36.178        | 126.1                    | 41.476        | 130.3        | 40.229        | 162.4        | 1:57.883              | 90.66        | 3.962       | 17:03:37.485        |  |
| 4 -                       | 36.209        | 124.0                    | 41.375        | 144.3        | 38.688        | <b>164.4</b> | 1:56.272              | 91.92        | 2.351       | 17:05:33.757        |  |
| 5 -                       | 35.831        | 126.3                    | 40.897        | 151.4        | 38.356        | <b>164.4</b> | 1:55.084              | 92.87        | 1.163       | 17:07:28.841        |  |
| 6 -                       | 35.915        | 126.3                    | 40.497        | 154.6        | 38.335        | 163.2        | 1:54.747              | 93.14        | 0.826       | 17:09:23.588        |  |
| 7 -                       | 35.811        | 129.3                    | 40.613        | <b>160.5</b> | 38.176        | 163.2        | 1:54.600 (3)          | 93.26        | 0.679       | 17:11:18.188        |  |
| 8 -                       | 35.595        | 126.3                    | 40.905        | 156.0        | IN PIT        |              | 4:42.771 P            | 37.79        | 2:48.850    | 17:16:00.959        |  |
| 9 -                       | OUTLAP        | 117.5                    | 41.440        | 151.1        | 38.768        | 163.2        | 2:04.606              | 85.77        | 10.685      | 17:18:05.565        |  |
| 10 -                      | 35.767        | 127.8                    | 40.570        | 160.1        | <b>37.884</b> | <b>164.4</b> | 1:54.221 (2)          | 93.57        | 0.300       | 17:19:59.786        |  |
| <b>11 -</b>               | <b>35.288</b> | <b>132.1</b>             | <b>40.482</b> | 156.0        | 38.151        | <b>164.4</b> | <b>1:53.921 (1)</b>   | <b>93.82</b> |             | <b>17:21:53.707</b> |  |

| P23 57                    |               | Richard WHITE            |               |              |               |              | BMW - Trackdudes powered by Hilltop Motorcycles |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.664 |               | BEST LAP TIME : 1:54.062 |               |              |               |              | DIFFERENCE : 0.398                              |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 114.3                    | 41.274        | 151.1        | 38.807        | <b>164.8</b> | 1:59.646  | 89.33        | 5.584       | 16:58:36.103        |  |
| 2 -                       | 36.313        | 118.7                    | 40.678        | 146.5        | 38.653        | <b>164.8</b> | 1:55.644  | 92.42        | 1.582       | 17:00:31.747        |  |
| 3 -                       | 35.940        | 117.1                    | 40.409        | 148.1        | 38.400        | <b>164.8</b> | 1:54.749 (3)                                    | 93.14        | 0.687       | 17:02:26.496        |  |
| 4 -                       | 35.844        | 110.7                    | 40.457        | 150.1        | 38.401        | <b>164.8</b> | 1:54.702 (2)                                    | 93.18        | 0.640       | 17:04:21.198        |  |
| 5 -                       | 35.841        | 117.5                    | 40.709        | 148.1        | IN PIT        |              | 6:12.607 P                                      | 28.68        | 4:18.545    | 17:10:33.805        |  |
| 6 -                       | OUTLAP        | 112.0                    | 40.996        | 149.7        | 38.668        | 164.0        | 2:03.149  | 86.78        | 9.087       | 17:12:36.954        |  |
| 7 -                       | 36.068        | 114.3                    | 40.352        | 153.2        | 38.450        | <b>164.8</b> | 1:54.870  | 93.04        | 0.808       | 17:14:31.824        |  |
| 8 -                       | 36.308        | 119.4                    | 40.480        | 159.4        | 38.329        | <b>164.8</b> | 1:55.117  | 92.84        | 1.055       | 17:16:26.941        |  |
| 9 -                       | <b>35.779</b> | 117.3                    | 40.302        | 152.1        | IN PIT        |              | 2:53.813 P                                      | 61.49        | 59.751      | 17:19:20.754        |  |
| 10 -                      | OUTLAP        | <b>123.8</b>             | 40.042        | 155.7        | 37.960        | <b>164.8</b> | 2:03.072  | 86.84        | 9.010       | 17:21:23.826        |  |
| <b>11 -</b>               | 36.177        | 121.3                    | <b>39.951</b> | <b>161.3</b> | <b>37.934</b> | <b>164.8</b> | <b>1:54.062 (1)</b>                             | <b>93.70</b> |             | <b>17:23:17.888</b> |  |

| P24 25                    |               | Jorel BOERBOOM           |               |              |               |              | Kawasaki - G&S Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:54.259 |               | BEST LAP TIME : 1:54.476 |               |              |               |              | DIFFERENCE : 0.217    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 120.2                    | 41.897        | 149.7        | 39.156        | 159.0        | 2:02.530              | 87.22        | 8.054       | 16:58:39.870        |  |
| 2 -                       | 36.300        | 125.2                    | 40.753        | 155.7        | 38.732        | 159.7        | 1:55.785              | 92.30        | 1.309       | 17:00:35.655        |  |
| 3 -                       | 35.963        | 125.9                    | 40.557        | 153.5        | 38.653        | 160.5        | 1:55.173              | 92.80        | 0.697       | 17:02:30.828        |  |
| 4 -                       | <b>35.825</b> | <b>129.0</b>             | 40.511        | 154.6        | 38.270        | <b>161.7</b> | 1:54.606 (2)          | 93.25        | 0.130       | 17:04:25.434        |  |
| 5 -                       | 36.030        | 122.0                    | 40.692        | 157.5        | 38.335        | 161.3        | 1:55.057 (3)          | 92.89        | 0.581       | 17:06:20.491        |  |
| 6 -                       | 37.585        | 115.7                    | 41.716        | 152.1        | 39.361        | 161.3        | 1:58.662              | 90.07        | 4.186       | 17:08:19.153        |  |
| 7 -                       | 36.042        | 120.6                    | <b>40.403</b> | <b>159.4</b> | <b>38.031</b> | 160.5        | <b>1:54.476 (1)</b>   | <b>93.36</b> |             | <b>17:10:13.629</b> |  |
| 8 -                       | 36.317        | 122.0                    | 41.267        | 152.1        | IN PIT        |              | 5:42.627 P            | 31.19        | 3:48.151    | 17:15:56.256        |  |
| 9 -                       | OUTLAP        | 123.3                    | 41.269        | 154.9        | 38.831        | 159.7        | 2:00.163              | 88.94        | 5.687       | 17:17:56.419        |  |
| 10 -                      | 36.182        | 126.6                    | 40.541        | 156.7        | 38.452        | <b>161.7</b> | 1:55.175              | 92.79        | 0.699       | 17:19:51.594        |  |
| 11 -                      | 37.048        | 124.7                    | 40.882        | 153.2        | 38.702        | 161.3        | 1:56.632              | 91.63        | 2.156       | 17:21:48.226        |  |

FREE PRACTICE 2 - 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

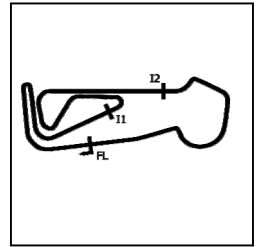
| P25 80                    |               | Callum BEY               |               | Suzuki - FilterLogic by EightZero Racing |               |              |                     |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--|---------------|--------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:54.518 |               | BEST LAP TIME : 1:54.658 |               | DIFFERENCE : 0.140                       |               |              |                     |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3                                 |               | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 112.4                    | 42.916        | 140.1                                    | 39.582        | 156.0        | 2:06.006            | 84.82        | 11.348      | 16:58:46.306        |  |
| 2 -                       | 36.418        | 122.9                    | 41.148        | 156.0                                    | 38.554        | 157.1        | 1:56.120            | 92.04        | 1.462       | 17:00:42.426        |  |
| 3 -                       | 36.125        | 120.4                    | 41.639        | 159.4                                    | 38.434        | 157.1        | 1:56.198            | 91.98        | 1.540       | 17:02:38.624        |  |
| 4 -                       | <b>35.824</b> | 121.5                    | 40.605        | 160.5                                    | 38.312        | <b>159.7</b> | 1:54.741 (3)        | 93.14        | 0.083       | 17:04:33.365        |  |
| 5 -                       | 37.614        | 126.6                    | 43.061        | 123.5                                    | IN PIT        |              | 5:06.899 P          | 34.82        | 3:12.241    | 17:09:40.264        |  |
| 6 -                       | OUTLAP        | 120.9                    | 41.889        | 151.8                                    | 39.300        | 157.1        | 2:07.367            | 83.91        | 12.709      | 17:11:47.631        |  |
| 7 -                       | 36.227        | 124.0                    | 41.469        | <b>161.7</b>                             | 38.913        | 156.0        | 1:56.609            | 91.65        | 1.951       | 17:13:44.240        |  |
| 8 -                       | 36.126        | 127.3                    | 40.545        | 160.9                                    | 38.526        | 159.4        | 1:55.197            | 92.78        | 0.539       | 17:15:39.437        |  |
| 9 -                       | 35.866        | 127.3                    | 40.549        | <b>161.7</b>                             | 38.252        | 158.6        | 1:54.667 (2)        | 93.20        | 0.009       | 17:17:34.104        |  |
| 10 -                      | 42.306        | 89.5                     | 46.603        | 125.9                                    | 40.803        | 156.4        | 2:09.712            | 82.39        | 15.054      | 17:19:43.816        |  |
| 11 -                      | 35.964        | <b>129.3</b>             | <b>40.522</b> | <b>161.7</b>                             | <b>38.172</b> | 157.5        | <b>1:54.658 (1)</b> | <b>93.21</b> |             | <b>17:21:38.474</b> |  |

| P26 39                    |               | Max MORGAN               |               | Kawasaki - MSS Performance |               |              |                       |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|----------------------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:54.711 |               | BEST LAP TIME : 1:54.711 |               | DIFFERENCE : 0.000         |               |              |                       |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3                   |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 119.4                    | 42.249        | 149.1                      | 39.929        | 154.2        | 2:04.337              | 85.96        | 9.626       | 16:58:45.334        |  |
| 2 -                       | 36.380        | 121.1                    | 40.835        | 153.9                      | 38.871        | 155.3        | <del>1:56.086</del> D | 92.07        | 1.375       | 17:00:41.420        |  |
| 3 -                       | 36.103        | 124.5                    | 41.312        | <b>161.7</b>               | 38.800        | 157.9        | 1:56.215              | 91.96        | 1.504       | 17:02:37.635        |  |
| 4 -                       | 36.172        | 124.2                    | 40.613        | 156.4                      | 38.654        | 158.6        | 1:55.439 (2)          | 92.58        | 0.728       | 17:04:33.074        |  |
| 5 -                       | 35.958        | 123.5                    | 45.959        | 149.7                      | 40.154        | 157.5        | 2:02.071              | 87.55        | 7.360       | 17:06:35.145        |  |
| 6 -                       | 36.034        | 122.2                    | 41.052        | 152.5                      | 38.947        | 157.5        | 1:56.033              | 92.11        | 1.322       | 17:08:31.178        |  |
| 7 -                       | 36.232        | 122.9                    | 40.709        | 157.1                      | 38.655        | 157.9        | 1:55.596 (3)          | 92.46        | 0.885       | 17:10:26.774        |  |
| 8 -                       | 39.336        | 111.4                    | 42.020        | 151.4                      | IN PIT        |              | 7:41.728 P            | 23.14        | 5:47.017    | 17:18:08.502        |  |
| 9 -                       | OUTLAP        | 124.5                    | 41.138        | 157.9                      | 39.204        | 157.1        | 2:03.056              | 86.85        | 8.345       | 17:20:11.558        |  |
| 10 -                      | <b>35.777</b> | <b>130.5</b>             | <b>40.372</b> | 161.3                      | <b>38.562</b> | <b>159.0</b> | <b>1:54.711 (1)</b>   | <b>93.17</b> |             | <b>17:22:06.269</b> |  |

| P27 27                    |               | Max SYMONDS              |               | Yamaha - Symonds Racing |               |              |                     |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|-------------------------|---------------|--------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:54.720 |               | BEST LAP TIME : 1:54.770 |               | DIFFERENCE : 0.050      |               |              |                     |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3                |               | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 112.4                    | 41.594        | 151.4                   | 38.848        | <b>160.1</b> | 2:01.821            | 87.73        | 7.051       | 16:58:40.392        |  |
| 2 -                       | 37.041        | 108.2                    | 41.346        | 153.9                   | 39.085        | 157.5        | 1:57.472            | 90.98        | 2.702       | 17:00:37.864        |  |
| 3 -                       | 36.599        | 117.7                    | 40.850        | 157.5                   | 38.587        | 158.6        | 1:56.036 (3)        | 92.11        | 1.266       | 17:02:33.900        |  |
| 4 -                       | 36.048        | <b>121.5</b>             | <b>40.529</b> | 160.9                   | <b>38.546</b> | 158.6        | 1:55.123 (2)        | 92.84        | 0.353       | 17:04:29.023        |  |
| 5 -                       | <b>35.645</b> | 120.9                    | 40.557        | <b>162.4</b>            | 38.568        | 158.6        | <b>1:54.770 (1)</b> | <b>93.12</b> |             | <b>17:06:23.793</b> |  |
| 6 -                       | 38.541        | 118.3                    | 40.857        | 149.7                   | IN PIT        |              | 3:54.422 P          | 45.59        | 1:59.652    | 17:10:18.215        |  |

| P28 26                    |               | Joe MOORE                |               | Suzuki - Clearline Racing |               |              |                     |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|---------------------------|---------------|--------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:54.578 |               | BEST LAP TIME : 1:54.901 |               | DIFFERENCE : 0.323        |               |              |                     |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3                  |               | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 113.7                    | 41.108        | 144.0                     | 39.311        | 156.7        | 2:02.032            | 87.58        | 7.131       | 17:00:39.032        |  |
| 2 -                       | 36.095        | 116.9                    | 40.839        | 146.2                     | 38.896        | 157.9        | 1:55.830            | 92.27        | 0.929       | 17:02:34.862        |  |
| 3 -                       | 36.204        | 122.4                    | 40.280        | 143.3                     | 38.980        | 159.4        | 1:55.464            | 92.56        | 0.563       | 17:04:30.326        |  |
| 4 -                       | 36.072        | <b>130.8</b>             | 40.314        | 153.5                     | 38.713        | 158.2        | 1:55.099 (2)        | 92.85        | 0.198       | 17:06:25.425        |  |
| 5 -                       | 36.270        | 123.8                    | <b>40.188</b> | 156.0                     | <b>38.443</b> | 159.0        | <b>1:54.901 (1)</b> | <b>93.01</b> |             | <b>17:08:20.326</b> |  |
| 6 -                       | <b>35.947</b> | 125.2                    | 40.294        | 156.0                     | IN PIT        |              | 5:48.707 P          | 30.65        | 3:53.806    | 17:14:09.033        |  |
| 7 -                       | OUTLAP        | 129.0                    | 40.447        | 155.3                     | 38.880        | 157.5        | 1:59.378            | 89.53        | 4.477       | 17:16:08.411        |  |
| 8 -                       | 36.008        | 127.3                    | 40.731        | 156.7                     | 38.610        | 157.9        | 1:55.349 (3)        | 92.65        | 0.448       | 17:18:03.760        |  |
| 9 -                       | 36.321        | 125.9                    | 40.994        | <b>160.1</b>              | 38.701        | 156.4        | 1:56.016            | 92.12        | 1.115       | 17:19:59.776        |  |
| 10 -                      | 35.975        | 128.0                    | 44.276        | 153.2                     | 38.673        | <b>159.7</b> | 1:58.924            | 89.87        | 4.023       | 17:21:58.700        |  |

FREE PRACTICE 2 - 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

| P29 90                    |               | Rory PARKER              |               |              |               | Suzuki - RP Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:55.322 |               | BEST LAP TIME : 1:55.869 |               |              |               | DIFFERENCE : 0.547 |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME           | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 115.9                    | 44.065        | 147.4        | 40.343        | 155.7              | 2:12.349            | 80.75        | 16.480      | 16:59:53.532        |
| 2 -                       | 37.226        | 124.9                    | 41.548        | 151.4        | 39.227        | 156.4              | 1:58.001            | 90.57        | 2.132       | 17:01:51.533        |
| 3 -                       | 36.422        | 122.2                    | 41.304        | 150.4        | <b>38.232</b> | 159.4              | 1:55.958 (2)        | 92.17        | 0.089       | 17:03:47.491        |
| 4 -                       | 36.267        | 124.0                    | 41.491        | <b>154.6</b> | 38.668        | 159.4              | 1:56.426            | 91.80        | 0.557       | 17:05:43.917        |
| 5 -                       | 36.143        | 125.4                    | 41.032        | 146.8        | 38.694        | 157.1              | <b>1:55.869 (1)</b> | <b>92.24</b> |             | <b>17:07:39.786</b> |
| 6 -                       | <b>36.121</b> | 129.0                    | <b>40.969</b> | 148.7        | 38.899        | 156.7              | 1:55.989 (3)        | 92.14        | 0.120       | 17:09:35.775        |
| 7 -                       | 36.142        | <b>130.0</b>             | 41.016        | 153.2        | IN PIT        |                    | 4:55.528 P          | 36.16        | 2:59.659    | 17:14:31.303        |
| 8 -                       | OUTLAP        | 121.3                    | 42.021        | 151.8        | 38.998        | 157.9              | 2:05.774            | 84.97        | 9.905       | 17:16:37.077        |
| 9 -                       | 36.207        | 121.3                    | 41.429        | 146.2        | 38.918        | <b>159.7</b>       | 1:56.554            | 91.70        | 0.685       | 17:18:33.631        |
| 10 -                      | 36.195        | 125.9                    | 41.117        | 148.1        | 38.806        | 158.2              | 1:56.118            | 92.04        | 0.249       | 17:20:29.749        |

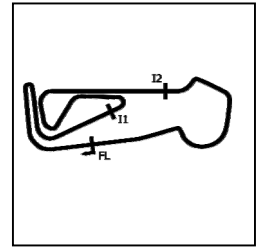
| P30 79                    |               | Jason BURRILL            |               |              |               | BMW - Burrill Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|----------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:58.657 |               | BEST LAP TIME : 1:58.657 |               |              |               | DIFFERENCE : 0.000   |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME             | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 109.4                    | 45.529        | 130.0        | 42.933        | 155.7                | 2:14.657            | 79.37        | 16.000      | 17:00:13.153        |
| 2 -                       | 38.179        | 113.9                    | 43.046        | 142.7        | 41.422        | 157.5                | 2:02.647            | 87.14        | 3.990       | 17:02:15.800        |
| 3 -                       | 37.746        | 121.3                    | 42.213        | 140.9        | 40.867        | 158.6                | 2:00.826            | 88.45        | 2.169       | 17:04:16.626        |
| 4 -                       | 37.933        | 109.2                    | 42.742        | 145.5        | IN PIT        |                      | 4:38.165 P          | 38.42        | 2:39.508    | 17:08:54.791        |
| 5 -                       | OUTLAP        | 115.3                    | 43.022        | 138.6        | 40.939        | 156.7                | 2:10.553            | 81.86        | 11.896      | 17:11:05.344        |
| 6 -                       | 37.606        | 111.8                    | 42.573        | 149.7        | 40.322        | 159.0                | 2:00.501            | 88.69        | 1.844       | 17:13:05.845        |
| 7 -                       | 37.334        | 110.7                    | 42.028        | 149.1        | 40.072        | 158.6                | 1:59.434 (3)        | 89.48        | 0.777       | 17:15:05.279        |
| 8 -                       | 37.135        | 117.3                    | 42.030        | 137.2        | 40.007        | <b>159.4</b>         | 1:59.172 (2)        | 89.68        | 0.515       | 17:17:04.451        |
| 9 -                       | 49.785        | 112.5                    | 42.290        | 144.3        | 40.841        | 157.9                | 2:12.916            | 80.41        | 14.259      | 17:19:17.367        |
| 10 -                      | <b>37.089</b> | <b>126.1</b>             | <b>41.799</b> | <b>153.2</b> | <b>39.769</b> | <b>159.4</b>         | <b>1:58.657 (1)</b> | <b>90.07</b> |             | <b>17:21:16.024</b> |
| 11 -                      | 40.331        | 116.5                    | 47.556        | 137.2        | 48.375        | 153.9                | 2:16.262            | 78.43        | 17.605      | 17:23:32.286        |

| P31 33                    |               | Connor THOMSON           |               |              |               | Kawasaki - Sound Advice Hearing Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:59.966 |               | BEST LAP TIME : 1:59.966 |               |              |               | DIFFERENCE : 0.000                     |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME                               | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 105.1                    | 44.035        | 129.8        | IN PIT        |  | 3:05.411 P          | 57.64        | 1:05.445    | 16:59:45.130        |
| 2 -                       | OUTLAP        | 111.8                    | 42.953        | 136.9        | 40.699        | 151.8                                  | 2:04.391            | 85.92        | 4.425       | 17:01:49.521        |
| 3 -                       | <b>37.791</b> | 114.5                    | <b>42.081</b> | <b>144.3</b> | <b>40.094</b> | <b>153.9</b>                           | <b>1:59.966 (1)</b> | <b>89.09</b> |             | <b>17:03:49.487</b> |

| P32 86                    |               | Frederico LOPES-REGO     |               |              |               | Yamaha - FLR Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|---------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:00.049 |               | BEST LAP TIME : 2:00.174 |               |              |               | DIFFERENCE : 0.125  |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME            | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 108.7                    | 44.658        | 140.9        | 41.518        | 157.9               | 2:14.138            | 79.67        | 13.964      | 16:59:55.732        |
| 2 -                       | 38.933        | 116.5                    | 42.957        | 138.6        | 41.132        | 158.6               | 2:03.022            | 86.87        | 2.848       | 17:01:58.754        |
| 3 -                       | 38.088        | 119.8                    | 42.792        | 136.1        | 40.660        | 158.2               | 2:01.540            | 87.93        | 1.366       | 17:04:00.294        |
| 4 -                       | 38.547        | 114.1                    | 43.040        | 132.8        | 40.676        | 157.5               | 2:02.263            | 87.41        | 2.089       | 17:06:02.557        |
| 5 -                       | 38.364        | 121.7                    | 42.990        | 141.2        | IN PIT        |                     | 4:44.329 P          | 37.59        | 2:44.155    | 17:10:46.886        |
| 6 -                       | OUTLAP        | 118.7                    | 42.647        | 147.4        | 40.455        | 157.1               | 2:05.840            | 84.93        | 5.666       | 17:12:52.726        |
| 7 -                       | 37.847        | 115.7                    | 42.677        | 143.7        | 40.708        | 156.4               | 2:01.232 (3)        | 88.16        | 1.058       | 17:14:53.958        |
| 8 -                       | <b>37.777</b> | 117.9                    | <b>42.229</b> | 141.8        | 40.168        | 157.9               | <b>2:00.174 (1)</b> | <b>88.93</b> |             | <b>17:16:54.132</b> |
| 9 -                       | 37.937        | 121.3                    | 42.291        | 144.0        | 40.517        | 157.5               | 2:00.745 (2)        | 88.51        | 0.571       | 17:18:54.877        |
| 10 -                      | 39.010        | <b>124.2</b>             | 43.227        | <b>152.1</b> | <b>40.043</b> | <b>160.1</b>        | 2:02.280            | 87.40        | 2.106       | 17:20:57.157        |

| P33 30                    |               | Phil ROOKE               |               |          |               | Kawasaki - Fly a Spitfire Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|----------|---------------|----------------------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:00.608 |               | BEST LAP TIME : 2:00.617 |               |          |               | DIFFERENCE : 0.009               |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3 |               | LAP TIME                         | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 101.2                    | 45.336        | 122.2    | 42.124        | 153.5                            | 2:13.596            | 80.00        | 12.979      | 17:02:42.798        |
| 2 -                       | 39.309        | 109.8                    | 43.363        | 133.9    | 40.736        | <b>154.2</b>                     | 2:03.408            | 86.60        | 2.791       | 17:04:46.206        |
| 3 -                       | <b>37.932</b> | <b>117.9</b>             | 42.599        | 138.9    | 40.353        | 153.5                            | 2:00.884 (2)        | 88.41        | 0.267       | 17:06:47.090        |
| 4 -                       | 37.941        | 116.7                    | <b>42.563</b> | 133.9    | <b>40.113</b> | 153.2                            | <b>2:00.617 (1)</b> | <b>88.61</b> |             | <b>17:08:47.707</b> |
| 5 -                       | 38.490        | 110.1                    | 42.966        | 138.0    | 40.752        | 151.8                            | 2:02.208 (3)        | 87.45        | 1.591       | 17:10:49.915        |

FREE PRACTICE 2 - 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

| <b>P34</b>       | <b>61</b>     | <b>Jake ARCHER</b> | Suzuki - True Heroes Racing |              |               |              |             |       |              |
|------------------|---------------|--------------------|-----------------------------|--------------|---------------|--------------|-------------|-------|--------------|
| IDEAL LAP TIME : |               | BEST LAP TIME :    |                             | DIFFERENCE : |               |              |             |       |              |
| LAP              | SECTOR 1      | SECTOR 2           | SECTOR 3                    | LAP TIME     | MPH           | DIFF         | TIME OF DAY |       |              |
| 1 -              | <i>OUTLAP</i> | <i>110.1</i>       | <i>42.648</i>               | <i>135.2</i> | <i>40.441</i> | <i>159.7</i> | 2:06.519    | 84.47 | 16:58:47.838 |

# MCRCB BULLETIN TK100

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### FREE PRACTICE 2 - 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  |
|          |    |            |          |    |            |          |    |            |                         |     |    |            | <b>PERFECT LAP</b> | <b>1:49.370</b> |       |
| 1        | 4  | LINFOOT    | 34.167   | 4  | LINFOOT    | 38.638   | 75 | OLSEN      | 36.565                  | 1   | 4  | LINFOOT    | 1:49.468           | 1:49.583        | 0.115 |
| 2        | 5  | KERR       | 34.328   | 75 | OLSEN      | 38.721   | 4  | LINFOOT    | 36.663                  | 2   | 75 | OLSEN      | 1:49.806           | 1:50.012        | 0.206 |
| 3        | 3  | McCONNELL  | 34.514   | 5  | KERR       | 38.758   | 5  | KERR       | 36.900                  | 3   | 5  | KERR       | 1:49.986           | 1:49.986        | 0.000 |
| 4        | 75 | OLSEN      | 34.520   | 3  | McCONNELL  | 38.854   | 3  | McCONNELL  | 36.971                  | 4   | 3  | McCONNELL  | 1:50.339           | 1:50.488        | 0.149 |
| 5        | 34 | SEELEY     | 34.557   | 34 | SEELEY     | 38.999   | 34 | SEELEY     | 37.067                  | 5   | 34 | SEELEY     | 1:50.623           | 1:50.647        | 0.024 |
| 6        | 59 | TRUELOVE   | 34.681   | 8  | ROLLO      | 39.073   | 8  | ROLLO      | 37.105                  | 6   | 8  | ROLLO      | 1:50.954           | 1:51.153        | 0.199 |
| 7        | 8  | ROLLO      | 34.776   | 55 | BEECH      | 39.102   | 55 | BEECH      | 37.109                  | 7   | 55 | BEECH      | 1:50.988           | 1:51.061        | 0.073 |
| 8        | 55 | BEECH      | 34.777   | 19 | TALBOT     | 39.128   | 51 | ELLIOTT    | 37.149                  | 8   | 59 | TRUELOVE   | 1:51.059           | 1:51.390        | 0.331 |
| 9        | 12 | HEDGER     | 34.841   | 59 | TRUELOVE   | 39.211   | 59 | TRUELOVE   | 37.167                  | 9   | 51 | ELLIOTT    | 1:51.406           | 1:51.843        | 0.437 |
| 10       | 40 | FRANCIS    | 34.866   | 51 | ELLIOTT    | 39.327   | 11 | REID       | 37.201                  | 10  | 19 | TALBOT     | 1:51.423           | 1:51.465        | 0.042 |
| 11       | 11 | REID       | 34.897   | 11 | REID       | 39.337   | 77 | HARRAN     | 37.289                  | 11  | 11 | REID       | 1:51.435           | 1:51.602        | 0.167 |
| 12       | 19 | TALBOT     | 34.898   | 12 | HEDGER     | 39.409   | 12 | HEDGER     | 37.374                  | 12  | 12 | HEDGER     | 1:51.624           | 1:51.645        | 0.021 |
| 13       | 51 | ELLIOTT    | 34.930   | 40 | FRANCIS    | 39.410   | 40 | FRANCIS    | 37.392                  | 13  | 40 | FRANCIS    | 1:51.668           | 1:51.668        | 0.000 |
| 14       | 99 | LUXTON     | 35.037   | 77 | HARRAN     | 39.453   | 19 | TALBOT     | 37.397                  | 14  | 77 | HARRAN     | 1:51.808           | 1:51.979        | 0.171 |
| 15       | 18 | WINFIELD   | 35.040   | 31 | COX        | 39.629   | 23 | ALLINGHAM  | 37.397                  | 15  | 99 | LUXTON     | 1:52.174           | 1:52.431        | 0.257 |
| 16       | 37 | HILLIER    | 35.051   | 18 | WINFIELD   | 39.676   | 99 | LUXTON     | 37.423                  | 16  | 18 | WINFIELD   | 1:52.340           | 1:52.388        | 0.048 |
| 17       | 77 | HARRAN     | 35.066   | 99 | LUXTON     | 39.714   | 24 | CUMMINS    | 37.513                  | 17  | 37 | HILLIER    | 1:52.398           | 1:52.462        | 0.064 |
| 18       | 24 | CUMMINS    | 35.231   | 37 | HILLIER    | 39.763   | 37 | HILLIER    | 37.584                  | 18  | 23 | ALLINGHAM  | 1:52.515           | 1:52.656        | 0.141 |
| 19       | 23 | ALLINGHAM  | 35.256   | 23 | ALLINGHAM  | 39.862   | 18 | WINFIELD   | 37.624                  | 19  | 24 | CUMMINS    | 1:52.618           | 1:52.752        | 0.134 |
| 20       | 96 | SMITH      | 35.288   | 24 | CUMMINS    | 39.874   | 31 | COX        | 37.724                  | 20  | 31 | COX        | 1:52.694           | 1:52.909        | 0.215 |
| 21       | 31 | COX        | 35.341   | 57 | WHITE      | 39.951   | 17 | WHELAN     | 37.842                  | 21  | 17 | WHELAN     | 1:53.585           | 1:53.639        | 0.054 |
| 22       | 27 | SYMONDS    | 35.645   | 17 | WHELAN     | 40.078   | 96 | SMITH      | 37.884                  | 22  | 96 | SMITH      | 1:53.654           | 1:53.921        | 0.267 |
| 23       | 17 | WHELAN     | 35.665   | 26 | MOORE      | 40.188   | 57 | WHITE      | 37.934                  | 23  | 57 | WHITE      | 1:53.664           | 1:54.062        | 0.398 |
| 24       | 39 | MORGAN     | 35.777   | 39 | MORGAN     | 40.372   | 25 | BOERBOOM   | 38.031                  | 24  | 25 | BOERBOOM   | 1:54.259           | 1:54.476        | 0.217 |
| 25       | 57 | WHITE      | 35.779   | 25 | BOERBOOM   | 40.403   | 80 | BEY        | 38.172                  | 25  | 80 | BEY        | 1:54.518           | 1:54.658        | 0.140 |
| 26       | 80 | BEY        | 35.824   | 96 | SMITH      | 40.482   | 90 | PARKER     | 38.232                  | 26  | 26 | MOORE      | 1:54.578           | 1:54.901        | 0.323 |
| 27       | 25 | BOERBOOM   | 35.825   | 80 | BEY        | 40.522   | 26 | MOORE      | 38.443                  | 27  | 39 | MORGAN     | 1:54.711           | 1:54.711        | 0.000 |
| 28       | 26 | MOORE      | 35.947   | 27 | SYMONDS    | 40.529   | 27 | SYMONDS    | 38.546                  | 28  | 27 | SYMONDS    | 1:54.720           | 1:54.770        | 0.050 |
| 29       | 90 | PARKER     | 36.121   | 90 | PARKER     | 40.969   | 39 | MORGAN     | 38.562                  | 29  | 90 | PARKER     | 1:55.322           | 1:55.869        | 0.547 |
| 30       | 79 | BURRILL    | 37.089   | 79 | BURRILL    | 41.799   | 79 | BURRILL    | 39.769                  | 30  | 79 | BURRILL    | 1:58.657           | 1:58.657        | 0.000 |
| 31       | 86 | LOPES-REGO | 37.777   | 33 | THOMSON    | 42.081   | 86 | LOPES-REGO | 40.043                  | 31  | 33 | THOMSON    | 1:59.966           | 1:59.966        | 0.000 |
| 32       | 33 | THOMSON    | 37.791   | 86 | LOPES-REGO | 42.229   | 33 | THOMSON    | 40.094                  | 32  | 86 | LOPES-REGO | 2:00.049           | 2:00.174        | 0.125 |
| 33       | 30 | ROOKE      | 37.932   | 30 | ROOKE      | 42.563   | 30 | ROOKE      | 40.113                  | 33  | 30 | ROOKE      | 2:00.608           | 2:00.617        | 0.009 |
| 34       |    |            |          | 61 | ARCHER     | 42.648   | 61 | ARCHER     | 40.441                  | 34  | 61 | ARCHER     |                    |                 |       |

**MCRCB BULLETIN TK101****2023 Bennetts British Superbike Championship - Round 5****2023 Pirelli National Superstock with Santander Consumer Finance****FREE PRACTICE 2 - BEST SPEEDS**

| POS | INTERMEDIATE 1 |            |       | INTERMEDIATE 2 |            |       | FINISH LINE |            |       |
|-----|----------------|------------|-------|----------------|------------|-------|-------------|------------|-------|
|     | NO             | NAME       | MPH   | NO             | NAME       | MPH   | NO          | NAME       | MPH   |
| 1   | 5              | KERR       | 139.5 | 37             | HILLIER    | 171.6 | 99          | LUXTON     | 169.8 |
| 2   | 75             | OLSEN      | 138.6 | 4              | LINFOOT    | 171.1 | 34          | SEELEY     | 169.4 |
| 3   | 3              | McCONNELL  | 138.6 | 3              | McCONNELL  | 170.7 | 18          | WINFIELD   | 169.0 |
| 4   | 19             | TALBOT     | 138.3 | 5              | KERR       | 170.3 | 5           | KERR       | 168.1 |
| 5   | 11             | REID       | 137.2 | 11             | REID       | 169.8 | 19          | TALBOT     | 168.1 |
| 6   | 37             | HILLIER    | 137.2 | 75             | OLSEN      | 169.4 | 23          | ALLINGHAM  | 167.7 |
| 7   | 40             | FRANCIS    | 136.6 | 23             | ALLINGHAM  | 168.6 | 4           | LINFOOT    | 167.3 |
| 8   | 4              | LINFOOT    | 135.5 | 55             | BEECH      | 167.7 | 75          | OLSEN      | 166.9 |
| 9   | 34             | SEELEY     | 135.5 | 40             | FRANCIS    | 166.9 | 8           | ROLLO      | 166.9 |
| 10  | 12             | HEDGER     | 135.0 | 24             | CUMMINS    | 166.9 | 11          | REID       | 166.9 |
| 11  | 59             | TRUELOVE   | 134.4 | 59             | TRUELOVE   | 166.5 | 55          | BEECH      | 166.5 |
| 12  | 8              | ROLLO      | 133.4 | 77             | HARRAN     | 166.5 | 59          | TRUELOVE   | 165.6 |
| 13  | 23             | ALLINGHAM  | 133.1 | 19             | TALBOT     | 166.1 | 12          | HEDGER     | 165.6 |
| 14  | 96             | SMITH      | 132.1 | 34             | SEELEY     | 163.6 | 37          | HILLIER    | 165.2 |
| 15  | 18             | WINFIELD   | 131.3 | 12             | HEDGER     | 162.4 | 51          | ELLIOTT    | 164.8 |
| 16  | 24             | CUMMINS    | 131.3 | 27             | SYMONDS    | 162.4 | 57          | WHITE      | 164.8 |
| 17  | 55             | BEECH      | 130.8 | 8              | ROLLO      | 162.0 | 3           | McCONNELL  | 164.4 |
| 18  | 31             | COX        | 130.8 | 18             | WINFIELD   | 161.7 | 77          | HARRAN     | 164.4 |
| 19  | 17             | WHELAN     | 130.8 | 80             | BEY        | 161.7 | 31          | COX        | 164.4 |
| 20  | 26             | MOORE      | 130.8 | 39             | MORGAN     | 161.7 | 96          | SMITH      | 164.4 |
| 21  | 39             | MORGAN     | 130.5 | 57             | WHITE      | 161.3 | 24          | CUMMINS    | 164.0 |
| 22  | 51             | ELLIOTT    | 130.3 | 17             | WHELAN     | 160.5 | 25          | BOERBOOM   | 161.7 |
| 23  | 90             | PARKER     | 130.0 | 96             | SMITH      | 160.5 | 40          | FRANCIS    | 161.3 |
| 24  | 80             | BEY        | 129.3 | 51             | ELLIOTT    | 160.1 | 27          | SYMONDS    | 160.1 |
| 25  | 25             | BOERBOOM   | 129.0 | 31             | COX        | 160.1 | 86          | LOPES-REGO | 160.1 |
| 26  | 99             | LUXTON     | 128.3 | 26             | MOORE      | 160.1 | 80          | BEY        | 159.7 |
| 27  | 77             | HARRAN     | 127.5 | 25             | BOERBOOM   | 159.4 | 26          | MOORE      | 159.7 |
| 28  | 79             | BURRILL    | 126.1 | 99             | LUXTON     | 155.7 | 90          | PARKER     | 159.7 |
| 29  | 86             | LOPES-REGO | 124.2 | 90             | PARKER     | 154.6 | 61          | ARCHER     | 159.7 |
| 30  | 57             | WHITE      | 123.8 | 79             | BURRILL    | 153.2 | 17          | WHELAN     | 159.4 |
| 31  | 27             | SYMONDS    | 121.5 | 86             | LOPES-REGO | 152.1 | 79          | BURRILL    | 159.4 |
| 32  | 30             | ROOKE      | 117.9 | 33             | THOMSON    | 144.3 | 39          | MORGAN     | 159.0 |
| 33  | 33             | THOMSON    | 116.7 | 30             | ROOKE      | 140.3 | 30          | ROOKE      | 154.2 |
| 34  | 61             | ARCHER     | 110.1 | 61             | ARCHER     | 135.2 | 33          | THOMSON    | 153.9 |

# MCRCB BULLETIN TK102

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### FREE PRACTICE 2 - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 34                        |
| Planned Start          | 2023-07-07 @ 16:55:00.000 |
| Actual Start           | 2023-07-07 @ 16:56:33.177 |
| Finish Time            | 2023-07-07 @ 17:21:33.177 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 337                       |
| Total Distance Covered | 1000.5231mi.              |

#### Session Fastest Lap History

| NO | NAME          | LAP TIME | TIME OF DAY  | LAP | VEHICLE  |
|----|---------------|----------|--------------|-----|----------|
| 57 | Richard WHITE | 1:55.644 | 17:00:31.747 | 2   | BMW      |
| 31 | Sam COX       | 1:53.905 | 17:00:42.837 | 2   | BMW      |
| 12 | Luke HEDGER   | 1:53.305 | 17:00:52.851 | 2   | Kawasaki |
| 77 | Brent HARRAN  | 1:53.158 | 17:00:54.264 | 2   | Honda    |
| 99 | Ben LUXTON    | 1:52.579 | 17:00:56.119 | 2   | Honda    |
| 59 | Matt TRUELOVE | 1:51.390 | 17:01:09.466 | 2   | Honda    |
| 5  | Richard KERR  | 1:50.770 | 17:01:18.958 | 2   | Honda    |
| 75 | Alex OLSEN    | 1:50.527 | 17:01:27.774 | 2   | Honda    |
| 5  | Richard KERR  | 1:49.986 | 17:03:08.944 | 3   | Honda    |
| 4  | Dan LINFOOT   | 1:49.847 | 17:05:31.315 | 4   | Honda    |
| 4  | Dan LINFOOT   | 1:49.684 | 17:09:13.678 | 6   | Honda    |
| 4  | Dan LINFOOT   | 1:49.583 | 17:11:03.261 | 7   | Honda    |

#### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 16:56:33.177 |
| FINISH | 17:21:33.177 |

#### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 13         | 28:45.844  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |



# MCRCB BULLETIN TK103

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### FREE PRACTICE 2 - SESSION NOTES

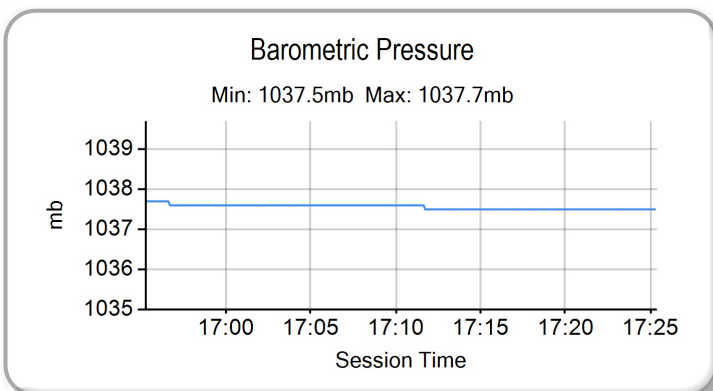
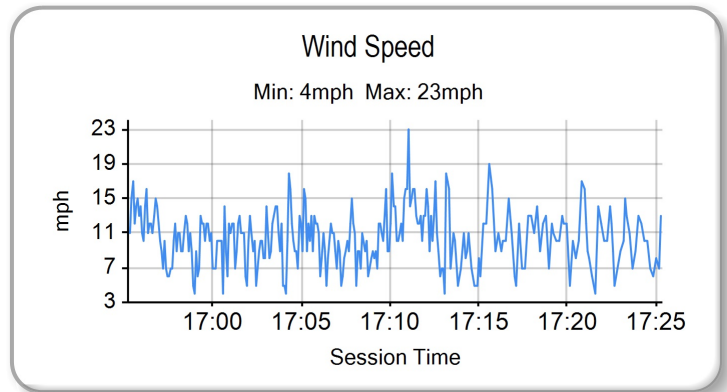
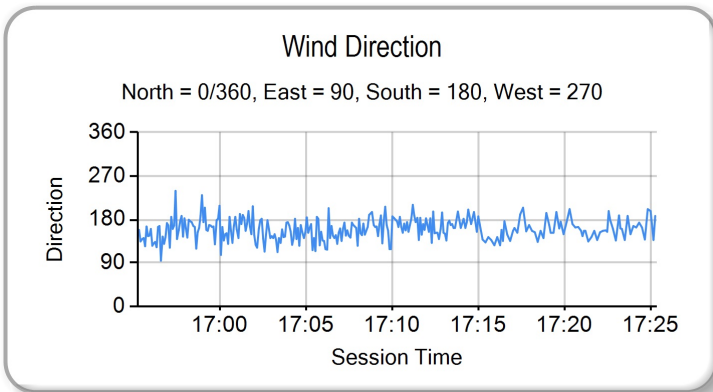
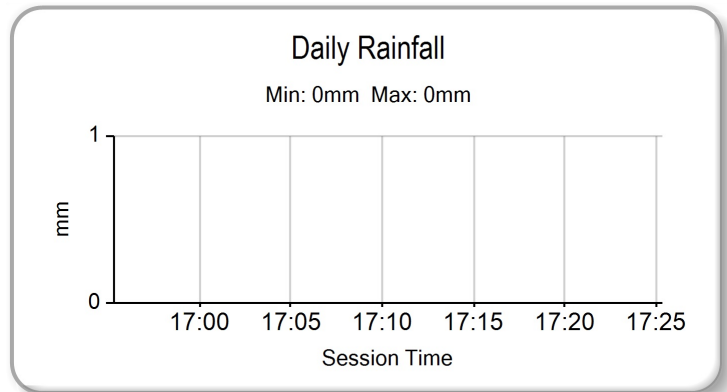
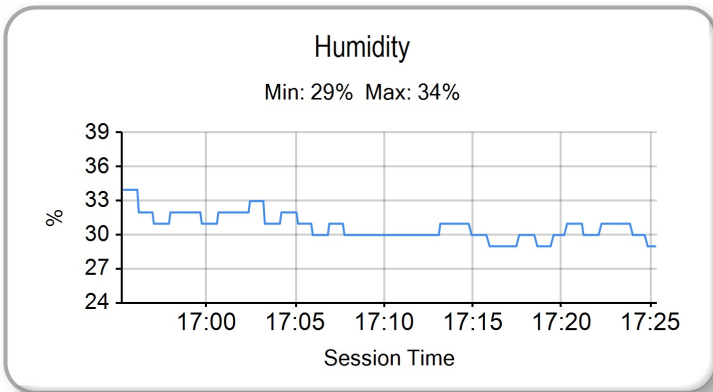
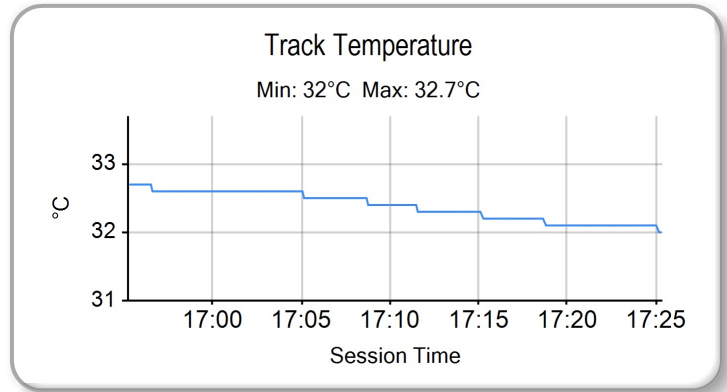
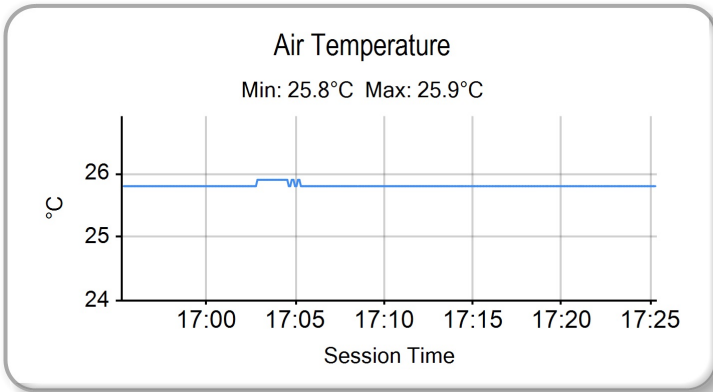
| TIME     | MESSAGE   |
|----------|---|
| 16:59:45 | NO. 61 STOPPED TECHNICAL PROBLEM - RICHES   |
| 17:00:08 | NO.39 EXCEEDED TRACK LIMITS T7 - LAP TIME CANCELLED   |
| 17:00:37 | PAGE 1 & 2 - COMBINED FP1 / FP2 POSITIONS 1-30 & 31-60   PAGE 3 - FP2 POSITIONS 1-30   FIRST 18 TO Q2 |
| 17:02:48 | NO. 59 FALLER AT T6 OGGIES - RIDER OK   |
| 17:03:14 | NO. 59 CONTINUED  |
| 17:18:10 | NO.34 EXCEEDED TRACK LIMITS T7 - LAP TIME CANCELLED   |

# MCRCB BULLETIN TK104

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### FREE PRACTICE 2 - WEATHER CONDITIONS





| POS | NO | NAME                 | NAT | ENTRY   | FIRST           |      | SECOND          |      | GAP           | DIFF  |
|-----|----|----------------------|-----|---|-----------------|------|-----------------|------|---------------|-------|
|     |    |                      |     |   | TIME            | LAPS | TIME            | LAPS |               |       |
| 1   | 4  | Dan LINFOOT          | GBR | Honda - Optimum Bikes Racing Ltd                | 1:50.081        | 10   | <b>1:49.583</b> | 11   |               |       |
| 2   | 75 | Alex OLSEN           | GBR | Honda - Cumins by Team IWR Honda                | <b>1:49.806</b> | 10   | 1:50.012        | 11   | <b>0.223</b>  | 0.223 |
| 3   | 5  | Richard KERR         | IRL | Honda - AMD Motorsport                          | 1:50.597        | 13   | <b>1:49.986</b> | 11   | <b>0.403</b>  | 0.180 |
| 4   | 3  | Billy McCONNELL      | AUS | Honda - C&L Fairburn Properties Jackson Racing  | 1:50.752        | 9    | <b>1:50.488</b> | 9    | <b>0.905</b>  | 0.502 |
| 5   | 34 | Alastair SEELEY      | GBR | BMW - SYNETIQ BMW Motorrad                      | 1:51.020        | 11   | <b>1:50.647</b> | 13   | <b>1.064</b>  | 0.159 |
| 6   | 55 | Ash BEECH            | GBR | Honda - Jones Dorling Racing                    | 1:51.901        | 12   | <b>1:51.061</b> | 12   | <b>1.478</b>  | 0.414 |
| 7   | 59 | Matt TRUELOVE        | GBR | Honda - TAG Racing                              | <b>1:51.084</b> | 12   | 1:51.390        | 8    | <b>1.501</b>  | 0.023 |
| 8   | 8  | Lewis ROLLO          | GBR | Aprilia - IN Competition / Aprilia              | 1:51.277        | 11   | <b>1:51.153</b> | 10   | <b>1.570</b>  | 0.069 |
| 9   | 19 | Joe TALBOT           | GBR | Honda - JR Performance Racing                   | 1:51.622        | 10   | <b>1:51.465</b> | 11   | <b>1.882</b>  | 0.312 |
| 10  | 23 | David ALLINGHAM      | GBR | Honda - SMS Racing                              | <b>1:51.566</b> | 9    | 1:52.656        | 10   | <b>1.983</b>  | 0.101 |
| 11  | 11 | Simon REID           | GBR | Honda - C&L Fairburn Properties Jackson Racing  | 1:52.307        | 12   | <b>1:51.602</b> | 11   | <b>2.019</b>  | 0.036 |
| 12  | 12 | Luke HEDGER          | GBR | Kawasaki - MAD Racing                           | 1:52.232        | 13   | <b>1:51.645</b> | 11   | <b>2.062</b>  | 0.043 |
| 13  | 40 | Joe FRANCIS          | GBR | Kawasaki - STAUFF Fluid Power / GR Motosport    | 1:51.960        | 8    | <b>1:51.668</b> | 9    | <b>2.085</b>  | 0.023 |
| 14  | 51 | Brayden ELLIOTT      | AUS | Kawasaki - DAO Racing                           | 1:52.499        | 9    | <b>1:51.843</b> | 11   | <b>2.260</b>  | 0.175 |
| 15  | 77 | Brent HARRAN         | ZAF | Honda - Optimum Bikes Racing Ltd                | 1:52.226        | 13   | <b>1:51.979</b> | 12   | <b>2.396</b>  | 0.136 |
| 16  | 18 | Shaun WINFIELD       | GBR | Honda - TAG Racing                              | 1:52.745        | 11   | <b>1:52.388</b> | 10   | <b>2.805</b>  | 0.409 |
| 17  | 99 | Ben LUXTON           | GBR | Honda - Ben Luxton Racing                       | 1:52.510        | 11   | <b>1:52.431</b> | 13   | <b>2.848</b>  | 0.043 |
| 18  | 37 | James HILLIER        | GBR | Yamaha - LAMI OMG Racing Yamaha                 | 1:52.662        | 12   | <b>1:52.462</b> | 12   | <b>2.879</b>  | 0.031 |
| 19  | 24 | Conor CUMMINS        | GBR | Honda - Milenco by Padgetts Motorcycles         | 1:53.032        | 11   | <b>1:52.752</b> | 9    | <b>3.169</b>  | 0.290 |
| 20  | 31 | Sam COX              | GBR | BMW - Sam Cox Racing with Armada Marine Cables  | 1:53.196        | 12   | <b>1:52.909</b> | 12   | <b>3.326</b>  | 0.157 |
| 21  | 17 | Matty WHELAN         | GBR | Suzuki - Milestone by ATS Racing                | 1:55.541        | 10   | <b>1:53.639</b> | 11   | <b>4.056</b>  | 0.730 |
| 22  | 96 | Kieran SMITH         | GBR | Honda - Corkie Racing                           | 1:56.631        | 10   | <b>1:53.921</b> | 11   | <b>4.338</b>  | 0.282 |
| 23  | 26 | Joe MOORE            | GBR | Suzuki - Clearline Racing                       | <b>1:54.036</b> | 10   | 1:54.901        | 10   | <b>4.453</b>  | 0.115 |
| 24  | 57 | Richard WHITE        | GBR | BMW - Trackdudes powered by Hilltop Motorcycles | 1:55.892        | 11   | <b>1:54.062</b> | 11   | <b>4.479</b>  | 0.026 |
| 25  | 25 | Jorel BOERBOOM       | NLD | Kawasaki - G&S Racing                           | 1:55.637        | 11   | <b>1:54.476</b> | 11   | <b>4.893</b>  | 0.414 |
| 26  | 80 | Callum BEY           | GBR | Suzuki - FilterLogic by EightZero Racing        | 1:56.162        | 12   | <b>1:54.658</b> | 11   | <b>5.075</b>  | 0.182 |
| 27  | 39 | Max MORGAN           | GBR | Kawasaki - MSS Performance                      | 1:55.108        | 10   | <b>1:54.711</b> | 10   | <b>5.128</b>  | 0.053 |
| 28  | 27 | Max SYMONDS          | GBR | Yamaha - Symonds Racing                         | 1:55.382        | 10   | <b>1:54.770</b> | 6    | <b>5.187</b>  | 0.059 |
| 29  | 90 | Rory PARKER          | GBR | Suzuki - RP Racing                              | 1:57.613        | 11   | <b>1:55.869</b> | 10   | <b>6.286</b>  | 1.099 |
| 30  | 79 | Jason BURRILL        | GBR | BMW - Burrill Racing                            | 1:59.197        | 8    | <b>1:58.657</b> | 11   | <b>9.074</b>  | 2.788 |
| 31  | 61 | Jake ARCHER          | GBR | Suzuki - True Heroes Racing                     | <b>1:59.115</b> | 4    |                 | 1    | <b>9.532</b>  | 0.458 |
| 32  | 33 | Connor THOMSON       | GBR | Kawasaki - Sound Advice Hearing Racing          | <b>1:59.436</b> | 10   | 1:59.966        | 3    | <b>9.853</b>  | 0.321 |
| 33  | 86 | Frederico LOPES-REGO | PRT | Yamaha - FLR Racing                             | <b>2:00.158</b> | 5    | 2:00.174        | 10   | <b>10.575</b> | 0.722 |
| 34  | 30 | Phil ROOKE           | GBR | Kawasaki - Fly a Spitfire Racing                | <b>2:00.361</b> | 10   | 2:00.617        | 5    | <b>10.778</b> | 0.203 |

QUALIFYING LAPTIME (110.0% of 1:49.583) = 2:00.541

Weather / Track : Bright / Dry

Snetterton 300: 2.9689 miles

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

|   |            |   |
|---|------------|---|
| Race Director : Stuart Higgs<br><i>S. Higgs</i>                 | Stewards : | Timekeeper : Richard Evans<br><i>R. EVANS</i>                   |
| <small>Digitally Approved at 17:32 Friday, 07 July 2023</small> |            | <small>Digitally Approved at 17:31 Friday, 07 July 2023</small> |

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

Printed - 17:28 Friday, 07 July 2023



QUALIFYING - Q1 - START LIST



| NO | NAME                 | NAT | ENTRY   |
|----|----------------------|-----|---|
| 17 | Matty WHELAN         | GBR | Suzuki - Milestone by ATS Racing                |
| 24 | Conor CUMMINS        | GBR | Honda - Milenco by Padgetts Motorcycles         |
| 25 | Jorel BOERBOOM       | NLD | Kawasaki - G&S Racing                           |
| 26 | Joe MOORE            | GBR | Suzuki - Clearline Racing                       |
| 27 | Max SYMONDS          | GBR | Yamaha - Symonds Racing                         |
| 30 | Phil ROOKE           | GBR | Kawasaki - Fly a Spitfire Racing                |
| 31 | Sam COX              | GBR | BMW - Sam Cox Racing with Armada Marine Cables  |
| 33 | Connor THOMSON       | GBR | Kawasaki - Sound Advice Hearing Racing          |
| 39 | Max MORGAN           | GBR | Kawasaki - MSS Performance                      |
| 57 | Richard WHITE        | GBR | BMW - Trackdudes powered by Hilltop Motorcycles |
| 61 | Jake ARCHER          | GBR | Suzuki - True Heroes Racing                     |
| 79 | Jason BURRILL        | GBR | BMW - Burrill Racing                            |
| 80 | Callum BEY           | GBR | Suzuki - FilterLogic by EightZero Racing        |
| 86 | Frederico LOPES-REGO | PRT | Yamaha - FLR Racing                             |
| 90 | Rory PARKER          | GBR | Suzuki - RP Racing                              |
| 96 | Kieran SMITH         | GBR | Honda - Corkie Racing                           |

Total Competitors: 16

QUALIFYING - Q2 - START LIST

| NO | NAME            | NAT | ENTRY  |
|----|-----------------|-----|--|
| 3  | Billy McCONNELL | AUS | Honda - C&L Fairburn Properties Jackson Racing |
| 4  | Dan LINFOOT     | GBR | Honda - Optimum Bikes Racing Ltd               |
| 5  | Richard KERR    | IRL | Honda - AMD Motorsport                         |
| 8  | Lewis ROLLO     | GBR | Aprilia - IN Competition / Aprilia             |
| 11 | Simon REID      | GBR | Honda - C&L Fairburn Properties Jackson Racing |
| 12 | Luke HEDGER     | GBR | Kawasaki - MAD Racing                          |
| 18 | Shaun WINFIELD  | GBR | Honda - TAG Racing                             |
| 19 | Joe TALBOT      | GBR | Honda - JR Performance Racing                  |
| 23 | David ALLINGHAM | GBR | Honda - SMS Racing                             |
| 34 | Alastair SEELEY | GBR | BMW - SYNETIQ BMW Motorrad                     |
| 37 | James HILLIER   | GBR | Yamaha - LAMI OMG Racing Yamaha                |
| 40 | Joe FRANCIS     | GBR | Kawasaki - STAUFF Fluid Power / GR Motosport   |
| 51 | Brayden ELLIOTT | AUS | Kawasaki - DAO Racing                          |
| 55 | Ash BEECH       | GBR | Honda - Jones Dorling Racing                   |
| 59 | Matt TRUELOVE   | GBR | Honda - TAG Racing                             |
| 75 | Alex OLSEN      | GBR | Honda - Cumins by Team IWR Honda               |
| 77 | Brent HARRAN    | ZAF | Honda - Optimum Bikes Racing Ltd               |
| 99 | Ben LUXTON      | GBR | Honda - Ben Luxton Racing                      |

- POSITION 1 FROM RESULT OF Q1
- POSITION 2 FROM RESULT OF Q1
- POSITION 3 FROM RESULT OF Q1
- POSITION 4 FROM RESULT OF Q1
- POSITION 5 FROM RESULT OF Q1
- POSITION 6 FROM RESULT OF Q1
- POSITION 7 FROM RESULT OF Q1
- POSITION 8 FROM RESULT OF Q1
- POSITION 9 FROM RESULT OF Q1

Total Competitors: 27

Snetterton 300: 2.9689 miles

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

Printed - 17:28 Friday, 07 July 2023



## QUALIFYING - Q1 - CLASSIFICATION



| POS | NO | NAME                 | NAT | ENTRY   | TIME     | ON | LAPS | GAP   | DIFF  | MPH   |
|-----|----|----------------------|-----|---|----------|----|------|-------|-------|-------|
| 1   | 24 | Conor CUMMINS        | GBR | Honda - Milenco by Padgetts Motorcycles         | 1:52.238 | 5  | 7    |       |       | 95.22 |
| 2   | 31 | Sam COX              | GBR | BMW - Sam Cox Racing with Armada Marine Cables  | 1:52.433 | 4  | 7    | 0.195 | 0.195 | 95.06 |
| 3   | 25 | Jorel BOERBOOM       | NLD | Kawasaki - G&S Racing                           | 1:53.251 | 5  | 5    | 1.013 | 0.818 | 94.37 |
| 4   | 26 | Joe MOORE            | GBR | Suzuki - Clearline Racing                       | 1:53.300 | 4  | 4    | 1.062 | 0.049 | 94.33 |
| 5   | 80 | Callum BEY           | GBR | Suzuki - FilterLogic by EightZero Racing        | 1:53.413 | 7  | 7    | 1.175 | 0.113 | 94.24 |
| 6   | 17 | Matty WHELAN         | GBR | Suzuki - Milestone by ATS Racing                | 1:53.670 | 5  | 7    | 1.432 | 0.257 | 94.02 |
| 7   | 96 | Kieran SMITH         | GBR | Honda - Corkie Racing                           | 1:53.804 | 7  | 7    | 1.566 | 0.134 | 93.91 |
| 8   | 27 | Max SYMONDS          | GBR | Yamaha - Symonds Racing                         | 1:53.826 | 7  | 7    | 1.588 | 0.022 | 93.89 |
| 9   | 39 | Max MORGAN           | GBR | Kawasaki - MSS Performance                      | 1:53.872 | 3  | 8    | 1.634 | 0.046 | 93.86 |
| 10  | 57 | Richard WHITE        | GBR | BMW - Trackdudes powered by Hilltop Motorcycles | 1:54.284 | 2  | 2    | 2.046 | 0.412 | 93.52 |
| 11  | 90 | Rory PARKER          | GBR | Suzuki - RP Racing                              | 1:54.446 | 5  | 8    | 2.208 | 0.162 | 93.38 |
| 12  | 33 | Connor THOMSON       | GBR | Kawasaki - Sound Advice Hearing Racing          | 1:56.089 | 6  | 8    | 3.851 | 1.643 | 92.06 |
| 13  | 61 | Jake ARCHER          | GBR | Suzuki - True Heroes Racing                     | 1:56.473 | 8  | 8    | 4.235 | 0.384 | 91.76 |
| 14  | 79 | Jason BURRILL        | GBR | BMW - Burrill Racing                            | 1:58.181 | 5  | 8    | 5.943 | 1.708 | 90.43 |
| 15  | 30 | Phil ROOKE           | GBR | Kawasaki - Fly a Spitfire Racing                | 1:58.704 | 2  | 5    | 6.466 | 0.523 | 90.03 |
| 16  | 86 | Frederico LOPES-REGO | PRT | Yamaha - FLR Racing                             | 1:58.932 | 4  | 8    | 6.694 | 0.228 | 89.86 |

QUALIFYING LAPTIME (110.0% of 1:52.238) = 2:03.461

Weather / Track : Cloudy / Dry

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

Snetterton 300: 2.9689 miles

Date: 08/07/2023 Start: 12:00 Finish: 12:15

Race Director : Stuart Higgs

Stewards :

Timekeeper : Richard Evans

S. Higgs

R. EVANS

Digitally Approved at 12:27 Saturday, 08 July 2023

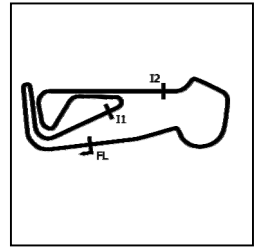
Digitally Approved at 12:24 Saturday, 08 July 2023

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

Printed - 12:18 Saturday, 08 July 2023



QUALIFYING - Q1 - 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 24                     |               | Conor CUMMINS            |               |              |               |              | Honda - Milenco by Padgetts Motorcycles |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.238 |               | BEST LAP TIME : 1:52.238 |               |              |               |              | DIFFERENCE : 0.000                      |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                                     | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 116.5                    | 42.518        | 152.5        | 39.046        | 160.1        | 2:04.035                                | 86.16        | 11.797      | 12:02:10.208        |  |
| 2 -                       | 35.765        | 123.3                    | 40.096        | 161.3        | 37.688        | <b>160.5</b> | 1:53.549 (2)                            | 94.12        | 1.311       | 12:04:03.757        |  |
| 3 -                       | 35.531        | 127.8                    | 40.411        | 154.6        | IN PIT        |              | 2:21.805 P                              | 75.37        | 29.567      | 12:06:25.562        |  |
| 4 -                       | OUTLAP        | 116.3                    | 44.673        | 146.2        | 38.544        | 159.7        | 2:13.833                                | 79.86        | 21.595      | 12:08:39.395        |  |
| 5 -                       | <b>35.391</b> | 127.8                    | <b>39.560</b> | <b>162.8</b> | <b>37.287</b> | 160.1        | <b>1:52.238 (1)</b>                     | <b>95.22</b> |             | <b>12:10:31.633</b> |  |
| 6 -                       | 41.981        | 110.1                    | 43.303        | 126.6        | 39.010        | 159.4        | 2:04.294                                | 85.99        | 12.056      | 12:12:35.927        |  |
| 7 -                       | 36.247        | 126.6                    | 40.313        | 156.4        | 38.068        | <b>160.5</b> | 1:54.628 (3)                            | 93.24        | 2.390       | 12:14:30.555        |  |

| P2 31                     |               | Sam COX                  |               |              |               |              | BMW - Sam Cox Racing with Armada Marine Cables |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.355 |               | BEST LAP TIME : 1:52.433 |               |              |               |              | DIFFERENCE : 0.078                             |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH  | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 124.9                    | 40.386        | <b>160.1</b> | 37.946        | 160.9        | 1:57.319                                       | 91.10        | 4.886       | 12:03:03.979        |  |
| 2 -                       | 35.508        | <b>128.3</b>             | 39.703        | 159.4        | 38.038        | 160.9        | 1:53.249 (3)                                   | 94.37        | 0.816       | 12:04:57.228        |  |
| 3 -                       | <b>35.344</b> | 126.3                    | 39.707        | 159.4        | 37.743        | 161.7        | 1:52.794 (2)                                   | 94.75        | 0.361       | 12:06:50.022        |  |
| 4 -                       | 35.422        | 125.4                    | <b>39.602</b> | 159.4        | <b>37.409</b> | <b>162.8</b> | <b>1:52.433 (1)</b>                            | <b>95.06</b> |             | <b>12:08:42.455</b> |  |
| 5 -                       | 36.099        | <b>128.3</b>             | 40.135        | 152.1        | IN PIT        |              | 3:59.732 P                                     | 44.58        | 2:07.299    | 12:12:42.187        |  |
| 6 -                       | OUTLAP        | 117.9                    | 40.217        | 155.7        | 38.222        | 161.3        | 1:58.688                                       | 90.05        | 6.255       | 12:14:40.875        |  |
| 7 -                       | 35.543        | 126.3                    | 39.863        | 157.9        | 37.847        | 160.5        | 1:53.253                                       | 94.37        | 0.820       | 12:16:34.128        |  |

| P3 25                     |               | Jorel BOERBOOM           |               |              |               |              | Kawasaki - G&S Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.122 |               | BEST LAP TIME : 1:53.251 |               |              |               |              | DIFFERENCE : 0.129    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 116.1                    | 40.625        | <b>160.5</b> | 37.909        | 159.7        | 1:58.846              | 89.93        | 5.595       | 12:02:04.835        |  |
| 2 -                       | 35.927        | 124.5                    | 40.012        | 153.5        | 38.181        | 160.9        | 1:54.120 (3)          | 93.65        | 0.869       | 12:03:58.955        |  |
| 3 -                       | 36.431        | 120.0                    | 40.172        | 159.7        | 37.910        | 160.1        | 1:54.513              | 93.33        | 1.262       | 12:05:53.468        |  |
| 4 -                       | <b>35.543</b> | 122.2                    | 39.901        | 157.1        | <b>37.820</b> | <b>162.0</b> | 1:53.264 (2)          | 94.36        | 0.013       | 12:07:46.732        |  |
| 5 -                       | 35.654        | <b>127.0</b>             | <b>39.759</b> | 159.0        | 37.838        | 159.4        | <b>1:53.251 (1)</b>   | <b>94.37</b> |             | <b>12:09:39.983</b> |  |

| P4 26                     |               | Joe MOORE                |               |              |               |              | Suzuki - Clearline Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.210 |               | BEST LAP TIME : 1:53.300 |               |              |               |              | DIFFERENCE : 0.090        |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                       | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 70.9                     |               |              | IN PIT        |              | 5:57.091 P                | 29.93        | 4:03.791    | 12:07:04.458        |  |
| 2 -                       | OUTLAP        | 130.3                    | 41.620        | 156.7        | 38.742        | 154.9        | 2:00.397                  | 88.77        | 7.097       | 12:09:04.855        |  |
| 3 -                       | 35.297        | <b>135.2</b>             | 40.033        | <b>164.8</b> | <b>38.107</b> | 154.6        | 1:53.437 (2)              | 94.22        | 0.137       | 12:10:58.292        |  |
| 4 -                       | <b>35.211</b> | 128.0                    | <b>39.892</b> | 161.7        | 38.197        | <b>155.3</b> | <b>1:53.300 (1)</b>       | <b>94.33</b> |             | <b>12:12:51.592</b> |  |

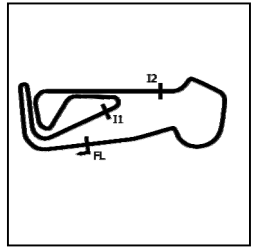
| P5 80                     |               | Callum BEY               |               |              |               |              | Suzuki - FilterLogic by EightZero Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.413 |               | BEST LAP TIME : 1:53.413 |               |              |               |              | DIFFERENCE : 0.000                       |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                                      | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 109.1                    | 43.069        | 151.1        | 40.108        | 155.3        | 2:06.299                                 | 84.62        | 12.886      | 12:02:19.138        |  |
| 2 -                       | 36.152        | 127.3                    | 40.611        | 160.1        | 38.579        | 155.3        | 1:55.342                                 | 92.66        | 1.929       | 12:04:14.480        |  |
| 3 -                       | 35.567        | 125.2                    | 40.160        | <b>166.1</b> | 38.070        | <b>157.9</b> | 1:53.797 (3)                             | 93.92        | 0.384       | 12:06:08.277        |  |
| 4 -                       | 37.785        | 115.9                    | 41.214        | 151.1        | IN PIT        |              | 3:43.579 P                               | 47.80        | 1:50.166    | 12:09:51.856        |  |
| 5 -                       | OUTLAP        | 123.3                    | 41.109        | 153.2        | 38.953        | 153.9        | 2:02.989                                 | 86.90        | 9.576       | 12:11:54.845        |  |
| 6 -                       | 35.616        | <b>130.5</b>             | 40.109        | 164.0        | 38.065        | 154.9        | 1:53.790 (2)                             | 93.92        | 0.377       | 12:13:48.635        |  |
| 7 -                       | <b>35.433</b> | 127.8                    | <b>39.940</b> | 162.4        | <b>38.040</b> | 154.9        | <b>1:53.413 (1)</b>                      | <b>94.24</b> |             | <b>12:15:42.048</b> |  |

# MCRCB BULLETIN TK167

## 2023 Bennetts British Superbike Championship - Round 5

## 2023 Pirelli National Superstock with Santander Consumer Finance

### QUALIFYING - Q1 - 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 17                     |               | Matty WHELAN             |               |              |               |              | Suzuki - Milestone by ATS Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|----------------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.359 |               | BEST LAP TIME : 1:53.670 |               |              |               |              | DIFFERENCE : 0.311               |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                              | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 121.7                    | 41.120        | 159.7        | 38.659        | 152.5        | 1:59.245                         | 89.63        | 5.575       | 12:02:03.586        |  |
| 2 -                       | 36.091        | 121.5                    | 40.344        | 159.4        | 38.287        | 152.1        | 1:54.722                         | 93.16        | 1.052       | 12:03:58.308        |  |
| 3 -                       | 36.261        | 126.8                    | <b>39.995</b> | 163.6        | <b>37.795</b> | <b>153.5</b> | 1:54.051                         | 93.71        | 0.381       | 12:05:52.359        |  |
| 4 -                       | 35.711        | 126.3                    | 40.152        | <b>164.4</b> | 37.846        | 152.5        | 1:53.709 (2)                     | 93.99        | 0.039       | 12:07:46.068        |  |
| 5 -                       | <b>35.569</b> | 123.8                    | 40.305        | 162.0        | 37.796        | 153.2        | <b>1:53.670 (1)</b>              | <b>94.02</b> |             | <b>12:09:39.738</b> |  |
| 6 -                       | 35.666        | <b>129.3</b>             | 40.144        | 161.3        | 38.068        | 151.8        | 1:53.878 (3)                     | 93.85        | 0.208       | 12:11:33.616        |  |
| 7 -                       | 36.420        | 126.6                    | 41.596        | 155.7        | 38.702        | 151.8        | 1:56.718                         | 91.57        | 3.048       | 12:13:30.334        |  |

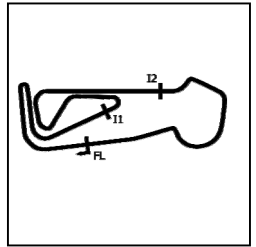
| P7 96                     |               | Kieran SMITH             |               |              |               |              | Honda - Corkie Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.463 |               | BEST LAP TIME : 1:53.804 |               |              |               |              | DIFFERENCE : 0.341    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 109.8                    | 42.865        | 143.0        | 40.316        | <b>163.6</b> | 2:05.564              | 85.12        | 11.760      | 12:02:13.694        |  |
| 2 -                       | 35.911        | 122.9                    | 40.665        | 157.5        | <b>38.069</b> | 162.4        | 1:54.645              | 93.22        | 0.841       | 12:04:08.339        |  |
| 3 -                       | 35.889        | 124.9                    | <b>40.184</b> | 161.7        | 38.382        | <b>163.6</b> | 1:54.455 (3)          | 93.38        | 0.651       | 12:06:02.794        |  |
| 4 -                       | 35.416        | 125.6                    | 40.185        | 159.0        | 38.334        | 162.4        | 1:53.935 (2)          | 93.80        | 0.131       | 12:07:56.729        |  |
| 5 -                       | 38.377        | 110.5                    | 42.733        | 146.2        | IN PIT        |              | 3:14.123 P            | 55.05        | 1:20.319    | 12:11:15.852        |  |
| 6 -                       | OUTLAP        | 127.0                    | 40.761        | 154.6        | 38.659        | 161.7        | 1:59.852              | 89.17        | 6.048       | 12:13:10.704        |  |
| 7 -                       | <b>35.210</b> | <b>132.6</b>             | 40.350        | <b>162.8</b> | 38.244        | 159.0        | <b>1:53.804 (1)</b>   | <b>93.91</b> |             | <b>12:15:04.508</b> |  |

| P8 27                     |               | Max SYMONDS              |               |              |               |              | Yamaha - Symonds Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.548 |               | BEST LAP TIME : 1:53.826 |               |              |               |              | DIFFERENCE : 0.278      |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                     | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 114.3                    | 41.178        | 150.1        | 38.656        | 155.7        | 1:59.063                | 89.76        | 5.237       | 12:02:03.813        |  |
| 2 -                       | 36.204        | 120.9                    | <b>40.051</b> | 153.9        | 38.580        | 157.1        | 1:54.835                | 93.07        | 1.009       | 12:03:58.648        |  |
| 3 -                       | 36.118        | 118.7                    | 40.069        | 161.3        | <b>37.918</b> | 156.7        | 1:54.105 (3)            | 93.66        | 0.279       | 12:05:52.753        |  |
| 4 -                       | 35.609        | 122.4                    | 40.219        | 163.2        | 38.016        | <b>157.5</b> | 1:53.844 (2)            | 93.88        | 0.018       | 12:07:46.597        |  |
| 5 -                       | 36.141        | 118.7                    | 40.991        | 159.4        | IN PIT        |              | 3:28.500 P              | 51.26        | 1:34.674    | 12:11:15.097        |  |
| 6 -                       | OUTLAP        | <b>127.8</b>             | 40.786        | 160.9        | 38.538        | 156.7        | 1:57.519                | 90.94        | 3.693       | 12:13:12.616        |  |
| 7 -                       | <b>35.579</b> | 124.5                    | 40.117        | <b>166.1</b> | 38.130        | 154.6        | <b>1:53.826 (1)</b>     | <b>93.89</b> |             | <b>12:15:06.442</b> |  |

| P9 39                     |               | Max MORGAN               |               |              |               |              | Kawasaki - MSS Performance |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|----------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.804 |               | BEST LAP TIME : 1:53.872 |               |              |               |              | DIFFERENCE : 0.068         |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                        | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 112.7                    | 42.558        | 150.8        | 39.224        | 156.4        | 2:04.242                   | 86.02        | 10.370      | 12:02:10.660        |  |
| 2 -                       | 36.138        | 124.5                    | 40.183        | 162.8        | 38.270        | 156.7        | 1:54.591                   | 93.27        | 0.719       | 12:04:05.251        |  |
| 3 -                       | <b>35.634</b> | 122.2                    | <b>40.004</b> | 163.6        | 38.234        | <b>158.2</b> | <b>1:53.872 (1)</b>        | <b>93.86</b> |             | <b>12:05:59.123</b> |  |
| 4 -                       | 35.867        | <b>130.3</b>             | 40.552        | 164.8        | <b>38.166</b> | 156.7        | 1:54.585 (3)               | 93.27        | 0.713       | 12:07:53.708        |  |
| 5 -                       | 38.570        | 117.3                    | 42.246        | 154.9        | 39.272        | 156.0        | 2:00.088                   | 89.00        | 6.216       | 12:09:53.796        |  |
| 6 -                       | 36.375        | 116.7                    | 43.297        | 156.7        | IN PIT        |              | 2:43.968 P                 | 65.18        | 50.096      | 12:12:37.764        |  |
| 7 -                       | OUTLAP        | 124.9                    | 40.725        | 159.4        | 38.828        | 156.7        | 2:01.473                   | 87.98        | 7.601       | 12:14:39.237        |  |
| 8 -                       | 35.917        | 126.8                    | 40.226        | <b>166.5</b> | 38.373        | 156.0        | 1:54.516 (2)               | 93.33        | 0.644       | 12:16:33.753        |  |

| P10 57                    |               | Richard WHITE            |               |              |               |              | BMW - Trackdudes powered by Hilltop Motorcycles |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:54.233 |               | BEST LAP TIME : 1:54.284 |               |              |               |              | DIFFERENCE : 0.051                              |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | <b>121.5</b>             | 39.803        | 158.2        | <b>38.147</b> | <b>162.8</b> | 1:57.980  | 90.59        | 3.696       | 12:02:03.864        |  |
| 2 -                       | <b>36.297</b> | 114.9                    | <b>39.789</b> | <b>162.0</b> | 38.198        | 160.5        | <b>1:54.284 (1)</b>                             | <b>93.52</b> |             | <b>12:03:58.148</b> |  |

## QUALIFYING - Q1 - 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 90                    |               | Rory PARKER              |               |              |               |              | Suzuki - RP Racing  |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:54.414 |               | BEST LAP TIME : 1:54.446 |               |              |               |              | DIFFERENCE : 0.032  |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 113.7                    | 42.662        | 158.6        | 39.795        | 152.5        | 2:08.290            | 83.31        | 13.844      | 12:02:54.852        |  |
| 2 -                       | 36.964        | 121.1                    | 41.066        | 157.9        | 38.456        | 154.6        | 1:56.486            | 91.75        | 2.040       | 12:04:51.338        |  |
| 3 -                       | 36.010        | 129.8                    | 40.519        | 153.9        | 38.397        | 155.3        | 1:54.926 (2)        | 92.99        | 0.480       | 12:06:46.264        |  |
| 4 -                       | 36.007        | 125.9                    | 40.933        | 151.1        | 38.453        | <b>156.0</b> | 1:55.393            | 92.62        | 0.947       | 12:08:41.657        |  |
| 5 -                       | <b>35.756</b> | 124.7                    | 40.493        | 155.3        | <b>38.197</b> | 154.9        | <b>1:54.446 (1)</b> | <b>93.38</b> |             | <b>12:10:36.103</b> |  |
| 6 -                       | 35.769        | <b>132.1</b>             | <b>40.461</b> | <b>160.5</b> | 38.750        | 154.6        | 1:54.980 (3)        | 92.95        | 0.534       | 12:12:31.083        |  |
| 7 -                       | 36.020        | 121.1                    | 40.981        | 155.7        | 38.701        | 154.9        | 1:55.702            | 92.37        | 1.256       | 12:14:26.785        |  |
| 8 -                       | 36.197        | 127.0                    | 40.670        | 158.2        | 38.474        | 153.9        | 1:55.341            | 92.66        | 0.895       | 12:16:22.126        |  |

| P12 33                    |               | Connor THOMSON           |               |              |               |              | Kawasaki - Sound Advice Hearing Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:56.039 |               | BEST LAP TIME : 1:56.089 |               |              |               |              | DIFFERENCE : 0.050                     |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                                    | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 112.2                    | 42.641        | 150.1        | 40.216        | 152.8        | 2:05.203                               | 85.36        | 9.114       | 12:02:12.197        |  |
| 2 -                       | 36.970        | 121.1                    | 41.305        | 156.0        | 39.329        | <b>154.2</b> | 1:57.604                               | 90.88        | 1.515       | 12:04:09.801        |  |
| 3 -                       | 36.639        | 118.3                    | 41.236        | 156.7        | 39.553        | 153.5        | 1:57.428 (3)                           | 91.01        | 1.339       | 12:06:07.229        |  |
| 4 -                       | 36.631        | 120.9                    | 41.405        | 159.4        | 39.310        | 152.8        | 1:57.346 (2)                           | 91.08        | 1.257       | 12:08:04.575        |  |
| 5 -                       | 36.805        | 123.5                    | 41.576        | 150.1        | 40.060        | 151.8        | 1:58.441                               | 90.23        | 2.352       | 12:10:03.016        |  |
| 6 -                       | 36.341        | <b>127.3</b>             | <b>40.717</b> | 160.1        | <b>39.031</b> | 152.8        | <b>1:56.089 (1)</b>                    | <b>92.06</b> |             | <b>12:11:59.105</b> |  |
| 7 -                       | <b>36.291</b> | 125.6                    | 40.906        | <b>164.8</b> | 41.159        | 152.8        | 1:58.356                               | 90.30        | 2.267       | 12:13:57.461        |  |
| 8 -                       | 37.339        | 121.3                    | 41.520        | 153.2        | 40.188        | 151.1        | 1:59.047                               | 89.78        | 2.958       | 12:15:56.508        |  |

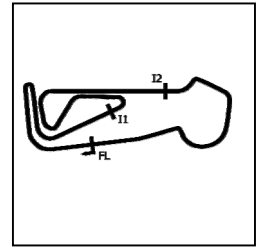
| P13 61                    |               | Jake ARCHER              |               |              |               |              | Suzuki - True Heroes Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:56.473 |               | BEST LAP TIME : 1:56.473 |               |              |               |              | DIFFERENCE : 0.000          |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                         | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 113.1                    | 42.360        | 135.0        | 40.087        | 157.5        | 2:03.800                    | 86.33        | 7.327       | 12:02:10.218        |  |
| 2 -                       | 36.998        | 113.3                    | 41.091        | 145.2        | 39.214        | 158.2        | 1:57.303                    | 91.11        | 0.830       | 12:04:07.521        |  |
| 3 -                       | 36.707        | 118.1                    | 41.008        | <b>150.1</b> | 47.548        | 159.4        | 2:05.263                    | 85.32        | 8.790       | 12:06:12.784        |  |
| 4 -                       | 36.685        | 116.7                    | 40.955        | 146.5        | 39.430        | <b>159.7</b> | 1:57.070                    | 91.29        | 0.597       | 12:08:09.854        |  |
| 5 -                       | 36.641        | 120.9                    | 41.039        | 140.6        | 39.229        | 156.0        | 1:56.909 (3)                | 91.42        | 0.436       | 12:10:06.763        |  |
| 6 -                       | 36.743        | 120.4                    | 41.054        | 146.5        | 39.471        | 156.4        | 1:57.268                    | 91.14        | 0.795       | 12:12:04.031        |  |
| 7 -                       | 36.656        | <b>121.1</b>             | 41.101        | 146.2        | 39.104        | 157.5        | 1:56.861 (2)                | 91.45        | 0.388       | 12:14:00.892        |  |
| 8 -                       | <b>36.587</b> | <b>121.1</b>             | <b>40.893</b> | 146.8        | <b>38.993</b> | 158.2        | <b>1:56.473 (1)</b>         | <b>91.76</b> |             | <b>12:15:57.365</b> |  |

| P14 79                    |               | Jason BURRILL            |               |              |               |              | BMW - Burrill Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:58.088 |               | BEST LAP TIME : 1:58.181 |               |              |               |              | DIFFERENCE : 0.093   |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                  | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 109.2                    | 44.818        | 149.7        | 42.182        | 156.0        | 2:10.466             | 81.92        | 12.285      | 12:02:19.085        |  |
| 2 -                       | 37.533        | 118.5                    | 41.859        | 144.0        | 40.686        | <b>156.7</b> | 2:00.078             | 89.00        | 1.897       | 12:04:19.163        |  |
| 3 -                       | 37.365        | 116.3                    | 41.923        | 145.5        | 40.070        | <b>156.7</b> | 1:59.358 (3)         | 89.54        | 1.177       | 12:06:18.521        |  |
| 4 -                       | 37.114        | 119.8                    | <b>41.554</b> | 147.4        | 39.952        | 156.4        | 1:58.620 (2)         | 90.10        | 0.439       | 12:08:17.141        |  |
| 5 -                       | <b>36.673</b> | <b>123.3</b>             | 41.647        | <b>151.4</b> | <b>39.861</b> | <b>156.7</b> | <b>1:58.181 (1)</b>  | <b>90.43</b> |             | <b>12:10:15.322</b> |  |
| 6 -                       | 42.000        | 104.6                    | 46.174        | 140.3        | 57.927        | 155.7        | 2:26.101             | 73.15        | 27.920      | 12:12:41.423        |  |
| 7 -                       | 39.920        | 109.8                    | 45.144        | 148.7        | 40.417        | 156.4        | 2:05.481             | 85.17        | 7.300       | 12:14:46.904        |  |
| 8 -                       | 37.264        | 119.4                    | 45.024        | 149.4        | 41.144        | 153.5        | 2:03.432             | 86.59        | 5.251       | 12:16:50.336        |  |

| P15 30                    |               | Phil ROOKE               |               |              |               |              | Kawasaki - Fly a Spitfire Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|----------------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:58.520 |               | BEST LAP TIME : 1:58.704 |               |              |               |              | DIFFERENCE : 0.184               |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                              | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 107.5                    | 43.124        | 130.3        | 40.123        | <b>151.8</b> | 2:06.185                         | 84.70        | 7.481       | 12:02:12.913        |  |
| 2 -                       | <b>36.764</b> | <b>118.3</b>             | 42.036        | 146.5        | 39.904        | 151.4        | <b>1:58.704 (1)</b>              | <b>90.03</b> |             | <b>12:04:11.617</b> |  |
| 3 -                       | 37.402        | 113.7                    | 42.026        | 144.9        | <b>39.815</b> | 151.4        | 1:59.243 (3)                     | 89.63        | 0.539       | 12:06:10.860        |  |
| 4 -                       | 37.201        | 113.3                    | <b>41.941</b> | <b>150.8</b> | 39.890        | 151.1        | 1:59.032 (2)                     | 89.79        | 0.328       | 12:08:09.892        |  |
| 5 -                       | 39.894        | 101.3                    | 48.372        | 124.0        | IN PIT        |              | 9:24.868 P                       | 18.92        | 7:26.164    | 12:17:34.760        |  |



QUALIFYING - Q1 - 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 86                    |               | Frederico LOPES-REGO     |               |              |               |              | Yamaha - FLR Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:58.621 |               | BEST LAP TIME : 1:58.932 |               |              |               |              | DIFFERENCE : 0.311  |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 107.2                    | 43.187        | 143.0        | 40.355        | <b>157.5</b> | 2:06.273            | 84.64        | 7.341       | 12:02:13.646        |  |
| 2 -                       | <b>37.044</b> | <b>127.0</b>             | 56.149        | 137.5        | 40.304        | 153.2        | 2:13.497            | 80.06        | 14.565      | 12:04:27.143        |  |
| 3 -                       | 37.901        | 110.1                    | 41.928        | 145.5        | 40.035        | 153.9        | 1:59.864 (3)        | 89.16        | 0.932       | 12:06:27.007        |  |
| <b>4 -</b>                | 37.173        | 118.9                    | 41.915        | 140.3        | <b>39.844</b> | 154.2        | <b>1:58.932 (1)</b> | <b>89.86</b> |             | <b>12:08:25.939</b> |  |
| 5 -                       | 38.261        | 117.3                    | 42.600        | 144.3        | 40.321        | 151.8        | 2:01.182            | 88.19        | 2.250       | 12:10:27.121        |  |
| 6 -                       | 37.890        | 116.5                    | 42.472        | <b>149.1</b> | 40.575        | 153.9        | 2:00.937            | 88.37        | 2.005       | 12:12:28.058        |  |
| 7 -                       | 38.350        | 115.3                    | 42.867        | 146.5        | 40.495        | 153.9        | 2:01.712            | 87.81        | 2.780       | 12:14:29.770        |  |
| 8 -                       | 37.223        | 117.9                    | <b>41.733</b> | 142.1        | 40.205        | 154.9        | 1:59.161 (2)        | 89.69        | 0.229       | 12:16:28.931        |  |

**MCRCB BULLETIN TK168****2023 Bennetts British Superbike Championship - Round 5****2023 Pirelli National Superstock with Santander Consumer Finance****QUALIFYING - Q1 - 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  |
|          |    |            |        |          |            |        |    |            |        |     |    |                         | <b>PERFECT LAP</b> | <b>1:52.057</b> |       |
| 1        | 96 | SMITH      | 35.210 | 24       | CUMMINS    | 39.560 | 24 | CUMMINS    | 37.287 | 1   | 24 | CUMMINS                 | 1:52.238           | 1:52.238        | 0.000 |
| 2        | 26 | MOORE      | 35.211 | 31       | COX        | 39.602 | 31 | COX        | 37.409 | 2   | 31 | COX                     | 1:52.355           | 1:52.433        | 0.078 |
| 3        | 31 | COX        | 35.344 | 25       | BOERBOOM   | 39.759 | 17 | WHELAN     | 37.795 | 3   | 25 | BOERBOOM                | 1:53.122           | 1:53.251        | 0.129 |
| 4        | 24 | CUMMINS    | 35.391 | 57       | WHITE      | 39.789 | 25 | BOERBOOM   | 37.820 | 4   | 26 | MOORE                   | 1:53.210           | 1:53.300        | 0.090 |
| 5        | 80 | BEY        | 35.433 | 26       | MOORE      | 39.892 | 27 | SYMONDS    | 37.918 | 5   | 17 | WHELAN                  | 1:53.359           | 1:53.670        | 0.311 |
| 6        | 25 | BOERBOOM   | 35.543 | 80       | BEY        | 39.940 | 80 | BEY        | 38.040 | 6   | 80 | BEY                     | 1:53.413           | 1:53.413        | 0.000 |
| 7        | 17 | WHELAN     | 35.569 | 17       | WHELAN     | 39.995 | 96 | SMITH      | 38.069 | 7   | 96 | SMITH                   | 1:53.463           | 1:53.804        | 0.341 |
| 8        | 27 | SYMONDS    | 35.579 | 39       | MORGAN     | 40.004 | 26 | MOORE      | 38.107 | 8   | 27 | SYMONDS                 | 1:53.548           | 1:53.826        | 0.278 |
| 9        | 39 | MORGAN     | 35.634 | 27       | SYMONDS    | 40.051 | 57 | WHITE      | 38.147 | 9   | 39 | MORGAN                  | 1:53.804           | 1:53.872        | 0.068 |
| 10       | 90 | PARKER     | 35.756 | 96       | SMITH      | 40.184 | 39 | MORGAN     | 38.166 | 10  | 57 | WHITE                   | 1:54.233           | 1:54.284        | 0.051 |
| 11       | 33 | THOMSON    | 36.291 | 90       | PARKER     | 40.461 | 90 | PARKER     | 38.197 | 11  | 90 | PARKER                  | 1:54.414           | 1:54.446        | 0.032 |
| 12       | 57 | WHITE      | 36.297 | 33       | THOMSON    | 40.717 | 61 | ARCHER     | 38.993 | 12  | 33 | THOMSON                 | 1:56.039           | 1:56.089        | 0.050 |
| 13       | 61 | ARCHER     | 36.587 | 61       | ARCHER     | 40.893 | 33 | THOMSON    | 39.031 | 13  | 61 | ARCHER                  | 1:56.473           | 1:56.473        | 0.000 |
| 14       | 79 | BURRILL    | 36.673 | 79       | BURRILL    | 41.554 | 30 | ROOKE      | 39.815 | 14  | 79 | BURRILL                 | 1:58.088           | 1:58.181        | 0.093 |
| 15       | 30 | ROOKE      | 36.764 | 86       | LOPES-REGO | 41.733 | 86 | LOPES-REGO | 39.844 | 15  | 30 | ROOKE                   | 1:58.520           | 1:58.704        | 0.184 |
| 16       | 86 | LOPES-REGO | 37.044 | 30       | ROOKE      | 41.941 | 79 | BURRILL    | 39.861 | 16  | 86 | LOPES-REGO              | 1:58.621           | 1:58.932        | 0.311 |

**MCRCB BULLETIN TK169****2023 Bennetts British Superbike Championship - Round 5****2023 Pirelli National Superstock with Santander Consumer Finance****QUALIFYING - Q1 - BEST SPEEDS**

| POS | INTERMEDIATE 1 |            |       | INTERMEDIATE 2 |            |       | FINISH LINE |            |       |
|-----|----------------|------------|-------|----------------|------------|-------|-------------|------------|-------|
|     | NO             | NAME       | MPH   | NO             | NAME       | MPH   | NO          | NAME       | MPH   |
| 1   | 26             | MOORE      | 135.2 | 39             | MORGAN     | 166.5 | 96          | SMITH      | 163.6 |
| 2   | 96             | SMITH      | 132.6 | 80             | BEY        | 166.1 | 31          | COX        | 162.8 |
| 3   | 90             | PARKER     | 132.1 | 27             | SYMONDS    | 166.1 | 57          | WHITE      | 162.8 |
| 4   | 24             | CUMMINS    | 131.8 | 26             | MOORE      | 164.8 | 25          | BOERBOOM   | 162.0 |
| 5   | 80             | BEY        | 130.5 | 33             | THOMSON    | 164.8 | 24          | CUMMINS    | 160.5 |
| 6   | 39             | MORGAN     | 130.3 | 17             | WHELAN     | 164.4 | 61          | ARCHER     | 159.7 |
| 7   | 17             | WHELAN     | 129.3 | 24             | CUMMINS    | 162.8 | 39          | MORGAN     | 158.2 |
| 8   | 31             | COX        | 128.3 | 96             | SMITH      | 162.8 | 80          | BEY        | 157.9 |
| 9   | 27             | SYMONDS    | 127.8 | 57             | WHITE      | 162.0 | 27          | SYMONDS    | 157.5 |
| 10  | 33             | THOMSON    | 127.3 | 25             | BOERBOOM   | 160.5 | 86          | LOPES-REGO | 157.5 |
| 11  | 25             | BOERBOOM   | 127.0 | 90             | PARKER     | 160.5 | 79          | BURRILL    | 156.7 |
| 12  | 86             | LOPES-REGO | 127.0 | 31             | COX        | 160.1 | 90          | PARKER     | 156.0 |
| 13  | 79             | BURRILL    | 123.3 | 79             | BURRILL    | 151.4 | 26          | MOORE      | 155.3 |
| 14  | 57             | WHITE      | 121.5 | 30             | ROOKE      | 150.8 | 33          | THOMSON    | 154.2 |
| 15  | 61             | ARCHER     | 121.1 | 61             | ARCHER     | 150.1 | 17          | WHELAN     | 153.5 |
| 16  | 30             | ROOKE      | 118.3 | 86             | LOPES-REGO | 149.1 | 30          | ROOKE      | 151.8 |

# MCRCB BULLETIN TK170

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### QUALIFYING - Q1 - STATISTICS

|                               |                           |
|-------------------------------|---------------------------|
| <b>Competitors Started</b>    | 16                        |
| <b>Planned Start</b>          | 2023-07-08 @ 12:00:00.000 |
| <b>Actual Start</b>           | 2023-07-08 @ 12:00:01.873 |
| <b>Finish Time</b>            | 2023-07-08 @ 12:15:01.873 |
| <b>Track Length</b>           | 2.9689mi.                 |
| <b>Total Laps</b>             | 106                       |
| <b>Total Distance Covered</b> | 314.7046mi.               |

#### Session Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE  |
|----|----------------|----------|--------------|-----|----------|
| 57 | Richard WHITE  | 1:54.284 | 12:03:58.148 | 2   | BMW      |
| 25 | Jorel BOERBOOM | 1:54.120 | 12:03:58.955 | 2   | Kawasaki |
| 24 | Conor CUMMINS  | 1:53.549 | 12:04:03.757 | 2   | Honda    |
| 31 | Sam COX        | 1:53.249 | 12:04:57.228 | 2   | BMW      |
| 31 | Sam COX        | 1:52.794 | 12:06:50.022 | 3   | BMW      |
| 31 | Sam COX        | 1:52.433 | 12:08:42.455 | 4   | BMW      |
| 24 | Conor CUMMINS  | 1:52.238 | 12:10:31.633 | 5   | Honda    |

#### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 12:00:01.873 |
| FINISH | 12:15:01.873 |

#### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 8          | 18:01.785  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# MCRCB BULLETIN TK171

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### QUALIFYING - Q1 - SESSION NOTES

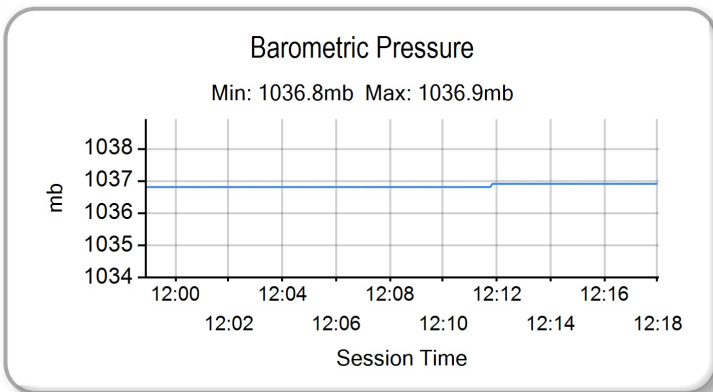
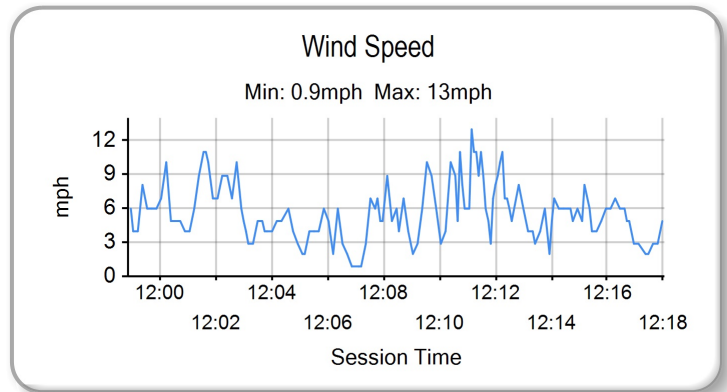
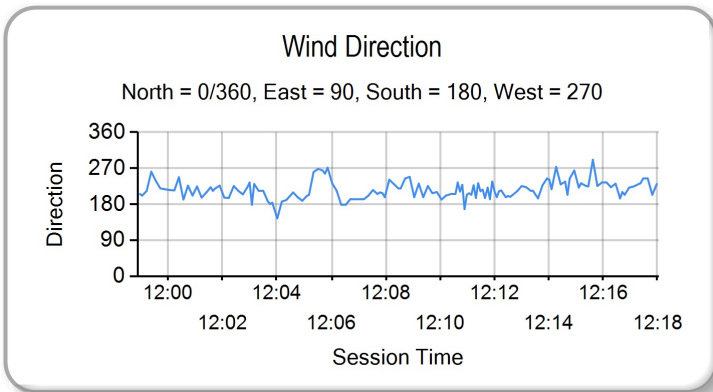
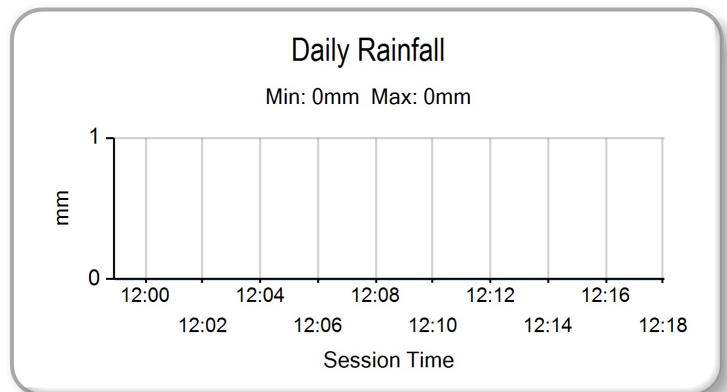
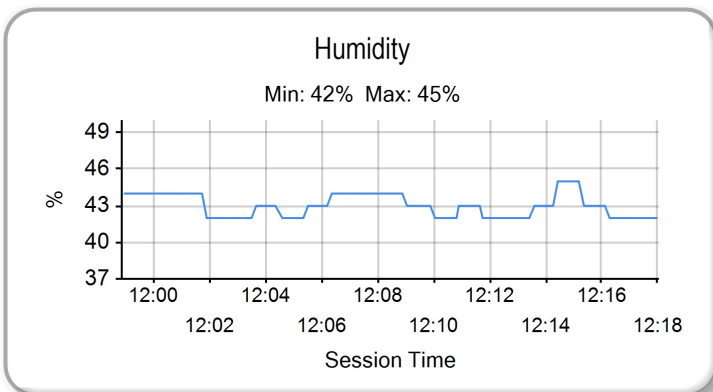
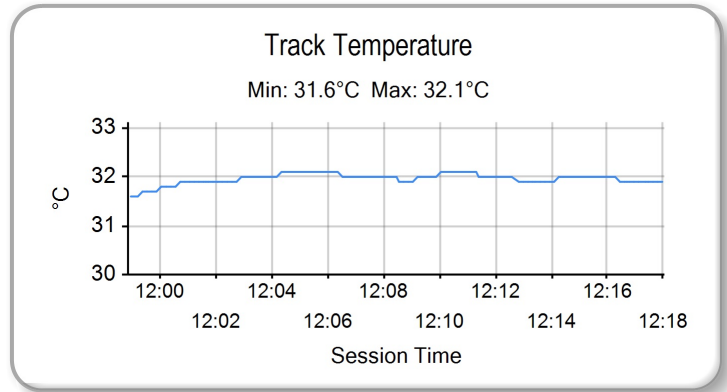
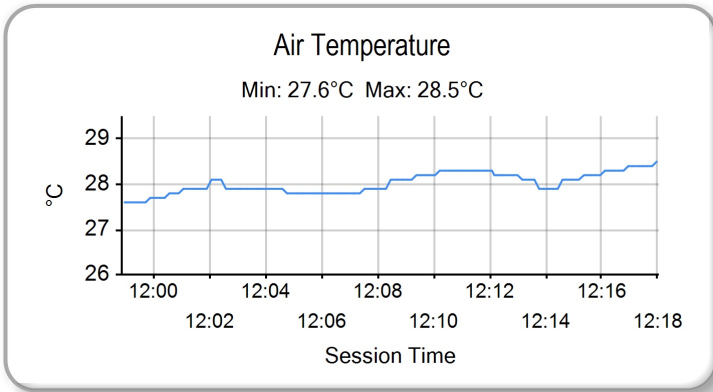
| TIME     | MESSAGE                                     |
|----------|---|
| 12:02:44 | NO. 26 STOPPED TECHNICAL PROBLEM - AGOSTINI |
| 12:05:02 | NO. 57 STOPPED TECHNICAL PROBLEM - AGOSTINI |
| 12:13:55 | NO. 26 STOPPED TECHNICAL PROBLEM - AGOSTINI |

# MCRCB BULLETIN TK172

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### QUALIFYING - Q1 - WEATHER CONDITIONS





## QUALIFYING - Q2 - CLASSIFICATION

| POS | NO | NAME            | NAT | ENTRY  | TIME     | ON | LAPS | GAP   | DIFF  | MPH   |
|-----|----|-----------------|-----|--|----------|----|------|-------|-------|-------|
| 1   | 4  | Dan LINFOOT     | GBR | Honda - Optimum Bikes Racing Ltd               | 1:48.948 | 4  | 4    |       |       | 98.10 |
| 2   | 75 | Alex OLSEN      | GBR | Honda - Cumins by Team IWR Honda               | 1:49.167 | 5  | 7    | 0.219 | 0.219 | 97.90 |
| 3   | 34 | Alastair SEELEY | GBR | BMW - SYNETIQ BMW Motorrad                     | 1:49.714 | 4  | 8    | 0.766 | 0.547 | 97.41 |
| 4   | 5  | Richard KERR    | IRL | Honda - AMD Motorsport                         | 1:49.770 | 5  | 8    | 0.822 | 0.056 | 97.36 |
| 5   | 3  | Billy McCONNELL | AUS | Honda - C&L Fairburn Properties Jackson Racing | 1:49.777 | 5  | 8    | 0.829 | 0.007 | 97.36 |
| 6   | 8  | Lewis ROLLO     | GBR | Aprilia - IN Competition / Aprilia             | 1:50.487 | 4  | 8    | 1.539 | 0.710 | 96.73 |
| 7   | 11 | Simon REID      | GBR | Honda - C&L Fairburn Properties Jackson Racing | 1:50.557 | 2  | 7    | 1.609 | 0.070 | 96.67 |
| 8   | 19 | Joe TALBOT      | GBR | Honda - JR Performance Racing                  | 1:50.624 | 4  | 8    | 1.676 | 0.067 | 96.61 |
| 9   | 55 | Ash BEECH       | GBR | Honda - Jones Dorling Racing                   | 1:50.828 | 5  | 8    | 1.880 | 0.204 | 96.43 |
| 10  | 77 | Brent HARRAN    | ZAF | Honda - Optimum Bikes Racing Ltd               | 1:51.014 | 7  | 8    | 2.066 | 0.186 | 96.27 |
| 11  | 18 | Shaun WINFIELD  | GBR | Honda - TAG Racing                             | 1:51.055 | 4  | 8    | 2.107 | 0.041 | 96.24 |
| 12  | 59 | Matt TRUELOVE   | GBR | Honda - TAG Racing                             | 1:51.057 | 5  | 8    | 2.109 | 0.002 | 96.23 |
| 13  | 23 | David ALLINGHAM | GBR | Honda - SMS Racing                             | 1:51.136 | 6  | 7    | 2.188 | 0.079 | 96.17 |
| 14  | 12 | Luke HEDGER     | GBR | Kawasaki - MAD Racing                          | 1:51.173 | 4  | 7    | 2.225 | 0.037 | 96.13 |
| 15  | 51 | Brayden ELLIOTT | AUS | Kawasaki - DAO Racing                          | 1:51.278 | 5  | 8    | 2.330 | 0.105 | 96.04 |
| 16  | 40 | Joe FRANCIS     | GBR | Kawasaki - STAUFF Fluid Power / GR Motosport   | 1:51.481 | 6  | 7    | 2.533 | 0.203 | 95.87 |
| 17  | 24 | Conor CUMMINS   | GBR | Honda - Milenco by Padgetts Motorcycles        | 1:51.817 | 3  | 7    | 2.869 | 0.336 | 95.58 |
| 18  | 37 | James HILLIER   | GBR | Yamaha - LAMI OMG Racing Yamaha                | 1:51.977 | 4  | 8    | 3.029 | 0.160 | 95.44 |
| 19  | 31 | Sam COX         | GBR | BMW - Sam Cox Racing with Armada Marine Cables | 1:52.679 | 3  | 7    | 3.731 | 0.702 | 94.85 |
| 20  | 96 | Kieran SMITH    | GBR | Honda - Corkie Racing                          | 1:52.790 | 8  | 8    | 3.842 | 0.111 | 94.76 |
| 21  | 25 | Jorel BOERBOOM  | NLD | Kawasaki - G&S Racing                          | 1:53.215 | 3  | 7    | 4.267 | 0.425 | 94.40 |
| 22  | 26 | Joe MOORE       | GBR | Suzuki - Clearline Racing                      | 1:53.416 | 3  | 5    | 4.468 | 0.201 | 94.23 |
| 23  | 39 | Max MORGAN      | GBR | Kawasaki - MSS Performance                     | 1:53.763 | 4  | 8    | 4.815 | 0.347 | 93.95 |
| 24  | 27 | Max SYMONDS     | GBR | Yamaha - Symonds Racing                        | 1:54.156 | 3  | 6    | 5.208 | 0.393 | 93.62 |
| 25  | 80 | Callum BEY      | GBR | Suzuki - FilterLogic by EightZero Racing       | 1:55.982 | 2  | 2    | 7.034 | 1.826 | 92.15 |

QUALIFYING LAPTIME (110.0% of 1:48.948) = 1:59.842

|    |    |              |     |                                  |  |  |  |  |  |   |
|----|----|--------------|-----|----------------------------------|--|--|--|--|--|---|
| 26 | 17 | Matty WHELAN | GBR | Suzuki - Milestone by ATS Racing |  |  |  |  |  | 1 |
|----|----|--------------|-----|----------------------------------|--|--|--|--|--|---|

#8 - Lap 3 time cancelled - Exceeded track limits at T7.

#39 - Lap 3 time cancelled - Exceeded track limits at T7.

Weather / Track : Cloudy / Dry

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

Snetterton 300: 2.9689 miles

Date: 08/07/2023 Start: 12:22 Finish: 12:37

Race Director : Stuart Higgs

Stewards :

Timekeeper : Richard Evans

S. Higgs

R. EVANS

Digitally Approved at 12:54 Saturday, 08 July 2023

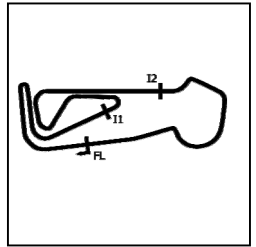
Digitally Approved at 12:53 Saturday, 08 July 2023

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

Printed - 12:41 Saturday, 08 July 2023



## QUALIFYING - Q2 - 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               |               | 4            |               | Dan LINFOOT     |               | Honda - Optimum Bikes Racing Ltd |                     |                    |             |                     |  |
|------------------|---------------|--------------|---------------|-----------------|---------------|----------------------------------|---------------------|--------------------|-------------|---------------------|--|
| IDEAL LAP TIME : |               | 1:48.761     |               | BEST LAP TIME : |               | 1:48.948                         |                     | DIFFERENCE : 0.187 |             |                     |  |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                         | MPH                 | DIFF               | TIME OF DAY |                     |  |
| 1 -              | OUTLAP        | 120.0        | 40.528        | <b>173.4</b>    | 39.610        | 163.2                            | 2:00.086            | 89.00              | 11.138      | 12:24:57.363        |  |
| 2 -              | <b>33.977</b> | <b>135.2</b> | 38.467        | 166.9           | 36.612        | 163.6                            | 1:49.056 (2)        | 98.00              | 0.108       | 12:26:46.419        |  |
| 3 -              | 38.689        | 109.6        | 49.619        | 138.6           | 38.047        | 164.4                            | 2:06.355 (3)        | 84.58              | 17.407      | 12:28:52.774        |  |
| 4 -              | 34.164        | 135.0        | <b>38.284</b> | 172.0           | <b>36.500</b> | <b>165.2</b>                     | <b>1:48.948 (1)</b> | <b>98.10</b>       |             | <b>12:30:41.722</b> |  |

| P2               |               | 75           |               | Alex OLSEN      |               | Honda - Cumins by Team IWR Honda |                     |                    |             |                     |  |
|------------------|---------------|--------------|---------------|-----------------|---------------|----------------------------------|---------------------|--------------------|-------------|---------------------|--|
| IDEAL LAP TIME : |               | 1:49.103     |               | BEST LAP TIME : |               | 1:49.167                         |                     | DIFFERENCE : 0.064 |             |                     |  |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                         | MPH                 | DIFF               | TIME OF DAY |                     |  |
| 1 -              | OUTLAP        | 124.9        | 47.108        | 138.0           | 39.291        | 162.4                            | 2:07.620            | 83.74              | 18.453      | 12:24:16.627        |  |
| 2 -              | 34.635        | 134.7        | 38.654        | 172.5           | <b>36.606</b> | <b>164.4</b>                     | 1:49.895 (2)        | 97.25              | 0.728       | 12:26:06.522        |  |
| 3 -              | 36.015        | 129.0        | 39.729        | 152.8           | IN PIT        |                                  | 3:29.746 P          | 50.95              | 1:40.579    | 12:29:36.268        |  |
| 4 -              | OUTLAP        | 131.0        | 39.006        | 166.9           | 36.975        | 162.0                            | 1:54.894            | 93.02              | 5.727       | 12:31:31.162        |  |
| 5 -              | <b>34.259</b> | <b>137.5</b> | <b>38.238</b> | <b>174.3</b>    | 36.670        | 162.8                            | <b>1:49.167 (1)</b> | <b>97.90</b>       |             | <b>12:33:20.329</b> |  |
| 6 -              | 39.245        | 126.1        | 39.572        | 164.4           | 37.325        | 161.3                            | 1:56.142            | 92.02              | 6.975       | 12:35:16.471        |  |
| 7 -              | 34.432        | 136.3        | 38.737        | 169.0           | 36.831        | 162.4                            | 1:50.000 (3)        | 97.16              | 0.833       | 12:37:06.471        |  |

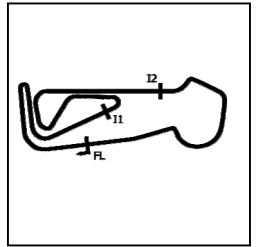
| P3               |               | 34           |               | Alastair SEELEY |               | BMW - SYNETIQ BMW Motorrad |                     |                    |             |                     |  |
|------------------|---------------|--------------|---------------|-----------------|---------------|----------------------------|---------------------|--------------------|-------------|---------------------|--|
| IDEAL LAP TIME : |               | 1:49.655     |               | BEST LAP TIME : |               | 1:49.714                   |                     | DIFFERENCE : 0.059 |             |                     |  |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                   | MPH                 | DIFF               | TIME OF DAY |                     |  |
| 1 -              | OUTLAP        | 113.3        | 41.499        | 143.3           | 37.768        | <b>171.1</b>               | 2:07.013            | 84.14              | 17.299      | 12:24:12.673        |  |
| 2 -              | 34.736        | 122.0        | 38.799        | 161.3           | 36.996        | 167.3                      | 1:50.531            | 96.69              | 0.817       | 12:26:03.204        |  |
| 3 -              | 39.209        | 65.2         | 43.129        | 152.8           | 37.557        | 170.3                      | 1:59.895            | 89.14              | 10.181      | 12:28:03.099        |  |
| 4 -              | 34.239        | 128.5        | 38.683        | <b>167.3</b>    | <b>36.792</b> | 166.9                      | <b>1:49.714 (1)</b> | <b>97.41</b>       |             | <b>12:29:52.813</b> |  |
| 5 -              | 34.309        | 131.5        | <b>38.652</b> | 164.4           | 36.836        | 166.9                      | 1:49.797 (2)        | 97.34              | 0.083       | 12:31:42.610        |  |
| 6 -              | 34.286        | <b>132.1</b> | 38.686        | 162.0           | 36.920        | 166.9                      | 1:49.892 (3)        | 97.25              | 0.178       | 12:33:32.502        |  |
| 7 -              | 40.960        | 97.6         | 48.024        | 145.5           | 37.614        | 166.5                      | 2:06.598            | 84.42              | 16.884      | 12:35:39.100        |  |
| 8 -              | <b>34.211</b> | 123.8        | 38.715        | 166.1           | 37.262        | 166.9                      | 1:50.188            | 96.99              | 0.474       | 12:37:29.288        |  |

| P4               |               | 5            |               | Richard KERR    |               | Honda - AMD Motorsport |                     |                    |             |                     |  |
|------------------|---------------|--------------|---------------|-----------------|---------------|------------------------|---------------------|--------------------|-------------|---------------------|--|
| IDEAL LAP TIME : |               | 1:49.712     |               | BEST LAP TIME : |               | 1:49.770               |                     | DIFFERENCE : 0.058 |             |                     |  |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME               | MPH                 | DIFF               | TIME OF DAY |                     |  |
| 1 -              | OUTLAP        | 95.3         | 46.778        | 108.0           | 44.781        | 164.8                  | 2:12.235            | 80.82              | 22.465      | 12:24:50.847        |  |
| 2 -              | 34.582        | 134.7        | 38.807        | 168.6           | <b>36.841</b> | 164.8                  | 1:50.230            | 96.96              | 0.460       | 12:26:41.077        |  |
| 3 -              | 38.145        | 116.7        | 42.848        | 139.2           | 38.443        | <b>165.2</b>           | 1:59.436            | 89.48              | 9.666       | 12:28:40.513        |  |
| 4 -              | 34.401        | 135.8        | 38.627        | 164.0           | 37.092        | 164.0                  | 1:50.120 (3)        | 97.05              | 0.350       | 12:30:30.633        |  |
| 5 -              | <b>34.373</b> | 134.2        | <b>38.498</b> | 163.6           | 36.899        | 164.0                  | <b>1:49.770 (1)</b> | <b>97.36</b>       |             | <b>12:32:20.403</b> |  |
| 6 -              | 38.976        | 114.7        | 45.935        | 145.2           | 38.582        | 163.6                  | 2:03.493            | 86.54              | 13.723      | 12:34:23.896        |  |
| 7 -              | 34.488        | 134.4        | 38.585        | 167.7           | 36.903        | 162.8                  | 1:49.976 (2)        | 97.18              | 0.206       | 12:36:13.872        |  |
| 8 -              | 34.472        | <b>138.9</b> | 38.862        | <b>169.0</b>    | 37.021        | 164.8                  | 1:50.355            | 96.85              | 0.585       | 12:38:04.227        |  |

| P5               |               | 3            |               | Billy McCONNELL |               | Honda - C&L Fairburn Properties Jackson Racing |                     |                    |             |                     |  |
|------------------|---------------|--------------|---------------|-----------------|---------------|--|---------------------|--------------------|-------------|---------------------|--|
| IDEAL LAP TIME : |               | 1:49.569     |               | BEST LAP TIME : |               | 1:49.777                                       |                     | DIFFERENCE : 0.208 |             |                     |  |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                                       | MPH                 | DIFF               | TIME OF DAY |                     |  |
| 1 -              | OUTLAP        | 130.0        | 40.997        | 160.1           | 38.227        | 162.0  | 2:04.217            | 86.04              | 14.440      | 12:24:11.984        |  |
| 2 -              | 40.397        | 106.5        | 40.181        | 166.5           | 37.603        | 161.7  | 1:58.181            | 90.43              | 8.404       | 12:26:10.165        |  |
| 3 -              | 34.341        | <b>139.5</b> | 44.912        | 164.8           | 37.362        | 161.3  | 1:56.615            | 91.65              | 6.838       | 12:28:06.780        |  |
| 4 -              | 34.439        | 135.2        | <b>38.536</b> | 168.1           | 37.054        | 162.8  | 1:50.029 (2)        | 97.13              | 0.252       | 12:29:56.809        |  |
| 5 -              | 34.368        | 132.6        | 38.696        | 161.7           | <b>36.713</b> | <b>165.2</b>                                   | <b>1:49.777 (1)</b> | <b>97.36</b>       |             | <b>12:31:46.586</b> |  |
| 6 -              | 35.629        | 124.0        | 39.648        | 164.0           | IN PIT        |  | 2:38.112 P          | 67.59              | 48.335      | 12:34:24.698        |  |
| 7 -              | OUTLAP        | 132.3        | 39.251        | <b>169.4</b>    | 36.968        | 163.2  | 1:57.462            | 90.99              | 7.685       | 12:36:22.160        |  |
| 8 -              | <b>34.320</b> | 132.3        | 39.012        | 164.8           | 36.929        | 161.3  | 1:50.261 (3)        | 96.93              | 0.484       | 12:38:12.421        |  |



## QUALIFYING - Q2 - 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               |               | 8            |               | Lewis ROLLO     |               | Aprilia - IN Competiion / Aprilia |                       |                    |             |                     |  |
|------------------|---------------|--------------|---------------|-----------------|---------------|-----------------------------------|-----------------------|--------------------|-------------|---------------------|--|
| IDEAL LAP TIME : |               | 1:50.032     |               | BEST LAP TIME : |               | 1:50.487                          |                       | DIFFERENCE : 0.455 |             |                     |  |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                          | MPH                   | DIFF               | TIME OF DAY |                     |  |
| 1 -              | OUTLAP        | 110.9        | 41.059        | 151.4           | 38.022        | 165.6                             | 2:03.304              | 86.68              | 12.817      | 12:24:12.675        |  |
| 2 -              | 35.067        | 124.7        | 38.838        | 163.2           | <b>36.885</b> | <b>166.9</b>                      | 1:50.790 (3)          | 96.47              | 0.303       | 12:26:03.465        |  |
| 3 -              | <b>34.541</b> | 127.8        | 38.618        | 159.0           | 37.081        | 164.0                             | <del>1:50.240</del> D | 96.95              |             | 12:27:53.705        |  |
| 4 -              | 34.605        | 130.5        | <b>38.606</b> | 164.0           | 37.276        | 164.8                             | <b>1:50.487</b> (1)   | <b>96.73</b>       |             | <b>12:29:44.192</b> |  |
| 5 -              | 39.324        | 112.7        | 41.026        | 135.8           | IN PIT        |                                   | 3:02.321 P            | 58.62              | 1:11.834    | 12:32:46.513        |  |
| 6 -              | OUTLAP        | 124.7        | 39.510        | 152.8           | 37.574        | 163.2                             | 1:55.817              | 92.28              | 5.330       | 12:34:42.330        |  |
| 7 -              | 34.704        | 129.5        | 38.679        | 161.3           | 37.270        | 163.6                             | 1:50.653 (2)          | 96.59              | 0.166       | 12:36:32.983        |  |
| 8 -              | 34.571        | <b>132.6</b> | 38.891        | <b>164.8</b>    | IN PIT        |                                   | 2:49.267 P            | 63.14              | 58.780      | 12:39:22.250        |  |

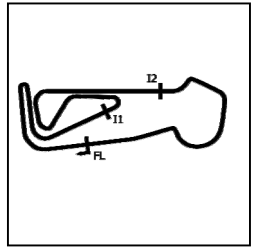
| P7               |          | 11       |               | Simon REID      |               | Honda - C&L Fairburn Properties Jackson Racing |                     |                    |             |                     |  |
|------------------|----------|----------|---------------|-----------------|---------------|--|---------------------|--------------------|-------------|---------------------|--|
| IDEAL LAP TIME : |          | 1:50.328 |               | BEST LAP TIME : |               | 1:50.557                                       |                     | DIFFERENCE : 0.229 |             |                     |  |
| LAP              | SECTOR 1 | SECTOR 2 |               | SECTOR 3        |               | LAP TIME                                       | MPH                 | DIFF               | TIME OF DAY |                     |  |
| 1 -              | OUTLAP   | 122.0    | 40.622        | 163.2           | 38.371        | 163.2  | 2:01.332            | 88.08              | 10.775      | 12:24:09.754        |  |
| 2 -              | 34.810   | 134.4    | <b>38.812</b> | <b>171.6</b>    | <b>36.935</b> | <b>166.5</b>                                   | <b>1:50.557</b> (1) | <b>96.67</b>       |             | <b>12:26:00.311</b> |  |
| 3 -              | 44.153   | 67.4     | 40.811        | 159.7           | 37.744        | 164.4  | 2:02.708            | 87.10              | 12.151      | 12:28:03.019        |  |
| 4 -              | 34.984   | 135.0    | 38.881        | 165.2           | 37.081        | 164.0  | 1:50.946 (2)        | 96.33              | 0.389       | 12:29:53.965        |  |
| 5 -              | 34.609   | 132.1    | 39.136        | 168.1           | 37.245        | 164.0  | 1:50.990 (3)        | 96.29              | 0.433       | 12:31:44.955        |  |
| 6 -              | 34.680   | 130.0    | 39.140        | 170.7           | IN PIT        |  | 2:57.246 P          | 60.30              | 1:06.689    | 12:34:42.201        |  |
| 7 -              | OUTLAP   | 126.3    | 39.973        | 160.1           | 37.951        | 163.2  | 1:59.369            | 89.53              | 8.812       | 12:36:41.570        |  |

| P8               |               | 19           |               | Joe TALBOT      |               | Honda - JR Performance Racing |                     |                    |             |                     |  |
|------------------|---------------|--------------|---------------|-----------------|---------------|-------------------------------|---------------------|--------------------|-------------|---------------------|--|
| IDEAL LAP TIME : |               | 1:50.486     |               | BEST LAP TIME : |               | 1:50.624                      |                     | DIFFERENCE : 0.138 |             |                     |  |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                      | MPH                 | DIFF               | TIME OF DAY |                     |  |
| 1 -              | OUTLAP        | 102.9        | 49.940        | 105.1           | 45.069        | 166.5                         | 2:24.818            | 73.80              | 34.194      | 12:24:51.257        |  |
| 2 -              | 34.776        | 131.0        | 38.904        | 163.2           | <b>37.153</b> | 166.1                         | 1:50.833 (3)        | 96.43              | 0.209       | 12:26:42.090        |  |
| 3 -              | 34.964        | 129.8        | 43.718        | 112.4           | 38.253        | <b>167.3</b>                  | 1:56.935            | 91.40              | 6.311       | 12:28:39.025        |  |
| 4 -              | 34.598        | 137.7        | <b>38.743</b> | 161.3           | 37.283        | 165.6                         | <b>1:50.624</b> (1) | <b>96.61</b>       |             | <b>12:30:29.649</b> |  |
| 5 -              | 36.038        | 135.2        | 39.080        | 160.5           | 37.320        | 165.6                         | 1:52.438            | 95.05              | 1.814       | 12:32:22.087        |  |
| 6 -              | 35.632        | 120.9        | 44.126        | 155.3           | 38.135        | 164.0                         | 1:57.893            | 90.65              | 7.269       | 12:34:19.980        |  |
| 7 -              | <b>34.590</b> | <b>138.6</b> | 38.774        | 167.3           | 37.292        | 164.0                         | 1:50.656 (2)        | 96.58              | 0.032       | 12:36:10.636        |  |
| 8 -              | 34.923        | 131.0        | 38.953        | <b>169.0</b>    | 37.330        | 165.6                         | 1:51.206            | 96.11              | 0.582       | 12:38:01.842        |  |

| P9               |               | 55           |               | Ash BEECH       |               | Honda - Jones Dorling Racing |                     |                    |             |                     |  |
|------------------|---------------|--------------|---------------|-----------------|---------------|------------------------------|---------------------|--------------------|-------------|---------------------|--|
| IDEAL LAP TIME : |               | 1:50.554     |               | BEST LAP TIME : |               | 1:50.828                     |                     | DIFFERENCE : 0.274 |             |                     |  |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                     | MPH                 | DIFF               | TIME OF DAY |                     |  |
| 1 -              | OUTLAP        | 116.9        | 40.954        | 149.1           | 38.358        | <b>163.6</b>                 | 2:06.537            | 84.46              | 15.709      | 12:24:12.500        |  |
| 2 -              | 34.693        | 130.5        | 50.007        | 151.4           | 38.948        | 160.9                        | 2:03.648            | 86.43              | 12.820      | 12:26:16.148        |  |
| 3 -              | 35.136        | 126.1        | 39.201        | 160.9           | 37.353        | 162.8                        | 1:51.690            | 95.69              | 0.862       | 12:28:07.838        |  |
| 4 -              | 34.674        | 128.3        | 39.175        | 164.0           | 37.284        | 162.0                        | 1:51.133 (3)        | 96.17              | 0.305       | 12:29:58.971        |  |
| 5 -              | <b>34.589</b> | 128.5        | 39.220        | <b>166.5</b>    | <b>37.019</b> | 162.8                        | <b>1:50.828</b> (1) | <b>96.43</b>       |             | <b>12:31:49.799</b> |  |
| 6 -              | 35.635        | 120.9        | 39.900        | 161.3           | IN PIT        |                              | 2:50.494 P          | 62.68              | 59.666      | 12:34:40.293        |  |
| 7 -              | OUTLAP        | <b>131.3</b> | 39.311        | 165.2           | 37.086        | 162.0                        | 1:55.287            | 92.70              | 4.459       | 12:36:35.580        |  |
| 8 -              | 34.675        | 126.1        | <b>38.946</b> | 162.4           | 37.310        | 161.7                        | 1:50.931 (2)        | 96.34              | 0.103       | 12:38:26.511        |  |

| P10              |               | 77           |               | Brent HARRAN    |               | Honda - Optimum Bikes Racing Ltd |                     |                    |             |                     |  |
|------------------|---------------|--------------|---------------|-----------------|---------------|----------------------------------|---------------------|--------------------|-------------|---------------------|--|
| IDEAL LAP TIME : |               | 1:50.929     |               | BEST LAP TIME : |               | 1:51.014                         |                     | DIFFERENCE : 0.085 |             |                     |  |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                         | MPH                 | DIFF               | TIME OF DAY |                     |  |
| 1 -              | OUTLAP        | 110.3        | 47.243        | 127.3           | 43.382        | 160.5                            | 2:16.505            | 78.29              | 25.491      | 12:24:44.089        |  |
| 2 -              | 35.182        | 123.5        | 39.600        | 156.4           | 37.640        | <b>162.4</b>                     | 1:52.422            | 95.07              | 1.408       | 12:26:36.511        |  |
| 3 -              | 34.905        | 124.5        | 39.363        | 156.7           | 37.470        | 161.7                            | 1:51.738            | 95.65              | 0.724       | 12:28:28.249        |  |
| 4 -              | 34.683        | 125.9        | 39.072        | 157.9           | 37.513        | 160.5                            | 1:51.268 (3)        | 96.05              | 0.254       | 12:30:19.517        |  |
| 5 -              | <b>34.670</b> | 126.1        | 39.072        | 162.4           | 39.431        | 162.0                            | 1:53.173            | 94.44              | 2.159       | 12:32:12.690        |  |
| 6 -              | 34.817        | 126.3        | 39.033        | <b>162.8</b>    | 37.502        | 161.3                            | 1:51.352            | 95.98              | 0.338       | 12:34:04.042        |  |
| 7 -              | 34.688        | <b>128.8</b> | 38.957        | 161.7           | <b>37.369</b> | 159.4                            | <b>1:51.014</b> (1) | <b>96.27</b>       |             | <b>12:35:55.056</b> |  |
| 8 -              | 34.724        | 128.5        | <b>38.890</b> | 159.7           | 37.488        | 161.3                            | 1:51.102 (2)        | 96.20              | 0.088       | 12:37:46.158        |  |

## QUALIFYING - Q2 - 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 18                    |               | Shaun WINFIELD           |               |              |               |              | Honda - TAG Racing  |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.020 |               | BEST LAP TIME : 1:51.055 |               |              |               |              | DIFFERENCE : 0.035  |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 98.8                     | 44.121        | 143.3        | 39.341        | 163.2        | 2:02.014            | 87.59        | 10.959      | 12:24:43.268        |  |
| 2 -                       | 34.990        | 130.3                    | 39.446        | 161.7        | 37.690        | 164.4        | 1:52.126 (3)        | 95.32        | 1.071       | 12:26:35.394        |  |
| 3 -                       | 36.626        | 129.0                    | 39.218        | 159.7        | 37.548        | <b>165.6</b> | 1:53.392            | 94.25        | 2.337       | 12:28:28.786        |  |
| 4 -                       | 34.792        | 125.9                    | <b>39.102</b> | 159.7        | <b>37.161</b> | 165.2        | <b>1:51.055 (1)</b> | <b>96.24</b> |             | <b>12:30:19.841</b> |  |
| 5 -                       | <b>34.757</b> | 126.3                    | 39.110        | <b>166.1</b> | 37.705        | 162.4        | 1:51.572 (2)        | 95.79        | 0.517       | 12:32:11.413        |  |
| 6 -                       | 37.380        | 124.5                    | 45.545        | 115.9        | 40.173        | 161.3        | 2:03.098            | 86.82        | 12.043      | 12:34:14.511        |  |
| 7 -                       | 37.820        | 114.9                    | 45.571        | 133.4        | 38.248        | 164.4        | 2:01.639            | 87.86        | 10.584      | 12:36:16.150        |  |
| 8 -                       | 35.063        | <b>131.5</b>             | 39.725        | 156.4        | IN PIT        |              | 2:26.988 P          | 72.71        | 35.933      | 12:38:43.138        |  |

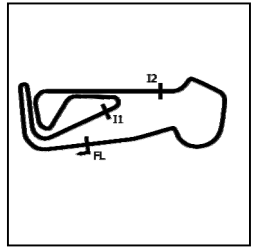
| P12 59                    |               | Matt TRUELOVE            |               |              |               |              | Honda - TAG Racing  |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:50.550 |               | BEST LAP TIME : 1:51.057 |               |              |               |              | DIFFERENCE : 0.507  |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 99.4                     | 46.172        | 106.8        | 45.624        | <b>165.2</b> | 2:10.534            | 81.87        | 19.477      | 12:24:51.469        |  |
| 2 -                       | 35.164        | 128.0                    | <b>38.956</b> | 159.0        | <b>36.999</b> | 164.0        | 1:51.119 (3)        | 96.18        | 0.062       | 12:26:42.588        |  |
| 3 -                       | 34.872        | 127.3                    | 39.052        | <b>161.7</b> | 37.160        | 163.2        | 1:51.084 (2)        | 96.21        | 0.027       | 12:28:33.672        |  |
| 4 -                       | 34.646        | 128.3                    | 39.295        | 159.0        | 37.369        | 162.8        | 1:51.310            | 96.02        | 0.253       | 12:30:24.982        |  |
| 5 -                       | <b>34.595</b> | <b>132.3</b>             | 39.063        | 160.9        | 37.399        | 162.4        | <b>1:51.057 (1)</b> | <b>96.23</b> |             | <b>12:32:16.039</b> |  |
| 6 -                       | 44.221        | 101.9                    | 44.542        | 131.8        | 39.494        | 163.6        | 2:08.257            | 83.33        | 17.200      | 12:34:24.296        |  |
| 7 -                       | 34.814        | 132.1                    | 39.021        | 159.7        | 37.485        | 162.0        | 1:51.320            | 96.01        | 0.263       | 12:36:15.616        |  |
| 8 -                       | 39.266        | 98.8                     | 47.895        | 143.7        | 41.432        | 154.2        | 2:08.593            | 83.11        | 17.536      | 12:38:24.209        |  |

| P13 23                    |               | David ALLINGHAM          |               |              |               |              | Honda - SMS Racing  |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.129 |               | BEST LAP TIME : 1:51.136 |               |              |               |              | DIFFERENCE : 0.007  |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 126.6                    | 43.582        | 125.2        | 41.767        | <b>164.0</b> | 2:06.001            | 84.82        | 14.865      | 12:24:10.533        |  |
| 2 -                       | 35.440        | <b>137.2</b>             | 50.866        | 158.2        | IN PIT        |              | 5:14.686 P          | 33.96        | 3:23.550    | 12:29:25.219        |  |
| 3 -                       | OUTLAP        | 121.1                    | 40.711        | 161.7        | 37.654        | 163.6        | 2:00.849            | 88.44        | 9.713       | 12:31:26.068        |  |
| 4 -                       | 35.262        | 129.8                    | 39.467        | 169.4        | 37.305        | 162.8        | 1:52.034            | 95.40        | 0.898       | 12:33:18.102        |  |
| 5 -                       | 34.742        | 134.4                    | <b>39.281</b> | 170.3        | 37.306        | 162.4        | 1:51.329 (2)        | 96.00        | 0.193       | 12:35:09.431        |  |
| 6 -                       | <b>34.641</b> | 133.1                    | 39.288        | <b>171.1</b> | <b>37.207</b> | 162.8        | <b>1:51.136 (1)</b> | <b>96.17</b> |             | <b>12:37:00.567</b> |  |
| 7 -                       | 34.662        | 132.3                    | 39.447        | 163.6        | 37.606        | 162.8        | 1:51.715 (3)        | 95.67        | 0.579       | 12:38:52.282        |  |

| P14 12                    |               | Luke HEDGER              |               |              |               |              | Kawasaki - MAD Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.007 |               | BEST LAP TIME : 1:51.173 |               |              |               |              | DIFFERENCE : 0.166    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 113.7                    | 41.823        | 141.2        | 38.232        | <b>163.2</b> | 2:03.017              | 86.88        | 11.844      | 12:24:13.371        |  |
| 2 -                       | 35.051        | 128.5                    | 39.292        | 165.2        | 37.619        | <b>163.2</b> | 1:51.962              | 95.46        | 0.789       | 12:26:05.333        |  |
| 3 -                       | 34.911        | <b>131.3</b>             | 39.267        | 166.5        | 37.497        | 162.4        | 1:51.675 (3)          | 95.70        | 0.502       | 12:27:57.008        |  |
| 4 -                       | 34.829        | 128.0                    | <b>39.065</b> | <b>168.1</b> | <b>37.279</b> | <b>163.2</b> | <b>1:51.173 (1)</b>   | <b>96.13</b> |             | <b>12:29:48.181</b> |  |
| 5 -                       | <b>34.663</b> | 129.8                    | 39.285        | 166.5        | 37.390        | <b>163.2</b> | 1:51.338 (2)          | 95.99        | 0.165       | 12:31:39.519        |  |
| 6 -                       | 38.335        | 124.9                    | 39.305        | <b>168.1</b> | 43.886        | <b>163.2</b> | 2:01.526              | 87.94        | 10.353      | 12:33:41.045        |  |
| 7 -                       | 35.940        | 120.2                    | 44.106        | 155.7        | IN PIT        |              | 3:16.638 P            | 54.35        | 1:25.465    | 12:36:57.683        |  |

| P15 51                    |               | Brayden ELLIOTT          |               |              |               |              | Kawasaki - DAO Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.171 |               | BEST LAP TIME : 1:51.278 |               |              |               |              | DIFFERENCE : 0.107    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 107.0                    | 41.895        | 144.0        | 38.150        | 163.2        | 2:03.202              | 86.75        | 11.924      | 12:24:14.011        |  |
| 2 -                       | 35.086        | 127.0                    | 39.206        | <b>164.0</b> | 37.145        | <b>165.2</b> | 1:51.437 (2)          | 95.91        | 0.159       | 12:26:05.448        |  |
| 3 -                       | 37.531        | 119.4                    | 39.817        | 157.5        | 38.787        | 160.9        | 1:56.135              | 92.03        | 4.857       | 12:28:01.583        |  |
| 4 -                       | 36.421        | 124.9                    | 39.648        | 158.2        | 37.399        | 162.8        | 1:53.468              | 94.19        | 2.190       | 12:29:55.051        |  |
| 5 -                       | 35.026        | 128.0                    | 39.158        | 161.7        | <b>37.094</b> | 162.8        | <b>1:51.278 (1)</b>   | <b>96.04</b> |             | <b>12:31:46.329</b> |  |
| 6 -                       | 36.460        | 116.3                    | 39.846        | 155.3        | 37.841        | 161.3        | 1:54.147              | 93.63        | 2.869       | 12:33:40.476        |  |
| 7 -                       | 36.493        | 115.5                    | 43.581        | 154.9        | 37.623        | 160.5        | 1:57.697              | 90.81        | 6.419       | 12:35:38.173        |  |
| 8 -                       | <b>34.958</b> | <b>130.8</b>             | <b>39.119</b> | 160.1        | 37.458        | 162.4        | 1:51.535 (3)          | 95.82        | 0.257       | 12:37:29.708        |  |

## QUALIFYING - Q2 - 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 40                    |               | Joe FRANCIS              |               |              |               |              | Kawasaki - STAUFF Fluid Power / GR Motosport |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.164 |               | BEST LAP TIME : 1:51.481 |               |              |               |              | DIFFERENCE : 0.317                           |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH  | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 103.2                    | 46.899        | 113.7        | 41.905        | 156.7        | 2:10.652                                     | 81.80        | 19.171      | 12:24:53.997        |  |
| 2 -                       | 34.948        | <b>135.2</b>             | 40.027        | 168.6        | 37.665        | 156.4        | 1:52.640                                     | 94.88        | 1.159       | 12:26:46.637        |  |
| 3 -                       | 34.942        | 130.8                    | 39.392        | 169.0        | <b>37.236</b> | 156.7        | 1:51.570 (2)                                 | 95.79        | 0.089       | 12:28:38.207        |  |
| 4 -                       | 36.579        | 114.1                    | 42.529        | 143.0        | IN PIT        |              | 3:45.849 P                                   | 47.32        | 1:54.368    | 12:32:24.056        |  |
| 5 -                       | OUTLAP        | 122.9                    | 42.836        | 139.8        | 39.771        | 157.9        | 2:05.543                                     | 85.13        | 14.062      | 12:34:29.599        |  |
| 6 -                       | <b>34.798</b> | 131.8                    | <b>39.130</b> | <b>171.6</b> | 37.553        | 156.7        | <b>1:51.481 (1)</b>                          | <b>95.87</b> |             | <b>12:36:21.080</b> |  |
| 7 -                       | 34.865        | 132.3                    | 39.612        | 159.7        | 37.849        | <b>158.2</b> | 1:52.326 (3)                                 | 95.15        | 0.845       | 12:38:13.406        |  |

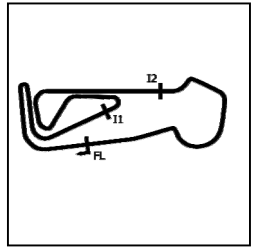
| P17 24                    |               | Conor CUMMINS            |               |              |               |              | Honda - Milenco by Padgetts Motorcycles |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.675 |               | BEST LAP TIME : 1:51.817 |               |              |               |              | DIFFERENCE : 0.142                      |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                                     | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 106.8                    | 45.003        | 138.6        | 40.984        | 157.9        | 2:18.728                                | 77.04        | 26.911      | 12:26:24.456        |  |
| 2 -                       | 39.251        | 118.3                    | 53.398        | 156.7        | 37.746        | <b>161.7</b> | 2:10.395                                | 81.96        | 18.578      | 12:28:34.851        |  |
| 3 -                       | 35.130        | 127.3                    | <b>39.385</b> | 161.3        | <b>37.302</b> | 160.5        | <b>1:51.817 (1)</b>                     | <b>95.58</b> |             | <b>12:30:26.668</b> |  |
| 4 -                       | 35.353        | 129.0                    | 39.561        | 164.0        | 39.634        | 160.1        | 1:54.548 (3)                            | 93.30        | 2.731       | 12:32:21.216        |  |
| 5 -                       | 38.603        | 115.9                    | 45.026        | 131.3        | 40.026        | 161.3        | 2:03.655                                | 86.43        | 11.838      | 12:34:24.871        |  |
| 6 -                       | <b>34.988</b> | <b>131.3</b>             | 46.398        | 160.1        | 37.976        | 160.5        | 1:59.362                                | 89.54        | 7.545       | 12:36:24.233        |  |
| 7 -                       | 35.203        | 127.5                    | 39.505        | <b>164.4</b> | 37.328        | 160.5        | 1:52.036 (2)                            | 95.39        | 0.219       | 12:38:16.269        |  |

| P18 37                    |               | James HILLIER            |               |              |               |              | Yamaha - LAMI OMG Racing Yamaha |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:51.744 |               | BEST LAP TIME : 1:51.977 |               |              |               |              | DIFFERENCE : 0.233              |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                             | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 121.5                    | 42.371        | 148.7        | 39.777        | 159.7        | 2:02.760                        | 87.06        | 10.783      | 12:24:07.662        |  |
| 2 -                       | 35.237        | 130.8                    | 39.646        | 169.8        | 37.633        | 161.3        | 1:52.516 (3)                    | 94.99        | 0.539       | 12:26:00.178        |  |
| 3 -                       | 35.562        | 133.9                    | 41.639        | 145.5        | 40.242        | 161.3        | 1:57.443                        | 91.00        | 5.466       | 12:27:57.621        |  |
| 4 -                       | 35.215        | 134.7                    | <b>39.320</b> | <b>171.1</b> | <b>37.442</b> | 161.3        | <b>1:51.977 (1)</b>             | <b>95.44</b> |             | <b>12:29:49.598</b> |  |
| 5 -                       | 35.018        | 133.1                    | 39.907        | 157.9        | 39.362        | <b>162.0</b> | 1:54.287                        | 93.51        | 2.310       | 12:31:43.885        |  |
| 6 -                       | <b>34.982</b> | 134.4                    | 40.012        | 159.7        | 40.380        | 159.4        | 1:55.374                        | 92.63        | 3.397       | 12:33:39.259        |  |
| 7 -                       | 35.139        | <b>135.8</b>             | 46.501        | 88.0         | 38.950        | 161.7        | 2:00.590                        | 88.63        | 8.613       | 12:35:39.849        |  |
| 8 -                       | 34.986        | 132.3                    | 39.494        | 170.7        | 37.597        | 160.1        | 1:52.077 (2)                    | 95.36        | 0.100       | 12:37:31.926        |  |

| P19 31                    |               | Sam COX                  |               |              |               |              | BMW - Sam Cox Racing with Armada Marine Cables |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.538 |               | BEST LAP TIME : 1:52.679 |               |              |               |              | DIFFERENCE : 0.141                             |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH  | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 120.2                    | 39.928        | 156.0        | 38.218        | 159.0        | 2:03.621                                       | 86.45        | 10.942      | 12:25:56.593        |  |
| 2 -                       | 35.385        | <b>129.5</b>             | 39.692        | 157.1        | 38.074        | 159.4        | 1:53.151 (2)                                   | 94.45        | 0.472       | 12:27:49.744        |  |
| 3 -                       | 35.522        | 127.5                    | <b>39.613</b> | 156.7        | <b>37.544</b> | <b>160.5</b> | <b>1:52.679 (1)</b>                            | <b>94.85</b> |             | <b>12:29:42.423</b> |  |
| 4 -                       | 37.408        | 118.1                    | 40.493        | 152.5        | 38.107        | 160.1        | 1:56.008                                       | 92.13        | 3.329       | 12:31:38.431        |  |
| 5 -                       | <b>35.381</b> | 125.9                    | 39.880        | 159.7        | 38.025        | 159.4        | 1:53.286 (3)                                   | 94.34        | 0.607       | 12:33:31.717        |  |
| 6 -                       | 35.660        | 120.4                    | 40.123        | <b>160.1</b> | 38.128        | 157.9        | 1:53.911                                       | 93.82        | 1.232       | 12:35:25.628        |  |
| 7 -                       | 35.479        | 128.0                    | 39.697        | 156.0        | 38.774        | 156.7        | 1:53.950                                       | 93.79        | 1.271       | 12:37:19.578        |  |

| P20 96                    |               | Kieran SMITH             |               |              |               |              | Honda - Corkie Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:52.360 |               | BEST LAP TIME : 1:52.790 |               |              |               |              | DIFFERENCE : 0.430    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 118.1                    | 41.436        | 155.3        | 39.433        | 163.6        | 2:02.483              | 87.26        | 9.693       | 12:24:57.780        |  |
| 2 -                       | 35.413        | 126.3                    | 40.828        | 163.2        | 38.267        | 157.9        | 1:54.508              | 93.33        | 1.718       | 12:26:52.288        |  |
| 3 -                       | 35.259        | 129.8                    | 39.606        | 162.4        | 38.023        | 162.4        | 1:52.888 (3)          | 94.67        | 0.098       | 12:28:45.176        |  |
| 4 -                       | 35.311        | 125.2                    | 39.947        | <b>166.1</b> | <b>37.762</b> | 162.4        | 1:53.020              | 94.56        | 0.230       | 12:30:38.196        |  |
| 5 -                       | 35.171        | 128.8                    | 39.736        | 162.8        | 37.888        | 161.3        | 1:52.795 (2)          | 94.75        | 0.005       | 12:32:30.991        |  |
| 6 -                       | <b>35.014</b> | <b>132.3</b>             | 40.076        | 160.9        | 38.862        | <b>164.0</b> | 1:53.952              | 93.79        | 1.162       | 12:34:24.943        |  |
| 7 -                       | 35.172        | 131.3                    | 43.368        | 106.3        | 38.645        | 162.8        | 1:57.185              | 91.20        | 4.395       | 12:36:22.128        |  |
| 8 -                       | 35.220        | 128.8                    | <b>39.584</b> | 164.8        | 37.986        | 160.9        | <b>1:52.790 (1)</b>   | <b>94.76</b> |             | <b>12:38:14.918</b> |  |

## QUALIFYING - Q2 - 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 25                    |               | Jorel BOERBOOM           |               |              |               |              | Kawasaki - G&S Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.042 |               | BEST LAP TIME : 1:53.215 |               |              |               |              | DIFFERENCE : 0.173    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 121.5                    | 42.431        | 145.2        | 40.044        | 158.6        | 2:02.853              | 86.99        | 9.638       | 12:24:08.046        |  |
| 2 -                       | 35.527        | <b>125.9</b>             | 39.943        | 153.9        | <b>37.769</b> | 159.7        | 1:53.239 (2)          | 94.38        | 0.024       | 12:26:01.285        |  |
| 3 -                       | <b>35.382</b> | 125.6                    | 39.971        | 160.5        | 37.862        | 160.1        | <b>1:53.215 (1)</b>   | <b>94.40</b> |             | <b>12:27:54.500</b> |  |
| 4 -                       | 39.346        | 121.1                    | 44.512        | 142.7        | IN PIT        |              | 3:32.733 P            | 50.24        | 1:39.518    | 12:31:27.233        |  |
| 5 -                       | OUTLAP        | 119.4                    | 43.329        | 153.9        | 38.610        | 156.7        | 2:03.481              | 86.55        | 10.266      | 12:33:30.714        |  |
| 6 -                       | 35.980        | 124.7                    | 40.899        | 156.0        | 38.172        | 160.1        | 1:55.051              | 92.89        | 1.836       | 12:35:25.765        |  |
| 7 -                       | 35.849        | 124.7                    | <b>39.891</b> | <b>161.3</b> | 38.407        | <b>160.9</b> | 1:54.147 (3)          | 93.63        | 0.932       | 12:37:19.912        |  |

| P22 26                    |               | Joe MOORE                |               |              |               |              | Suzuki - Clearline Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.195 |               | BEST LAP TIME : 1:53.416 |               |              |               |              | DIFFERENCE : 0.221        |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                       | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 124.9                    | 40.649        | 162.0        | 38.380        | 154.6        | 2:01.667                  | 87.84        | 8.251       | 12:25:55.060        |  |
| 2 -                       | <b>35.327</b> | 130.5                    | 39.871        | <b>164.8</b> | 38.242        | 154.6        | 1:53.440 (2)              | 94.21        | 0.024       | 12:27:48.500        |  |
| 3 -                       | 35.548        | <b>132.6</b>             | <b>39.743</b> | 161.3        | <b>38.125</b> | 154.9        | <b>1:53.416 (1)</b>       | <b>94.23</b> |             | <b>12:29:41.916</b> |  |
| 4 -                       | 35.835        | 127.8                    | 39.781        | 157.9        | 38.326        | <b>155.3</b> | 1:53.942 (3)              | 93.80        | 0.526       | 12:31:35.858        |  |
| 5 -                       | 35.571        | 127.3                    | 39.857        | 160.9        | IN PIT        |              | 3:38.481 P                | 48.91        | 1:45.065    | 12:35:14.339        |  |

| P23 39                    |               | Max MORGAN               |               |              |               |              | Kawasaki - MSS Performance |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|----------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.645 |               | BEST LAP TIME : 1:53.763 |               |              |               |              | DIFFERENCE : 0.118         |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                        | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 101.0                    | 43.510        | 150.8        | 40.116        | 156.4        | 2:05.335                   | 85.27        | 11.572      | 12:24:48.970        |  |
| 2 -                       | <b>35.448</b> | <b>128.3</b>             | 44.589        | 155.7        | 38.441        | <b>157.5</b> | 1:58.478 (3)               | 90.21        | 4.715       | 12:26:47.448        |  |
| 3 -                       | 35.512        | 124.0                    | 40.086        | 156.7        | 38.302        | <b>157.5</b> | <del>1:53.900</del> D      | 93.83        | 0.137       | 12:28:41.348        |  |
| 4 -                       | 35.566        | 124.7                    | <b>39.936</b> | 164.8        | <b>38.261</b> | 155.3        | <b>1:53.763 (1)</b>        | <b>93.95</b> |             | <b>12:30:35.111</b> |  |
| 5 -                       | 39.744        | 117.3                    | 42.452        | 156.4        | 39.278        | 154.9        | 2:01.474                   | 87.98        | 7.711       | 12:32:36.585        |  |
| 6 -                       | 35.788        | 123.5                    | 43.290        | 150.4        | 41.730        | 154.9        | 2:00.808                   | 88.47        | 7.045       | 12:34:37.393        |  |
| 7 -                       | 35.752        | 126.8                    | 40.257        | <b>166.5</b> | 38.541        | 155.3        | 1:54.550 (2)               | 93.30        | 0.787       | 12:36:31.943        |  |
| 8 -                       | 41.057        | 112.7                    | 41.424        | 157.5        | IN PIT        |              | 2:31.426 P                 | 70.58        | 37.663      | 12:39:03.369        |  |

| P24 27                    |               | Max SYMONDS              |               |              |               |              | Yamaha - Symonds Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.925 |               | BEST LAP TIME : 1:54.156 |               |              |               |              | DIFFERENCE : 0.231      |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                     | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 108.5                    | 44.589        | 147.1        | 42.869        | 156.4        | 2:14.359                | 79.54        | 20.203      | 12:24:38.093        |  |
| 2 -                       | 35.860        | 126.6                    | 40.430        | 165.6        | 38.357        | 152.8        | 1:54.647 (3)            | 93.22        | 0.491       | 12:26:32.740        |  |
| 3 -                       | 35.722        | <b>129.3</b>             | <b>40.273</b> | 164.8        | <b>38.161</b> | 155.7        | <b>1:54.156 (1)</b>     | <b>93.62</b> |             | <b>12:28:26.896</b> |  |
| 4 -                       | 39.269        | 112.7                    | 44.725        | 144.0        | IN PIT        |              | 4:53.107 P              | 36.46        | 2:58.951    | 12:33:20.003        |  |
| 5 -                       | OUTLAP        | 117.7                    | 42.585        | 153.9        | 42.435        | 156.0        | 2:06.689                | 84.36        | 12.533      | 12:35:26.692        |  |
| 6 -                       | <b>35.491</b> | 118.7                    | 40.587        | <b>166.9</b> | 38.316        | <b>156.7</b> | 1:54.394 (2)            | 93.43        | 0.238       | 12:37:21.086        |  |

| P25 80                    |               | Callum BEY               |               |              |               |              | Suzuki - FilterLogic by EightZero Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:55.771 |               | BEST LAP TIME : 1:55.982 |               |              |               |              | DIFFERENCE : 0.211                       |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                                      | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 117.5                    | <b>41.528</b> | 160.5        | 39.379        | 152.5        | 2:04.421                                 | 85.90        | 8.439       | 12:35:22.060        |  |
| 2 -                       | <b>35.860</b> | <b>131.8</b>             | 41.739        | <b>165.2</b> | <b>38.383</b> | <b>152.8</b> | <b>1:55.982 (1)</b>                      | <b>92.15</b> |             | <b>12:37:18.042</b> |  |

| P26 17                    |          | Matty WHELAN    |               |              |               |              | Suzuki - Milestone by ATS Racing |       |             |              |  |
|---------------------------|----------|-----------------|---------------|--------------|---------------|--------------|----------------------------------|-------|-------------|--------------|--|
| IDEAL LAP TIME : 1:55.117 |          | BEST LAP TIME : |               |              |               |              | DIFFERENCE :                     |       |             |              |  |
| LAP                       | SECTOR 1 | SECTOR 2        |               | SECTOR 3     |               | LAP TIME     | MPH                              | DIFF  | TIME OF DAY |              |  |
| 1 -                       | OUTLAP   | <b>127.0</b>    | <b>40.810</b> | <b>157.5</b> | <b>38.722</b> | <b>156.0</b> | 1:59.851                         | 89.17 |             | 12:24:44.334 |  |

# MCRCB BULLETIN TK175

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### QUALIFYING - Q2 - 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  |
|          |    |           |          |    |           |          |    |           |                         |     |    |           | <b>PERFECT LAP</b> | <b>1:48.715</b> |       |
| 1        | 4  | LINFOOT   | 33.977   | 75 | OLSEN     | 38.238   | 4  | LINFOOT   | 36.500                  | 1   | 4  | LINFOOT   | 1:48.761           | 1:48.948        | 0.187 |
| 2        | 34 | SEELEY    | 34.211   | 4  | LINFOOT   | 38.284   | 75 | OLSEN     | 36.606                  | 2   | 75 | OLSEN     | 1:49.103           | 1:49.167        | 0.064 |
| 3        | 75 | OLSEN     | 34.259   | 5  | KERR      | 38.498   | 3  | McCONNELL | 36.713                  | 3   | 3  | McCONNELL | 1:49.569           | 1:49.777        | 0.208 |
| 4        | 3  | McCONNELL | 34.320   | 3  | McCONNELL | 38.536   | 34 | SEELEY    | 36.792                  | 4   | 34 | SEELEY    | 1:49.655           | 1:49.714        | 0.059 |
| 5        | 5  | KERR      | 34.373   | 8  | ROLLO     | 38.606   | 5  | KERR      | 36.841                  | 5   | 5  | KERR      | 1:49.712           | 1:49.770        | 0.058 |
| 6        | 8  | ROLLO     | 34.541   | 34 | SEELEY    | 38.652   | 8  | ROLLO     | 36.885                  | 6   | 8  | ROLLO     | 1:50.032           | 1:50.487        | 0.455 |
| 7        | 11 | REID      | 34.581   | 19 | TALBOT    | 38.743   | 11 | REID      | 36.935                  | 7   | 11 | REID      | 1:50.328           | 1:50.557        | 0.229 |
| 8        | 55 | BEECH     | 34.589   | 11 | REID      | 38.812   | 59 | TRUELOVE  | 36.999                  | 8   | 19 | TALBOT    | 1:50.486           | 1:50.624        | 0.138 |
| 9        | 19 | TALBOT    | 34.590   | 77 | HARRAN    | 38.890   | 55 | BEECH     | 37.019                  | 9   | 59 | TRUELOVE  | 1:50.550           | 1:51.057        | 0.507 |
| 10       | 59 | TRUELOVE  | 34.595   | 55 | BEECH     | 38.946   | 51 | ELLIOTT   | 37.094                  | 10  | 55 | BEECH     | 1:50.554           | 1:50.828        | 0.274 |
| 11       | 23 | ALLINGHAM | 34.641   | 59 | TRUELOVE  | 38.956   | 19 | TALBOT    | 37.153                  | 11  | 77 | HARRAN    | 1:50.929           | 1:51.014        | 0.085 |
| 12       | 12 | HEDGER    | 34.663   | 12 | HEDGER    | 39.065   | 18 | WINFIELD  | 37.161                  | 12  | 12 | HEDGER    | 1:51.007           | 1:51.173        | 0.166 |
| 13       | 77 | HARRAN    | 34.670   | 18 | WINFIELD  | 39.102   | 23 | ALLINGHAM | 37.207                  | 13  | 18 | WINFIELD  | 1:51.020           | 1:51.055        | 0.035 |
| 14       | 18 | WINFIELD  | 34.757   | 51 | ELLIOTT   | 39.119   | 40 | FRANCIS   | 37.236                  | 14  | 23 | ALLINGHAM | 1:51.129           | 1:51.136        | 0.007 |
| 15       | 40 | FRANCIS   | 34.798   | 40 | FRANCIS   | 39.130   | 12 | HEDGER    | 37.279                  | 15  | 40 | FRANCIS   | 1:51.164           | 1:51.481        | 0.317 |
| 16       | 51 | ELLIOTT   | 34.958   | 23 | ALLINGHAM | 39.281   | 24 | CUMMINS   | 37.302                  | 16  | 51 | ELLIOTT   | 1:51.171           | 1:51.278        | 0.107 |
| 17       | 37 | HILLIER   | 34.982   | 37 | HILLIER   | 39.320   | 77 | HARRAN    | 37.369                  | 17  | 24 | CUMMINS   | 1:51.675           | 1:51.817        | 0.142 |
| 18       | 24 | CUMMINS   | 34.988   | 24 | CUMMINS   | 39.385   | 37 | HILLIER   | 37.442                  | 18  | 37 | HILLIER   | 1:51.744           | 1:51.977        | 0.233 |
| 19       | 96 | SMITH     | 35.014   | 96 | SMITH     | 39.584   | 31 | COX       | 37.544                  | 19  | 96 | SMITH     | 1:52.360           | 1:52.790        | 0.430 |
| 20       | 26 | MOORE     | 35.327   | 31 | COX       | 39.613   | 96 | SMITH     | 37.762                  | 20  | 31 | COX       | 1:52.538           | 1:52.679        | 0.141 |
| 21       | 31 | COX       | 35.381   | 26 | MOORE     | 39.743   | 25 | BOERBOOM  | 37.769                  | 21  | 25 | BOERBOOM  | 1:53.042           | 1:53.215        | 0.173 |
| 22       | 25 | BOERBOOM  | 35.382   | 25 | BOERBOOM  | 39.891   | 26 | MOORE     | 38.125                  | 22  | 26 | MOORE     | 1:53.195           | 1:53.416        | 0.221 |
| 23       | 39 | MORGAN    | 35.448   | 39 | MORGAN    | 39.936   | 27 | SYMONDS   | 38.161                  | 23  | 39 | MORGAN    | 1:53.645           | 1:53.763        | 0.118 |
| 24       | 27 | SYMONDS   | 35.491   | 27 | SYMONDS   | 40.273   | 39 | MORGAN    | 38.261                  | 24  | 27 | SYMONDS   | 1:53.925           | 1:54.156        | 0.231 |
| 25       | 17 | WHELAN    | 35.585   | 17 | WHELAN    | 40.810   | 80 | BEY       | 38.383                  | 25  | 17 | WHELAN    | 1:55.117           |                 |       |
| 26       | 80 | BEY       | 35.860   | 80 | BEY       | 41.528   | 17 | WHELAN    | 38.722                  | 26  | 80 | BEY       | 1:55.771           | 1:55.982        | 0.211 |

**MCRCB BULLETIN TK176****2023 Bennetts British Superbike Championship - Round 5****2023 Pirelli National Superstock with Santander Consumer Finance****QUALIFYING - Q2 - BEST SPEEDS**

| POS | INTERMEDIATE 1 |           |       | INTERMEDIATE 2 |           |       | FINISH LINE |           |       |
|-----|----------------|-----------|-------|----------------|-----------|-------|-------------|-----------|-------|
|     | NO             | NAME      | MPH   | NO             | NAME      | MPH   | NO          | NAME      | MPH   |
| 1   | 3              | McCONNELL | 139.5 | 75             | OLSEN     | 174.3 | 34          | SEELEY    | 171.1 |
| 2   | 5              | KERR      | 138.9 | 4              | LINFOOT   | 173.4 | 19          | TALBOT    | 167.3 |
| 3   | 19             | TALBOT    | 138.6 | 11             | REID      | 171.6 | 8           | ROLLO     | 166.9 |
| 4   | 75             | OLSEN     | 137.5 | 40             | FRANCIS   | 171.6 | 11          | REID      | 166.5 |
| 5   | 11             | REID      | 137.5 | 23             | ALLINGHAM | 171.1 | 18          | WINFIELD  | 165.6 |
| 6   | 23             | ALLINGHAM | 137.2 | 37             | HILLIER   | 171.1 | 4           | LINFOOT   | 165.2 |
| 7   | 37             | HILLIER   | 135.8 | 3              | McCONNELL | 169.4 | 5           | KERR      | 165.2 |
| 8   | 4              | LINFOOT   | 135.2 | 5              | KERR      | 169.0 | 3           | McCONNELL | 165.2 |
| 9   | 40             | FRANCIS   | 135.2 | 19             | TALBOT    | 169.0 | 59          | TRUELOVE  | 165.2 |
| 10  | 8              | ROLLO     | 132.6 | 12             | HEDGER    | 168.1 | 51          | ELLIOTT   | 165.2 |
| 11  | 26             | MOORE     | 132.6 | 34             | SEELEY    | 167.3 | 75          | OLSEN     | 164.4 |
| 12  | 59             | TRUELOVE  | 132.3 | 27             | SYMONDS   | 166.9 | 23          | ALLINGHAM | 164.0 |
| 13  | 96             | SMITH     | 132.3 | 55             | BEECH     | 166.5 | 96          | SMITH     | 164.0 |
| 14  | 34             | SEELEY    | 132.1 | 39             | MORGAN    | 166.5 | 55          | BEECH     | 163.6 |
| 15  | 80             | BEY       | 131.8 | 18             | WINFIELD  | 166.1 | 12          | HEDGER    | 163.2 |
| 16  | 18             | WINFIELD  | 131.5 | 96             | SMITH     | 166.1 | 77          | HARRAN    | 162.4 |
| 17  | 55             | BEECH     | 131.3 | 80             | BEY       | 165.2 | 37          | HILLIER   | 162.0 |
| 18  | 12             | HEDGER    | 131.3 | 8              | ROLLO     | 164.8 | 24          | CUMMINS   | 161.7 |
| 19  | 24             | CUMMINS   | 131.3 | 26             | MOORE     | 164.8 | 25          | BOERBOOM  | 160.9 |
| 20  | 51             | ELLIOTT   | 130.8 | 24             | CUMMINS   | 164.4 | 31          | COX       | 160.5 |
| 21  | 31             | COX       | 129.5 | 51             | ELLIOTT   | 164.0 | 40          | FRANCIS   | 158.2 |
| 22  | 27             | SYMONDS   | 129.3 | 77             | HARRAN    | 162.8 | 39          | MORGAN    | 157.5 |
| 23  | 77             | HARRAN    | 128.8 | 59             | TRUELOVE  | 161.7 | 27          | SYMONDS   | 156.7 |
| 24  | 39             | MORGAN    | 128.3 | 25             | BOERBOOM  | 161.3 | 17          | WHELAN    | 156.0 |
| 25  | 17             | WHELAN    | 127.0 | 31             | COX       | 160.1 | 26          | MOORE     | 155.3 |
| 26  | 25             | BOERBOOM  | 125.9 | 17             | WHELAN    | 157.5 | 80          | BEY       | 152.8 |

# MCRCB BULLETIN TK177

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### QUALIFYING - Q2 - STATISTICS

**Competitors Started** 26  
**Planned Start** 2023-07-08 @ 12:22:00.000  
**Actual Start** 2023-07-08 @ 12:22:01.778  
**Finish Time** 2023-07-08 @ 12:37:01.778  
**Track Length** 2.9689mi.  
**Total Laps** 178  
**Total Distance Covered** 528.4662mi.

#### Session Fastest Lap History

| NO | NAME            | LAP TIME        | TIME OF DAY  | LAP | VEHICLE |
|----|-----------------|-----------------|--------------|-----|---------|
| 37 | James HILLIER   | <b>1:52.516</b> | 12:26:00.178 | 2   | Yamaha  |
| 11 | Simon REID      | <b>1:50.557</b> | 12:26:00.311 | 2   | Honda   |
| 34 | Alastair SEELEY | <b>1:50.531</b> | 12:26:03.204 | 2   | BMW     |
| 75 | Alex OLSEN      | <b>1:49.895</b> | 12:26:06.522 | 2   | Honda   |
| 4  | Dan LINFOOT     | <b>1:49.056</b> | 12:26:46.419 | 2   | Honda   |
| 4  | Dan LINFOOT     | <b>1:48.948</b> | 12:30:41.722 | 4   | Honda   |

#### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 12:22:01.778 |
| FINISH | 12:37:01.778 |

#### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 8          | 18:09.923  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

**MCRCB BULLETIN TK178**

**2023 Bennetts British Superbike Championship - Round 5**

**2023 Pirelli National Superstock with Santander Consumer Finance**

**QUALIFYING - Q2 - SESSION NOTES**

| TIME     | MESSAGE  |
|----------|--|
| 12:25:42 | NO. 17 FALLER AT T4 AGOSTINI - RIDER OK              |
| 12:27:28 | NO. 8 EXCEEDED TRACK LIMITS T7 - LAP TIME CANCELLED  |
| 12:28:05 | NO. 39 EXCEEDED TRACK LIMITS T7 - LAP TIME CANCELLED |
| 12:38:07 | NO. 11 FALLER AT T4 AGOSTINI - RIDER OK              |

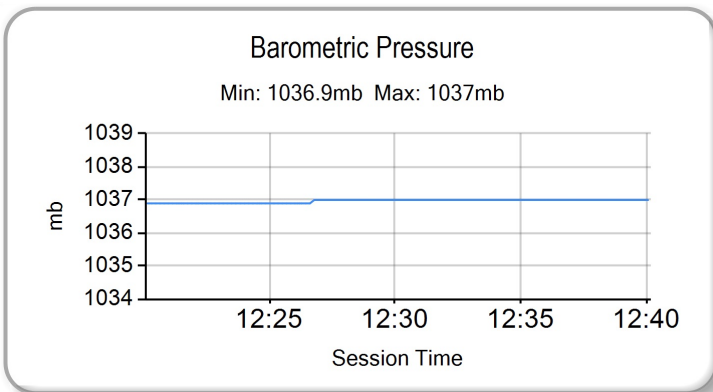
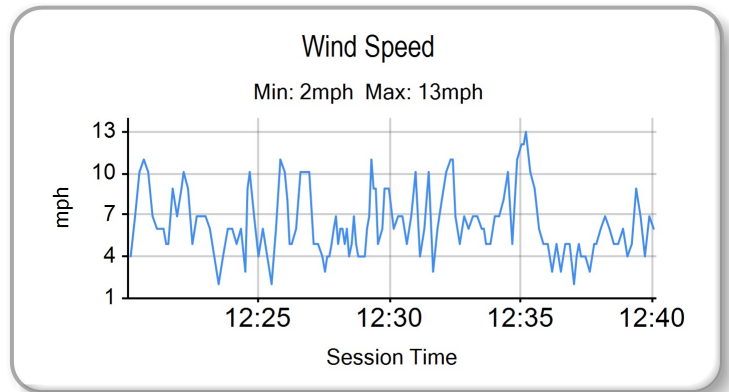
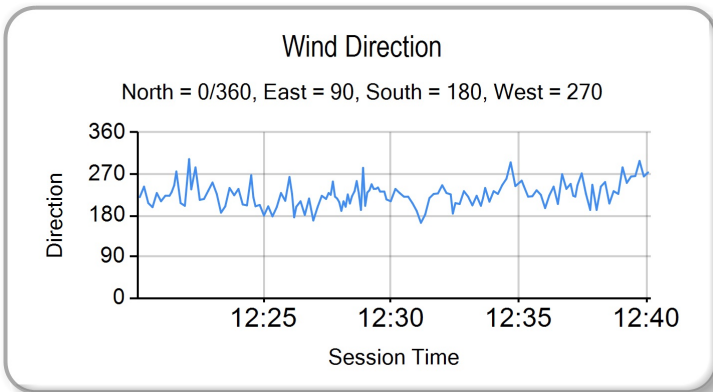
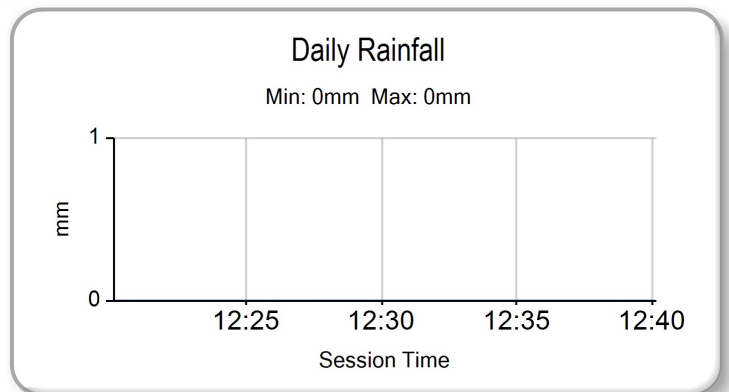
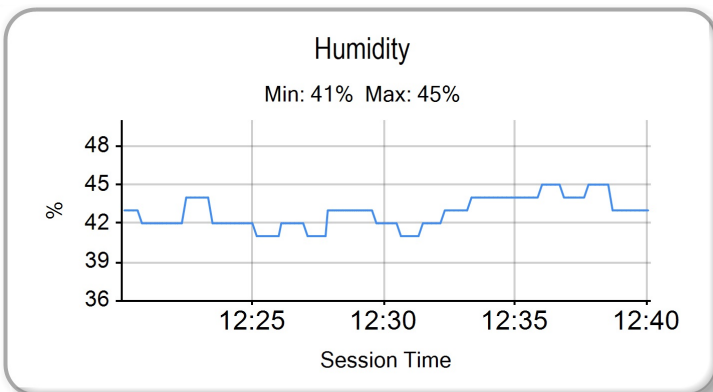
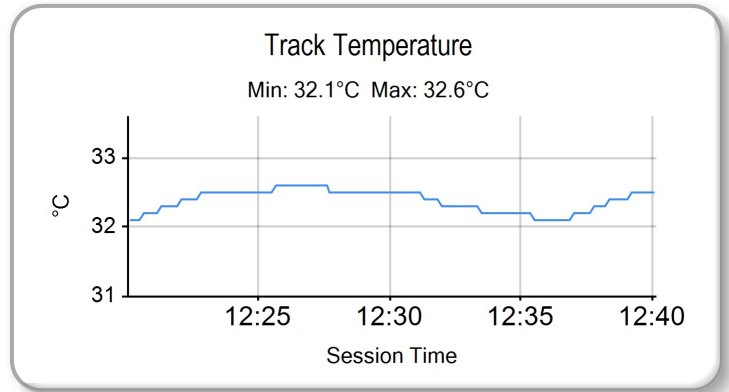
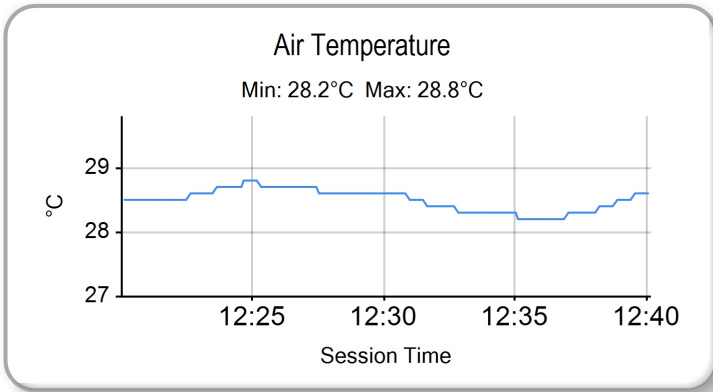


# MCRCB BULLETIN TK179

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### QUALIFYING - Q2 - WEATHER CONDITIONS



## QUALIFYING - CLASSIFICATION

| POS | NO | NAME                 | NAT | ENTRY   | Q1       | Q2       |
|-----|----|----------------------|-----|---|----------|----------|
| 1   | 4  | Dan LINFOOT          | GBR | Honda - Optimum Bikes Racing Ltd                |          | 1:48.948 |
| 2   | 75 | Alex OLSEN           | GBR | Honda - Cumins by Team IWR Honda                |          | 1:49.167 |
| 3   | 34 | Alastair SEELEY      | GBR | BMW - SYNETIQ BMW Motorrad                      |          | 1:49.714 |
| 4   | 5  | Richard KERR         | IRL | Honda - AMD Motorsport                          |          | 1:49.770 |
| 5   | 3  | Billy McCONNELL      | AUS | Honda - C&L Fairburn Properties Jackson Racing  |          | 1:49.777 |
| 6   | 8  | Lewis ROLLO          | GBR | Aprilia - IN Competition / Aprilia              |          | 1:50.487 |
| 7   | 11 | Simon REID           | GBR | Honda - C&L Fairburn Properties Jackson Racing  |          | 1:50.557 |
| 8   | 19 | Joe TALBOT           | GBR | Honda - JR Performance Racing                   |          | 1:50.624 |
| 9   | 55 | Ash BEECH            | GBR | Honda - Jones Dorling Racing                    |          | 1:50.828 |
| 10  | 77 | Brent HARRAN         | ZAF | Honda - Optimum Bikes Racing Ltd                |          | 1:51.014 |
| 11  | 18 | Shaun WINFIELD       | GBR | Honda - TAG Racing                              |          | 1:51.055 |
| 12  | 59 | Matt TRUELOVE        | GBR | Honda - TAG Racing                              |          | 1:51.057 |
| 13  | 23 | David ALLINGHAM      | GBR | Honda - SMS Racing                              |          | 1:51.136 |
| 14  | 12 | Luke HEDGER          | GBR | Kawasaki - MAD Racing                           |          | 1:51.173 |
| 15  | 51 | Brayden ELLIOTT      | AUS | Kawasaki - DAO Racing                           |          | 1:51.278 |
| 16  | 40 | Joe FRANCIS          | GBR | Kawasaki - STAUFF Fluid Power / GR Motosport    |          | 1:51.481 |
| 17  | 24 | Conor CUMMINS        | GBR | Honda - Mileco by Padgetts Motorcycles          | 1:52.238 | 1:51.817 |
| 18  | 37 | James HILLIER        | GBR | Yamaha - LAMI OMG Racing Yamaha                 |          | 1:51.977 |
| 19  | 31 | Sam COX              | GBR | BMW - Sam Cox Racing with Armada Marine Cables  | 1:52.433 | 1:52.679 |
| 20  | 96 | Kieran SMITH         | GBR | Honda - Corkie Racing                           | 1:53.804 | 1:52.790 |
| 21  | 25 | Jorel BOERBOOM       | NLD | Kawasaki - G&S Racing                           | 1:53.251 | 1:53.215 |
| 22  | 26 | Joe MOORE            | GBR | Suzuki - Clearline Racing                       | 1:53.300 | 1:53.416 |
| 23  | 39 | Max MORGAN           | GBR | Kawasaki - MSS Performance                      | 1:53.872 | 1:53.763 |
| 24  | 27 | Max SYMONDS          | GBR | Yamaha - Symonds Racing                         | 1:53.826 | 1:54.156 |
| 25  | 80 | Callum BEY           | GBR | Suzuki - FilterLogic by EightZero Racing        | 1:53.413 | 1:55.982 |
| 26  | 17 | Matty WHELAN         | GBR | Suzuki - Milestone by ATS Racing                | 1:53.670 |          |
| 27  | 57 | Richard WHITE        | GBR | BMW - Trackdudes powered by Hilltop Motorcycles | 1:54.284 |          |
| 28  | 90 | Rory PARKER          | GBR | Suzuki - RP Racing                              | 1:54.446 |          |
| 29  | 33 | Connor THOMSON       | GBR | Kawasaki - Sound Advice Hearing Racing          | 1:56.089 |          |
| 30  | 61 | Jake ARCHER          | GBR | Suzuki - True Heroes Racing                     | 1:56.473 |          |
| 31  | 79 | Jason BURRILL        | GBR | BMW - Burrill Racing                            | 1:58.181 |          |
| 32  | 30 | Phil ROOKE           | GBR | Kawasaki - Fly a Spitfire Racing                | 1:58.704 |          |
| 33  | 86 | Frederico LOPES-REGO | PRT | Yamaha - FLR Racing                             | 1:58.932 |          |
| 34  | 99 | Ben LUXTON           | GBR | Honda - Ben Luxton Racing                       |          |          |

#8 - Lap 3 time cancelled - Exceeded track limits at T7.

#39 - Lap 3 time cancelled - Exceeded track limits at T7.

Weather / Track : Cloudy / Dry

Snetterton 300: 2.9689 miles

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

Race Director : Stuart Higgs

Stewards :

Timekeeper : Richard Evans

S. Higgs

R. EVANS

Digitally Approved at 13:10 Saturday, 08 July 2023

Digitally Approved at 12:53 Saturday, 08 July 2023

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

Printed - 12:42 Saturday, 08 July 2023



|             |    |          |    |                 |    |          |    |                      |    |          |    |                |
|-------------|----|----------|----|-----------------|----|----------|----|----------------------|----|----------|----|----------------|
| ROW 11      | 33 | 1:50.487 | 8  | Lewis ROLLO     | 32 | 1:58.932 | 86 | Frederico LOPES-REGO | 31 | 1:58.704 | 30 | Phil ROOKE     |
| ROW 10      | 30 | 1:58.181 | 79 | Jason BURRILL   | 29 | 1:56.473 | 61 | Jake ARCHER          | 28 | 1:56.089 | 33 | Connor THOMSON |
| ROW 9       | 27 | 1:54.446 | 90 | Rory PARKER     | 26 | 1:54.284 | 57 | Richard WHITE        | 25 | 1:53.670 | 17 | Matty WHELAN   |
| ROW 8       | 24 | 1:55.982 | 80 | Callum BEY      | 23 | 1:54.156 | 27 | Max SYMONDS          | 22 | 1:53.763 | 39 | Max MORGAN     |
| ROW 7       | 21 | 1:53.416 | 26 | Joe MOORE       | 20 | 1:53.215 | 25 | Jorel BOERBOOM       | 19 | 1:52.790 | 96 | Kieran SMITH   |
| ROW 6       | 18 | 1:52.679 | 31 | Sam COX         | 17 | 1:51.977 | 37 | James HILLIER        | 16 | 1:51.817 | 24 | Conor CUMMINS  |
| ROW 5       | 15 | 1:51.481 | 40 | Joe FRANCIS     | 14 | 1:51.278 | 51 | Brayden ELLIOTT      | 13 | 1:51.173 | 12 | Luke HEDGER    |
| ROW 4       | 12 | 1:51.136 | 23 | David ALLINGHAM | 11 | 1:51.057 | 59 | Matt TRUELOVE        | 10 | 1:51.055 | 18 | Shaun WINFIELD |
| ROW 3       | 9  | 1:51.014 | 77 | Brent HARRAN    | 8  | 1:50.828 | 55 | Ash BEECH            | 7  | 1:50.624 | 19 | Joe TALBOT     |
| ROW 2       | 6  | 1:50.557 | 11 | Simon REID      | 5  | 1:49.777 | 3  | Billy McCONNELL      | 4  | 1:49.770 | 5  | Richard KERR   |
| ROW 1       | 3  | 1:49.714 | 34 | Alastair SEELEY | 2  | 1:49.167 | 75 | Alex OLSEN           | 1  | 1:48.948 | 4  | Dan LINFOOT    |
| <b>Pole</b> |    |          |    |                 |    |          |    |                      |    |          |    |                |

#8 - Starts from the back of the grid - Penalty points accumulation (6).

Snetterton 300: 2.9689 miles

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

|   |            |   |
|---|------------|---|
| Race Director : Stuart Higgs<br><i>S. Higgs</i>                   | Stewards : | Timekeeper : Richard Evans<br><i>R. EVANS</i>                     |
| <small>Digitally Approved at 13:03 Saturday, 08 July 2023</small> |            | <small>Digitally Approved at 12:58 Saturday, 08 July 2023</small> |

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

Printed - 12:55 Saturday, 08 July 2023



## WARM UP - CLASSIFICATION

| POS | NO | NAME                 | NAT | ENTRY   | TIME     | ON | LAPS | GAP    | DIFF  | MPH   |
|-----|----|----------------------|-----|---|----------|----|------|--------|-------|-------|
| 1   | 4  | Dan LINFOOT          | GBR | Honda - Optimum Bikes Racing Ltd                | 1:49.812 | 3  | 4    |        |       | 97.33 |
| 2   | 5  | Richard KERR         | IRL | Honda - AMD Motorsport                          | 1:50.299 | 3  | 4    | 0.487  | 0.487 | 96.90 |
| 3   | 75 | Alex OLSEN           | GBR | Honda - Cumins by Team IWR Honda                | 1:50.352 | 3  | 5    | 0.540  | 0.053 | 96.85 |
| 4   | 8  | Lewis ROLLO          | GBR | Aprilia - IN Competition / Aprilia              | 1:50.639 | 5  | 5    | 0.827  | 0.287 | 96.60 |
| 5   | 3  | Billy McCONNELL      | AUS | Honda - C&L Fairburn Properties Jackson Racing  | 1:50.731 | 3  | 4    | 0.919  | 0.092 | 96.52 |
| 6   | 51 | Brayden ELLIOTT      | AUS | Kawasaki - DAO Racing                           | 1:51.062 | 5  | 5    | 1.250  | 0.331 | 96.23 |
| 7   | 77 | Brent HARRAN         | ZAF | Honda - Optimum Bikes Racing Ltd                | 1:51.095 | 5  | 5    | 1.283  | 0.033 | 96.20 |
| 8   | 34 | Alastair SEELEY      | GBR | BMW - SYNETIQ BMW Motorrad                      | 1:51.103 | 4  | 4    | 1.291  | 0.008 | 96.19 |
| 9   | 19 | Joe TALBOT           | GBR | Honda - JR Performance Racing                   | 1:51.221 | 3  | 4    | 1.409  | 0.118 | 96.09 |
| 10  | 99 | Ben LUXTON           | GBR | Honda - Ben Luxton Racing                       | 1:51.235 | 2  | 5    | 1.423  | 0.014 | 96.08 |
| 11  | 12 | Luke HEDGER          | GBR | Kawasaki - MAD Racing                           | 1:51.271 | 5  | 5    | 1.459  | 0.036 | 96.05 |
| 12  | 55 | Ash BEECH            | GBR | Honda - Jones Dorling Racing                    | 1:51.353 | 2  | 4    | 1.541  | 0.082 | 95.98 |
| 13  | 40 | Joe FRANCIS          | GBR | Kawasaki - STAUFF Fluid Power / GR Motosport    | 1:51.679 | 3  | 4    | 1.867  | 0.326 | 95.70 |
| 14  | 23 | David ALLINGHAM      | GBR | Honda - SMS Racing                              | 1:51.970 | 5  | 5    | 2.158  | 0.291 | 95.45 |
| 15  | 31 | Sam COX              | GBR | BMW - Sam Cox Racing with Armada Marine Cables  | 1:52.452 | 4  | 5    | 2.640  | 0.482 | 95.04 |
| 16  | 59 | Matt TRUELOVE        | GBR | Honda - TAG Racing                              | 1:52.741 | 2  | 2    | 2.929  | 0.289 | 94.80 |
| 17  | 18 | Shaun WINFIELD       | GBR | Honda - TAG Racing                              | 1:52.774 | 2  | 4    | 2.962  | 0.033 | 94.77 |
| 18  | 11 | Simon REID           | GBR | Honda - C&L Fairburn Properties Jackson Racing  | 1:52.777 | 3  | 4    | 2.965  | 0.003 | 94.77 |
| 19  | 37 | James HILLIER        | GBR | Yamaha - LAMI OMG Racing Yamaha                 | 1:52.970 | 4  | 5    | 3.158  | 0.193 | 94.60 |
| 20  | 57 | Richard WHITE        | GBR | BMW - Trackdudes powered by Hilltop Motorcycles | 1:53.602 | 5  | 5    | 3.790  | 0.632 | 94.08 |
| 21  | 80 | Callum BEY           | GBR | Suzuki - FilterLogic by EightZero Racing        | 1:53.860 | 5  | 5    | 4.048  | 0.258 | 93.87 |
| 22  | 25 | Jorel BOERBOOM       | NLD | Kawasaki - G&S Racing                           | 1:53.875 | 5  | 5    | 4.063  | 0.015 | 93.85 |
| 23  | 39 | Max MORGAN           | GBR | Kawasaki - MSS Performance                      | 1:53.988 | 3  | 4    | 4.176  | 0.113 | 93.76 |
| 24  | 96 | Kieran SMITH         | GBR | Honda - Corkie Racing                           | 1:54.072 | 5  | 5    | 4.260  | 0.084 | 93.69 |
| 25  | 17 | Matty WHELAN         | GBR | Suzuki - Milestone by ATS Racing                | 1:54.232 | 4  | 4    | 4.420  | 0.160 | 93.56 |
| 26  | 24 | Conor CUMMINS        | GBR | Honda - Milenco by Padgetts Motorcycles         | 1:54.285 | 3  | 4    | 4.473  | 0.053 | 93.52 |
| 27  | 90 | Rory PARKER          | GBR | Suzuki - RP Racing                              | 1:54.473 | 4  | 5    | 4.661  | 0.188 | 93.36 |
| 28  | 61 | Jake ARCHER          | GBR | Suzuki - True Heroes Racing                     | 1:54.671 | 5  | 5    | 4.859  | 0.198 | 93.20 |
| 29  | 27 | Max SYMONDS          | GBR | Yamaha - Symonds Racing                         | 1:54.713 | 5  | 5    | 4.901  | 0.042 | 93.17 |
| 30  | 26 | Joe MOORE            | GBR | Suzuki - Clearline Racing                       | 1:55.403 | 2  | 2    | 5.591  | 0.690 | 92.61 |
| 31  | 33 | Connor THOMSON       | GBR | Kawasaki - Sound Advice Hearing Racing          | 1:56.484 | 4  | 4    | 6.672  | 1.081 | 91.75 |
| 32  | 79 | Jason BURRILL        | GBR | BMW - Burrill Racing                            | 2:01.571 | 3  | 4    | 11.759 | 5.087 | 87.91 |
| 33  | 86 | Frederico LOPES-REGO | PRT | Yamaha - FLR Racing                             | 2:01.942 | 4  | 4    | 12.130 | 0.371 | 87.64 |
| 34  | 30 | Phil ROOKE           | GBR | Kawasaki - Fly a Spitfire Racing                |          |    | 0    |        |       |       |

#3 - Lap 2 &amp; 4 times cancelled - Exceeded track limits at T7.

#40 - Lap 4 time cancelled - Exceeded track limits at T7.

Weather / Track : Cloudy / Dry

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

Snetterton 300: 2.9689 miles

Date: 09/07/2023 Start: 09:47 Finish: 09:55

Race Director : Stuart Higgs

Stewards :

Timekeeper : Richard Evans

S. Higgs

R. EVANS

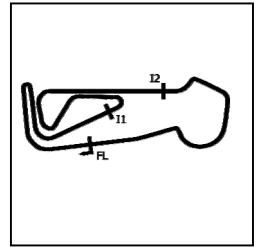
Digitally Approved at 10:17 Sunday, 09 July 2023

Digitally Approved at 10:04 Sunday, 09 July 2023

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

Printed - 10:01 Sunday, 09 July 2023

WARM UP - 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               |               | 4            |               | Dan LINFOOT     |               | Honda - Optimum Bikes Racing Ltd |                     |                    |             |                     |
|------------------|---------------|--------------|---------------|-----------------|---------------|----------------------------------|---------------------|--------------------|-------------|---------------------|
| IDEAL LAP TIME : |               | 1:49.774     |               | BEST LAP TIME : |               | 1:49.812                         |                     | DIFFERENCE : 0.038 |             |                     |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                         | MPH                 | DIFF               | TIME OF DAY |                     |
| 1 -              | OUTLAP        | 119.1        | 41.047        | 162.8           | 39.231        | <b>163.6</b>                     | 2:03.668            | 86.42              | 13.856      | 09:50:09.880        |
| 2 -              | 34.686        | <b>133.9</b> | 38.890        | <b>170.3</b>    | 36.973        | 163.2                            | 1:50.549 (3)        | 96.68              | 0.737       | 09:52:00.429        |
| 3 -              | <b>34.171</b> | 133.1        | 38.745        | 169.8           | <b>36.896</b> | 163.2                            | <b>1:49.812 (1)</b> | <b>97.33</b>       |             | <b>09:53:50.241</b> |
| 4 -              | 34.255        | <b>133.9</b> | <b>38.707</b> | 169.0           | 37.336        | 162.8                            | 1:50.298 (2)        | 96.90              | 0.486       | 09:55:40.539        |

| P2               |               | 5            |               | Richard KERR    |               | Honda - AMD Motorsport |                     |                    |             |                     |
|------------------|---------------|--------------|---------------|-----------------|---------------|------------------------|---------------------|--------------------|-------------|---------------------|
| IDEAL LAP TIME : |               | 1:50.244     |               | BEST LAP TIME : |               | 1:50.299               |                     | DIFFERENCE : 0.055 |             |                     |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME               | MPH                 | DIFF               | TIME OF DAY |                     |
| 1 -              | OUTLAP        | 116.9        | 40.536        | 149.7           | 38.499        | 165.2                  | 2:00.052            | 89.02              | 9.753       | 09:49:43.459        |
| 2 -              | 34.796        | 133.1        | <b>38.708</b> | 163.6           | 38.470        | 165.6                  | 1:51.974 (3)        | 95.45              | 1.675       | 09:51:35.433        |
| 3 -              | <b>34.497</b> | 134.2        | 38.726        | 167.7           | 37.076        | 165.2                  | <b>1:50.299 (1)</b> | <b>96.90</b>       |             | <b>09:53:25.732</b> |
| 4 -              | 34.556        | <b>134.7</b> | 38.864        | <b>169.8</b>    | <b>37.039</b> | <b>166.5</b>           | 1:50.459 (2)        | 96.76              | 0.160       | 09:55:16.191        |

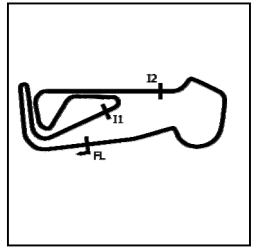
| P3               |               | 75           |               | Alex OLSEN      |               | Honda - Cumins by Team IWR Honda |                     |                    |             |                     |
|------------------|---------------|--------------|---------------|-----------------|---------------|----------------------------------|---------------------|--------------------|-------------|---------------------|
| IDEAL LAP TIME : |               | 1:50.238     |               | BEST LAP TIME : |               | 1:50.352                         |                     | DIFFERENCE : 0.114 |             |                     |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                         | MPH                 | DIFF               | TIME OF DAY |                     |
| 1 -              | OUTLAP        | 126.6        | 40.375        | 156.7           | 37.720        | 163.6                            | 2:00.277            | 88.86              | 9.925       | 09:49:13.929        |
| 2 -              | 34.811        | 124.7        | 40.059        | 156.4           | 37.704        | <b>166.1</b>                     | 1:52.574 (3)        | 94.94              | 2.222       | 09:51:06.503        |
| 3 -              | <b>34.633</b> | 128.8        | 38.915        | 166.1           | <b>36.804</b> | 164.8                            | <b>1:50.352 (1)</b> | <b>96.85</b>       |             | <b>09:52:56.855</b> |
| 4 -              | 36.468        | 127.5        | 39.270        | 157.5           | 37.708        | 163.6                            | 1:53.446            | 94.21              | 3.094       | 09:54:50.301        |
| 5 -              | 34.832        | <b>132.8</b> | <b>38.801</b> | <b>170.7</b>    | 36.908        | 163.6                            | 1:50.541 (2)        | 96.68              | 0.189       | 09:56:40.842        |

| P4               |               | 8            |               | Lewis ROLLO     |               | Aprilia - IN Competiion / Aprilia |                     |                    |             |                     |
|------------------|---------------|--------------|---------------|-----------------|---------------|-----------------------------------|---------------------|--------------------|-------------|---------------------|
| IDEAL LAP TIME : |               | 1:50.497     |               | BEST LAP TIME : |               | 1:50.639                          |                     | DIFFERENCE : 0.142 |             |                     |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                          | MPH                 | DIFF               | TIME OF DAY |                     |
| 1 -              | OUTLAP        | 121.5        | 40.158        | 166.1           | 38.026        | 162.8                             | 1:57.091            | 91.28              | 6.452       | 09:49:01.606        |
| 2 -              | 34.850        | <b>128.5</b> | 39.018        | <b>168.6</b>    | 37.574        | 164.0                             | 1:51.442 (3)        | 95.90              | 0.803       | 09:50:53.048        |
| 3 -              | 36.347        | 115.5        | 40.527        | 155.7           | 37.839        | 165.6                             | 1:54.713            | 93.17              | 4.074       | 09:52:47.761        |
| 4 -              | 34.754        | 124.0        | 38.823        | 154.6           | <b>37.074</b> | <b>168.1</b>                      | 1:50.651 (2)        | 96.59              | 0.012       | 09:54:38.412        |
| 5 -              | <b>34.655</b> | <b>128.5</b> | <b>38.768</b> | 164.8           | 37.216        | 164.0                             | <b>1:50.639 (1)</b> | <b>96.60</b>       |             | <b>09:56:29.051</b> |

| P5               |               | 3            |               | Billy McCONNELL |               | Honda - C&L Fairburn Properties Jackson Racing |                       |                    |             |                     |
|------------------|---------------|--------------|---------------|-----------------|---------------|--|-----------------------|--------------------|-------------|---------------------|
| IDEAL LAP TIME : |               | 1:50.092     |               | BEST LAP TIME : |               | 1:50.731                                       |                       | DIFFERENCE : 0.639 |             |                     |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME                                       | MPH                   | DIFF               | TIME OF DAY |                     |
| 1 -              | OUTLAP        | 132.3        | 40.893        | 154.9           | 38.427        | 161.3  | 2:03.635              | 86.44              | 12.904      | 09:49:41.885        |
| 2 -              | 35.030        | 133.9        | 39.000        | 155.3           | 39.517        | 160.9  | <del>1:53.547</del> D | 94.12              | 2.816       | 09:51:35.432        |
| 3 -              | 34.830        | 131.8        | <b>38.512</b> | 155.7           | 37.389        | 162.8  | <b>1:50.731 (1)</b>   | <b>96.52</b>       |             | <b>09:53:26.163</b> |
| 4 -              | <b>34.432</b> | <b>134.2</b> | 38.662        | <b>159.7</b>    | <b>37.148</b> | <b>165.6</b>                                   | <del>1:50.242</del> D | 96.95              |             | 09:55:16.405        |

| P6               |               | 51           |               | Brayden ELLIOTT |               | Kawasaki - DAO Racing |                     |                    |             |                     |
|------------------|---------------|--------------|---------------|-----------------|---------------|-----------------------|---------------------|--------------------|-------------|---------------------|
| IDEAL LAP TIME : |               | 1:51.061     |               | BEST LAP TIME : |               | 1:51.062              |                     | DIFFERENCE : 0.001 |             |                     |
| LAP              | SECTOR 1      | SECTOR 2     |               | SECTOR 3        |               | LAP TIME              | MPH                 | DIFF               | TIME OF DAY |                     |
| 1 -              | OUTLAP        | 123.5        | 40.294        | 146.8           | 37.979        | 162.8                 | 1:58.347            | 90.31              | 7.285       | 09:49:05.380        |
| 2 -              | 35.159        | 125.6        | 39.300        | 161.3           | 37.318        | 163.2                 | 1:51.777 (3)        | 95.61              | 0.715       | 09:50:57.157        |
| 3 -              | 35.025        | 126.1        | 39.292        | 160.9           | <b>37.149</b> | <b>165.6</b>          | 1:51.466 (2)        | 95.88              | 0.404       | 09:52:48.623        |
| 4 -              | 36.939        | 117.3        | 40.095        | 156.0           | 37.516        | 162.4                 | 1:54.550            | 93.30              | 3.488       | 09:54:43.173        |
| 5 -              | <b>34.981</b> | <b>128.5</b> | <b>38.931</b> | <b>164.0</b>    | 37.150        | 163.2                 | <b>1:51.062 (1)</b> | <b>96.23</b>       |             | <b>09:56:34.235</b> |

## WARM UP - SECTOR ANALYSIS



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

| P7 77                     |               | Brent HARRAN             |               |              |                    |              | Honda - Optimum Bikes Racing Ltd |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|----------------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.030 |               | BEST LAP TIME : 1:51.095 |               |              | DIFFERENCE : 0.065 |              |                                  |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                              | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 120.4                    | 40.195        | 156.0        | 37.674             | 162.8        | 1:57.286                         | 91.12        | 6.191       | 09:49:04.135        |
| 2 -                       | 35.099        | 123.8                    | 39.310        | <b>160.9</b> | 37.409             | <b>165.2</b> | 1:51.818                         | 95.58        | 0.723       | 09:50:55.953        |
| 3 -                       | 35.173        | <b>124.2</b>             | 39.148        | 155.3        | 37.469             | 163.6        | 1:51.790 (3)                     | 95.60        | 0.695       | 09:52:47.743        |
| 4 -                       | 34.934        | 122.9                    | <b>39.051</b> | 157.5        | 37.204             | 163.6        | 1:51.189 (2)                     | 96.12        | 0.094       | 09:54:38.932        |
| 5 -                       | <b>34.806</b> | <b>124.2</b>             | 39.116        | 157.5        | <b>37.173</b>      | 163.2        | <b>1:51.095 (1)</b>              | <b>96.20</b> |             | <b>09:56:30.027</b> |

| P8 34                     |               | Alastair SEELEY          |               |              |                    |              | BMW - SYNETIQ BMW Motorrad |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|----------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:50.591 |               | BEST LAP TIME : 1:51.103 |               |              | DIFFERENCE : 0.512 |              |                            |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                        | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 112.5                    | 41.177        | 151.1        | 38.346             | 167.7        | 2:02.912                   | 86.95        | 11.809      | 09:49:21.508        |
| 2 -                       | 34.882        | 125.2                    | 40.008        | 152.5        | 37.564             | 168.1        | 1:52.454 (2)               | 95.04        | 1.351       | 09:51:13.962        |
| 3 -                       | 35.420        | 123.3                    | <b>38.839</b> | <b>164.0</b> | 42.857             | 167.3        | 1:57.116 (3)               | 91.26        | 6.013       | 09:53:11.078        |
| 4 -                       | <b>34.670</b> | <b>128.8</b>             | 39.351        | 162.0        | <b>37.082</b>      | <b>169.0</b> | <b>1:51.103 (1)</b>        | <b>96.19</b> |             | <b>09:55:02.181</b> |

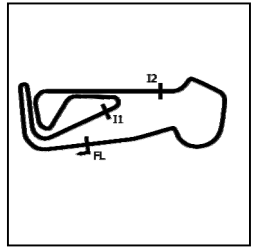
| P9 19                     |               | Joe TALBOT               |               |              |                    |              | Honda - JR Performance Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|-------------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.221 |               | BEST LAP TIME : 1:51.221 |               |              | DIFFERENCE : 0.000 |              |                               |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                           | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 112.5                    | 40.845        | 162.4        | 37.625             | 166.9        | 1:57.177                      | 91.21        | 5.956       | 09:49:22.300        |
| 2 -                       | 34.886        | 126.1                    | 39.446        | 159.4        | 37.621             | <b>169.0</b> | 1:51.953 (2)                  | 95.46        | 0.732       | 09:51:14.253        |
| 3 -                       | <b>34.762</b> | <b>136.1</b>             | <b>39.172</b> | <b>168.6</b> | <b>37.287</b>      | 167.3        | <b>1:51.221 (1)</b>           | <b>96.09</b> |             | <b>09:53:05.474</b> |
| 4 -                       | 38.484        | 106.1                    | 44.822        | 137.2        | 38.127             | 166.1        | 2:01.433 (3)                  | 88.01        | 10.212      | 09:55:06.907        |

| P10 99                    |               | Ben LUXTON               |               |              |                    |              | Honda - Ben Luxton Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.235 |               | BEST LAP TIME : 1:51.235 |               |              | DIFFERENCE : 0.000 |              |                           |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                       | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 123.8                    | 39.695        | 158.2        | 37.746             | 167.3        | 1:56.608                  | 91.65        | 5.373       | 09:49:01.866        |
| 2 -                       | <b>34.928</b> | 125.6                    | <b>39.135</b> | <b>164.0</b> | <b>37.172</b>      | <b>169.4</b> | <b>1:51.235 (1)</b>       | <b>96.08</b> |             | <b>09:50:53.101</b> |
| 3 -                       | 36.031        | 125.4                    | 39.750        | 154.6        | 37.404             | 164.8        | 1:53.185 (3)              | 94.43        | 1.950       | 09:52:46.286        |
| 4 -                       | 35.370        | <b>129.0</b>             | 39.343        | 162.8        | 37.309             | 169.0        | 1:52.022 (2)              | 95.41        | 0.787       | 09:54:38.308        |
| 5 -                       | 36.786        | 124.0                    | 44.705        | 160.1        | 38.139             | 168.1        | 1:59.630                  | 89.34        | 8.395       | 09:56:37.938        |

| P11 12                    |               | Luke HEDGER              |               |              |                    |              | Kawasaki - MAD Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|-----------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.271 |               | BEST LAP TIME : 1:51.271 |               |              | DIFFERENCE : 0.000 |              |                       |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 123.8                    | 40.037        | 165.2        | 38.357             | 162.8        | 1:57.849              | 90.69        | 6.578       | 09:49:02.079        |
| 2 -                       | 35.123        | 128.3                    | 39.519        | 165.2        | 37.491             | <b>163.2</b> | 1:52.133              | 95.31        | 0.862       | 09:50:54.212        |
| 3 -                       | 34.953        | 129.5                    | 39.406        | 164.4        | 37.653             | 161.7        | 1:52.012 (3)          | 95.41        | 0.741       | 09:52:46.224        |
| 4 -                       | 34.846        | <b>130.5</b>             | 39.313        | <b>169.4</b> | 37.820             | 161.7        | 1:51.979 (2)          | 95.44        | 0.708       | 09:54:38.203        |
| 5 -                       | <b>34.813</b> | 130.0                    | <b>39.247</b> | 165.2        | <b>37.211</b>      | <b>163.2</b> | <b>1:51.271 (1)</b>   | <b>96.05</b> |             | <b>09:56:29.474</b> |

| P12 55                    |               | Ash BEECH                |               |              |                    |              | Honda - Jones Dorling Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|------------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.194 |               | BEST LAP TIME : 1:51.353 |               |              | DIFFERENCE : 0.159 |              |                              |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                          | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 124.0                    | 39.994        | 159.0        | 38.102             | 163.6        | 1:57.304                     | 91.11        | 5.951       | 09:49:02.962        |
| 2 -                       | 35.009        | <b>129.3</b>             | <b>39.094</b> | 162.8        | <b>37.250</b>      | <b>168.1</b> | <b>1:51.353 (1)</b>          | <b>95.98</b> |             | <b>09:50:54.315</b> |
| 3 -                       | 35.825        | 128.8                    | 39.140        | 157.9        | 37.684             | 162.8        | 1:52.649 (2)                 | 94.87        | 1.296       | 09:52:46.964        |
| 4 -                       | <b>34.850</b> | 126.3                    | 39.355        | <b>164.8</b> | 46.789             | 153.9        | 2:00.994 (3)                 | 88.33        | 9.641       | 09:54:47.958        |

WARM UP - SECTOR ANALYSIS



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

| P13 40                    |               | Joe FRANCIS              |               |              |               | Kawasaki - STAUFF Fluid Power / GR Motosport |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.193 |               | BEST LAP TIME : 1:51.679 |               |              |               | DIFFERENCE : 0.486                           |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME                                     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 115.5                    | 41.564        | 165.2        | 38.389        | 158.2  | 2:02.122            | 87.51        | 10.443      | 09:49:35.648        |
| 2 -                       | 35.637        | 127.8                    | 40.639        | 161.7        | 37.939        | 158.2  | 1:54.215 (2)        | 93.57        | 2.536       | 09:51:29.863        |
| 3 -                       | 34.856        | <b>130.8</b>             | 39.281        | <b>169.0</b> | 37.542        | 158.6  | <b>1:51.679 (1)</b> | <b>95.70</b> |             | <b>09:53:21.542</b> |
| 4 -                       | <b>34.743</b> | 130.3                    | <b>39.131</b> | 164.4        | <b>37.319</b> | <b>159.7</b>                                 | 4:54.193 D          | 96.12        |             | 09:55:12.735        |

| P14 23                    |               | David ALLINGHAM          |               |              |               | Honda - SMS Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:51.703 |               | BEST LAP TIME : 1:51.970 |               |              |               | DIFFERENCE : 0.267 |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME           | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 121.7                    | 41.327        | 157.1        | 38.020        | 166.9              | 2:07.829            | 83.61        | 15.859      | 09:49:22.848        |
| 2 -                       | 35.235        | 127.5                    | 39.493        | 157.9        | 37.663        | <b>170.7</b>       | 1:52.391 (3)        | 95.09        | 0.421       | 09:51:15.239        |
| 3 -                       | 35.413        | <b>132.1</b>             | <b>39.343</b> | <b>164.8</b> | <b>37.326</b> | 166.5              | 1:52.082 (2)        | 95.35        | 0.112       | 09:53:07.321        |
| 4 -                       | <b>35.034</b> | 130.5                    | 40.648        | 164.0        | 38.631        | 165.2              | 1:54.313            | 93.49        | 2.343       | 09:55:01.634        |
| 5 -                       | 35.066        | 130.0                    | 39.504        | 164.4        | 37.400        | 167.3              | <b>1:51.970 (1)</b> | <b>95.45</b> |             | <b>09:56:53.604</b> |

| P15 31                    |               | Sam COX                  |               |              |               | BMW - Sam Cox Racing with Armada Marine Cables |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:52.173 |               | BEST LAP TIME : 1:52.452 |               |              |               | DIFFERENCE : 0.279                             |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME                                       | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 116.3                    | 40.052        | 153.5        | 37.940        | 163.6  | 1:57.447            | 91.00        | 4.995       | 09:49:03.010        |
| 2 -                       | 35.503        | 124.7                    | <b>39.364</b> | 160.9        | 37.719        | 163.6  | 1:52.586 (3)        | 94.93        | 0.134       | 09:50:55.596        |
| 3 -                       | 35.511        | 120.9                    | 39.661        | 154.2        | <b>37.510</b> | <b>164.8</b>                                   | 1:52.682            | 94.85        | 0.230       | 09:52:48.278        |
| 4 -                       | <b>35.299</b> | <b>124.9</b>             | 39.405        | 162.8        | 37.748        | 162.8  | <b>1:52.452 (1)</b> | <b>95.04</b> |             | <b>09:54:40.730</b> |
| 5 -                       | 35.405        | 124.0                    | 39.529        | <b>163.2</b> | 37.568        | 163.6  | 1:52.502 (2)        | 95.00        | 0.050       | 09:56:33.232        |

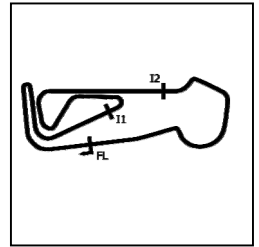
| P16 59                    |               | Matt TRUELOVE            |               |              |               | Honda - TAG Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:52.741 |               | BEST LAP TIME : 1:52.741 |               |              |               | DIFFERENCE : 0.000 |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME           | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 115.3                    | 41.182        | 155.7        | 38.367        | 164.4              | 2:01.370            | 88.06        | 8.629       | 09:49:21.891        |
| 2 -                       | <b>35.026</b> | <b>131.0</b>             | <b>39.800</b> | <b>159.0</b> | <b>37.915</b> | <b>165.6</b>       | <b>1:52.741 (1)</b> | <b>94.80</b> |             | <b>09:51:14.632</b> |

| P17 18                    |               | Shaun WINFIELD           |               |              |               | Honda - TAG Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:52.562 |               | BEST LAP TIME : 1:52.774 |               |              |               | DIFFERENCE : 0.212 |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME           | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 119.1                    | 40.965        | 152.1        | 38.513        | 164.8              | 2:01.060            | 88.28        | 8.286       | 09:49:22.331        |
| 2 -                       | <b>35.414</b> | 126.6                    | 39.639        | 154.2        | <b>37.721</b> | <b>166.9</b>       | <b>1:52.774 (1)</b> | <b>94.77</b> |             | <b>09:51:15.105</b> |
| 3 -                       | 35.735        | 125.4                    | <b>39.427</b> | <b>167.7</b> | 46.682        | 163.6              | 2:01.844 (3)        | 87.71        | 9.070       | 09:53:16.949        |
| 4 -                       | 35.601        | <b>131.0</b>             | 40.243        | 152.5        | 38.330        | 164.8              | 1:54.174 (2)        | 93.61        | 1.400       | 09:55:11.123        |

| P18 11                    |               | Simon REID               |               |              |               | Honda - C&L Fairburn Properties Jackson Racing |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:52.777 |               | BEST LAP TIME : 1:52.777 |               |              |               | DIFFERENCE : 0.000                             |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME                                       | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 100.9                    | 42.556        | 145.8        | 39.545        | 164.0  | 2:04.353            | 85.94        | 11.576      | 09:49:28.658        |
| 2 -                       | 35.723        | 127.0                    | 39.727        | <b>167.7</b> | 37.953        | 164.8  | 1:53.403 (2)        | 94.24        | 0.626       | 09:51:22.061        |
| 3 -                       | <b>35.298</b> | 119.4                    | <b>39.664</b> | 164.0        | <b>37.815</b> | <b>165.6</b>                                   | <b>1:52.777 (1)</b> | <b>94.77</b> |             | <b>09:53:14.838</b> |
| 4 -                       | 35.434        | <b>137.2</b>             | 41.210        | 152.5        | 38.310        | 164.4  | 1:54.954 (3)        | 92.97        | 2.177       | 09:55:09.792        |

| P19 37                    |               | James HILLIER            |               |              |               | Yamaha - LAMI OMG Racing Yamaha |                     |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|---------------------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:52.970 |               | BEST LAP TIME : 1:52.970 |               |              |               | DIFFERENCE : 0.000              |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME                        | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 118.3                    | 41.370        | 159.0        | 38.259        | 162.4                           | 2:00.990            | 88.33        | 8.020       | 09:49:08.666        |
| 2 -                       | 35.419        | 131.5                    | 45.466        | 152.5        | 38.393        | <b>165.2</b>                    | 1:59.278            | 89.60        | 6.308       | 09:51:07.944        |
| 3 -                       | 35.738        | 124.2                    | 40.064        | 156.4        | 38.394        | 160.9                           | 1:54.196 (3)        | 93.59        | 1.226       | 09:53:02.140        |
| 4 -                       | <b>35.144</b> | <b>132.8</b>             | <b>39.908</b> | <b>172.5</b> | <b>37.918</b> | 161.7                           | <b>1:52.970 (1)</b> | <b>94.60</b> |             | <b>09:54:55.110</b> |
| 5 -                       | 35.523        | 128.8                    | 39.947        | 168.1        | 38.397        | 158.6                           | 1:53.867 (2)        | 93.86        | 0.897       | 09:56:48.977        |

WARM UP - 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

| P20 57                    |               | Richard WHITE            |               |              |               |              | BMW - Trackdudes powered by Hilltop Motorcycles |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|---|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.533 |               | BEST LAP TIME : 1:53.602 |               |              |               |              | DIFFERENCE : 0.069                              |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 118.7                    | 40.346        | 162.0        | <b>38.243</b> | 164.0        | 1:58.661  | 90.07        | 5.059       | 09:49:06.696        |  |
| 2 -                       | 35.763        | <b>119.4</b>             | 39.949        | 162.4        | 38.672        | 162.8        | 1:54.384 (2)                                    | 93.44        | 0.782       | 09:51:01.080        |  |
| 3 -                       | 35.827        | 116.5                    | 40.204        | 157.5        | 38.380        | 162.0        | 1:54.411 (3)                                    | 93.41        | 0.809       | 09:52:55.491        |  |
| 4 -                       | 36.789        | 118.5                    | 40.069        | <b>166.1</b> | 38.384        | <b>164.4</b> | 1:55.242  | 92.74        | 1.640       | 09:54:50.733        |  |
| 5 -                       | <b>35.693</b> | 117.3                    | <b>39.597</b> | 156.0        | 38.312        | 161.7        | <b>1:53.602 (1)</b>                             | <b>94.08</b> |             | <b>09:56:44.335</b> |  |

| P21 80                    |               | Callum BEY               |               |              |               |              | Suzuki - FilterLogic by EightZero Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|--|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.661 |               | BEST LAP TIME : 1:53.860 |               |              |               |              | DIFFERENCE : 0.199                       |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                                      | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 120.2                    | 41.824        | 156.0        | 39.599        | 158.2        | 2:03.611                                 | 86.46        | 9.751       | 09:49:10.047        |  |
| 2 -                       | 38.540        | 121.1                    | 41.096        | 149.4        | 38.900        | <b>162.8</b> | 1:58.536                                 | 90.16        | 4.676       | 09:51:08.583        |  |
| 3 -                       | 36.419        | 118.9                    | 40.534        | 158.6        | 38.727        | 159.0        | 1:55.680 (3)                             | 92.39        | 1.820       | 09:53:04.263        |  |
| 4 -                       | <b>35.928</b> | 124.2                    | 40.799        | 163.2        | 38.301        | 156.7        | 1:55.028 (2)                             | 92.91        | 1.168       | 09:54:59.291        |  |
| 5 -                       | 36.127        | <b>126.1</b>             | <b>39.821</b> | <b>164.4</b> | <b>37.912</b> | 158.2        | <b>1:53.860 (1)</b>                      | <b>93.87</b> |             | <b>09:56:53.151</b> |  |

| P22 25                    |               | Jorel BOERBOOM           |               |              |               |              | Kawasaki - G&S Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.875 |               | BEST LAP TIME : 1:53.875 |               |              |               |              | DIFFERENCE : 0.000    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 120.6                    | 41.040        | 153.5        | 41.394        | <b>162.0</b> | 2:03.606              | 86.46        | 9.731       | 09:49:11.177        |  |
| 2 -                       | 36.068        | 120.4                    | 40.499        | 155.7        | 38.731        | 160.9        | 1:55.298 (3)          | 92.69        | 1.423       | 09:51:06.475        |  |
| 3 -                       | 36.063        | <b>128.8</b>             | 42.664        | 157.9        | 38.468        | 160.1        | 1:57.195              | 91.19        | 3.320       | 09:53:03.670        |  |
| 4 -                       | 35.749        | 121.7                    | 40.189        | 149.7        | 38.401        | <b>162.0</b> | 1:54.339 (2)          | 93.47        | 0.464       | 09:54:58.009        |  |
| 5 -                       | <b>35.678</b> | 125.6                    | <b>40.024</b> | <b>158.2</b> | <b>38.173</b> | 160.1        | <b>1:53.875 (1)</b>   | <b>93.85</b> |             | <b>09:56:51.884</b> |  |

| P23 39                    |               | Max MORGAN               |               |              |               |              | Kawasaki - MSS Performance |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|----------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.952 |               | BEST LAP TIME : 1:53.988 |               |              |               |              | DIFFERENCE : 0.036         |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                        | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 113.3                    | 41.444        | 159.7        | 39.235        | 156.4        | 2:02.064                   | 87.56        | 8.076       | 09:49:10.063        |  |
| 2 -                       | 35.915        | 119.1                    | 40.473        | 163.6        | 38.374        | <b>157.1</b> | 1:54.762 (2)               | 93.13        | 0.774       | 09:51:04.825        |  |
| 3 -                       | 35.697        | <b>122.4</b>             | <b>40.164</b> | <b>164.0</b> | <b>38.127</b> | <b>157.1</b> | <b>1:53.988 (1)</b>        | <b>93.76</b> |             | <b>09:52:58.813</b> |  |
| 4 -                       | <b>35.661</b> | 122.0                    | 49.076        | <b>164.0</b> | 38.688        | 156.0        | 2:03.425 (3)               | 86.59        | 9.437       | 09:55:02.238        |  |

| P24 96                    |               | Kieran SMITH             |               |              |               |              | Honda - Corkie Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:53.590 |               | BEST LAP TIME : 1:54.072 |               |              |               |              | DIFFERENCE : 0.482    |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                   | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 115.1                    | 42.045        | 152.8        | 39.024        | <b>165.2</b> | 2:02.879              | 86.98        | 8.807       | 09:49:11.515        |  |
| 2 -                       | 36.249        | 123.3                    | 40.879        | 157.1        | 38.493        | 164.8        | 1:55.621              | 92.44        | 1.549       | 09:51:07.136        |  |
| 3 -                       | 36.155        | 124.0                    | 40.331        | 155.7        | 38.654        | 162.0        | 1:55.140 (3)          | 92.82        | 1.068       | 09:53:02.276        |  |
| 4 -                       | <b>35.581</b> | <b>131.5</b>             | 40.591        | <b>164.0</b> | 38.217        | 163.2        | 1:54.389 (2)          | 93.43        | 0.317       | 09:54:56.665        |  |
| 5 -                       | 36.063        | 126.1                    | <b>40.003</b> | 162.4        | <b>38.006</b> | 161.7        | <b>1:54.072 (1)</b>   | <b>93.69</b> |             | <b>09:56:50.737</b> |  |

| P25 17                    |               | Matty WHELAN             |               |              |               |              | Suzuki - Milestone by ATS Racing |              |             |                     |  |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|--------------|----------------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:54.232 |               | BEST LAP TIME : 1:54.232 |               |              |               |              | DIFFERENCE : 0.000               |              |             |                     |  |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |               | LAP TIME     | MPH                              | DIFF         | TIME OF DAY |                     |  |
| 1 -                       | OUTLAP        | 116.1                    | 42.098        | 156.0        | 38.897        | <b>156.0</b> | 2:04.503                         | 85.84        | 10.271      | 09:49:23.883        |  |
| 2 -                       | 35.924        | 124.9                    | 41.186        | 157.5        | 38.818        | 154.2        | 1:55.928 (3)                     | 92.19        | 1.696       | 09:51:19.811        |  |
| 3 -                       | 36.009        | 119.4                    | 40.296        | <b>161.7</b> | 38.320        | 154.6        | 1:54.625 (2)                     | 93.24        | 0.393       | 09:53:14.436        |  |
| 4 -                       | <b>35.766</b> | <b>128.3</b>             | <b>40.255</b> | 153.5        | <b>38.211</b> | 153.9        | <b>1:54.232 (1)</b>              | <b>93.56</b> |             | <b>09:55:08.668</b> |  |

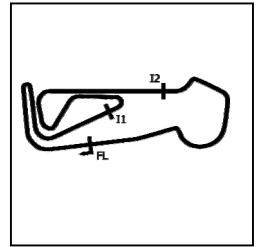


MCRCB BULLETIN TK324

2023 Bennetts British Superbike Championship - Round 5

2023 Pirelli National Superstock with Santander Consumer Finance

WARM UP - 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 24                    |               | Conor CUMMINS            |               |              |                    |              | Honda - Milenco by Padgetts Motorcycles |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:54.285 |               | BEST LAP TIME : 1:54.285 |               |              | DIFFERENCE : 0.000 |              |   |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                                     | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 109.1                    | 46.563        | 144.3        | 41.663             | 157.9        | 2:15.244                                | 79.02        | 20.959      | 09:50:00.269        |
| 2 -                       | 37.483        | 119.4                    | 46.657        | 150.4        | 38.748             | <b>159.7</b> | 2:02.888 (3)                            | 86.97        | 8.603       | 09:52:03.157        |
| 3 -                       | <b>36.078</b> | <b>123.5</b>             | <b>40.189</b> | <b>163.2</b> | <b>38.018</b>      | 159.4        | <b>1:54.285 (1)</b>                     | <b>93.52</b> |             | <b>09:53:57.442</b> |
| 4 -                       | 39.493        | 111.8                    | 42.507        | 155.7        | 39.130             | 155.7        | 2:01.130 (2)                            | 88.23        | 6.845       | 09:55:58.572        |

| P27 90                    |               | Rory PARKER              |               |              |                    |              | Suzuki - RP Racing  |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:54.303 |               | BEST LAP TIME : 1:54.473 |               |              | DIFFERENCE : 0.170 |              |                     |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                 | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 119.8                    | 41.948        | 153.9        | 38.972             | 157.9        | 2:02.764            | 87.06        | 8.291       | 09:49:12.328        |
| 2 -                       | 36.405        | 116.7                    | 41.163        | 153.5        | 38.638             | 159.7        | 1:56.206            | 91.97        | 1.733       | 09:51:08.534        |
| 3 -                       | 36.459        | 123.8                    | 40.356        | 154.6        | 38.445             | <b>160.1</b> | 1:55.260 (3)        | 92.73        | 0.787       | 09:53:03.794        |
| 4 -                       | <b>35.966</b> | <b>125.6</b>             | <b>40.139</b> | <b>156.4</b> | 38.368             | 159.4        | <b>1:54.473 (1)</b> | <b>93.36</b> |             | <b>09:54:58.267</b> |
| 5 -                       | 36.142        | 122.4                    | 40.152        | 151.8        | <b>38.198</b>      | 159.4        | 1:54.492 (2)        | 93.35        | 0.019       | 09:56:52.759        |

| P28 61                    |               | Jake ARCHER              |               |              |                    |              | Suzuki - True Heroes Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|-----------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:54.406 |               | BEST LAP TIME : 1:54.671 |               |              | DIFFERENCE : 0.265 |              |                             |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                         | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 107.7                    | 41.726        | 148.4        | 39.531             | 158.2        | 2:03.453                    | 86.57        | 8.782       | 09:49:11.021        |
| 2 -                       | 36.750        | 117.1                    | 41.114        | 150.8        | 38.960             | 160.5        | 1:56.824                    | 91.48        | 2.153       | 09:51:07.845        |
| 3 -                       | 36.356        | 122.2                    | 40.288        | 148.4        | 38.566             | 159.7        | 1:55.210 (3)                | 92.77        | 0.539       | 09:53:03.055        |
| 4 -                       | <b>36.010</b> | <b>122.6</b>             | 40.304        | 148.4        | 38.541             | 159.4        | 1:54.855 (2)                | 93.05        | 0.184       | 09:54:57.910        |
| 5 -                       | 36.275        | 120.2                    | <b>40.061</b> | <b>151.1</b> | <b>38.335</b>      | <b>160.9</b> | <b>1:54.671 (1)</b>         | <b>93.20</b> |             | <b>09:56:52.581</b> |

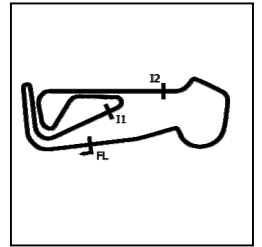
| P29 27                    |               | Max SYMONDS              |               |              |                    |              | Yamaha - Symonds Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|-------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:54.425 |               | BEST LAP TIME : 1:54.713 |               |              | DIFFERENCE : 0.288 |              |                         |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                     | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 117.7                    | 41.102        | 154.9        | 38.740             | 160.1        | 1:59.315                | 89.57        | 4.602       | 09:49:05.996        |
| 2 -                       | 35.893        | <b>121.7</b>             | 40.499        | <b>163.6</b> | 38.969             | <b>161.3</b> | 1:55.361                | 92.64        | 0.648       | 09:51:01.357        |
| 3 -                       | 35.903        | 118.1                    | 40.509        | 162.8        | 38.364             | 159.0        | 1:54.776 (2)            | 93.12        | 0.063       | 09:52:56.133        |
| 4 -                       | 36.103        | 117.9                    | 40.890        | 163.2        | <b>38.157</b>      | 160.5        | 1:55.150 (3)            | 92.81        | 0.437       | 09:54:51.283        |
| 5 -                       | <b>35.829</b> | 119.6                    | <b>40.439</b> | 159.4        | 38.445             | 160.1        | <b>1:54.713 (1)</b>     | <b>93.17</b> |             | <b>09:56:45.996</b> |

| P30 26                    |          | Joe MOORE                |        |              |                    |              | Suzuki - Clearline Racing |              |             |                     |
|---------------------------|----------|--------------------------|--------|--------------|--------------------|--------------|---------------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:54.903 |          | BEST LAP TIME : 1:55.403 |        |              | DIFFERENCE : 0.500 |              |                           |              |             |                     |
| LAP                       | SECTOR 1 | SECTOR 2                 |        | SECTOR 3     |                    | LAP TIME     | MPH                       | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP   | 123.1                    | 41.501 | 159.0        | <b>39.052</b>      | <b>153.9</b> | 2:01.093                  | 88.26        | 5.690       | 09:50:20.838        |
| 2 -                       | 36.128   | 125.9                    | 40.135 | <b>163.2</b> | 39.140             | <b>153.9</b> | <b>1:55.403 (1)</b>       | <b>92.61</b> |             | <b>09:52:16.241</b> |

| P31 33                    |               | Connor THOMSON           |               |              |                    |              | Kawasaki - Sound Advice Hearing Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|--|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:56.467 |               | BEST LAP TIME : 1:56.484 |               |              | DIFFERENCE : 0.017 |              |  |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                                    | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 121.3                    | 41.827        | <b>157.9</b> | 39.877             | 150.4        | 2:02.543                               | 87.21        | 6.059       | 09:49:19.444        |
| 2 -                       | 36.684        | 119.4                    | 41.398        | 150.8        | 39.363             | <b>153.2</b> | 1:57.445 (3)                           | 91.00        | 0.961       | 09:51:16.889        |
| 3 -                       | <b>36.359</b> | 122.9                    | 40.975        | 153.5        | 39.577             | 150.1        | 1:56.911 (2)                           | 91.42        | 0.427       | 09:53:13.800        |
| 4 -                       | 36.376        | <b>127.8</b>             | <b>40.777</b> | 153.5        | <b>39.331</b>      | 150.8        | <b>1:56.484 (1)</b>                    | <b>91.75</b> |             | <b>09:55:10.284</b> |

| P32 79                    |               | Jason BURRILL            |               |              |                    |              | BMW - Burrill Racing |              |             |                     |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|--------------|----------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 2:01.186 |               | BEST LAP TIME : 2:01.571 |               |              | DIFFERENCE : 0.385 |              |                      |              |             |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |               | SECTOR 3     |                    | LAP TIME     | MPH                  | DIFF         | TIME OF DAY |                     |
| 1 -                       | OUTLAP        | 101.0                    | 45.296        | 135.8        | 43.307             | 155.3        | 2:15.368             | 78.95        | 13.797      | 09:49:32.038        |
| 2 -                       | 38.895        | <b>118.9</b>             | 43.396        | 147.4        | 41.423             | 153.2        | 2:03.714 (3)         | 86.39        | 2.143       | 09:51:35.752        |
| 3 -                       | 37.919        | 117.9                    | <b>42.327</b> | 146.8        | <b>41.325</b>      | <b>156.4</b> | <b>2:01.571 (1)</b>  | <b>87.91</b> |             | <b>09:53:37.323</b> |
| 4 -                       | <b>37.534</b> | 117.5                    | 42.507        | <b>153.2</b> | 41.634             | 155.3        | 2:01.675 (2)         | 87.84        | 0.104       | 09:55:38.998        |

WARM UP - 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

| P33 86                    |               | Frederico LOPES-REGO     |               | Yamaha - FLR Racing |               |              |                     |              |        |                     |
|---------------------------|---------------|--------------------------|---------------|---------------------|---------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 2:01.942 |               | BEST LAP TIME : 2:01.942 |               | DIFFERENCE : 0.000  |               |              |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 | SECTOR 3      | LAP TIME            | MPH           | DIFF         | TIME OF DAY         |              |        |                     |
| 1 -                       | OUTLAP        | 110.9                    | 45.275        | 138.6               | 42.158        | 157.5        | 2:14.543            | 79.43        | 12.601 | 09:49:32.372        |
| 2 -                       | 39.012        | <b>117.9</b>             | 43.954        | <b>147.8</b>        | 41.458        | <b>158.2</b> | 2:04.424 (3)        | 85.90        | 2.482  | 09:51:36.796        |
| 3 -                       | 38.515        | 116.9                    | 43.184        | 138.9               | 41.108        | 157.1        | 2:02.807 (2)        | 87.03        | 0.865  | 09:53:39.603        |
| 4 -                       | <b>38.120</b> | 116.3                    | <b>42.966</b> | 135.2               | <b>40.856</b> | 155.3        | <b>2:01.942 (1)</b> | <b>87.64</b> |        | <b>09:55:41.545</b> |

# MCRCB BULLETIN TK325

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### WARM UP - 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  |
|          |    |            |          |    |            |          |    |            |                         |     |    |            | <b>PERFECT LAP</b> | <b>1:49.487</b> |       |
| 1        | 4  | LINFOOT    | 34.171   | 3  | McCONNELL  | 38.512   | 75 | OLSEN      | 36.804                  | 1   | 4  | LINFOOT    | 1:49.774           | 1:49.812        | 0.038 |
| 2        | 3  | McCONNELL  | 34.432   | 4  | LINFOOT    | 38.707   | 4  | LINFOOT    | 36.896                  | 2   | 3  | McCONNELL  | 1:50.092           | 1:50.731        | 0.639 |
| 3        | 5  | KERR       | 34.497   | 5  | KERR       | 38.708   | 5  | KERR       | 37.039                  | 3   | 75 | OLSEN      | 1:50.238           | 1:50.352        | 0.114 |
| 4        | 75 | OLSEN      | 34.633   | 8  | ROLLO      | 38.768   | 8  | ROLLO      | 37.074                  | 4   | 5  | KERR       | 1:50.244           | 1:50.299        | 0.055 |
| 5        | 8  | ROLLO      | 34.655   | 75 | OLSEN      | 38.801   | 34 | SEELEY     | 37.082                  | 5   | 8  | ROLLO      | 1:50.497           | 1:50.639        | 0.142 |
| 6        | 34 | SEELEY     | 34.670   | 34 | SEELEY     | 38.839   | 3  | McCONNELL  | 37.148                  | 6   | 34 | SEELEY     | 1:50.591           | 1:51.103        | 0.512 |
| 7        | 40 | FRANCIS    | 34.743   | 51 | ELLIOTT    | 38.931   | 51 | ELLIOTT    | 37.149                  | 7   | 77 | HARRAN     | 1:51.030           | 1:51.095        | 0.065 |
| 8        | 19 | TALBOT     | 34.762   | 77 | HARRAN     | 39.051   | 99 | LUXTON     | 37.172                  | 8   | 51 | ELLIOTT    | 1:51.061           | 1:51.062        | 0.001 |
| 9        | 77 | HARRAN     | 34.806   | 55 | BEECH      | 39.094   | 77 | HARRAN     | 37.173                  | 9   | 40 | FRANCIS    | 1:51.193           | 1:51.679        | 0.486 |
| 10       | 12 | HEDGER     | 34.813   | 40 | FRANCIS    | 39.131   | 12 | HEDGER     | 37.211                  | 10  | 55 | BEECH      | 1:51.194           | 1:51.353        | 0.159 |
| 11       | 55 | BEECH      | 34.850   | 99 | LUXTON     | 39.135   | 55 | BEECH      | 37.250                  | 11  | 19 | TALBOT     | 1:51.221           | 1:51.221        | 0.000 |
| 12       | 99 | LUXTON     | 34.928   | 19 | TALBOT     | 39.172   | 19 | TALBOT     | 37.287                  | 12  | 99 | LUXTON     | 1:51.235           | 1:51.235        | 0.000 |
| 13       | 51 | ELLIOTT    | 34.981   | 12 | HEDGER     | 39.247   | 40 | FRANCIS    | 37.319                  | 13  | 12 | HEDGER     | 1:51.271           | 1:51.271        | 0.000 |
| 14       | 59 | TRUELOVE   | 35.026   | 23 | ALLINGHAM  | 39.343   | 23 | ALLINGHAM  | 37.326                  | 14  | 23 | ALLINGHAM  | 1:51.703           | 1:51.970        | 0.267 |
| 15       | 23 | ALLINGHAM  | 35.034   | 31 | COX        | 39.364   | 31 | COX        | 37.510                  | 15  | 31 | COX        | 1:52.173           | 1:52.452        | 0.279 |
| 16       | 37 | HILLIER    | 35.144   | 18 | WINFIELD   | 39.427   | 18 | WINFIELD   | 37.721                  | 16  | 18 | WINFIELD   | 1:52.562           | 1:52.774        | 0.212 |
| 17       | 11 | REID       | 35.298   | 57 | WHITE      | 39.597   | 11 | REID       | 37.815                  | 17  | 59 | TRUELOVE   | 1:52.741           | 1:52.741        | 0.000 |
| 18       | 31 | COX        | 35.299   | 11 | REID       | 39.664   | 80 | BEY        | 37.912                  | 18  | 11 | REID       | 1:52.777           | 1:52.777        | 0.000 |
| 19       | 18 | WINFIELD   | 35.414   | 59 | TRUELOVE   | 39.800   | 59 | TRUELOVE   | 37.915                  | 19  | 37 | HILLIER    | 1:52.970           | 1:52.970        | 0.000 |
| 20       | 96 | SMITH      | 35.581   | 80 | BEY        | 39.821   | 37 | HILLIER    | 37.918                  | 20  | 57 | WHITE      | 1:53.533           | 1:53.602        | 0.069 |
| 21       | 39 | MORGAN     | 35.661   | 37 | HILLIER    | 39.908   | 96 | SMITH      | 38.006                  | 21  | 96 | SMITH      | 1:53.590           | 1:54.072        | 0.482 |
| 22       | 25 | BOERBOOM   | 35.678   | 26 | MOORE      | 39.982   | 24 | CUMMINS    | 38.018                  | 22  | 80 | BEY        | 1:53.661           | 1:53.860        | 0.199 |
| 23       | 57 | WHITE      | 35.693   | 96 | SMITH      | 40.003   | 39 | MORGAN     | 38.127                  | 23  | 25 | BOERBOOM   | 1:53.875           | 1:53.875        | 0.000 |
| 24       | 17 | WHELAN     | 35.766   | 25 | BOERBOOM   | 40.024   | 27 | SYMONDS    | 38.157                  | 24  | 39 | MORGAN     | 1:53.952           | 1:53.988        | 0.036 |
| 25       | 27 | SYMONDS    | 35.829   | 61 | ARCHER     | 40.061   | 25 | BOERBOOM   | 38.173                  | 25  | 17 | WHELAN     | 1:54.232           | 1:54.232        | 0.000 |
| 26       | 26 | MOORE      | 35.869   | 90 | PARKER     | 40.139   | 90 | PARKER     | 38.198                  | 26  | 24 | CUMMINS    | 1:54.285           | 1:54.285        | 0.000 |
| 27       | 80 | BEY        | 35.928   | 39 | MORGAN     | 40.164   | 17 | WHELAN     | 38.211                  | 27  | 90 | PARKER     | 1:54.303           | 1:54.473        | 0.170 |
| 28       | 90 | PARKER     | 35.966   | 24 | CUMMINS    | 40.189   | 57 | WHITE      | 38.243                  | 28  | 61 | ARCHER     | 1:54.406           | 1:54.671        | 0.265 |
| 29       | 61 | ARCHER     | 36.010   | 17 | WHELAN     | 40.255   | 61 | ARCHER     | 38.335                  | 29  | 27 | SYMONDS    | 1:54.425           | 1:54.713        | 0.288 |
| 30       | 24 | CUMMINS    | 36.078   | 27 | SYMONDS    | 40.439   | 26 | MOORE      | 39.052                  | 30  | 26 | MOORE      | 1:54.903           | 1:55.403        | 0.500 |
| 31       | 33 | THOMSON    | 36.359   | 33 | THOMSON    | 40.777   | 33 | THOMSON    | 39.331                  | 31  | 33 | THOMSON    | 1:56.467           | 1:56.484        | 0.017 |
| 32       | 79 | BURRILL    | 37.534   | 79 | BURRILL    | 42.327   | 86 | LOPES-REGO | 40.856                  | 32  | 79 | BURRILL    | 2:01.186           | 2:01.571        | 0.385 |
| 33       | 86 | LOPES-REGO | 38.120   | 86 | LOPES-REGO | 42.966   | 79 | BURRILL    | 41.325                  | 33  | 86 | LOPES-REGO | 2:01.942           | 2:01.942        | 0.000 |
| 34       |    |            |          | 30 | ROOKE      | 1:07.362 |    |            |                         |     |    |            |                    |                 |       |

**MCRCB BULLETIN TK326****2023 Bennetts British Superbike Championship - Round 5****2023 Pirelli National Superstock with Santander Consumer Finance****WARM UP - BEST SPEEDS**

| <b>INTERMEDIATE 1</b> |    |            |       | <b>INTERMEDIATE 2</b> |            |       | <b>FINISH LINE</b> |            |       |
|-----------------------|----|------------|-------|-----------------------|------------|-------|--------------------|------------|-------|
| POS                   | NO | NAME       | MPH   | NO                    | NAME       | MPH   | NO                 | NAME       | MPH   |
| 1                     | 11 | REID       | 137.2 | 37                    | HILLIER    | 172.5 | 23                 | ALLINGHAM  | 170.7 |
| 2                     | 19 | TALBOT     | 136.1 | 75                    | OLSEN      | 170.7 | 99                 | LUXTON     | 169.4 |
| 3                     | 5  | KERR       | 134.7 | 4                     | LINFOOT    | 170.3 | 34                 | SEELEY     | 169.0 |
| 4                     | 3  | McCONNELL  | 134.2 | 5                     | KERR       | 169.8 | 19                 | TALBOT     | 169.0 |
| 5                     | 4  | LINFOOT    | 133.9 | 12                    | HEDGER     | 169.4 | 8                  | ROLLO      | 168.1 |
| 6                     | 75 | OLSEN      | 132.8 | 40                    | FRANCIS    | 169.0 | 55                 | BEECH      | 168.1 |
| 7                     | 37 | HILLIER    | 132.8 | 8                     | ROLLO      | 168.6 | 18                 | WINFIELD   | 166.9 |
| 8                     | 23 | ALLINGHAM  | 132.1 | 19                    | TALBOT     | 168.6 | 5                  | KERR       | 166.5 |
| 9                     | 96 | SMITH      | 131.5 | 18                    | WINFIELD   | 167.7 | 75                 | OLSEN      | 166.1 |
| 10                    | 26 | MOORE      | 131.5 | 11                    | REID       | 167.7 | 3                  | McCONNELL  | 165.6 |
| 11                    | 59 | TRUELOVE   | 131.0 | 57                    | WHITE      | 166.1 | 51                 | ELLIOTT    | 165.6 |
| 12                    | 18 | WINFIELD   | 131.0 | 55                    | BEECH      | 164.8 | 59                 | TRUELOVE   | 165.6 |
| 13                    | 40 | FRANCIS    | 130.8 | 23                    | ALLINGHAM  | 164.8 | 11                 | REID       | 165.6 |
| 14                    | 12 | HEDGER     | 130.5 | 80                    | BEY        | 164.4 | 77                 | HARRAN     | 165.2 |
| 15                    | 55 | BEECH      | 129.3 | 51                    | ELLIOTT    | 164.0 | 37                 | HILLIER    | 165.2 |
| 16                    | 99 | LUXTON     | 129.0 | 34                    | SEELEY     | 164.0 | 96                 | SMITH      | 165.2 |
| 17                    | 34 | SEELEY     | 128.8 | 99                    | LUXTON     | 164.0 | 31                 | COX        | 164.8 |
| 18                    | 25 | BOERBOOM   | 128.8 | 39                    | MORGAN     | 164.0 | 57                 | WHITE      | 164.4 |
| 19                    | 8  | ROLLO      | 128.5 | 96                    | SMITH      | 164.0 | 4                  | LINFOOT    | 163.6 |
| 20                    | 51 | ELLIOTT    | 128.5 | 27                    | SYMONDS    | 163.6 | 12                 | HEDGER     | 163.2 |
| 21                    | 17 | WHELAN     | 128.3 | 31                    | COX        | 163.2 | 80                 | BEY        | 162.8 |
| 22                    | 33 | THOMSON    | 127.8 | 24                    | CUMMINS    | 163.2 | 25                 | BOERBOOM   | 162.0 |
| 23                    | 80 | BEY        | 126.1 | 26                    | MOORE      | 163.2 | 27                 | SYMONDS    | 161.3 |
| 24                    | 90 | PARKER     | 125.6 | 17                    | WHELAN     | 161.7 | 61                 | ARCHER     | 160.9 |
| 25                    | 31 | COX        | 124.9 | 77                    | HARRAN     | 160.9 | 90                 | PARKER     | 160.1 |
| 26                    | 77 | HARRAN     | 124.2 | 3                     | McCONNELL  | 159.7 | 40                 | FRANCIS    | 159.7 |
| 27                    | 24 | CUMMINS    | 123.5 | 59                    | TRUELOVE   | 159.0 | 24                 | CUMMINS    | 159.7 |
| 28                    | 61 | ARCHER     | 122.6 | 25                    | BOERBOOM   | 158.2 | 86                 | LOPES-REGO | 158.2 |
| 29                    | 39 | MORGAN     | 122.4 | 33                    | THOMSON    | 157.9 | 39                 | MORGAN     | 157.1 |
| 30                    | 27 | SYMONDS    | 121.7 | 90                    | PARKER     | 156.4 | 79                 | BURRILL    | 156.4 |
| 31                    | 57 | WHITE      | 119.4 | 79                    | BURRILL    | 153.2 | 17                 | WHELAN     | 156.0 |
| 32                    | 79 | BURRILL    | 118.9 | 61                    | ARCHER     | 151.1 | 26                 | MOORE      | 153.9 |
| 33                    | 86 | LOPES-REGO | 117.9 | 86                    | LOPES-REGO | 147.8 | 33                 | THOMSON    | 153.2 |
| 34                    | 30 | ROOKE      | 76.6  | 30                    | ROOKE      | 100.7 |                    |            |       |

# MCRCB BULLETIN TK327

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### WARM UP - STATISTICS

|                               |                           |
|-------------------------------|---------------------------|
| <b>Competitors Started</b>    | 34                        |
| <b>Planned Start</b>          | 2023-07-09 @ 09:47:00.000 |
| <b>Actual Start</b>           | 2023-07-09 @ 09:47:02.177 |
| <b>Finish Time</b>            | 2023-07-09 @ 09:55:02.177 |
| <b>Track Length</b>           | 2.9689mi.                 |
| <b>Total Laps</b>             | 144                       |
| <b>Total Distance Covered</b> | 427.5232mi.               |

#### Session Fastest Lap History

| NO | NAME         | LAP TIME | TIME OF DAY  | LAP | VEHICLE |
|----|--------------|----------|--------------|-----|---------|
| 8  | Lewis ROLLO  | 1:51.442 | 09:50:53.048 | 2   | Aprilia |
| 99 | Ben LUXTON   | 1:51.235 | 09:50:53.101 | 2   | Honda   |
| 4  | Dan LINFOOT  | 1:50.549 | 09:52:00.429 | 2   | Honda   |
| 75 | Alex OLSEN   | 1:50.352 | 09:52:56.855 | 3   | Honda   |
| 5  | Richard KERR | 1:50.299 | 09:53:25.732 | 3   | Honda   |
| 4  | Dan LINFOOT  | 1:49.812 | 09:53:50.241 | 3   | Honda   |

#### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 09:47:02.177 |
| FINISH | 09:55:02.177 |

#### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 5          | 12:14.884  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# MCRCB BULLETIN TK328

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### WARM UP - SESSION NOTES

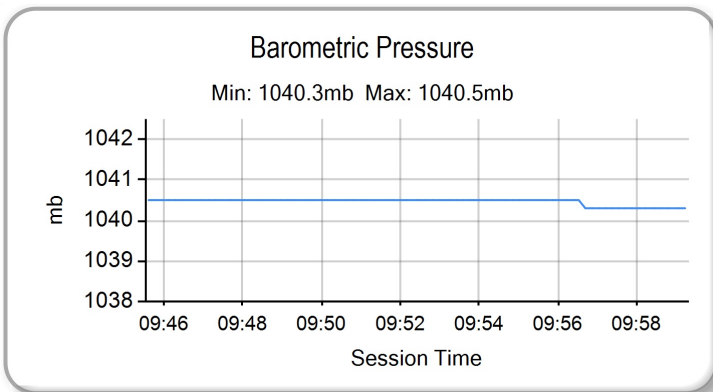
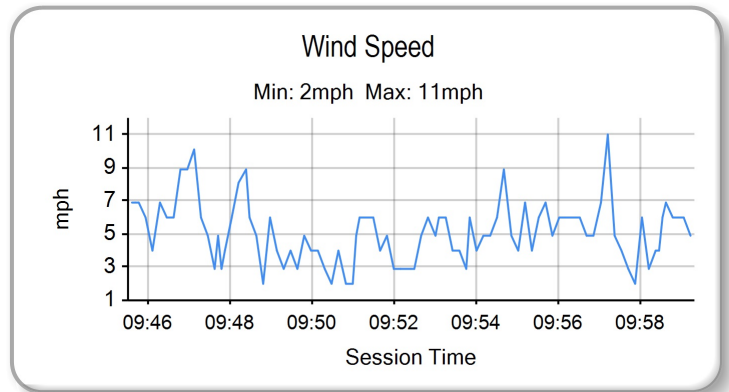
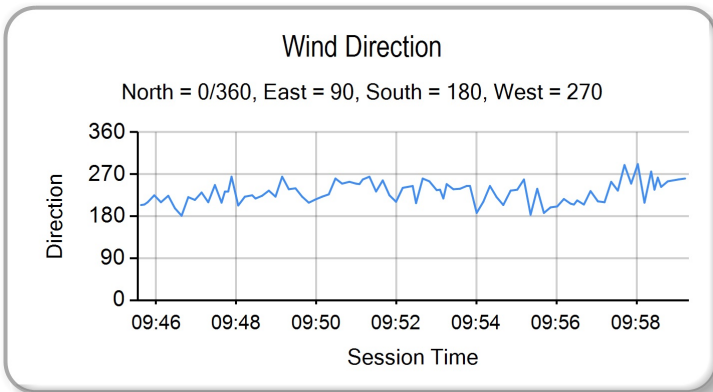
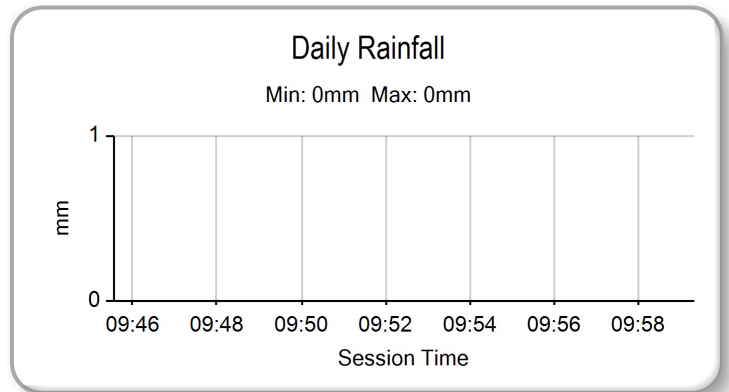
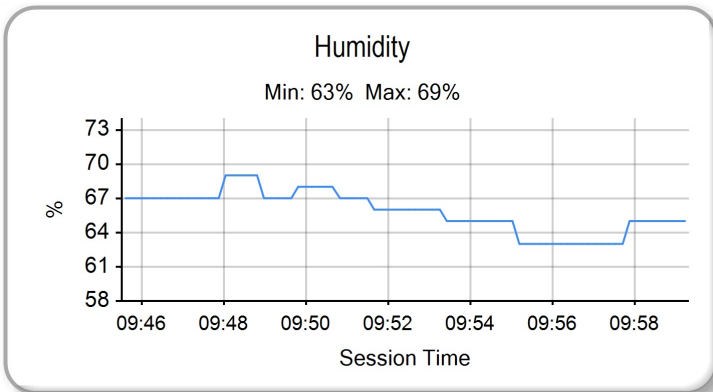
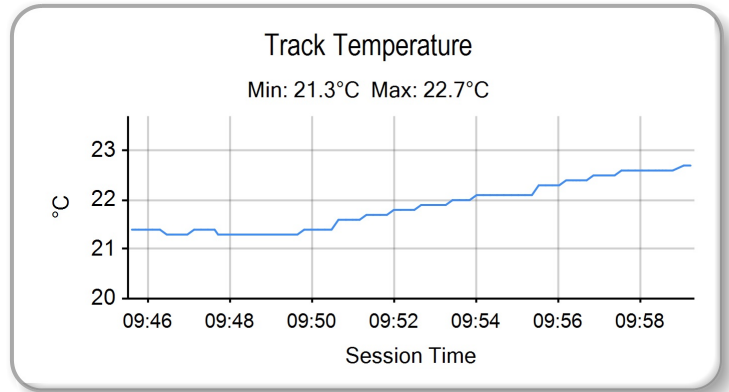
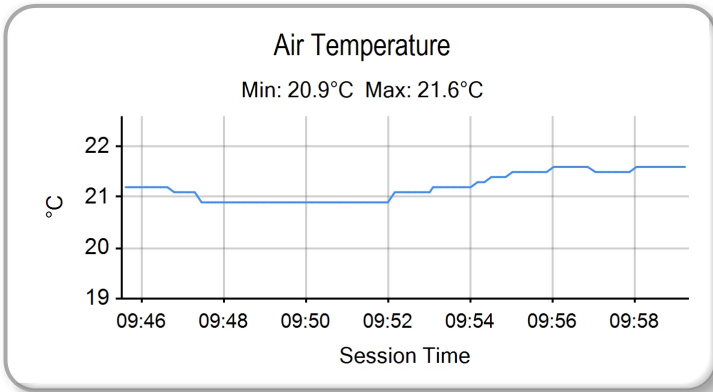
| TIME     | MESSAGE  |
|----------|--|
| 09:51:01 | NO. 3 EXCEEDED TRACK LIMITS T7 - LAP TIME CANCELLED      |
| 09:54:50 | NO. 40 & 3 EXCEEDED TRACK LIMITS T7 - LAP TIME CANCELLED |

# MCRCB BULLETIN TK329

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### WARM UP - WEATHER CONDITIONS





|             |  |    |    |                      |                 |             |                 |                 |          |    |                |              |          |
|-------------|--|----|----|----------------------|-----------------|-------------|-----------------|-----------------|----------|----|----------------|--------------|----------|
| ROW 12      |  |    |    | 34                   | 8               | Lewis ROLLO | 1:50.487        |                 |          |    |                |              |          |
| ROW 11      |  | 33 | 86 | Frederico LOPES-REGO | 32              | 30          | Phil ROOKE      | 1:58.704        | 31       | 79 | Jason BURRILL  | 1:58.181     |          |
| ROW 10      |  | 30 | 61 | Jake ARCHER          | 29              | 33          | Connor THOMSON  | 1:56.089        | 28       | 90 | Rory PARKER    | 1:54.446     |          |
| ROW 9       |  |    | 27 | 57                   | Richard WHITE   | 26          | 99              | Ben LUXTON      | 1:54.284 | 25 | 17             | Matty WHELAN | 1:53.670 |
| ROW 8       |  | 24 | 80 | Callum BEY           | 23              | 27          | Max SYMONDS     | 1:54.156        | 22       | 39 | Max MORGAN     | 1:53.763     |          |
| ROW 7       |  |    | 21 | 26                   | Joe MOORE       | 20          | 25              | Jorel BOERBOOM  | 1:53.416 | 19 | 96             | Kieran SMITH | 1:52.790 |
| ROW 6       |  | 18 | 31 | Sam COX              | 17              | 37          | James HILLIER   | 1:51.977        | 16       | 24 | Conor CUMMINS  | 1:51.817     |          |
| ROW 5       |  |    | 15 | 40                   | Joe FRANCIS     | 14          | 51              | Brayden ELLIOTT | 1:51.481 | 13 | 12             | Luke HEDGER  | 1:51.173 |
| ROW 4       |  | 12 | 23 | David ALLINGHAM      | 11              | 59          | Matt TRUELOVE   | 1:51.057        | 10       | 18 | Shaun WINFIELD | 1:51.055     |          |
| ROW 3       |  |    | 9  | 77                   | Brent HARRAN    | 8           | 55              | Ash BEECH       | 1:51.014 | 7  | 19             | Joe TALBOT   | 1:50.624 |
| ROW 2       |  | 6  | 11 | Simon REID           | 5               | 3           | Billy McCONNELL | 1:49.777        | 4        | 5  | Richard KERR   | 1:49.770     |          |
| ROW 1       |  |    | 3  | 34                   | Alastair SEELEY | 2           | 75              | Alex OLSEN      | 1:49.714 | 1  | 4              | Dan LINFOOT  | 1:48.948 |
| <b>Pole</b> |  |    |    |                      |                 |             |                 |                 |          |    |                |              |          |

#8 - Starts from the back of the grid - Penalty points accumulation (6).

Snetterton 300: 2.9689 miles

|   |            |   |
|---|------------|---|
| Race Director : Stuart Higgs<br><i>S. Higgs</i>                 | Stewards : | Timekeeper : Richard Evans<br><i>R. EVANS</i>                   |
| <small>Digitally Approved at 10:10 Sunday, 09 July 2023</small> |            | <small>Digitally Approved at 10:04 Sunday, 09 July 2023</small> |

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

Printed - 09:59 Sunday, 09 July 2023







| POS | NO | NAME            | NAT | ENTRY  | LAPS | TIME      | GAP      | DIFF   | MPH   | BEST     | ON |
|-----|----|-----------------|-----|--|------|-----------|----------|--------|-------|----------|----|
| 1   | 4  | Dan LINFOOT     | GBR | Honda - Optimum Bikes Racing Ltd               | 12   | 22:57.522 |          |        | 93.10 | 1:49.129 | 6  |
| 2   | 75 | Alex OLSEN      | GBR | Honda - Cumins by Team IWR Honda               | 12   | 22:58.931 | 1.409    | 1.409  | 93.01 | 1:49.104 | 9  |
| 3   | 3  | Billy McCONNELL | AUS | Honda - C&L Fairburn Properties Jackson Racing | 12   | 23:02.093 | 4.571    | 3.162  | 92.79 | 1:49.699 | 6  |
| 4   | 5  | Richard KERR    | IRL | Honda - AMD Motorsport                         | 12   | 23:02.445 | 4.923    | 0.352  | 92.77 | 1:49.396 | 6  |
| 5   | 19 | Joe TALBOT      | GBR | Honda - JR Performance Racing                  | 12   | 23:05.367 | 7.845    | 2.922  | 92.57 | 1:49.802 | 5  |
| 6   | 34 | Alastair SEELEY | GBR | BMW - SYNETIQ BMW Motorrad                     | 12   | 23:06.047 | 8.525    | 0.680  | 92.53 | 1:49.419 | 9  |
| 7   | 51 | Brayden ELLIOTT | AUS | Kawasaki - DAO Racing                          | 12   | 23:12.931 | 15.409   | 6.884  | 92.07 | 1:50.767 | 5  |
| 8   | 77 | Brent HARRAN    | ZAF | Honda - Optimum Bikes Racing Ltd               | 12   | 23:13.242 | 15.720   | 0.311  | 92.05 | 1:50.641 | 5  |
| 9   | 12 | Luke HEDGER     | GBR | Kawasaki - MAD Racing                          | 12   | 23:13.467 | 15.945   | 0.225  | 92.04 | 1:50.902 | 9  |
| 10  | 8  | Lewis ROLLO     | GBR | Aprilia - IN Competition / Aprilia             | 12   | 23:17.974 | 20.452   | 4.507  | 91.74 | 1:50.673 | 7  |
| 11  | 18 | Shaun WINFIELD  | GBR | Honda - TAG Racing                             | 12   | 23:18.524 | 21.002   | 0.550  | 91.70 | 1:50.823 | 5  |
| 12  | 55 | Ash BEECH       | GBR | Honda - Jones Dorling Racing                   | 12   | 23:18.902 | 21.380   | 0.378  | 91.68 | 1:50.703 | 5  |
| 13  | 23 | David ALLINGHAM | GBR | Honda - SMS Racing                             | 12   | 23:20.629 | 23.107   | 1.727  | 91.57 | 1:51.181 | 9  |
| 14  | 24 | Conor CUMMINS   | GBR | Honda - Milenco by Padgetts Motorcycles        | 12   | 23:22.856 | 25.334   | 2.227  | 91.42 | 1:51.852 | 8  |
| 15  | 37 | James HILLIER   | GBR | Yamaha - LAMI OMG Racing Yamaha                | 12   | 23:23.409 | 25.887   | 0.553  | 91.38 | 1:51.773 | 11 |
| 16  | 99 | Ben LUXTON      | GBR | Honda - Ben Luxton Racing                      | 12   | 23:26.412 | 28.890   | 3.003  | 91.19 | 1:51.763 | 12 |
| 17  | 96 | Kieran SMITH    | GBR | Honda - Corkie Racing                          | 12   | 23:26.831 | 29.309   | 0.419  | 91.16 | 1:51.931 | 10 |
| 18  | 27 | Max SYMONDS     | GBR | Yamaha - Symonds Racing                        | 12   | 23:43.354 | 45.832   | 16.523 | 90.10 | 1:53.761 | 10 |
| 19  | 39 | Max MORGAN      | GBR | Kawasaki - MSS Performance                     | 12   | 23:43.676 | 46.154   | 0.322  | 90.08 | 1:53.417 | 10 |
| 20  | 25 | Jorel BOERBOOM  | NLD | Kawasaki - G&S Racing                          | 12   | 23:43.758 | 46.236   | 0.082  | 90.08 | 1:53.516 | 6  |
| 21  | 26 | Joe MOORE       | GBR | Suzuki - Clearline Racing                      | 12   | 23:43.896 | 46.374   | 0.138  | 90.07 | 1:53.043 | 12 |
| 22  | 40 | Joe FRANCIS     | GBR | Kawasaki - STAUFF Fluid Power / GR Motosport   | 12   | 23:46.023 | 48.501   | 2.127  | 89.94 | 1:50.880 | 9  |
| 23  | 17 | Matty WHELAN    | GBR | Suzuki - Milestone by ATS Racing               | 12   | 23:46.880 | 49.358   | 0.857  | 89.88 | 1:53.843 | 9  |
| 24  | 61 | Jake ARCHER     | GBR | Suzuki - True Heroes Racing                    | 12   | 23:55.527 | 58.005   | 8.647  | 89.34 | 1:54.003 | 6  |
| 25  | 80 | Callum BEY      | GBR | Suzuki - FilterLogic by EightZero Racing       | 12   | 23:56.688 | 59.166   | 1.161  | 89.27 | 1:54.110 | 7  |
| 26  | 33 | Connor THOMSON  | GBR | Kawasaki - Sound Advice Hearing Racing         | 12   | 24:11.382 | 1:13.860 | 14.694 | 88.36 | 1:56.038 | 6  |
| 27  | 79 | Jason BURRILL   | GBR | BMW - Burrill Racing                           | 12   | 24:29.629 | 1:32.107 | 18.247 | 87.27 | 1:58.475 | 6  |
| 28  | 30 | Phil ROOKE      | GBR | Kawasaki - Fly a Spitfire Racing               | 12   | 24:31.230 | 1:33.708 | 1.601  | 87.17 | 1:58.062 | 11 |

NOT CLASSIFIED

|     |    |                      |     |   |   |           |        |        |       |          |   |
|-----|----|----------------------|-----|---|---|-----------|--------|--------|-------|----------|---|
| DNF | 11 | Simon REID           | GBR | Honda - C&L Fairburn Properties Jackson Racing  | 7 | 14:03.898 | 5 Laps | 5 Laps | 88.65 | 1:51.415 | 6 |
| DNF | 59 | Matt TRUELOVE        | GBR | Honda - TAG Racing                              | 4 | 8:24.036  | 8 Laps | 3 Laps | 84.81 | 1:51.718 | 4 |
| DNF | 57 | Richard WHITE        | GBR | BMW - Trackdudes powered by Hilltop Motorcycles | 0 |           |        |        |       |          |   |
| DNF | 90 | Rory PARKER          | GBR | Suzuki - RP Racing                              | 0 |           |        |        |       |          |   |
| DNF | 86 | Frederico LOPES-REGO | PRT | Yamaha - FLR Racing                             | 0 |           |        |        |       |          |   |
| DQ  | 31 | Sam COX              | GBR | BMW - Sam Cox Racing with Armada Marine Cables  |   |           |        |        |       |          |   |

FASTEST LAP

|    |            |     |                                  |   |          |           |            |
|----|------------|-----|----------------------------------|---|----------|-----------|------------|
| 75 | Alex OLSEN | GBR | Honda - Cumins by Team IWR Honda | 9 | 1:49.104 | 97.96 mph | 157.65 kph |
|----|------------|-----|----------------------------------|---|----------|-----------|------------|

#31 - Disqualified from race results - Technical Infringement - G5.2.7.6

New Lap Record

Weather / Track : Cloudy / Dry

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

Race Distance: 12 Laps / 35.62 miles

Snetterton 300: 2.9689 miles

Date: 09/07/2023 Start: 14:50 Finish: 15:13

|  |            |  |
|--|------------|--|
| Race Director : Stuart Higgs<br><i>S. Higgs</i><br><small>Digitally Approved at 17:33 Sunday, 09 July 2023</small> | Stewards : | Timekeeper : Richard Evans<br><i>R. EVANS</i><br><small>Digitally Approved at 17:28 Sunday, 09 July 2023</small> |
|--|------------|--|

Results can be found at [www.britishsuperbike.com](http://www.britishsuperbike.com)

Printed - 17:24 Sunday, 09 July 2023



**MCRCB BULLETIN TK403**

**2023 Bennetts British Superbike Championship - Round 5**

**2023 Pirelli National Superstock with Santander Consumer Finance**

**RACE - LAP CHART**

**LAP 1 @ 14:52:49.179**

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 4  |        | 1:58.925 |
| 34 | 0.779  | 1:59.704 |
| 5  | 1.148  | 2:00.073 |
| 75 | 1.177  | 2:00.102 |
| 3  | 1.653  | 2:00.578 |
| 19 | 1.855  | 2:00.780 |
| 12 | 2.067  | 2:00.992 |
| 51 | 2.322  | 2:01.247 |
| 59 | 2.543  | 2:01.468 |
| 55 | 2.939  | 2:01.864 |
| 77 | 3.272  | 2:02.197 |
| 18 | 3.510  | 2:02.435 |
| 24 | 3.927  | 2:02.852 |
| 37 | 4.266  | 2:03.191 |
| 40 | 4.494  | 2:03.419 |
| 26 | 4.854  | 2:03.779 |
| 8  | 5.019  | 2:03.944 |
| 96 | 6.144  | 2:05.069 |
| 31 | 6.191  | 2:05.116 |
| 23 | 6.594  | 2:05.519 |
| 99 | 6.786  | 2:05.711 |
| 11 | 6.947  | 2:05.872 |
| 17 | 7.417  | 2:06.342 |
| 80 | 7.804  | 2:06.729 |
| 27 | 7.947  | 2:06.872 |
| 25 | 8.301  | 2:07.226 |
| 39 | 8.927  | 2:07.852 |
| 33 | 9.435  | 2:08.360 |
| 61 | 9.965  | 2:08.890 |
| 79 | 12.771 | 2:11.696 |
| 30 | 13.592 | 2:12.517 |

**LAP 2 @ 14:55:04.475**

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 4  |        | 2:15.296 |
| 34 | 0.179  | 2:14.696 |
| 5  | 0.559  | 2:14.707 |
| 75 | 0.699  | 2:14.818 |
| 3  | 1.167  | 2:14.810 |
| 19 | 1.438  | 2:14.879 |
| 12 | 1.716  | 2:14.945 |
| 51 | 2.132  | 2:15.106 |
| 59 | 2.303  | 2:15.056 |
| 55 | 2.666  | 2:15.023 |
| 77 | 2.766  | 2:14.790 |
| 18 | 3.174  | 2:14.960 |
| 24 | 3.500  | 2:14.869 |
| 37 | 3.814  | 2:14.844 |
| 40 | 3.945  | 2:14.747 |
| 26 | 4.115  | 2:14.557 |
| 8  | 4.231  | 2:14.508 |
| 96 | 4.368  | 2:13.520 |
| 31 | 4.657  | 2:13.762 |
| 23 | 5.448  | 2:14.150 |
| 99 | 5.494  | 2:14.004 |
| 11 | 5.712  | 2:14.061 |
| 17 | 5.899  | 2:13.778 |
| 80 | 6.049  | 2:13.541 |
| 27 | 6.237  | 2:13.586 |
| 25 | 6.490  | 2:13.485 |
| 39 | 6.591  | 2:12.960 |
| 33 | 6.710  | 2:12.571 |
| 61 | 6.786  | 2:12.117 |

**LAP 3 @ 14:57:21.642**

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 4  |        | 2:17.167 |
| 34 | 0 Laps | 2:16.988 |
| 5  | 0.099  | 2:16.707 |
| 75 | 0.237  | 2:16.705 |
| 3  | 0.349  | 2:16.349 |
| 19 | 0.378  | 2:16.107 |
| 12 | 0.451  | 2:15.902 |
| 51 | 0.740  | 2:15.775 |
| 59 | 0.930  | 2:15.794 |
| 55 | 1.341  | 2:15.842 |
| 77 | 1.465  | 2:15.866 |
| 18 | 1.607  | 2:15.600 |
| 24 | 2.113  | 2:15.780 |
| 37 | 2.427  | 2:15.780 |
| 40 | 2.571  | 2:15.793 |
| 26 | 3.455  | 2:16.507 |
| 8  | 3.498  | 2:16.434 |
| 96 | 3.606  | 2:16.405 |
| 31 | 3.912  | 2:16.422 |
| 23 | 3.947  | 2:15.666 |
| 99 | 4.404  | 2:16.077 |
| 11 | 4.714  | 2:16.169 |
| 17 | 5.140  | 2:16.408 |
| 80 | 5.396  | 2:16.514 |
| 27 | 5.949  | 2:16.879 |
| 25 | 5.957  | 2:16.634 |
| 39 | 6.284  | 2:16.860 |
| 61 | 7.054  | 2:17.435 |
| 33 | 7.062  | 2:17.519 |
| 79 | 7.539  | 2:17.630 |
| 30 | 7.864  | 2:17.650 |

**LAP 4 @ 14:59:11.952**

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 34 |        | 1:50.310 |
| 4  | 0.186  | 1:50.496 |
| 5  | 0.425  | 1:50.636 |
| 75 | 0.699  | 1:50.772 |
| 3  | 0.774  | 1:50.735 |
| 19 | 1.316  | 1:51.248 |
| 12 | 2.124  | 1:51.983 |
| 59 | 2.338  | 1:51.718 |
| 51 | 2.431  | 1:52.001 |
| 55 | 2.798  | 1:51.767 |
| 77 | 2.931  | 1:51.776 |
| 18 | 3.293  | 1:51.996 |
| 24 | 3.922  | 1:52.119 |
| 37 | 4.794  | 1:52.677 |
| 8  | 4.826  | 1:51.638 |
| 40 | 5.332  | 1:53.071 |
| 23 | 5.391  | 1:51.754 |
| 96 | 6.427  | 1:53.131 |
| 99 | 6.547  | 1:52.453 |
| 26 | 6.680  | 1:53.535 |
| 11 | 6.844  | 1:52.440 |
| 31 | 7.198  | 1:53.596 |
| 17 | 9.418  | 1:54.588 |
| 27 | 9.471  | 1:53.832 |
| 25 | 10.226 | 1:54.579 |
| 39 | 10.850 | 1:54.876 |

**LAP 5 @ 15:01:02.002**

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 4  |        | 1:49.864 |
| 34 | 0.078  | 1:50.128 |
| 75 | 0.213  | 1:49.564 |
| 5  | 0.637  | 1:50.262 |
| 3  | 0.764  | 1:50.040 |
| 19 | 1.068  | 1:49.802 |
| 12 | 3.069  | 1:50.995 |
| 51 | 3.148  | 1:50.767 |
| 55 | 3.451  | 1:50.703 |
| 77 | 3.522  | 1:50.641 |
| 18 | 4.066  | 1:50.823 |
| 8  | 5.806  | 1:51.030 |
| 24 | 5.826  | 1:51.954 |
| 23 | 6.580  | 1:51.239 |
| 40 | 7.282  | 1:52.000 |
| 37 | 7.564  | 1:52.820 |
| 99 | 8.309  | 1:51.812 |
| 96 | 8.883  | 1:52.506 |
| 11 | 8.913  | 1:52.119 |
| 31 | 9.846  | 1:52.698 |
| 27 | 13.346 | 1:53.925 |
| 25 | 14.008 | 1:53.832 |
| 26 | 14.061 | 1:57.431 |
| 39 | 14.832 | 1:54.032 |
| 17 | 15.039 | 1:55.671 |
| 61 | 16.646 | 1:54.401 |
| 33 | 19.538 | 1:56.154 |
| 80 | 24.005 | 1:55.171 |
| 79 | 24.933 | 1:59.032 |
| 30 | 25.232 | 1:58.805 |

**LAP 6 @ 15:02:51.131**

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 4  |        | 1:49.129 |
| 34 | 0.686  | 1:49.737 |
| 75 | 0.863  | 1:49.779 |
| 5  | 0.904  | 1:49.396 |
| 3  | 1.334  | 1:49.699 |
| 19 | 1.925  | 1:49.986 |
| 12 | 4.999  | 1:51.059 |
| 51 | 5.050  | 1:51.031 |
| 77 | 5.151  | 1:50.758 |
| 55 | 5.602  | 1:51.280 |
| 18 | 6.071  | 1:51.134 |
| 8  | 7.360  | 1:50.683 |
| 24 | 8.871  | 1:52.174 |
| 23 | 9.080  | 1:51.629 |
| 40 | 9.481  | 1:51.328 |
| 37 | 10.493 | 1:52.058 |
| 11 | 11.199 | 1:51.415 |
| 99 | 11.669 | 1:52.489 |
| 96 | 11.938 | 1:52.184 |
| 31 | 12.663 | 1:51.946 |
| 27 | 18.194 | 1:53.977 |
| 25 | 18.395 | 1:53.516 |
| 39 | 19.869 | 1:54.166 |
| 26 | 19.925 | 1:54.993 |

**LAP 7 @ 15:04:40.340**

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 4  |        | 1:49.209 |
| 75 | 1.275  | 1:49.621 |
| 5  | 1.852  | 1:50.157 |
| 3  | 2.070  | 1:49.945 |
| 19 | 2.599  | 1:49.883 |
| 34 | 6.287  | 1:54.810 |
| 51 | 7.132  | 1:51.291 |
| 12 | 7.175  | 1:51.385 |
| 77 | 7.205  | 1:51.263 |
| 55 | 7.590  | 1:51.197 |
| 18 | 8.168  | 1:51.306 |
| 8  | 8.824  | 1:50.673 |
| 40 | 11.428 | 1:51.156 |
| 23 | 11.937 | 1:52.066 |
| 24 | 12.332 | 1:52.670 |
| 37 | 13.456 | 1:52.172 |
| 11 | 13.812 | 1:51.822 |
| 99 | 14.579 | 1:52.119 |
| 96 | 15.058 | 1:52.329 |
| 31 | 15.996 | 1:52.542 |
| 27 | 22.780 | 1:53.795 |
| 25 | 22.941 | 1:53.755 |
| 26 | 24.831 | 1:54.115 |
| 39 | 25.150 | 1:54.490 |
| 17 | 25.293 | 1:54.521 |
| 61 | 26.555 | 1:54.244 |
| 33 | 33.612 | 1:56.374 |
| 80 | 34.726 | 1:54.110 |
| 79 | 43.600 | 1:58.530 |
| 30 | 45.945 | 1:59.502 |

**LAP 8 @ 15:06:29.922**

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 4  |        | 1:49.582 |
| 75 | 0.839  | 1:49.146 |
| 5  | 2.161  | 1:49.891 |
| 3  | 2.274  | 1:49.786 |
| 19 | 3.267  | 1:50.250 |
| 34 | 6.225  | 1:49.520 |
| 51 | 8.319  | 1:50.769 |
| 77 | 8.618  | 1:50.995 |
| 12 | 9.055  | 1:51.462 |
| 18 | 9.951  | 1:51.365 |
| 8  | 10.059 | 1:50.817 |
| 55 | 10.787 | 1:52.779 |
| 40 | 12.884 | 1:51.038 |
| 23 | 14.096 | 1:51.741 |
| 24 | 14.602 | 1:51.852 |
| 37 | 15.747 | 1:51.873 |
| 99 | 17.453 | 1:52.456 |
| 96 | 17.933 | 1:52.457 |
| 31 | 19.387 | 1:52.973 |
| 27 | 27.442 | 1:54.244 |
| 25 | 27.706 | 1:54.347 |
| 26 | 29.318 | 1:54.069 |
| 39 | 29.725 | 1:54.157 |

**LAP 9 @ 15:08:19.171**

| NO | BEHIND   | LAP TIME |
|----|----------|----------|
| 4  |          | 1:49.249 |
| 75 | 0.694    | 1:49.104 |
| 5  | 2.895    | 1:49.983 |
| 3  | 3.102    | 1:50.077 |
| 19 | 4.322    | 1:50.304 |
| 34 | 6.395    | 1:49.419 |
| 51 | 10.176   | 1:51.106 |
| 77 | 10.365   | 1:50.996 |
| 12 | 10.708   | 1:50.902 |
| 8  | 12.257   | 1:51.447 |
| 18 | 12.638   | 1:51.936 |
| 55 | 13.010   | 1:51.472 |
| 40 | 14.515   | 1:50.880 |
| 23 | 16.028   | 1:51.181 |
| 24 | 17.282   | 1:51.929 |
| 37 | 18.585   | 1:52.087 |
| 99 | 20.705   | 1:52.501 |
| 96 | 21.269   | 1:52.585 |
| 31 | 23.607   | 1:53.469 |
| 27 | 32.411   | 1:54.218 |
| 25 | 32.504   | 1:54.047 |
| 26 | 33.823   | 1:53.754 |
| 39 | 34.130   | 1:53.654 |
| 17 | 34.422   | 1:53.843 |
| 61 | 40.865   | 1:55.380 |
| 80 | 44.528   | 1:54.282 |
| 33 | 48.524   | 1:57.100 |
| 79 | 1:03.940 | 1:59.243 |
| 30 | 1:05.630 | 1:59.096 |

**LAP 10 @ 15:10:08.865**

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 4  |        | 1:49.694 |
| 75 | 0.424  | 1:49.424 |
| 3  | 3.305  | 1:49.897 |
| 5  | 3.625  | 1:50.424 |
| 19 | 5.050  | 1:50.422 |
| 34 | 6.593  | 1:49.892 |
| 51 | 12.007 | 1:51.525 |
| 77 | 12.140 | 1:51.469 |
| 12 | 12.524 | 1:51.510 |
| 18 | 15.687 | 1:52.743 |
| 55 | 15.786 | 1:52.470 |
| 8  | 16.148 | 1:53.585 |
| 40 | 16.450 | 1:51.629 |
| 23 | 17.819 | 1:51.485 |
| 24 | 19.974 | 1:52.386 |
| 37 | 21.001 | 1:52.110 |
| 99 | 23.248 | 1:52.237 |
| 96 | 23.506 | 1:51.931 |
| 31 | 26.918 | 1:53.005 |
| 27 | 36.478 | 1:53.761 |
| 25 | 36.672 | 1:53.862 |
| 39 | 37.853 | 1:53.417 |
| 26 | 38.541 | 1:54.412 |
| 17 | 39.132 | 1:54.404 |

# MCRCB BULLETIN TK403

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### RACE - LAP CHART

|    |          |          |    |          |          |
|----|----------|----------|----|----------|----------|
| 61 | 46.339   | 1:55.168 | 80 | 59.166   | 1:54.255 |
| 80 | 49.525   | 1:54.691 | 33 | 1:13.860 | 1:59.112 |
| 33 | 55.653   | 1:56.823 | 79 | 1:32.107 | 1:58.752 |
| 79 | 1:13.034 | 1:58.788 | 30 | 1:33.708 | 2:00.021 |
| 30 | 1:14.536 | 1:58.600 |    |          |          |

#### LAP 11 @ 15:11:58.348

| NO | BEHIND   | LAP TIME |
|----|----------|----------|
| 4  |          | 1:49.483 |
| 75 | 0.652    | 1:49.711 |
| 3  | 3.890    | 1:50.068 |
| 5  | 4.107    | 1:49.965 |
| 19 | 5.888    | 1:50.321 |
| 34 | 7.559    | 1:50.449 |
| 51 | 13.635   | 1:51.111 |
| 77 | 13.968   | 1:51.311 |
| 12 | 14.224   | 1:51.183 |
| 18 | 18.242   | 1:52.038 |
| 55 | 18.509   | 1:52.206 |
| 8  | 18.561   | 1:51.896 |
| 23 | 20.291   | 1:51.955 |
| 24 | 22.648   | 1:52.157 |
| 37 | 23.291   | 1:51.773 |
| 99 | 26.555   | 1:52.790 |
| 96 | 26.741   | 1:52.718 |
| 31 | 31.189   | 1:53.754 |
| 27 | 41.059   | 1:54.064 |
| 25 | 41.246   | 1:54.057 |
| 39 | 41.918   | 1:53.548 |
| 26 | 42.759   | 1:53.701 |
| 17 | 43.685   | 1:54.036 |
| 40 | 45.801   | 2:18.834 |
| 61 | 52.061   | 1:55.205 |
| 80 | 54.339   | 1:54.297 |
| 33 | 1:04.176 | 1:58.006 |
| 79 | 1:22.783 | 1:59.232 |
| 30 | 1:23.115 | 1:58.062 |

#### LAP 12 @ 15:13:47.776

| NO | BEHIND | LAP TIME |
|----|--------|----------|
| 4  |        | 1:49.428 |
| 75 | 1.409  | 1:50.185 |
| 3  | 4.571  | 1:50.109 |
| 5  | 4.923  | 1:50.244 |
| 19 | 7.845  | 1:51.385 |
| 34 | 8.525  | 1:50.394 |
| 51 | 15.409 | 1:51.202 |
| 77 | 15.720 | 1:51.180 |
| 12 | 15.945 | 1:51.149 |
| 8  | 20.452 | 1:51.319 |
| 18 | 21.002 | 1:52.188 |
| 55 | 21.380 | 1:52.299 |
| 23 | 23.107 | 1:52.244 |
| 24 | 25.334 | 1:52.114 |
| 37 | 25.887 | 1:52.024 |
| 99 | 28.890 | 1:51.763 |
| 96 | 29.309 | 1:51.996 |
| 31 | 36.024 | 1:54.263 |
| 27 | 45.832 | 1:54.201 |
| 39 | 46.154 | 1:53.664 |
| 25 | 46.236 | 1:54.418 |
| 26 | 46.374 | 1:53.043 |
| 40 | 48.501 | 1:52.128 |
| 17 | 49.358 | 1:55.101 |
| 61 | 58.005 | 1:55.372 |

Weather / Track : Cloudy / Dry

Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Page 2 of 2

Snetterton 300: 2.9689 miles  
Date: 09/07/2023 Start: 14:50 Finish: 15:13

Printed - 15:17 Sunday, 09 July 2023

# MCRCB BULLETIN TK404

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### RACE - POSITION CHART

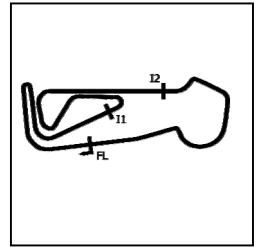
| No | Name       | Lap<br>Pos | Lap |    |    |    |    |    |    |    |    |    |    |    |
|----|------------|------------|-----|----|----|----|----|----|----|----|----|----|----|----|
|    |            |            | 1   | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
| 4  | LINFOOT    | 1          | 4   | 4  | 4  | 34 | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  |
| 75 | OLSEN      | 2          | 34  | 34 | 34 | 4  | 34 | 34 | 75 | 75 | 75 | 75 | 75 | 75 |
| 34 | SEELEY     | 3          | 5   | 5  | 5  | 5  | 75 | 75 | 5  | 5  | 5  | 3  | 3  | 3  |
| 5  | KERR       | 4          | 75  | 75 | 75 | 75 | 5  | 5  | 3  | 3  | 3  | 5  | 5  | 5  |
| 3  | McCONNELL  | 5          | 3   | 3  | 3  | 3  | 3  | 3  | 19 | 19 | 19 | 19 | 19 | 19 |
| 11 | REID       | 6          | 19  | 19 | 19 | 19 | 19 | 19 | 34 | 34 | 34 | 34 | 34 | 34 |
| 19 | TALBOT     | 7          | 12  | 12 | 12 | 12 | 12 | 12 | 51 | 51 | 51 | 51 | 51 | 51 |
| 55 | BEECH      | 8          | 51  | 51 | 51 | 59 | 51 | 51 | 12 | 77 | 77 | 77 | 77 | 77 |
| 77 | HARRAN     | 9          | 59  | 59 | 59 | 51 | 55 | 77 | 77 | 12 | 12 | 12 | 12 | 12 |
| 18 | WINFIELD   | 10         | 55  | 55 | 55 | 55 | 77 | 55 | 55 | 18 | 8  | 18 | 18 | 8  |
| 59 | TRUELOVE   | 11         | 77  | 77 | 77 | 77 | 18 | 18 | 18 | 8  | 18 | 55 | 55 | 18 |
| 23 | ALLINGHAM  | 12         | 18  | 18 | 18 | 18 | 8  | 8  | 8  | 55 | 55 | 8  | 8  | 55 |
| 12 | HEDGER     | 13         | 24  | 24 | 24 | 24 | 24 | 24 | 40 | 40 | 40 | 40 | 23 | 23 |
| 51 | ELLIOTT    | 14         | 37  | 37 | 37 | 37 | 23 | 23 | 23 | 23 | 23 | 23 | 24 | 24 |
| 40 | FRANCIS    | 15         | 40  | 40 | 40 | 8  | 40 | 40 | 24 | 24 | 24 | 24 | 37 | 37 |
| 24 | CUMMINS    | 16         | 26  | 26 | 26 | 40 | 37 | 37 | 37 | 37 | 37 | 37 | 99 | 99 |
| 37 | HILLIER    | 17         | 8   | 8  | 8  | 23 | 99 | 11 | 11 | 99 | 99 | 99 | 96 | 96 |
| 31 | COX        | 18         | 96  | 96 | 96 | 96 | 96 | 99 | 99 | 96 | 96 | 96 | 31 | 31 |
| 96 | SMITH      | 19         | 31  | 31 | 31 | 99 | 11 | 96 | 96 | 31 | 31 | 31 | 27 | 27 |
| 25 | BOERBOOM   | 20         | 23  | 23 | 23 | 26 | 31 | 31 | 31 | 27 | 27 | 27 | 25 | 39 |
| 26 | MOORE      | 21         | 99  | 99 | 99 | 11 | 27 | 27 | 27 | 25 | 25 | 25 | 39 | 25 |
| 39 | MORGAN     | 22         | 11  | 11 | 11 | 31 | 25 | 25 | 25 | 26 | 26 | 39 | 26 | 26 |
| 27 | SYMONDS    | 23         | 17  | 17 | 17 | 17 | 26 | 39 | 26 | 39 | 39 | 26 | 17 | 40 |
| 80 | BEY        | 24         | 80  | 80 | 80 | 27 | 39 | 26 | 39 | 17 | 17 | 17 | 40 | 17 |
| 17 | WHELAN     | 25         | 27  | 27 | 27 | 25 | 17 | 17 | 17 | 61 | 61 | 61 | 61 | 61 |
| 99 | LUXTON     | 26         | 25  | 25 | 25 | 39 | 61 | 61 | 61 | 80 | 80 | 80 | 80 | 80 |
| 57 | WHITE      | 27         | 39  | 39 | 39 | 61 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 90 | PARKER     | 28         | 33  | 33 | 61 | 33 | 80 | 80 | 80 | 79 | 79 | 79 | 79 | 79 |
| 33 | THOMSON    | 29         | 61  | 61 | 33 | 79 | 79 | 79 | 79 | 30 | 30 | 30 | 30 | 30 |
| 61 | ARCHER     | 30         | 79  | 79 | 79 | 30 | 30 | 30 | 30 |    |    |    |    |    |
| 79 | BURRILL    | 31         | 30  | 30 | 30 | 80 |    |    |    |    |    |    |    |    |
| 30 | ROOKE      | 32         |     |    |    |    |    |    |    |    |    |    |    |    |
| 86 | LOPES-REGO | 33         |     |    |    |    |    |    |    |    |    |    |    |    |
| 8  | ROLLO      | 34         |     |    |    |    |    |    |    |    |    |    |    |    |

# MCRCB BULLETIN TK405

## 2023 Bennetts British Superbike Championship - Round 5

## 2023 Pirelli National Superstock with Santander Consumer Finance

### RACE - 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                        |          | 4                        |          | Dan LINFOOT        |          | Honda - Optimum Bikes Racing Ltd |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|----------------------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:49.035 |          | BEST LAP TIME : 1:49.129 |          | DIFFERENCE : 0.094 |          |                                  |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |                                  | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 127.8                    | 38.952   | 168.1              | 41.052   | 145.8                            | 1:58.925     | 89.87 | 9.796  | 14:52:49.179 |
| 2 -                       | 38.930   | 96.9                     | 48.672   | 107.5              | 47.694   | 102.4                            | 2:15.296     | 78.99 | 26.167 | 14:55:04.475 |
| 3 -                       | 43.540   | 90.4                     | 49.652   | 123.8              | 43.975   | 160.5                            | 2:17.167     | 77.92 | 28.038 | 14:57:21.642 |
| 4 -                       | 35.124   | 126.8                    | 38.622   | 164.8              | 36.750   | 167.3                            | 1:50.496     | 96.72 | 1.367  | 14:59:12.138 |
| 5 -                       | 34.238   | 130.8                    | 38.565   | 164.8              | 37.061   | 163.2                            | 1:49.864     | 97.28 | 0.735  | 15:01:02.002 |
| 6 -                       | 34.085   | 134.2                    | 38.483   | 169.8              | 36.561   | 164.0                            | 1:49.129 (1) | 97.93 |        | 15:02:51.131 |
| 7 -                       | 34.144   | 133.9                    | 38.484   | 171.1              | 36.581   | 164.4                            | 1:49.209 (2) | 97.86 | 0.080  | 15:04:40.340 |
| 8 -                       | 34.257   | 134.2                    | 38.610   | 169.0              | 36.715   | 165.2                            | 1:49.582     | 97.53 | 0.453  | 15:06:29.922 |
| 9 -                       | 34.206   | 133.1                    | 38.576   | 171.1              | 36.467   | 165.2                            | 1:49.249 (3) | 97.83 | 0.120  | 15:08:19.171 |
| 10 -                      | 34.360   | 134.2                    | 38.620   | 169.0              | 36.714   | 165.6                            | 1:49.694     | 97.43 | 0.565  | 15:10:08.865 |
| 11 -                      | 34.198   | 133.4                    | 38.656   | 168.6              | 36.629   | 164.8                            | 1:49.483     | 97.62 | 0.354  | 15:11:58.348 |
| 12 -                      | 34.124   | 137.2                    | 38.654   | 169.8              | 36.650   | 164.8                            | 1:49.428     | 97.67 | 0.299  | 15:13:47.776 |

| P2                        |          | 75                       |          | Alex OLSEN         |          | Honda - Cumins by Team IWR Honda |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|----------------------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:49.044 |          | BEST LAP TIME : 1:49.104 |          | DIFFERENCE : 0.060 |          |                                  |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |                                  | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 124.9                    | 38.858   | 156.0              | 41.587   | 149.4                            | 2:00.102     | 88.99 | 10.998 | 14:52:50.356 |
| 2 -                       | 38.919   | 92.1                     | 48.031   | 108.5              | 47.868   | 116.9                            | 2:14.818     | 79.27 | 25.714 | 14:55:05.174 |
| 3 -                       | 44.030   | 85.2                     | 49.441   | 109.2              | 43.234   | 164.4                            | 2:16.705     | 78.18 | 27.601 | 14:57:21.879 |
| 4 -                       | 35.107   | 127.5                    | 38.539   | 162.8              | 37.126   | 166.5                            | 1:50.772     | 96.48 | 1.668  | 14:59:12.651 |
| 5 -                       | 34.375   | 128.8                    | 38.451   | 166.9              | 36.738   | 166.1                            | 1:49.564     | 97.55 | 0.460  | 15:01:02.215 |
| 6 -                       | 34.467   | 129.0                    | 38.522   | 163.6              | 36.790   | 166.1                            | 1:49.779     | 97.35 | 0.675  | 15:02:51.994 |
| 7 -                       | 34.551   | 131.8                    | 38.525   | 172.0              | 36.545   | 162.8                            | 1:49.621     | 97.50 | 0.517  | 15:04:41.615 |
| 8 -                       | 34.312   | 131.5                    | 38.358   | 170.3              | 36.476   | 164.4                            | 1:49.146 (2) | 97.92 | 0.042  | 15:06:30.761 |
| 9 -                       | 34.210   | 129.0                    | 38.374   | 171.6              | 36.520   | 164.0                            | 1:49.104 (1) | 97.96 |        | 15:08:19.865 |
| 10 -                      | 34.322   | 133.1                    | 38.443   | 168.6              | 36.659   | 165.6                            | 1:49.424 (3) | 97.67 | 0.320  | 15:10:09.289 |
| 11 -                      | 34.530   | 133.9                    | 38.473   | 164.4              | 36.708   | 164.4                            | 1:49.711     | 97.42 | 0.607  | 15:11:59.000 |
| 12 -                      | 34.299   | 130.3                    | 38.855   | 162.4              | 37.031   | 164.0                            | 1:50.185     | 97.00 | 1.081  | 15:13:49.185 |

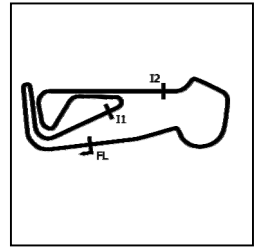
| P3                        |          | 3                        |          | Billy McCONNELL    |          | Honda - C&L Fairburn Properties Jackson Racing |              |       |        |              |
|---------------------------|----------|--------------------------|----------|--------------------|----------|--|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:49.481 |          | BEST LAP TIME : 1:49.699 |          | DIFFERENCE : 0.218 |          |  |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |  | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 122.4                    | 39.052   | 157.1              | 41.752   | 151.8  | 2:00.578     | 88.63 | 10.879 | 14:52:50.832 |
| 2 -                       | 38.878   | 93.2                     | 48.063   | 110.0              | 47.869   | 118.3  | 2:14.810     | 79.28 | 25.111 | 14:55:05.642 |
| 3 -                       | 44.447   | 78.2                     | 49.046   | 108.4              | 42.856   | 166.1  | 2:16.349     | 78.38 | 26.650 | 14:57:21.991 |
| 4 -                       | 35.386   | 126.8                    | 38.789   | 164.4              | 36.560   | 168.1  | 1:50.735     | 96.51 | 1.036  | 14:59:12.726 |
| 5 -                       | 34.544   | 129.8                    | 38.633   | 157.1              | 36.863   | 166.5  | 1:50.040     | 97.12 | 0.341  | 15:01:02.766 |
| 6 -                       | 34.514   | 129.3                    | 38.544   | 161.3              | 36.641   | 166.1  | 1:49.699 (1) | 97.43 |        | 15:02:52.465 |
| 7 -                       | 34.377   | 133.1                    | 38.885   | 165.2              | 36.683   | 164.4  | 1:49.945     | 97.21 | 0.246  | 15:04:42.410 |
| 8 -                       | 34.378   | 130.0                    | 38.624   | 165.6              | 36.784   | 166.1  | 1:49.786 (2) | 97.35 | 0.087  | 15:06:32.196 |
| 9 -                       | 34.660   | 131.8                    | 38.579   | 164.4              | 36.838   | 165.2  | 1:50.077     | 97.09 | 0.378  | 15:08:22.273 |
| 10 -                      | 34.417   | 129.5                    | 38.711   | 165.6              | 36.769   | 163.2  | 1:49.897 (3) | 97.25 | 0.198  | 15:10:12.170 |
| 11 -                      | 34.510   | 134.4                    | 38.766   | 169.4              | 36.792   | 163.2  | 1:50.068     | 97.10 | 0.369  | 15:12:02.238 |
| 12 -                      | 34.546   | 138.0                    | 38.750   | 168.1              | 36.813   | 163.6  | 1:50.109     | 97.06 | 0.410  | 15:13:52.347 |

# MCRCB BULLETIN TK405

## 2023 Bennetts British Superbike Championship - Round 5

## 2023 Pirelli National Superstock with Santander Consumer Finance

### RACE - SECTOR ANALYSIS



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

| P4                        |          | 5                        |          | Richard KERR       |          |       |              | Honda - AMD Motorsport |        |              |  |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|------------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:49.364 |          | BEST LAP TIME : 1:49.396 |          | DIFFERENCE : 0.032 |          |       |              |                        |        |              |  |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH                    | DIFF   | TIME OF DAY  |  |
| 1 -                       |          | 121.7                    | 38.940   | 158.2              | 41.676   | 148.4 | 2:00.073     | 89.01                  | 10.677 | 14:52:50.327 |  |
| 2 -                       | 38.876   | 96.9                     | 48.063   | 111.6              | 47.768   | 121.1 | 2:14.707     | 79.34                  | 25.311 | 14:55:05.034 |  |
| 3 -                       | 43.987   | 87.1                     | 49.478   | 115.5              | 43.242   | 162.8 | 2:16.707     | 78.18                  | 27.311 | 14:57:21.741 |  |
| 4 -                       | 34.888   | 127.3                    | 38.744   | 164.0              | 37.004   | 169.0 | 1:50.636     | 96.60                  | 1.240  | 14:59:12.377 |  |
| 5 -                       | 34.475   | 133.1                    | 38.782   | 159.4              | 37.005   | 166.5 | 1:50.262     | 96.93                  | 0.866  | 15:01:02.639 |  |
| 6 -                       | 34.333   | 130.5                    | 38.517   | 165.2              | 36.546   | 167.7 | 1:49.396 (1) | 97.70                  |        | 15:02:52.035 |  |
| 7 -                       | 34.301   | 133.4                    | 39.010   | 172.9              | 36.846   | 165.6 | 1:50.157     | 97.02                  | 0.761  | 15:04:42.192 |  |
| 8 -                       | 34.338   | 129.5                    | 38.705   | 166.5              | 36.848   | 165.2 | 1:49.891 (2) | 97.26                  | 0.495  | 15:06:32.083 |  |
| 9 -                       | 34.392   | 133.9                    | 38.718   | 167.3              | 36.873   | 166.1 | 1:49.983     | 97.17                  | 0.587  | 15:08:22.066 |  |
| 10 -                      | 34.396   | 138.6                    | 39.169   | 164.8              | 36.859   | 167.7 | 1:50.424     | 96.79                  | 1.028  | 15:10:12.490 |  |
| 11 -                      | 34.505   | 125.9                    | 38.833   | 172.5              | 36.627   | 167.7 | 1:49.965 (3) | 97.19                  | 0.569  | 15:12:02.455 |  |
| 12 -                      | 34.528   | 130.8                    | 38.733   | 161.3              | 36.983   | 165.6 | 1:50.244     | 96.94                  | 0.848  | 15:13:52.699 |  |

| P5                        |          | 19                       |          | Joe TALBOT         |          |       |              | Honda - JR Performance Racing |        |              |  |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|-------------------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:49.686 |          | BEST LAP TIME : 1:49.802 |          | DIFFERENCE : 0.116 |          |       |              |                               |        |              |  |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH                           | DIFF   | TIME OF DAY  |  |
| 1 -                       |          | 122.0                    | 39.007   | 156.4              | 41.688   | 150.4 | 2:00.780     | 88.49                         | 10.978 | 14:52:51.034 |  |
| 2 -                       | 38.896   | 91.3                     | 48.052   | 107.8              | 47.931   | 113.5 | 2:14.879     | 79.24                         | 25.077 | 14:55:05.913 |  |
| 3 -                       | 44.243   | 79.6                     | 49.098   | 111.6              | 42.766   | 169.8 | 2:16.107     | 78.52                         | 26.305 | 14:57:22.020 |  |
| 4 -                       | 35.311   | 121.7                    | 39.067   | 166.9              | 36.870   | 168.6 | 1:51.248     | 96.07                         | 1.446  | 14:59:13.268 |  |
| 5 -                       | 34.283   | 125.9                    | 38.565   | 159.4              | 36.954   | 170.3 | 1:49.802 (1) | 97.33                         |        | 15:01:03.070 |  |
| 6 -                       | 34.555   | 127.3                    | 38.533   | 156.0              | 36.898   | 168.1 | 1:49.986 (3) | 97.17                         | 0.184  | 15:02:53.056 |  |
| 7 -                       | 34.350   | 131.8                    | 38.627   | 156.7              | 36.906   | 168.1 | 1:49.883 (2) | 97.26                         | 0.081  | 15:04:42.939 |  |
| 8 -                       | 34.608   | 128.8                    | 38.732   | 161.7              | 36.910   | 168.1 | 1:50.250     | 96.94                         | 0.448  | 15:06:33.189 |  |
| 9 -                       | 34.585   | 129.5                    | 38.719   | 163.6              | 37.000   | 168.1 | 1:50.304     | 96.89                         | 0.502  | 15:08:23.493 |  |
| 10 -                      | 34.624   | 131.8                    | 38.738   | 158.6              | 37.060   | 168.6 | 1:50.422     | 96.79                         | 0.620  | 15:10:13.915 |  |
| 11 -                      | 34.477   | 132.8                    | 38.783   | 165.6              | 37.061   | 167.3 | 1:50.321     | 96.88                         | 0.519  | 15:12:04.236 |  |
| 12 -                      | 34.843   | 127.5                    | 39.110   | 158.2              | 37.432   | 167.3 | 1:51.385     | 95.95                         | 1.583  | 15:13:55.621 |  |

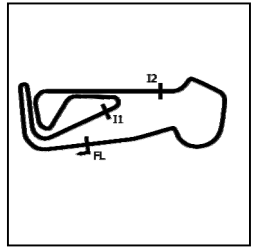
| P6                        |          | 34                       |          | Alastair SEELEY    |          |       |              | BMW - SYNETIQ BMW Motorrad |        |              |  |
|---------------------------|----------|--------------------------|----------|--------------------|----------|-------|--------------|----------------------------|--------|--------------|--|
| IDEAL LAP TIME : 1:49.350 |          | BEST LAP TIME : 1:49.419 |          | DIFFERENCE : 0.069 |          |       |              |                            |        |              |  |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |                    | SECTOR 3 |       | LAP TIME     | MPH                        | DIFF   | TIME OF DAY  |  |
| 1 -                       |          | 123.5                    | 38.842   | 158.6              | 41.564   | 140.1 | 1:59.704     | 89.28                      | 10.285 | 14:52:49.958 |  |
| 2 -                       | 38.408   | 92.1                     | 48.762   | 109.6              | 47.526   | 105.8 | 2:14.696     | 79.34                      | 25.277 | 14:55:04.654 |  |
| 3 -                       | 43.712   | 94.2                     | 49.506   | 123.5              | 43.770   | 166.5 | 2:16.988     | 78.02                      | 27.569 | 14:57:21.642 |  |
| 4 -                       | 34.711   | 132.1                    | 38.681   | 163.2              | 36.918   | 168.1 | 1:50.310     | 96.89                      | 0.891  | 14:59:11.952 |  |
| 5 -                       | 34.217   | 132.3                    | 38.588   | 166.1              | 37.323   | 170.3 | 1:50.128     | 97.05                      | 0.709  | 15:01:02.080 |  |
| 6 -                       | 34.329   | 129.8                    | 38.515   | 168.1              | 36.893   | 167.3 | 1:49.737 (3) | 97.39                      | 0.318  | 15:02:51.817 |  |
| 7 -                       | 34.266   | 128.0                    | 43.463   | 153.2              | 37.081   | 168.1 | 1:54.810     | 93.09                      | 5.391  | 15:04:46.627 |  |
| 8 -                       | 34.289   | 127.5                    | 38.514   | 162.8              | 36.717   | 169.4 | 1:49.520 (2) | 97.59                      | 0.101  | 15:06:36.147 |  |
| 9 -                       | 34.119   | 131.3                    | 38.572   | 164.4              | 36.728   | 169.0 | 1:49.419 (1) | 97.68                      |        | 15:08:25.566 |  |
| 10 -                      | 34.259   | 129.8                    | 38.578   | 161.3              | 37.055   | 169.4 | 1:49.892     | 97.25                      | 0.473  | 15:10:15.458 |  |
| 11 -                      | 34.547   | 128.3                    | 38.959   | 162.4              | 36.943   | 168.6 | 1:50.449     | 96.76                      | 1.030  | 15:12:05.907 |  |
| 12 -                      | 34.305   | 125.2                    | 39.164   | 162.4              | 36.925   | 169.8 | 1:50.394     | 96.81                      | 0.975  | 15:13:56.301 |  |

# MCRCB BULLETIN TK405

## 2023 Bennetts British Superbike Championship - Round 5

## 2023 Pirelli National Superstock with Santander Consumer Finance

### RACE - SECTOR ANALYSIS



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

| P7 51                     |          | Brayden ELLIOTT          |          |       |          |       | Kawasaki - DAO Racing |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|-----------------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:50.578 |          | BEST LAP TIME : 1:50.767 |          |       |          |       | DIFFERENCE : 0.189    |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME              | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 120.4                    | 39.265   | 157.9 | 41.372   | 153.9 | 2:01.247              | 88.15 | 10.480 | 14:52:51.501 |
| 2 -                       | 38.873   | 87.8                     | 48.138   | 105.0 | 48.095   | 115.5 | 2:15.106              | 79.10 | 24.339 | 14:55:06.607 |
| 3 -                       | 44.090   | 71.7                     | 48.943   | 109.4 | 42.742   | 167.7 | 2:15.775              | 78.71 | 25.008 | 14:57:22.382 |
| 4 -                       | 35.630   | 125.6                    | 39.213   | 153.5 | 37.158   | 167.3 | 1:52.001              | 95.42 | 1.234  | 14:59:14.383 |
| 5 -                       | 34.833   | 129.8                    | 38.948   | 161.3 | 36.986   | 164.0 | 1:50.767 (1)          | 96.49 |        | 15:01:05.150 |
| 6 -                       | 34.882   | 124.9                    | 38.916   | 155.3 | 37.233   | 166.5 | 1:51.031 (3)          | 96.26 | 0.264  | 15:02:56.181 |
| 7 -                       | 34.682   | 128.8                    | 39.323   | 159.4 | 37.286   | 163.2 | 1:51.291              | 96.03 | 0.524  | 15:04:47.472 |
| 8 -                       | 34.845   | 127.8                    | 38.944   | 165.6 | 36.980   | 163.2 | 1:50.769 (2)          | 96.48 | 0.002  | 15:06:38.241 |
| 9 -                       | 34.862   | 126.1                    | 39.081   | 163.2 | 37.163   | 162.4 | 1:51.106              | 96.19 | 0.339  | 15:08:29.347 |
| 10 -                      | 34.894   | 127.0                    | 39.458   | 166.5 | 37.173   | 162.4 | 1:51.525              | 95.83 | 0.758  | 15:10:20.872 |
| 11 -                      | 34.818   | 127.3                    | 39.166   | 164.4 | 37.127   | 162.0 | 1:51.111              | 96.19 | 0.344  | 15:12:11.983 |
| 12 -                      | 34.881   | 126.3                    | 39.256   | 166.9 | 37.065   | 161.7 | 1:51.202              | 96.11 | 0.435  | 15:14:03.185 |

| P8 77                     |          | Brent HARRAN             |          |       |          |       | Honda - Optimum Bikes Racing Ltd |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|----------------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:50.447 |          | BEST LAP TIME : 1:50.641 |          |       |          |       | DIFFERENCE : 0.194               |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                         | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 121.1                    | 39.473   | 147.4 | 41.344   | 160.1 | 2:02.197                         | 87.46 | 11.556 | 14:52:52.451 |
| 2 -                       | 38.632   | 89.2                     | 48.056   | 107.0 | 48.102   | 113.1 | 2:14.790                         | 79.29 | 24.149 | 14:55:07.241 |
| 3 -                       | 44.033   | 76.2                     | 49.006   | 102.2 | 42.827   | 167.7 | 2:15.866                         | 78.66 | 25.225 | 14:57:23.107 |
| 4 -                       | 35.427   | 124.2                    | 39.264   | 155.7 | 37.085   | 169.0 | 1:51.776                         | 95.62 | 1.135  | 14:59:14.883 |
| 5 -                       | 34.822   | 126.3                    | 38.974   | 159.4 | 36.845   | 169.0 | 1:50.641 (1)                     | 96.60 |        | 15:01:05.524 |
| 6 -                       | 34.628   | 121.1                    | 39.017   | 154.6 | 37.113   | 169.0 | 1:50.758 (2)                     | 96.49 | 0.117  | 15:02:56.282 |
| 7 -                       | 34.901   | 123.8                    | 39.223   | 155.3 | 37.139   | 167.3 | 1:51.263                         | 96.06 | 0.622  | 15:04:47.545 |
| 8 -                       | 34.805   | 125.9                    | 39.205   | 160.9 | 36.985   | 164.4 | 1:50.995 (3)                     | 96.29 | 0.354  | 15:06:38.540 |
| 9 -                       | 34.632   | 123.5                    | 39.153   | 155.3 | 37.211   | 164.0 | 1:50.996                         | 96.29 | 0.355  | 15:08:29.536 |
| 10 -                      | 34.741   | 127.8                    | 39.537   | 156.7 | 37.191   | 164.8 | 1:51.469                         | 95.88 | 0.828  | 15:10:21.005 |
| 11 -                      | 34.827   | 125.2                    | 39.182   | 159.0 | 37.302   | 163.2 | 1:51.311                         | 96.01 | 0.670  | 15:12:12.316 |
| 12 -                      | 34.771   | 124.0                    | 39.209   | 155.3 | 37.200   | 162.4 | 1:51.180                         | 96.13 | 0.539  | 15:14:03.496 |

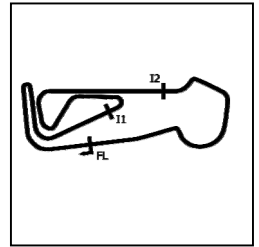
| P9 12                     |          | Luke HEDGER              |          |       |          |       | Kawasaki - MAD Racing |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|-----------------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:50.728 |          | BEST LAP TIME : 1:50.902 |          |       |          |       | DIFFERENCE : 0.174    |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME              | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 125.2                    | 39.112   | 156.4 | 41.428   | 149.1 | 2:00.992              | 88.33 | 10.090 | 14:52:51.246 |
| 2 -                       | 38.858   | 87.7                     | 48.001   | 103.5 | 48.086   | 112.7 | 2:14.945              | 79.20 | 24.043 | 14:55:06.191 |
| 3 -                       | 44.342   | 72.8                     | 48.862   | 110.5 | 42.698   | 169.0 | 2:15.902              | 78.64 | 25.000 | 14:57:22.093 |
| 4 -                       | 35.660   | 125.2                    | 39.117   | 162.4 | 37.206   | 165.2 | 1:51.983              | 95.44 | 1.081  | 14:59:14.076 |
| 5 -                       | 34.575   | 133.1                    | 39.078   | 163.6 | 37.342   | 164.4 | 1:50.995 (2)          | 96.29 | 0.093  | 15:01:05.071 |
| 6 -                       | 34.548   | 131.8                    | 39.175   | 165.6 | 37.336   | 164.4 | 1:51.059 (3)          | 96.23 | 0.157  | 15:02:56.130 |
| 7 -                       | 34.591   | 130.5                    | 39.280   | 161.7 | 37.514   | 160.5 | 1:51.385              | 95.95 | 0.483  | 15:04:47.515 |
| 8 -                       | 35.090   | 129.0                    | 39.110   | 162.8 | 37.262   | 164.8 | 1:51.462              | 95.88 | 0.560  | 15:06:38.977 |
| 9 -                       | 34.722   | 127.8                    | 39.078   | 161.3 | 37.102   | 166.1 | 1:50.902 (1)          | 96.37 |        | 15:08:29.879 |
| 10 -                      | 34.753   | 124.9                    | 39.316   | 155.3 | 37.441   | 165.2 | 1:51.510              | 95.84 | 0.608  | 15:10:21.389 |
| 11 -                      | 34.786   | 130.3                    | 39.145   | 162.0 | 37.252   | 166.1 | 1:51.183              | 96.13 | 0.281  | 15:12:12.572 |
| 12 -                      | 34.893   | 128.5                    | 39.113   | 160.1 | 37.143   | 164.0 | 1:51.149              | 96.15 | 0.247  | 15:14:03.721 |

# MCRCB BULLETIN TK405

## 2023 Bennetts British Superbike Championship - Round 5

## 2023 Pirelli National Superstock with Santander Consumer Finance

### RACE - SECTOR ANALYSIS



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

| P10 8                     |              | Lewis ROLLO              |          | Aprilia - IN Competiion / Aprilia |       |              |             |        |              |
|---------------------------|--------------|--------------------------|----------|-----------------------------------|-------|--------------|-------------|--------|--------------|
| IDEAL LAP TIME : 1:50.312 |              | BEST LAP TIME : 1:50.673 |          | DIFFERENCE : 0.361                |       |              |             |        |              |
| LAP                       | SECTOR 1     | SECTOR 2                 | SECTOR 3 | LAP TIME                          | MPH   | DIFF         | TIME OF DAY |        |              |
| 1 -                       | 117.5        | 39.750                   | 145.5    | 40.995                            | 157.9 | 2:03.944     | 86.23       | 13.271 | 14:52:54.198 |
| 2 -                       | 38.633 88.3  | 48.129                   | 102.9    | 47.746                            | 102.9 | 2:14.508     | 79.46       | 23.835 | 14:55:08.706 |
| 3 -                       | 44.692 78.4  | 48.553                   | 106.1    | 43.189                            | 160.5 | 2:16.434     | 78.33       | 25.761 | 14:57:25.140 |
| 4 -                       | 34.945 117.5 | 39.512                   | 155.3    | 37.181                            | 168.6 | 1:51.638     | 95.73       | 0.965  | 14:59:16.778 |
| 5 -                       | 34.904 124.0 | 38.774                   | 151.8    | 37.352                            | 165.6 | 1:51.030     | 96.26       | 0.357  | 15:01:07.808 |
| 6 -                       | 34.711 125.6 | 38.933                   | 156.4    | 37.039                            | 166.9 | 1:50.683 (2) | 96.56       | 0.010  | 15:02:58.491 |
| 7 -                       | 34.734 128.5 | 38.784                   | 154.6    | 37.155                            | 167.3 | 1:50.673 (1) | 96.57       |        | 15:04:49.164 |
| 8 -                       | 34.499 123.8 | 39.133                   | 152.5    | 37.185                            | 169.0 | 1:50.817 (3) | 96.44       | 0.144  | 15:06:39.981 |
| 9 -                       | 35.178 125.9 | 39.016                   | 155.7    | 37.253                            | 165.2 | 1:51.447     | 95.90       | 0.774  | 15:08:31.428 |
| 10 -                      | 36.877 124.7 | 39.340                   | 155.7    | 37.368                            | 166.5 | 1:53.585     | 94.09       | 2.912  | 15:10:25.013 |
| 11 -                      | 34.864 124.0 | 39.282                   | 153.2    | 37.750                            | 165.6 | 1:51.896     | 95.51       | 1.223  | 15:12:16.909 |
| 12 -                      | 34.692 126.1 | 39.267                   | 158.2    | 37.360                            | 164.8 | 1:51.319     | 96.01       | 0.646  | 15:14:08.228 |

| P11 18                    |              | Shaun WINFIELD           |          | Honda - TAG Racing |       |              |             |        |              |
|---------------------------|--------------|--------------------------|----------|--------------------|-------|--------------|-------------|--------|--------------|
| IDEAL LAP TIME : 1:50.738 |              | BEST LAP TIME : 1:50.823 |          | DIFFERENCE : 0.085 |       |              |             |        |              |
| LAP                       | SECTOR 1     | SECTOR 2                 | SECTOR 3 | LAP TIME           | MPH   | DIFF         | TIME OF DAY |        |              |
| 1 -                       | 118.5        | 39.695                   | 145.5    | 41.415             | 157.5 | 2:02.435     | 87.29       | 11.612 | 14:52:52.689 |
| 2 -                       | 38.821 91.6  | 48.035                   | 107.3    | 48.104             | 112.9 | 2:14.960     | 79.19       | 24.137 | 14:55:07.649 |
| 3 -                       | 43.827 79.1  | 49.050                   | 104.8    | 42.723             | 170.3 | 2:15.600     | 78.82       | 24.777 | 14:57:23.249 |
| 4 -                       | 35.542 118.5 | 39.237                   | 152.5    | 37.217             | 169.4 | 1:51.996     | 95.43       | 1.173  | 14:59:15.245 |
| 5 -                       | 34.799 127.5 | 38.954                   | 157.9    | 37.070             | 168.1 | 1:50.823 (1) | 96.44       |        | 15:01:06.068 |
| 6 -                       | 34.793 127.5 | 39.188                   | 159.4    | 37.153             | 167.7 | 1:51.134 (2) | 96.17       | 0.311  | 15:02:57.202 |
| 7 -                       | 34.714 126.1 | 39.181                   | 159.0    | 37.411             | 167.3 | 1:51.306 (3) | 96.02       | 0.483  | 15:04:48.508 |
| 8 -                       | 34.872 124.2 | 39.170                   | 156.7    | 37.323             | 166.9 | 1:51.365     | 95.97       | 0.542  | 15:06:39.873 |
| 9 -                       | 35.000 122.4 | 39.302                   | 154.2    | 37.634             | 168.6 | 1:51.936     | 95.48       | 1.113  | 15:08:31.809 |
| 10 -                      | 35.104 127.0 | 39.628                   | 158.2    | 38.011             | 165.2 | 1:52.743     | 94.80       | 1.920  | 15:10:24.552 |
| 11 -                      | 35.015 129.5 | 39.300                   | 162.0    | 37.723             | 165.6 | 1:52.038     | 95.39       | 1.215  | 15:12:16.590 |
| 12 -                      | 34.899 130.0 | 39.582                   | 152.8    | 37.707             | 166.1 | 1:52.188     | 95.26       | 1.365  | 15:14:08.778 |

| P12 55                    |              | Ash BEECH                |          | Honda - Jones Dorling Racing |       |              |             |        |              |
|---------------------------|--------------|--------------------------|----------|------------------------------|-------|--------------|-------------|--------|--------------|
| IDEAL LAP TIME : 1:50.556 |              | BEST LAP TIME : 1:50.703 |          | DIFFERENCE : 0.147           |       |              |             |        |              |
| LAP                       | SECTOR 1     | SECTOR 2                 | SECTOR 3 | LAP TIME                     | MPH   | DIFF         | TIME OF DAY |        |              |
| 1 -                       | 125.6        | 39.809                   | 151.8    | 41.114                       | 157.9 | 2:01.864     | 87.70       | 11.161 | 14:52:52.118 |
| 2 -                       | 38.829 90.1  | 48.055                   | 105.8    | 48.139                       | 111.2 | 2:15.023     | 79.15       | 24.320 | 14:55:07.141 |
| 3 -                       | 43.966 77.4  | 49.012                   | 105.5    | 42.864                       | 166.9 | 2:15.842     | 78.68       | 25.139 | 14:57:22.983 |
| 4 -                       | 35.474 127.3 | 39.184                   | 164.4    | 37.109                       | 166.9 | 1:51.767     | 95.62       | 1.064  | 14:59:14.750 |
| 5 -                       | 34.892 129.0 | 38.919                   | 164.8    | 36.892                       | 166.9 | 1:50.703 (1) | 96.54       |        | 15:01:05.453 |
| 6 -                       | 35.164 124.7 | 38.926                   | 156.0    | 37.190                       | 166.5 | 1:51.280 (3) | 96.04       | 0.577  | 15:02:56.733 |
| 7 -                       | 34.745 125.4 | 39.168                   | 158.2    | 37.284                       | 166.5 | 1:51.197 (2) | 96.11       | 0.494  | 15:04:47.930 |
| 8 -                       | 34.988 128.3 | 38.983                   | 158.2    | 38.808                       | 164.4 | 1:52.779     | 94.77       | 2.076  | 15:06:40.709 |
| 9 -                       | 34.949 126.6 | 38.986                   | 158.2    | 37.537                       | 164.8 | 1:51.472     | 95.88       | 0.769  | 15:08:32.181 |
| 10 -                      | 34.957 124.5 | 39.563                   | 155.7    | 37.950                       | 164.8 | 1:52.470     | 95.03       | 1.767  | 15:10:24.651 |
| 11 -                      | 35.105 127.5 | 39.322                   | 160.1    | 37.779                       | 164.8 | 1:52.206     | 95.25       | 1.503  | 15:12:16.857 |
| 12 -                      | 35.378 128.8 | 39.463                   | 156.7    | 37.458                       | 162.8 | 1:52.299     | 95.17       | 1.596  | 15:14:09.156 |

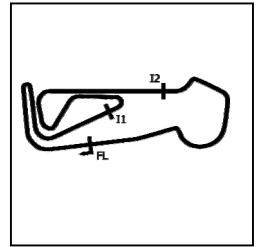


# MCRCB BULLETIN TK405

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### RACE - SECTOR ANALYSIS



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

| P13 23                    |          | David ALLINGHAM          |          |       |          |       | Honda - SMS Racing |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|--------------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:50.805 |          | BEST LAP TIME : 1:51.181 |          |       |          |       | DIFFERENCE : 0.376 |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME           | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 116.9                    | 40.375   | 144.3 | 41.770   | 151.1 | 2:05.519           | 85.15 | 14.338 | 14:52:55.773 |
| 2 -                       | 38.515   | 80.0                     | 47.998   | 97.1  | 47.637   | 102.7 | 2:14.150           | 79.67 | 22.969 | 14:55:09.923 |
| 3 -                       | 45.088   | 80.6                     | 47.553   | 95.4  | 43.025   | 169.8 | 2:15.666           | 78.78 | 24.485 | 14:57:25.589 |
| 4 -                       | 35.662   | 121.3                    | 39.275   | 163.2 | 36.817   | 171.1 | 1:51.754           | 95.63 | 0.573  | 14:59:17.343 |
| 5 -                       | 34.845   | 126.6                    | 39.271   | 161.3 | 37.123   | 167.7 | 1:51.239 (2)       | 96.08 | 0.058  | 15:01:08.582 |
| 6 -                       | 34.904   | 128.3                    | 39.214   | 162.4 | 37.511   | 168.6 | 1:51.629           | 95.74 | 0.448  | 15:03:00.211 |
| 7 -                       | 35.055   | 124.9                    | 39.602   | 161.7 | 37.409   | 167.7 | 1:52.066           | 95.37 | 0.885  | 15:04:52.277 |
| 8 -                       | 34.933   | 134.2                    | 39.516   | 160.1 | 37.292   | 166.5 | 1:51.741           | 95.65 | 0.560  | 15:06:44.018 |
| 9 -                       | 34.778   | 129.3                    | 39.210   | 160.9 | 37.193   | 166.5 | 1:51.181 (1)       | 96.13 |        | 15:08:35.199 |
| 10 -                      | 34.833   | 133.1                    | 39.290   | 159.4 | 37.362   | 166.9 | 1:51.485 (3)       | 95.87 | 0.304  | 15:10:26.684 |
| 11 -                      | 35.138   | 127.3                    | 39.372   | 160.1 | 37.445   | 167.3 | 1:51.955           | 95.46 | 0.774  | 15:12:18.639 |
| 12 -                      | 35.024   | 130.3                    | 39.649   | 159.0 | 37.571   | 164.8 | 1:52.244           | 95.22 | 1.063  | 15:14:10.883 |

| P14 24                    |          | Conor CUMMINS            |          |       |          |       | Honda - Milenco by Padgetts Motorcycles |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|---|-------|--------|--------------|
| IDEAL LAP TIME : 1:51.589 |          | BEST LAP TIME : 1:51.852 |          |       |          |       | DIFFERENCE : 0.263                      |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                                | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 120.2                    | 40.048   | 141.8 | 41.096   | 156.4 | 2:02.852                                | 86.99 | 11.000 | 14:52:53.106 |
| 2 -                       | 38.700   | 88.7                     | 48.021   | 103.0 | 48.148   | 110.9 | 2:14.869                                | 79.24 | 23.017 | 14:55:07.975 |
| 3 -                       | 43.715   | 80.4                     | 49.049   | 106.8 | 43.016   | 163.2 | 2:15.780                                | 78.71 | 23.928 | 14:57:23.755 |
| 4 -                       | 35.484   | 126.1                    | 39.247   | 160.1 | 37.388   | 163.2 | 1:52.119                                | 95.32 | 0.267  | 14:59:15.874 |
| 5 -                       | 35.105   | 128.8                    | 39.377   | 160.5 | 37.472   | 161.3 | 1:51.954 (3)                            | 95.46 | 0.102  | 15:01:07.828 |
| 6 -                       | 35.389   | 125.6                    | 39.381   | 158.6 | 37.404   | 162.4 | 1:52.174                                | 95.28 | 0.322  | 15:03:00.002 |
| 7 -                       | 34.961   | 124.0                    | 39.928   | 159.4 | 37.781   | 164.0 | 1:52.670                                | 94.86 | 0.818  | 15:04:52.672 |
| 8 -                       | 34.983   | 125.2                    | 39.488   | 159.7 | 37.381   | 163.6 | 1:51.852 (1)                            | 95.55 |        | 15:06:44.524 |
| 9 -                       | 34.976   | 122.2                    | 39.503   | 159.4 | 37.450   | 162.4 | 1:51.929 (2)                            | 95.48 | 0.077  | 15:08:36.453 |
| 10 -                      | 35.195   | 120.2                    | 39.727   | 161.3 | 37.464   | 162.4 | 1:52.386                                | 95.10 | 0.534  | 15:10:28.839 |
| 11 -                      | 35.178   | 125.9                    | 39.507   | 160.9 | 37.472   | 162.0 | 1:52.157                                | 95.29 | 0.305  | 15:12:20.996 |
| 12 -                      | 35.167   | 127.0                    | 39.484   | 160.1 | 37.463   | 162.8 | 1:52.114                                | 95.33 | 0.262  | 15:14:13.110 |

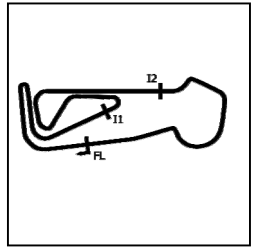
| P15 37                    |          | James HILLIER            |          |       |          |       | Yamaha - LAMI OMG Racing Yamaha |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|---------------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:51.546 |          | BEST LAP TIME : 1:51.773 |          |       |          |       | DIFFERENCE : 0.227              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                        | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 113.9                    | 39.875   | 150.4 | 41.142   | 154.9 | 2:03.191                        | 86.75 | 11.418 | 14:52:53.445 |
| 2 -                       | 38.860   | 86.8                     | 47.892   | 105.6 | 48.092   | 106.5 | 2:14.844                        | 79.26 | 23.071 | 14:55:08.289 |
| 3 -                       | 44.636   | 74.3                     | 48.341   | 107.5 | 42.803   | 164.4 | 2:15.780                        | 78.71 | 24.007 | 14:57:24.069 |
| 4 -                       | 35.614   | 121.7                    | 39.648   | 165.2 | 37.415   | 164.8 | 1:52.677                        | 94.85 | 0.904  | 14:59:16.746 |
| 5 -                       | 35.381   | 123.5                    | 40.089   | 163.2 | 37.350   | 164.8 | 1:52.820                        | 94.73 | 1.047  | 15:01:09.566 |
| 6 -                       | 35.088   | 124.0                    | 39.591   | 166.5 | 37.379   | 164.0 | 1:52.058                        | 95.37 | 0.285  | 15:03:01.624 |
| 7 -                       | 35.089   | 126.3                    | 39.800   | 166.9 | 37.283   | 164.4 | 1:52.172                        | 95.28 | 0.399  | 15:04:53.796 |
| 8 -                       | 35.089   | 124.9                    | 39.458   | 168.1 | 37.326   | 161.3 | 1:51.873 (2)                    | 95.53 | 0.100  | 15:06:45.669 |
| 9 -                       | 34.970   | 124.9                    | 39.713   | 165.6 | 37.404   | 164.0 | 1:52.087                        | 95.35 | 0.314  | 15:08:37.756 |
| 10 -                      | 35.039   | 123.5                    | 39.637   | 164.8 | 37.434   | 162.8 | 1:52.110                        | 95.33 | 0.337  | 15:10:29.866 |
| 11 -                      | 34.967   | 125.2                    | 39.444   | 164.8 | 37.362   | 164.0 | 1:51.773 (1)                    | 95.62 |        | 15:12:21.639 |
| 12 -                      | 34.984   | 124.0                    | 39.296   | 161.3 | 37.744   | 164.0 | 1:52.024 (3)                    | 95.40 | 0.251  | 15:14:13.663 |

# MCRCB BULLETIN TK405

## 2023 Bennetts British Superbike Championship - Round 5

## 2023 Pirelli National Superstock with Santander Consumer Finance

### RACE - 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 99                    |          | Ben LUXTON               |          |       |          |       | Honda - Ben Luxton Racing |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|---------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:51.391 |          | BEST LAP TIME : 1:51.763 |          |       |          |       | DIFFERENCE : 0.372        |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                  | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 123.8                    | 40.351   | 154.2 | 41.762   | 159.0 | 2:05.711                  | 85.02 | 13.948 | 14:52:55.965 |
| 2 -                       | 38.492   | 81.0                     | 47.984   | 91.3  | 47.528   | 103.0 | 2:14.004                  | 79.75 | 22.241 | 14:55:09.969 |
| 3 -                       | 45.098   | 80.8                     | 47.885   | 100.1 | 43.094   | 170.7 | 2:16.077                  | 78.54 | 24.314 | 14:57:26.046 |
| 4 -                       | 35.428   | 122.9                    | 39.492   | 151.4 | 37.533   | 171.1 | 1:52.453                  | 95.04 | 0.690  | 14:59:18.499 |
| 5 -                       | 35.063   | 126.6                    | 39.576   | 165.2 | 37.173   | 170.3 | 1:51.812 (2)              | 95.58 | 0.049  | 15:01:10.311 |
| 6 -                       | 35.185   | 125.4                    | 39.680   | 152.5 | 37.624   | 170.7 | 1:52.489                  | 95.01 | 0.726  | 15:03:02.800 |
| 7 -                       | 35.138   | 125.9                    | 39.431   | 153.9 | 37.550   | 170.3 | 1:52.119 (3)              | 95.32 | 0.356  | 15:04:54.919 |
| 8 -                       | 35.313   | 128.8                    | 39.544   | 152.1 | 37.599   | 168.6 | 1:52.456                  | 95.04 | 0.693  | 15:06:47.375 |
| 9 -                       | 35.235   | 126.3                    | 39.722   | 154.9 | 37.544   | 168.6 | 1:52.501                  | 95.00 | 0.738  | 15:08:39.876 |
| 10 -                      | 35.124   | 124.0                    | 39.627   | 164.0 | 37.486   | 169.0 | 1:52.237                  | 95.22 | 0.474  | 15:10:32.113 |
| 11 -                      | 35.109   | 125.2                    | 40.062   | 154.6 | 37.619   | 169.0 | 1:52.790                  | 94.76 | 1.027  | 15:12:24.903 |
| 12 -                      | 34.932   | 127.8                    | 39.286   | 158.6 | 37.545   | 169.0 | 1:51.763 (1)              | 95.63 |        | 15:14:16.666 |

| P17 96                    |          | Kieran SMITH             |          |       |          |       | Honda - Corkie Racing |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|-----------------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:51.476 |          | BEST LAP TIME : 1:51.931 |          |       |          |       | DIFFERENCE : 0.455    |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME              | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 116.1                    | 40.096   | 144.0 | 42.425   | 160.5 | 2:05.069              | 85.45 | 13.138 | 14:52:55.323 |
| 2 -                       | 38.236   | 83.5                     | 47.830   | 102.1 | 47.454   | 101.9 | 2:13.520              | 80.04 | 21.589 | 14:55:08.843 |
| 3 -                       | 45.005   | 83.2                     | 48.410   | 104.0 | 42.990   | 166.5 | 2:16.405              | 78.35 | 24.474 | 14:57:25.248 |
| 4 -                       | 35.677   | 119.4                    | 39.745   | 144.0 | 37.709   | 166.9 | 1:53.131              | 94.47 | 1.200  | 14:59:18.379 |
| 5 -                       | 34.840   | 117.7                    | 39.994   | 152.1 | 37.672   | 166.1 | 1:52.506              | 95.00 | 0.575  | 15:01:10.885 |
| 6 -                       | 35.205   | 124.2                    | 39.368   | 154.9 | 37.611   | 165.6 | 1:52.184 (3)          | 95.27 | 0.253  | 15:03:03.069 |
| 7 -                       | 34.987   | 122.2                    | 39.676   | 155.3 | 37.666   | 165.6 | 1:52.329              | 95.14 | 0.398  | 15:04:55.398 |
| 8 -                       | 35.019   | 124.9                    | 39.758   | 153.5 | 37.680   | 164.4 | 1:52.457              | 95.04 | 0.526  | 15:06:47.855 |
| 9 -                       | 34.922   | 124.2                    | 39.875   | 148.7 | 37.788   | 164.0 | 1:52.585              | 94.93 | 0.654  | 15:08:40.440 |
| 10 -                      | 34.788   | 122.4                    | 39.823   | 158.2 | 37.320   | 165.6 | 1:51.931 (1)          | 95.48 |        | 15:10:32.371 |
| 11 -                      | 35.010   | 122.4                    | 39.886   | 157.5 | 37.822   | 166.1 | 1:52.718              | 94.82 | 0.787  | 15:12:25.089 |
| 12 -                      | 34.960   | 124.9                    | 39.589   | 157.1 | 37.447   | 164.4 | 1:51.996 (2)          | 95.43 | 0.065  | 15:14:17.085 |

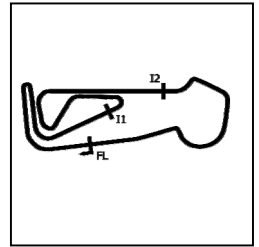
| P18 31                    |          | Sam COX                  |          |       |          |       | BMW - Sam Cox Racing with Armada Marine Cables |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|--|-------|--------|--------------|
| IDEAL LAP TIME : 1:51.946 |          | BEST LAP TIME : 1:51.946 |          |       |          |       | DIFFERENCE : 0.000                             |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                                       | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 117.5                    | 40.193   | 136.6 | 42.065   | 152.8 | 2:05.116                                       | 85.42 | 13.170 | 14:52:55.370 |
| 2 -                       | 38.527   | 81.1                     | 47.770   | 106.3 | 47.465   | 100.6 | 2:13.762                                       | 79.90 | 21.816 | 14:55:09.132 |
| 3 -                       | 44.940   | 80.8                     | 48.371   | 99.7  | 43.111   | 166.9 | 2:16.422                                       | 78.34 | 24.476 | 14:57:25.554 |
| 4 -                       | 36.261   | 117.5                    | 39.568   | 155.7 | 37.767   | 166.5 | 1:53.596                                       | 94.08 | 1.650  | 14:59:19.150 |
| 5 -                       | 35.427   | 121.1                    | 39.666   | 151.1 | 37.605   | 164.4 | 1:52.698 (3)                                   | 94.83 | 0.752  | 15:01:11.848 |
| 6 -                       | 35.128   | 122.6                    | 39.327   | 156.7 | 37.491   | 164.0 | 1:51.946 (1)                                   | 95.47 |        | 15:03:03.794 |
| 7 -                       | 35.291   | 121.3                    | 39.620   | 160.1 | 37.631   | 162.8 | 1:52.542 (2)                                   | 94.96 | 0.596  | 15:04:56.336 |
| 8 -                       | 35.420   | 125.6                    | 39.696   | 155.7 | 37.857   | 162.8 | 1:52.973                                       | 94.60 | 1.027  | 15:06:49.309 |
| 9 -                       | 35.625   | 126.1                    | 39.827   | 153.9 | 38.017   | 162.0 | 1:53.469                                       | 94.19 | 1.523  | 15:08:42.778 |
| 10 -                      | 35.332   | 127.3                    | 39.777   | 156.4 | 37.896   | 161.7 | 1:53.005                                       | 94.58 | 1.059  | 15:10:35.783 |
| 11 -                      | 35.391   | 127.0                    | 40.142   | 153.2 | 38.221   | 160.9 | 1:53.754                                       | 93.95 | 1.808  | 15:12:29.537 |
| 12 -                      | 35.784   | 127.0                    | 40.147   | 149.7 | 38.332   | 160.9 | 1:54.263                                       | 93.53 | 2.317  | 15:14:23.800 |

# MCRCB BULLETIN TK405

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### RACE - SECTOR ANALYSIS



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

| P19 27                    |          | Max SYMONDS              |          |       |          |       | Yamaha - Symonds Racing |       |        |              |  |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|-------------------------|-------|--------|--------------|--|
| IDEAL LAP TIME : 1:53.506 |          | BEST LAP TIME : 1:53.761 |          |       |          |       | DIFFERENCE : 0.255      |       |        |              |  |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                | MPH   | DIFF   | TIME OF DAY  |  |
| 1 -                       |          | 114.9                    | 40.778   | 152.5 | 42.232   | 159.4 | 2:06.872                | 84.24 | 13.111 | 14:52:57.126 |  |
| 2 -                       | 38.137   | 84.5                     | 48.402   | 89.8  | 47.047   | 98.5  | 2:13.586                | 80.00 | 19.825 | 14:55:10.712 |  |
| 3 -                       | 45.460   | 80.8                     | 47.838   | 93.8  | 43.581   | 159.7 | 2:16.879                | 78.08 | 23.118 | 14:57:27.591 |  |
| 4 -                       | 35.691   | 120.2                    | 39.958   | 160.1 | 38.183   | 162.0 | 1:53.832 (3)            | 93.89 | 0.071  | 14:59:21.423 |  |
| 5 -                       | 35.506   | 122.4                    | 39.945   | 156.7 | 38.474   | 160.9 | 1:53.925                | 93.81 | 0.164  | 15:01:15.348 |  |
| 6 -                       | 35.457   | 117.9                    | 40.288   | 156.0 | 38.232   | 159.4 | 1:53.977                | 93.77 | 0.216  | 15:03:09.325 |  |
| 7 -                       | 35.415   | 118.7                    | 40.189   | 158.6 | 38.191   | 159.0 | 1:53.795 (2)            | 93.92 | 0.034  | 15:05:03.120 |  |
| 8 -                       | 35.898   | 120.9                    | 40.151   | 159.7 | 38.195   | 159.4 | 1:54.244                | 93.55 | 0.483  | 15:06:57.364 |  |
| 9 -                       | 35.603   | 120.6                    | 40.150   | 162.4 | 38.465   | 159.4 | 1:54.218                | 93.57 | 0.457  | 15:08:51.582 |  |
| 10 -                      | 35.428   | 127.8                    | 40.137   | 162.4 | 38.196   | 159.4 | 1:53.761 (1)            | 93.95 |        | 15:10:45.343 |  |
| 11 -                      | 35.573   | 120.4                    | 40.087   | 161.3 | 38.404   | 159.4 | 1:54.064                | 93.70 | 0.303  | 15:12:39.407 |  |
| 12 -                      | 35.378   | 121.1                    | 40.421   | 165.6 | 38.402   | 158.2 | 1:54.201                | 93.59 | 0.440  | 15:14:33.608 |  |

| P20 39                    |          | Max MORGAN               |          |       |          |       | Kawasaki - MSS Performance |       |        |              |  |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|----------------------------|-------|--------|--------------|--|
| IDEAL LAP TIME : 1:53.208 |          | BEST LAP TIME : 1:53.417 |          |       |          |       | DIFFERENCE : 0.209         |       |        |              |  |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                   | MPH   | DIFF   | TIME OF DAY  |  |
| 1 -                       |          | 113.3                    | 41.110   | 149.4 | 42.531   | 159.7 | 2:07.852                   | 83.59 | 14.435 | 14:52:58.106 |  |
| 2 -                       | 37.638   | 91.8                     | 48.398   | 88.6  | 46.924   | 95.8  | 2:12.960                   | 80.38 | 19.543 | 14:55:11.066 |  |
| 3 -                       | 45.714   | 76.7                     | 47.576   | 86.7  | 43.570   | 160.5 | 2:16.860                   | 78.09 | 23.443 | 14:57:27.926 |  |
| 4 -                       | 36.104   | 117.3                    | 40.462   | 158.6 | 38.310   | 159.7 | 1:54.876                   | 93.04 | 1.459  | 14:59:22.802 |  |
| 5 -                       | 35.560   | 120.2                    | 39.981   | 159.7 | 38.491   | 157.9 | 1:54.032                   | 93.72 | 0.615  | 15:01:16.834 |  |
| 6 -                       | 35.667   | 119.6                    | 40.001   | 156.7 | 38.498   | 160.5 | 1:54.166                   | 93.61 | 0.749  | 15:03:11.000 |  |
| 7 -                       | 35.820   | 122.0                    | 40.330   | 159.0 | 38.340   | 159.0 | 1:54.490                   | 93.35 | 1.073  | 15:05:05.490 |  |
| 8 -                       | 35.789   | 122.2                    | 39.953   | 154.2 | 38.415   | 159.0 | 1:54.157                   | 93.62 | 0.740  | 15:06:59.647 |  |
| 9 -                       | 35.424   | 121.7                    | 40.086   | 160.9 | 38.144   | 159.4 | 1:53.654 (3)               | 94.04 | 0.237  | 15:08:53.301 |  |
| 10 -                      | 35.554   | 123.8                    | 39.960   | 159.7 | 37.903   | 159.0 | 1:53.417 (1)               | 94.23 |        | 15:10:46.718 |  |
| 11 -                      | 35.545   | 124.2                    | 39.908   | 160.1 | 38.095   | 158.6 | 1:53.548 (2)               | 94.12 | 0.131  | 15:12:40.266 |  |
| 12 -                      | 35.465   | 125.4                    | 39.881   | 156.0 | 38.318   | 157.5 | 1:53.664                   | 94.03 | 0.247  | 15:14:33.930 |  |

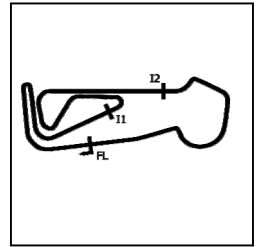
| P21 25                    |          | Jorel BOERBOOM           |          |       |          |       | Kawasaki - G&S Racing |       |        |              |  |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|-----------------------|-------|--------|--------------|--|
| IDEAL LAP TIME : 1:53.240 |          | BEST LAP TIME : 1:53.516 |          |       |          |       | DIFFERENCE : 0.276    |       |        |              |  |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME              | MPH   | DIFF   | TIME OF DAY  |  |
| 1 -                       |          | 112.2                    | 41.052   | 149.1 | 42.121   | 162.8 | 2:07.226              | 84.00 | 13.710 | 14:52:57.480 |  |
| 2 -                       | 38.044   | 89.5                     | 48.388   | 87.9  | 47.053   | 97.9  | 2:13.485              | 80.06 | 19.969 | 14:55:10.965 |  |
| 3 -                       | 45.505   | 78.6                     | 47.670   | 91.3  | 43.459   | 162.8 | 2:16.634              | 78.22 | 23.118 | 14:57:27.599 |  |
| 4 -                       | 36.055   | 118.7                    | 40.342   | 163.6 | 38.182   | 162.8 | 1:54.579              | 93.28 | 1.063  | 14:59:22.178 |  |
| 5 -                       | 35.550   | 125.4                    | 39.852   | 155.3 | 38.430   | 160.1 | 1:53.832 (3)          | 93.89 | 0.316  | 15:01:16.010 |  |
| 6 -                       | 35.430   | 123.1                    | 40.057   | 155.3 | 38.029   | 162.0 | 1:53.516 (1)          | 94.15 |        | 15:03:09.526 |  |
| 7 -                       | 35.534   | 123.5                    | 40.107   | 152.1 | 38.114   | 161.7 | 1:53.755 (2)          | 93.95 | 0.239  | 15:05:03.281 |  |
| 8 -                       | 35.963   | 117.7                    | 40.269   | 151.8 | 38.115   | 161.7 | 1:54.347              | 93.47 | 0.831  | 15:06:57.628 |  |
| 9 -                       | 35.585   | 122.2                    | 40.208   | 154.2 | 38.254   | 162.4 | 1:54.047              | 93.71 | 0.531  | 15:08:51.675 |  |
| 10 -                      | 35.716   | 122.4                    | 40.112   | 156.0 | 38.034   | 162.4 | 1:53.862              | 93.86 | 0.346  | 15:10:45.537 |  |
| 11 -                      | 35.710   | 122.6                    | 40.199   | 154.9 | 38.148   | 162.0 | 1:54.057              | 93.70 | 0.541  | 15:12:39.594 |  |
| 12 -                      | 35.359   | 122.4                    | 40.388   | 150.8 | 38.671   | 159.0 | 1:54.418              | 93.41 | 0.902  | 15:14:34.012 |  |

# MCRCB BULLETIN TK405

## 2023 Bennetts British Superbike Championship - Round 5

## 2023 Pirelli National Superstock with Santander Consumer Finance

### RACE - 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

| P22 26                    |          | Joe MOORE                |          |       |          |       | Suzuki - Clearline Racing |       |        |              |  |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|---------------------------|-------|--------|--------------|--|
| IDEAL LAP TIME : 1:52.869 |          | BEST LAP TIME : 1:53.043 |          |       |          |       | DIFFERENCE : 0.174        |       |        |              |  |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                  | MPH   | DIFF   | TIME OF DAY  |  |
| 1 -                       |          | 115.1                    | 40.427   | 133.6 | 41.062   | 158.6 | 2:03.779                  | 86.34 | 10.736 | 14:52:54.033 |  |
| 2 -                       | 38.573   | 83.8                     | 48.142   | 107.0 | 47.842   | 104.8 | 2:14.557                  | 79.43 | 21.514 | 14:55:08.590 |  |
| 3 -                       | 44.736   | 79.3                     | 48.469   | 108.5 | 43.302   | 159.0 | 2:16.507                  | 78.29 | 23.464 | 14:57:25.097 |  |
| 4 -                       | 35.504   | 122.2                    | 39.912   | 149.4 | 38.119   | 157.9 | 1:53.535 (2)              | 94.13 | 0.492  | 14:59:18.632 |  |
| 5 -                       | 35.244   | 130.0                    | 40.180   | 165.6 | 42.007   | 156.4 | 1:57.431                  | 91.01 | 4.388  | 15:01:16.063 |  |
| 6 -                       | 35.987   | 122.4                    | 40.058   | 152.1 | 38.948   | 159.0 | 1:54.993                  | 92.94 | 1.950  | 15:03:11.056 |  |
| 7 -                       | 35.754   | 124.0                    | 40.020   | 156.4 | 38.341   | 157.9 | 1:54.115                  | 93.66 | 1.072  | 15:05:05.171 |  |
| 8 -                       | 35.657   | 122.2                    | 40.226   | 157.9 | 38.186   | 157.1 | 1:54.069                  | 93.69 | 1.026  | 15:06:59.240 |  |
| 9 -                       | 35.546   | 123.8                    | 39.859   | 155.3 | 38.349   | 157.5 | 1:53.754                  | 93.95 | 0.711  | 15:08:52.994 |  |
| 10 -                      | 35.980   | 125.2                    | 40.160   | 152.5 | 38.272   | 158.2 | 1:54.412                  | 93.41 | 1.369  | 15:10:47.406 |  |
| 11 -                      | 35.394   | 122.2                    | 39.963   | 158.6 | 38.344   | 158.2 | 1:53.701 (3)              | 94.00 | 0.658  | 15:12:41.107 |  |
| 12 -                      | 35.335   | 120.9                    | 39.942   | 157.9 | 37.766   | 158.2 | 1:53.043 (1)              | 94.54 |        | 15:14:34.150 |  |

| P23 40                    |          | Joe FRANCIS              |          |       |          |       | Kawasaki - STAUFF Fluid Power / GR Motosport |       |        |              |  |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|--|-------|--------|--------------|--|
| IDEAL LAP TIME : 1:50.807 |          | BEST LAP TIME : 1:50.880 |          |       |          |       | DIFFERENCE : 0.073                           |       |        |              |  |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                                     | MPH   | DIFF   | TIME OF DAY  |  |
| 1 -                       |          | 115.7                    | 40.242   | 140.6 | 41.253   | 158.6 | 2:03.419                                     | 86.59 | 12.539 | 14:52:53.673 |  |
| 2 -                       | 38.691   | 86.9                     | 48.155   | 106.1 | 47.901   | 101.9 | 2:14.747                                     | 79.31 | 23.867 | 14:55:08.420 |  |
| 3 -                       | 44.667   | 79.3                     | 48.385   | 110.1 | 42.741   | 164.0 | 2:15.793                                     | 78.70 | 24.913 | 14:57:24.213 |  |
| 4 -                       | 35.759   | 116.9                    | 39.617   | 155.7 | 37.695   | 162.8 | 1:53.071                                     | 94.52 | 2.191  | 14:59:17.284 |  |
| 5 -                       | 35.358   | 120.9                    | 39.280   | 163.6 | 37.362   | 160.5 | 1:52.000                                     | 95.42 | 1.120  | 15:01:09.284 |  |
| 6 -                       | 34.783   | 125.9                    | 39.132   | 160.9 | 37.413   | 161.3 | 1:51.328                                     | 96.00 | 0.448  | 15:03:00.612 |  |
| 7 -                       | 34.836   | 125.6                    | 39.279   | 166.5 | 37.041   | 160.5 | 1:51.156 (3)                                 | 96.15 | 0.276  | 15:04:51.768 |  |
| 8 -                       | 34.706   | 129.0                    | 39.253   | 164.0 | 37.079   | 160.1 | 1:51.038 (2)                                 | 96.25 | 0.158  | 15:06:42.806 |  |
| 9 -                       | 34.634   | 131.8                    | 39.196   | 164.8 | 37.050   | 160.9 | 1:50.880 (1)                                 | 96.39 |        | 15:08:33.686 |  |
| 10 -                      | 35.015   | 123.8                    | 39.331   | 156.7 | 37.283   | 163.2 | 1:51.629                                     | 95.74 | 0.749  | 15:10:25.315 |  |
| 11 -                      | 35.185   | 122.2                    | 1:05.563 | 145.8 | 38.086   | 159.7 | 2:18.834                                     | 76.98 | 27.954 | 15:12:44.149 |  |
| 12 -                      | 35.039   | 128.3                    | 39.437   | 164.4 | 37.652   | 159.4 | 1:52.128                                     | 95.32 | 1.248  | 15:14:36.277 |  |

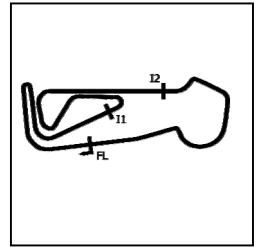
| P24 17                    |          | Matty WHELAN             |          |       |          |       | Suzuki - Milestone by ATS Racing |       |        |              |  |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|----------------------------------|-------|--------|--------------|--|
| IDEAL LAP TIME : 1:53.498 |          | BEST LAP TIME : 1:53.843 |          |       |          |       | DIFFERENCE : 0.345               |       |        |              |  |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                         | MPH   | DIFF   | TIME OF DAY  |  |
| 1 -                       |          | 118.1                    | 40.880   | 151.8 | 42.139   | 158.2 | 2:06.342                         | 84.59 | 12.499 | 14:52:56.596 |  |
| 2 -                       | 38.152   | 80.6                     | 48.421   | 85.5  | 47.205   | 96.8  | 2:13.778                         | 79.89 | 19.935 | 14:55:10.374 |  |
| 3 -                       | 45.212   | 81.0                     | 47.976   | 96.1  | 43.220   | 158.6 | 2:16.408                         | 78.35 | 22.565 | 14:57:26.782 |  |
| 4 -                       | 35.940   | 113.5                    | 40.429   | 154.2 | 38.219   | 156.7 | 1:54.588                         | 93.27 | 0.745  | 14:59:21.370 |  |
| 5 -                       | 35.838   | 119.6                    | 40.022   | 160.1 | 39.811   | 156.0 | 1:55.671                         | 92.40 | 1.828  | 15:01:17.041 |  |
| 6 -                       | 35.708   | 121.7                    | 40.142   | 156.7 | 38.221   | 159.7 | 1:54.071 (3)                     | 93.69 | 0.228  | 15:03:11.112 |  |
| 7 -                       | 35.885   | 122.0                    | 40.234   | 156.4 | 38.402   | 156.4 | 1:54.521                         | 93.32 | 0.678  | 15:05:05.633 |  |
| 8 -                       | 35.850   | 118.5                    | 39.998   | 159.4 | 38.269   | 158.2 | 1:54.117                         | 93.65 | 0.274  | 15:06:59.750 |  |
| 9 -                       | 35.579   | 120.9                    | 40.193   | 159.0 | 38.071   | 157.9 | 1:53.843 (1)                     | 93.88 |        | 15:08:53.593 |  |
| 10 -                      | 36.139   | 120.6                    | 40.155   | 151.8 | 38.110   | 155.7 | 1:54.404                         | 93.42 | 0.561  | 15:10:47.997 |  |
| 11 -                      | 35.773   | 125.4                    | 40.342   | 163.6 | 37.921   | 155.7 | 1:54.036 (2)                     | 93.72 | 0.193  | 15:12:42.033 |  |
| 12 -                      | 35.747   | 127.3                    | 40.978   | 152.1 | 38.376   | 147.8 | 1:55.101                         | 92.85 | 1.258  | 15:14:37.134 |  |

# MCRCB BULLETIN TK405

## 2023 Bennetts British Superbike Championship - Round 5

## 2023 Pirelli National Superstock with Santander Consumer Finance

### RACE - 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

| P25 61                    |          | Jake ARCHER              |          |       |          |       | Suzuki - True Heroes Racing |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|-----------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:53.944 |          | BEST LAP TIME : 1:54.003 |          |       |          |       | DIFFERENCE : 0.059          |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                    | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 113.7                    | 42.634   | 143.7 | 41.318   | 159.7 | 2:08.890                    | 82.92 | 14.887 | 14:52:59.144 |
| 2 -                       | 37.160   | 92.3                     | 48.329   | 96.8  | 46.628   | 102.9 | 2:12.117                    | 80.89 | 18.114 | 14:55:11.261 |
| 3 -                       | 46.006   | 74.3                     | 47.420   | 92.9  | 44.009   | 157.9 | 2:17.435                    | 77.76 | 23.432 | 14:57:28.696 |
| 4 -                       | 36.792   | 114.9                    | 40.422   | 147.1 | 38.337   | 161.7 | 1:55.551                    | 92.49 | 1.548  | 14:59:24.247 |
| 5 -                       | 35.974   | 121.7                    | 40.154   | 152.1 | 38.273   | 160.9 | 1:54.401 (3)                | 93.42 | 0.398  | 15:01:18.648 |
| 6 -                       | 35.592   | 120.9                    | 40.161   | 151.1 | 38.250   | 160.5 | 1:54.003 (1)                | 93.75 |        | 15:03:12.651 |
| 7 -                       | 35.827   | 119.6                    | 40.219   | 151.1 | 38.198   | 160.5 | 1:54.244 (2)                | 93.55 | 0.241  | 15:05:06.895 |
| 8 -                       | 38.085   | 121.1                    | 40.947   | 147.8 | 38.729   | 159.0 | 1:57.761                    | 90.76 | 3.758  | 15:07:04.656 |
| 9 -                       | 36.289   | 120.9                    | 40.531   | 150.8 | 38.560   | 159.4 | 1:55.380                    | 92.63 | 1.377  | 15:09:00.036 |
| 10 -                      | 36.013   | 122.0                    | 40.611   | 149.7 | 38.544   | 159.4 | 1:55.168                    | 92.80 | 1.165  | 15:10:55.204 |
| 11 -                      | 36.129   | 121.7                    | 40.409   | 150.8 | 38.667   | 158.2 | 1:55.205                    | 92.77 | 1.202  | 15:12:50.409 |
| 12 -                      | 36.311   | 122.4                    | 40.543   | 152.8 | 38.518   | 158.2 | 1:55.372                    | 92.64 | 1.369  | 15:14:45.781 |

| P26 80                    |          | Callum BEY               |          |       |          |       | Suzuki - FilterLogic by EightZero Racing |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|--|-------|--------|--------------|
| IDEAL LAP TIME : 1:53.981 |          | BEST LAP TIME : 1:54.110 |          |       |          |       | DIFFERENCE : 0.129                       |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                                 | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 119.4                    | 40.775   | 153.2 | 42.135   | 158.2 | 2:06.729                                 | 84.33 | 12.619 | 14:52:56.983 |
| 2 -                       | 38.052   | 81.2                     | 48.382   | 89.5  | 47.107   | 96.1  | 2:13.541                                 | 80.03 | 19.431 | 14:55:10.524 |
| 3 -                       | 45.397   | 81.3                     | 47.944   | 94.7  | 43.173   | 161.3 | 2:16.514                                 | 78.29 | 22.404 | 14:57:27.038 |
| 4 -                       | 36.198   | 118.7                    | 40.661   | 161.7 | 46.939   | 156.7 | 2:03.798                                 | 86.33 | 9.688  | 14:59:30.836 |
| 5 -                       | 35.828   | 122.2                    | 40.729   | 156.4 | 38.614   | 157.1 | 1:55.171                                 | 92.80 | 1.061  | 15:01:26.007 |
| 6 -                       | 36.005   | 126.6                    | 40.554   | 157.5 | 38.390   | 156.7 | 1:54.949                                 | 92.98 | 0.839  | 15:03:20.956 |
| 7 -                       | 35.757   | 124.9                    | 40.169   | 163.2 | 38.184   | 157.1 | 1:54.110 (1)                             | 93.66 |        | 15:05:15.066 |
| 8 -                       | 35.867   | 121.3                    | 40.215   | 159.7 | 38.269   | 156.4 | 1:54.351                                 | 93.46 | 0.241  | 15:07:09.417 |
| 9 -                       | 35.628   | 130.5                    | 40.238   | 160.5 | 38.416   | 155.7 | 1:54.282 (3)                             | 93.52 | 0.172  | 15:09:03.699 |
| 10 -                      | 35.876   | 129.5                    | 40.296   | 162.0 | 38.519   | 156.0 | 1:54.691                                 | 93.19 | 0.581  | 15:10:58.390 |
| 11 -                      | 35.763   | 129.5                    | 40.212   | 160.1 | 38.322   | 156.0 | 1:54.297                                 | 93.51 | 0.187  | 15:12:52.687 |
| 12 -                      | 35.773   | 125.4                    | 40.209   | 159.7 | 38.273   | 155.7 | 1:54.255 (2)                             | 93.54 | 0.145  | 15:14:46.942 |

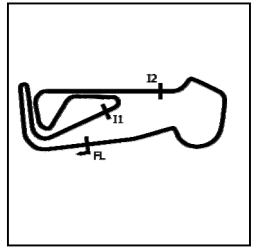
| P27 33                    |          | Connor THOMSON           |          |       |          |       | Kawasaki - Sound Advice Hearing Racing |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|-------|--|-------|--------|--------------|
| IDEAL LAP TIME : 1:55.933 |          | BEST LAP TIME : 1:56.038 |          |       |          |       | DIFFERENCE : 0.105                     |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |       | LAP TIME                               | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 112.0                    | 41.633   | 144.6 | 41.758   | 154.6 | 2:08.360                               | 83.26 | 12.322 | 14:52:58.614 |
| 2 -                       | 37.461   | 96.5                     | 48.398   | 92.1  | 46.712   | 99.8  | 2:12.571                               | 80.62 | 16.533 | 14:55:11.185 |
| 3 -                       | 45.856   | 74.9                     | 47.486   | 88.4  | 44.177   | 152.1 | 2:17.519                               | 77.72 | 21.481 | 14:57:28.704 |
| 4 -                       | 36.461   | 116.9                    | 41.018   | 139.5 | 39.203   | 150.4 | 1:56.682                               | 91.60 | 0.644  | 14:59:25.386 |
| 5 -                       | 36.296   | 121.3                    | 40.895   | 153.2 | 38.963   | 147.1 | 1:56.154 (2)                           | 92.01 | 0.116  | 15:01:21.540 |
| 6 -                       | 36.149   | 122.0                    | 40.837   | 158.2 | 39.052   | 144.9 | 1:56.038 (1)                           | 92.10 |        | 15:03:17.578 |
| 7 -                       | 36.271   | 125.6                    | 40.821   | 154.9 | 39.282   | 143.7 | 1:56.374 (3)                           | 91.84 | 0.336  | 15:05:13.952 |
| 8 -                       | 36.685   | 120.4                    | 40.873   | 151.4 | 39.085   | 144.3 | 1:56.643                               | 91.63 | 0.605  | 15:07:10.595 |
| 9 -                       | 36.469   | 120.6                    | 41.417   | 147.4 | 39.214   | 145.5 | 1:57.100                               | 91.27 | 1.062  | 15:09:07.695 |
| 10 -                      | 36.468   | 126.1                    | 41.202   | 154.9 | 39.153   | 144.0 | 1:56.823                               | 91.48 | 0.785  | 15:11:04.518 |
| 11 -                      | 36.547   | 120.2                    | 41.673   | 146.8 | 39.786   | 139.5 | 1:58.006                               | 90.57 | 1.968  | 15:13:02.524 |
| 12 -                      | 37.323   | 120.0                    | 42.018   | 147.8 | 39.771   | 137.7 | 1:59.112                               | 89.73 | 3.074  | 15:15:01.636 |

# MCRCB BULLETIN TK405

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### RACE - 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

| P28 79                    |          | Jason BURRILL            |          |       |          | BMW - Burrill Racing |              |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|----------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:58.029 |          | BEST LAP TIME : 1:58.475 |          |       |          | DIFFERENCE : 0.446   |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |                      | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 106.0                    | 42.932   | 138.3 | 42.882   | 157.5                | 2:11.696     | 81.15 | 13.221 | 14:53:01.950 |
| 2 -                       | 37.880   | 112.0                    | 46.121   | 106.6 | 45.600   | 105.5                | 2:09.601     | 82.46 | 11.126 | 14:55:11.551 |
| 3 -                       | 46.138   | 73.8                     | 47.575   | 95.8  | 43.917   | 161.7                | 2:17.630     | 77.65 | 19.155 | 14:57:29.181 |
| 4 -                       | 37.259   | 110.1                    | 41.463   | 143.3 | 40.000   | 158.6                | 1:58.722 (3) | 90.02 | 0.247  | 14:59:27.903 |
| 5 -                       | 37.227   | 115.3                    | 41.633   | 151.1 | 40.172   | 159.4                | 1:59.032     | 89.79 | 0.557  | 15:01:26.935 |
| 6 -                       | 36.708   | 116.3                    | 41.642   | 152.5 | 40.125   | 157.5                | 1:58.475 (1) | 90.21 |        | 15:03:25.410 |
| 7 -                       | 37.090   | 120.9                    | 41.582   | 152.8 | 39.858   | 156.7                | 1:58.530 (2) | 90.17 | 0.055  | 15:05:23.940 |
| 8 -                       | 37.524   | 116.5                    | 42.052   | 145.5 | 40.352   | 157.1                | 1:59.928     | 89.12 | 1.453  | 15:07:23.868 |
| 9 -                       | 37.390   | 114.3                    | 41.761   | 152.8 | 40.092   | 157.1                | 1:59.243     | 89.63 | 0.768  | 15:09:23.111 |
| 10 -                      | 37.063   | 120.4                    | 41.625   | 145.5 | 40.100   | 157.5                | 1:58.788     | 89.97 | 0.313  | 15:11:21.899 |
| 11 -                      | 37.283   | 114.5                    | 41.705   | 151.4 | 40.244   | 157.5                | 1:59.232     | 89.64 | 0.757  | 15:13:21.131 |
| 12 -                      | 36.993   | 119.6                    | 41.600   | 149.1 | 40.159   | 157.1                | 1:58.752     | 90.00 | 0.277  | 15:15:19.883 |

| P29 30                    |          | Phil ROOKE               |          |       |          | Kawasaki - Fly a Spitfire Racing |              |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|----------------------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:58.010 |          | BEST LAP TIME : 1:58.062 |          |       |          | DIFFERENCE : 0.052               |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |                                  | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 110.5                    | 43.957   | 136.9 | 43.217   | 153.5                            | 2:12.517     | 80.65 | 14.455 | 14:53:02.771 |
| 2 -                       | 38.160   | 101.2                    | 45.800   | 108.7 | 45.125   | 112.5                            | 2:09.085     | 82.79 | 11.023 | 14:55:11.856 |
| 3 -                       | 46.180   | 68.1                     | 47.832   | 96.8  | 43.638   | 156.7                            | 2:17.650     | 77.64 | 19.588 | 14:57:29.506 |
| 4 -                       | 37.861   | 114.7                    | 41.360   | 143.7 | 39.702   | 153.2                            | 1:58.923     | 89.87 | 0.861  | 14:59:28.429 |
| 5 -                       | 37.260   | 111.1                    | 41.889   | 139.2 | 39.656   | 155.3                            | 1:58.805 (3) | 89.96 | 0.743  | 15:01:27.234 |
| 6 -                       | 37.805   | 114.9                    | 41.815   | 142.4 | 39.929   | 152.1                            | 1:59.549     | 89.40 | 1.487  | 15:03:26.783 |
| 7 -                       | 37.394   | 115.3                    | 42.014   | 144.3 | 40.094   | 150.4                            | 1:59.502     | 89.43 | 1.440  | 15:05:26.285 |
| 8 -                       | 37.738   | 109.6                    | 41.992   | 143.3 | 39.690   | 151.4                            | 1:59.420     | 89.49 | 1.358  | 15:07:25.705 |
| 9 -                       | 37.870   | 115.5                    | 41.695   | 145.5 | 39.531   | 152.5                            | 1:59.096     | 89.74 | 1.034  | 15:09:24.801 |
| 10 -                      | 37.441   | 117.7                    | 41.621   | 146.5 | 39.538   | 152.5                            | 1:58.600 (2) | 90.11 | 0.538  | 15:11:23.401 |
| 11 -                      | 37.219   | 113.1                    | 41.412   | 146.8 | 39.431   | 153.9                            | 1:58.062 (1) | 90.52 |        | 15:13:21.463 |
| 12 -                      | 37.581   | 110.7                    | 42.096   | 143.7 | 40.344   | 151.1                            | 2:00.021     | 89.05 | 1.959  | 15:15:21.484 |

| P30 11                    |          | Simon REID               |          |       |          | Honda - C&L Fairburn Properties Jackson Racing |              |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|--|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:51.300 |          | BEST LAP TIME : 1:51.415 |          |       |          | DIFFERENCE : 0.115                             |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |  | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 117.9                    | 40.506   | 150.4 | 41.836   | 162.4  | 2:05.872     | 84.91 | 14.457 | 14:52:56.126 |
| 2 -                       | 38.452   | 78.1                     | 48.262   | 85.0  | 47.347   | 103.0  | 2:14.061     | 79.72 | 22.646 | 14:55:10.187 |
| 3 -                       | 45.098   | 79.9                     | 47.873   | 97.2  | 43.198   | 168.6  | 2:16.169     | 78.49 | 24.754 | 14:57:26.356 |
| 4 -                       | 35.415   | 120.2                    | 39.441   | 158.2 | 37.584   | 169.4  | 1:52.440     | 95.05 | 1.025  | 14:59:18.796 |
| 5 -                       | 35.111   | 124.0                    | 39.562   | 160.1 | 37.446   | 169.4  | 1:52.119 (3) | 95.32 | 0.704  | 15:01:10.915 |
| 6 -                       | 34.645   | 125.9                    | 39.497   | 162.4 | 37.273   | 168.1  | 1:51.415 (1) | 95.93 |        | 15:03:02.330 |
| 7 -                       | 34.634   | 121.1                    | 39.963   | 163.2 | 37.225   | 166.1  | 1:51.822 (2) | 95.58 | 0.407  | 15:04:54.152 |

| P31 59                    |          | Matt TRUELOVE            |          |       |          | Honda - TAG Racing |              |       |        |              |
|---------------------------|----------|--------------------------|----------|-------|----------|--------------------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:51.718 |          | BEST LAP TIME : 1:51.718 |          |       |          | DIFFERENCE : 0.000 |              |       |        |              |
| LAP                       | SECTOR 1 |                          | SECTOR 2 |       | SECTOR 3 |                    | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 122.2                    | 39.448   | 149.1 | 40.886   | 153.5              | 2:01.468     | 87.99 | 9.750  | 14:52:51.722 |
| 2 -                       | 38.972   | 93.3                     | 47.957   | 106.1 | 48.127   | 107.7              | 2:15.056 (2) | 79.13 | 23.338 | 14:55:06.778 |
| 3 -                       | 44.046   | 77.5                     | 49.019   | 108.4 | 42.729   | 169.0              | 2:15.794 (3) | 78.70 | 24.076 | 14:57:22.572 |
| 4 -                       | 35.326   | 123.8                    | 39.136   | 156.4 | 37.256   | 167.3              | 1:51.718 (1) | 95.67 |        | 14:59:14.290 |

**MCRCB BULLETIN TK406**

**2023 Bennetts British Superbike Championship - Round 5**

**2023 Pirelli National Superstock with Santander Consumer Finance**

**RACE - 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  |
|          |    |           |          |    |           |          |    |           |                         |     |    | <b>PERFECT LAP</b> | <b>1:48.910</b> |          |       |
| 1        | 4  | LINFOOT   | 34.085   | 75 | OLSEN     | 38.358   | 4  | LINFOOT   | 36.467                  | 1   | 4  | LINFOOT            | 1:49.035        | 1:49.129 | 0.094 |
| 2        | 34 | SEELEY    | 34.119   | 4  | LINFOOT   | 38.483   | 75 | OLSEN     | 36.476                  | 2   | 75 | OLSEN              | 1:49.044        | 1:49.104 | 0.060 |
| 3        | 75 | OLSEN     | 34.210   | 34 | SEELEY    | 38.514   | 5  | KERR      | 36.546                  | 3   | 34 | SEELEY             | 1:49.350        | 1:49.419 | 0.069 |
| 4        | 19 | TALBOT    | 34.283   | 5  | KERR      | 38.517   | 3  | McCONNELL | 36.560                  | 4   | 5  | KERR               | 1:49.364        | 1:49.396 | 0.032 |
| 5        | 5  | KERR      | 34.301   | 19 | TALBOT    | 38.533   | 34 | SEELEY    | 36.717                  | 5   | 3  | McCONNELL          | 1:49.481        | 1:49.699 | 0.218 |
| 6        | 3  | McCONNELL | 34.377   | 3  | McCONNELL | 38.544   | 23 | ALLINGHAM | 36.817                  | 6   | 19 | TALBOT             | 1:49.686        | 1:49.802 | 0.116 |
| 7        | 8  | ROLLO     | 34.499   | 8  | ROLLO     | 38.774   | 77 | HARRAN    | 36.845                  | 7   | 8  | ROLLO              | 1:50.312        | 1:50.673 | 0.361 |
| 8        | 12 | HEDGER    | 34.548   | 51 | ELLIOTT   | 38.916   | 19 | TALBOT    | 36.870                  | 8   | 77 | HARRAN             | 1:50.447        | 1:50.641 | 0.194 |
| 9        | 77 | HARRAN    | 34.628   | 55 | BEECH     | 38.919   | 55 | BEECH     | 36.892                  | 9   | 55 | BEECH              | 1:50.556        | 1:50.703 | 0.147 |
| 10       | 40 | FRANCIS   | 34.634   | 18 | WINFIELD  | 38.954   | 51 | ELLIOTT   | 36.980                  | 10  | 51 | ELLIOTT            | 1:50.578        | 1:50.767 | 0.189 |
| 11       | 11 | REID      | 34.634   | 77 | HARRAN    | 38.974   | 8  | ROLLO     | 37.039                  | 11  | 12 | HEDGER             | 1:50.728        | 1:50.902 | 0.174 |
| 12       | 51 | ELLIOTT   | 34.682   | 12 | HEDGER    | 39.078   | 40 | FRANCIS   | 37.041                  | 12  | 18 | WINFIELD           | 1:50.738        | 1:50.823 | 0.085 |
| 13       | 18 | WINFIELD  | 34.714   | 40 | FRANCIS   | 39.132   | 18 | WINFIELD  | 37.070                  | 13  | 23 | ALLINGHAM          | 1:50.805        | 1:51.181 | 0.376 |
| 14       | 55 | BEECH     | 34.745   | 59 | TRUELOVE  | 39.136   | 12 | HEDGER    | 37.102                  | 14  | 40 | FRANCIS            | 1:50.807        | 1:50.880 | 0.073 |
| 15       | 23 | ALLINGHAM | 34.778   | 23 | ALLINGHAM | 39.210   | 99 | LUXTON    | 37.173                  | 15  | 11 | REID               | 1:51.300        | 1:51.415 | 0.115 |
| 16       | 96 | SMITH     | 34.788   | 24 | CUMMINS   | 39.247   | 11 | REID      | 37.225                  | 16  | 99 | LUXTON             | 1:51.391        | 1:51.763 | 0.372 |
| 17       | 99 | LUXTON    | 34.932   | 99 | LUXTON    | 39.286   | 59 | TRUELOVE  | 37.256                  | 17  | 96 | SMITH              | 1:51.476        | 1:51.931 | 0.455 |
| 18       | 24 | CUMMINS   | 34.961   | 37 | HILLIER   | 39.296   | 37 | HILLIER   | 37.283                  | 18  | 37 | HILLIER            | 1:51.546        | 1:51.773 | 0.227 |
| 19       | 37 | HILLIER   | 34.967   | 31 | COX       | 39.327   | 96 | SMITH     | 37.320                  | 19  | 24 | CUMMINS            | 1:51.589        | 1:51.852 | 0.263 |
| 20       | 31 | COX       | 35.128   | 96 | SMITH     | 39.368   | 24 | CUMMINS   | 37.381                  | 20  | 59 | TRUELOVE           | 1:51.718        | 1:51.718 | 0.000 |
| 21       | 26 | MOORE     | 35.244   | 11 | REID      | 39.441   | 31 | COX       | 37.491                  | 21  | 31 | COX                | 1:51.946        | 1:51.946 | 0.000 |
| 22       | 59 | TRUELOVE  | 35.326   | 25 | BOERBOOM  | 39.852   | 26 | MOORE     | 37.766                  | 22  | 26 | MOORE              | 1:52.869        | 1:53.043 | 0.174 |
| 23       | 25 | BOERBOOM  | 35.359   | 26 | MOORE     | 39.859   | 39 | MORGAN    | 37.903                  | 23  | 39 | MORGAN             | 1:53.208        | 1:53.417 | 0.209 |
| 24       | 27 | SYMONDS   | 35.378   | 39 | MORGAN    | 39.881   | 17 | WHELAN    | 37.921                  | 24  | 25 | BOERBOOM           | 1:53.240        | 1:53.516 | 0.276 |
| 25       | 39 | MORGAN    | 35.424   | 27 | SYMONDS   | 39.945   | 25 | BOERBOOM  | 38.029                  | 25  | 17 | WHELAN             | 1:53.498        | 1:53.843 | 0.345 |
| 26       | 17 | WHELAN    | 35.579   | 17 | WHELAN    | 39.998   | 27 | SYMONDS   | 38.183                  | 26  | 27 | SYMONDS            | 1:53.506        | 1:53.761 | 0.255 |
| 27       | 61 | ARCHER    | 35.592   | 61 | ARCHER    | 40.154   | 80 | BEY       | 38.184                  | 27  | 61 | ARCHER             | 1:53.944        | 1:54.003 | 0.059 |
| 28       | 80 | BEY       | 35.628   | 80 | BEY       | 40.169   | 61 | ARCHER    | 38.198                  | 28  | 80 | BEY                | 1:53.981        | 1:54.110 | 0.129 |
| 29       | 33 | THOMSON   | 36.149   | 33 | THOMSON   | 40.821   | 33 | THOMSON   | 38.963                  | 29  | 33 | THOMSON            | 1:55.933        | 1:56.038 | 0.105 |
| 30       | 79 | BURRILL   | 36.708   | 30 | ROOKE     | 41.360   | 30 | ROOKE     | 39.431                  | 30  | 30 | ROOKE              | 1:58.010        | 1:58.062 | 0.052 |
| 31       | 30 | ROOKE     | 37.219   | 79 | BURRILL   | 41.463   | 79 | BURRILL   | 39.858                  | 31  | 79 | BURRILL            | 1:58.029        | 1:58.475 | 0.446 |
| 32       |    |           |          |    |           |          |    |           |                         |     |    |                    |                 |          |       |
| 33       |    |           |          |    |           |          |    |           |                         |     |    |                    |                 |          |       |
| 34       |    |           |          |    |           |          |    |           |                         |     |    |                    |                 |          |       |

**MCRCB BULLETIN TK407****2023 Bennetts British Superbike Championship - Round 5****2023 Pirelli National Superstock with Santander Consumer Finance****RACE - BEST SPEEDS**

| POS | INTERMEDIATE 1 |            |       | INTERMEDIATE 2 |           |       | FINISH LINE |           |       |
|-----|----------------|------------|-------|----------------|-----------|-------|-------------|-----------|-------|
|     | NO             | NAME       | MPH   | NO             | NAME      | MPH   | NO          | NAME      | MPH   |
| 1   | 5              | KERR       | 138.6 | 5              | KERR      | 172.9 | 23          | ALLINGHAM | 171.1 |
| 2   | 3              | McCONNELL  | 138.0 | 75             | OLSEN     | 172.0 | 99          | LUXTON    | 171.1 |
| 3   | 4              | LINFOOT    | 137.2 | 4              | LINFOOT   | 171.1 | 19          | TALBOT    | 170.3 |
| 4   | 23             | ALLINGHAM  | 134.2 | 3              | McCONNELL | 169.4 | 34          | SEELEY    | 170.3 |
| 5   | 15             | OLSEN      | 133.9 | 34             | SEELEY    | 168.1 | 18          | WINFIELD  | 170.3 |
| 6   | 72             | HEDGER     | 133.1 | 37             | HILLIER   | 168.1 | 11          | REID      | 169.4 |
| 7   | 19             | TALBOT     | 132.8 | 19             | TALBOT    | 166.9 | 5           | KERR      | 169.0 |
| 8   | 34             | SEELEY     | 132.3 | 51             | ELLIOTT   | 166.9 | 77          | HARRAN    | 169.0 |
| 9   | 40             | FRANCIS    | 131.8 | 40             | FRANCIS   | 166.5 | 12          | HEDGER    | 169.0 |
| 10  | 80             | BEY        | 130.5 | 12             | HEDGER    | 165.6 | 8           | ROLLO     | 169.0 |
| 11  | 18             | WINFIELD   | 130.0 | 27             | SYMONDS   | 165.6 | 59          | TRUELOVE  | 169.0 |
| 12  | 26             | MOORE      | 130.0 | 26             | MOORE     | 165.6 | 3           | McCONNELL | 168.1 |
| 13  | 51             | ELLIOTT    | 129.8 | 99             | LUXTON    | 165.2 | 51          | ELLIOTT   | 167.7 |
| 14  | 55             | BEECH      | 129.0 | 55             | BEECH     | 164.8 | 4           | LINFOOT   | 167.3 |
| 15  | 24             | CUMMINS    | 128.8 | 25             | BOERBOOM  | 163.6 | 55          | BEECH     | 166.9 |
| 16  | 99             | LUXTON     | 128.8 | 17             | WHELAN    | 163.6 | 96          | SMITH     | 166.9 |
| 17  | 8              | ROLLO      | 128.5 | 23             | ALLINGHAM | 163.2 | 31          | COX       | 166.9 |
| 18  | 77             | HARRAN     | 127.8 | 80             | BEY       | 163.2 | 75          | OLSEN     | 166.5 |
| 19  | 27             | SYMONDS    | 127.8 | 11             | REID      | 163.2 | 37          | HILLIER   | 164.8 |
| 20  | 31             | COX        | 127.3 | 18             | WINFIELD  | 162.0 | 24          | CUMMINS   | 164.0 |
| 21  | 17             | WHELAN     | 127.3 | 24             | CUMMINS   | 161.3 | 40          | FRANCIS   | 164.0 |
| 22  | 37             | HILLIER    | 126.3 | 77             | HARRAN    | 160.9 | 25          | BOERBOOM  | 162.8 |
| 23  | 33             | THOMSON    | 126.1 | 39             | MORGAN    | 160.9 | 27          | SYMONDS   | 162.0 |
| 24  | 11             | REID       | 125.9 | 31             | COX       | 160.1 | 61          | ARCHER    | 161.7 |
| 25  | 39             | MORGAN     | 125.4 | 8              | ROLLO     | 158.2 | 79          | BURRILL   | 161.7 |
| 26  | 25             | BOERBOOM   | 125.4 | 96             | SMITH     | 158.2 | 80          | BEY       | 161.3 |
| 27  | 96             | SMITH      | 124.9 | 33             | THOMSON   | 158.2 | 39          | MORGAN    | 160.5 |
| 28  | 59             | TRUELOVE   | 123.8 | 59             | TRUELOVE  | 156.4 | 17          | WHELAN    | 159.7 |
| 29  | 61             | ARCHER     | 122.4 | 61             | ARCHER    | 152.8 | 26          | MOORE     | 159.0 |
| 30  | 79             | BURRILL    | 120.9 | 79             | BURRILL   | 152.8 | 30          | ROOKE     | 156.7 |
| 31  | 86             | LOPES-REGO | 120.9 | 30             | ROOKE     | 146.8 | 33          | THOMSON   | 154.6 |
| 32  | 30             | ROOKE      | 117.7 |                |           |       |             |           |       |
| 33  | 90             | PARKER     | 116.7 |                |           |       |             |           |       |
| 34  | 57             | WHITE      | 107.7 |                |           |       |             |           |       |



# MCRCB BULLETIN TK408

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### RACE - STATISTICS

|                        |                           |
|------------------------|---------------------------|
| Competitors Started    | 34                        |
| Planned Start          | 2023-07-09 @ 14:45:00.000 |
| Actual Start           | 2023-07-09 @ 14:50:50.253 |
| Finish Time            | 2023-07-09 @ 15:13:47.775 |
| Track Length           | 2.9689mi.                 |
| Total Laps             | 359                       |
| Total Distance Covered | 1065.8392mi.              |

#### Session Fastest Lap History

| NO | NAME            | LAP TIME | TIME OF DAY  | LAP | VEHICLE  |
|----|-----------------|----------|--------------|-----|----------|
| 4  | Dan LINFOOT     | 2:15.296 | 14:55:04.475 | 2   | Honda    |
| 34 | Alastair SEELEY | 2:14.696 | 14:55:04.654 | 2   | BMW      |
| 26 | Joe MOORE       | 2:14.557 | 14:55:08.590 | 2   | Suzuki   |
| 8  | Lewis ROLLO     | 2:14.508 | 14:55:08.706 | 2   | Aprilia  |
| 96 | Kieran SMITH    | 2:13.520 | 14:55:08.843 | 2   | Honda    |
| 25 | Jorel BOERBOOM  | 2:13.485 | 14:55:10.965 | 2   | Kawasaki |
| 39 | Max MORGAN      | 2:12.960 | 14:55:11.066 | 2   | Kawasaki |
| 33 | Connor THOMSON  | 2:12.571 | 14:55:11.185 | 2   | Kawasaki |
| 61 | Jake ARCHER     | 2:12.117 | 14:55:11.261 | 2   | Suzuki   |
| 79 | Jason BURRILL   | 2:09.601 | 14:55:11.551 | 2   | BMW      |
| 30 | Phil ROOKE      | 2:09.085 | 14:55:11.856 | 2   | Kawasaki |
| 34 | Alastair SEELEY | 1:50.310 | 14:59:11.952 | 4   | BMW      |
| 4  | Dan LINFOOT     | 1:49.864 | 15:01:02.002 | 5   | Honda    |
| 75 | Alex OLSEN      | 1:49.564 | 15:01:02.215 | 5   | Honda    |
| 4  | Dan LINFOOT     | 1:49.129 | 15:02:51.131 | 6   | Honda    |
| 75 | Alex OLSEN      | 1:49.104 | 15:08:19.865 | 9   | Honda    |

#### Session Leader History

| NO | NAME            | FROM LAP | LAPS LED | DISTANCE    | VEHICLE |
|----|-----------------|----------|----------|-------------|---------|
| 4  | Dan LINFOOT     | 1        | 3        | 8.90 miles  | Honda   |
| 34 | Alastair SEELEY | 4        | 1        | 2.96 miles  | BMW     |
| 4  | Dan LINFOOT     | 5        | 8        | 23.75 miles | Honda   |

#### Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 14:50:50.253 |
| SAFETY | 14:52:08.295 |
| GREEN  | 14:57:18.284 |
| FINISH | 15:13:47.775 |

#### Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 2     | 10         | 21:41.773  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 1     | 2          | 5:09.989   |
| FCY        | 0     | 0          | 0.000      |

# MCRCB BULLETIN TK409

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### RACE - SESSION NOTES

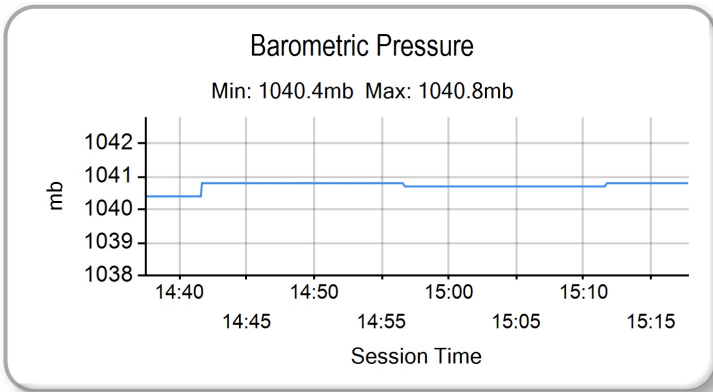
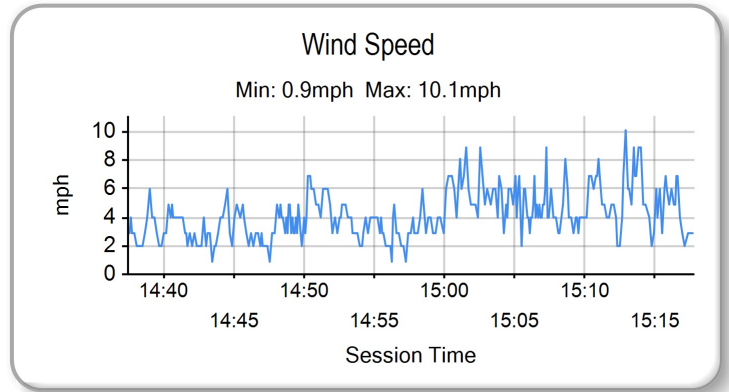
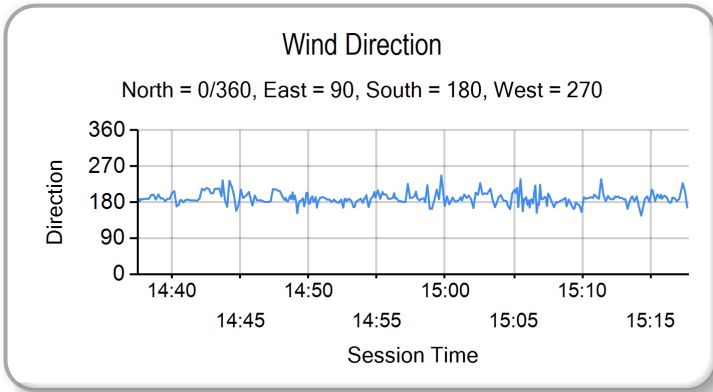
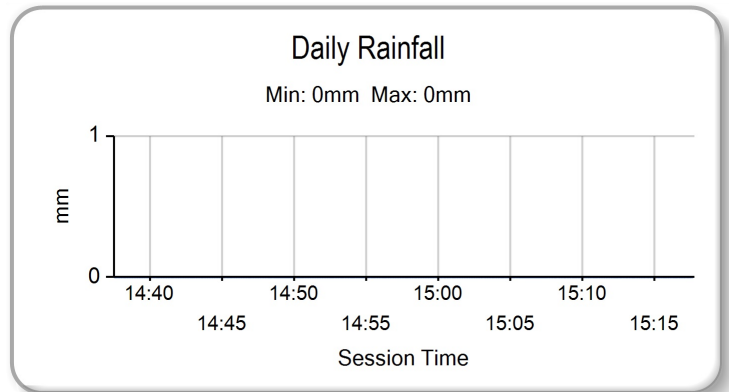
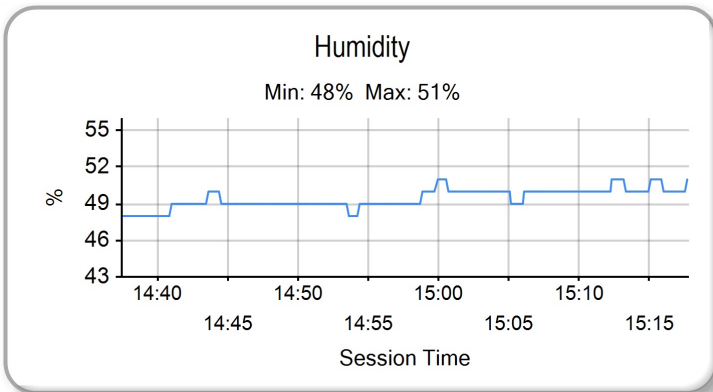
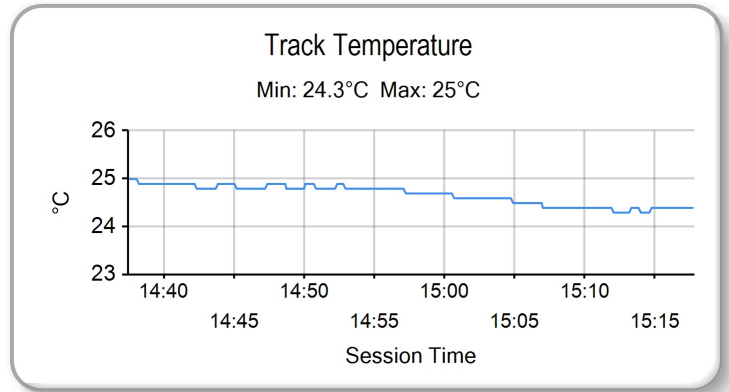
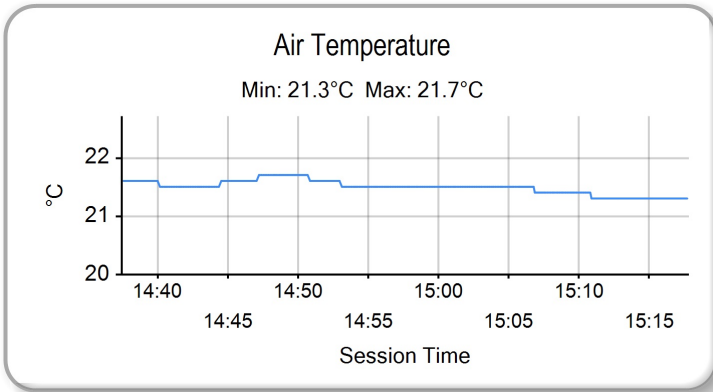
| TIME     | MESSAGE   |
|----------|---|
| 14:37:34 | PITLANE OPEN  |
| 14:43:05 | PITLANE CLOSED  |
| 14:43:12 | 5 MINUTES TO WARM UP LAP                                  |
| 14:45:00 | 3 MINUTES TO WARM UP LAP                                  |
| 14:47:15 | 1 MINUTE TO WARM UP LAP                                   |
| 14:47:34 | 30 SECONDS TO WARM UP LAP                                 |
| 14:47:48 | GREEN FLAG - WARM UP LAP                                  |
| 14:49:12 | #NO 23 UNDER INVESTIGATION - START PROCEDURE INFRINGEMENT |
| 14:50:04 | RACE START  |
| 14:51:35 | NO JUMP STARTS  |
| 14:52:10 | SAFETY CAR  |
| 14:53:21 | NO. 57, 90 & 86 FALLERS AT T4 AGOSTINI - RIDERS OK        |
| 14:55:04 | SAFETY CAR IN THIS LAP                                    |
| 14:57:14 | GREEN FLAG  |
| 14:57:59 | UPDATE: NO. 86 - RIDER TO MEDICAL CENTRE                  |
| 14:59:53 | NO. 59 FALLER AT T2 WILSON - RIDER OK                     |
| 15:01:30 | INCIDENT AT TURN 4 ON LAP 1 UNDER INVESTIGATION           |
| 15:03:31 | LONG LAP NO. 61   |
| 15:04:17 | OVERTOOK #33 BEFORE FINISH LINE DURING SAFETY CAR RESTART |
| 15:05:43 | LONG LAP NO. 8  |
| 15:06:00 | OVERTOOK #96 DURING SAFETY CAR PERIOD                     |
| 15:08:58 | NO. 11 FALLER AT T3 PALMER - RIDER OK                     |
| 15:09:00 | TWO THIRDS DISTANCE COMPLETED                             |

# MCRCB BULLETIN TK410

## 2023 Bennetts British Superbike Championship - Round 5

### 2023 Pirelli National Superstock with Santander Consumer Finance

#### RACE - WEATHER CONDITIONS



2023 Pirelli National Superstock Championship with Santander Finance  
RIDERS POINTS AFTER ROUND 7



|    |                            | TOTAL | GAP | DIFF | 1               | 2                    | 3  | 4                                 | 5                | 6         | 7                             | 8                | 9               | 10                    | 11       | 12                              | 13                       | 14                        | 15                      | 16                      | 17                  | 18              | Wins | Seconds | Thirds |
|----|----------------------------|-------|-----|------|-----------------|----------------------|--|-----------------------------------|------------------|-----------|-------------------------------|------------------|-----------------|-----------------------|----------|---------------------------------|--------------------------|---------------------------|-------------------------|-------------------------|---------------------|-----------------|------|---------|--------|
|    |                            |       |     |      | 7th - 9th April | Silverstone National | 29th April - 1st May Oulton Park International | 19th - 21st May Donington Park GP | 16th - 18th June | Knockhill | 7th - 9th July Snetterton 300 | 21st - 23rd July | Brands Hatch GP | 10 11th - 13th August | Thruxton | 26th - 28th August Cadwell Park | 13 15th - 17th September | Oulton Park International | 29th Sept - 1st October | Donington Park National | 13th - 15th October | Brands Hatch GP |      |         |        |
| 1  | Dan LINFOOT (Honda)        | 162   |     |      | 18              | 22                   | 25   | 22                                | 25               | 25        | 25                            |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 4    | 2       | 0      |
| 2  | Richard KERR (Honda)       | 141   | 21  |      | 16              | 16                   | 22   | 25                                | 22               | 22        | 18                            |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 1    | 3       | 0      |
| 3  | Joe TALBOT (Honda)         | 108   | 54  | 33   | 14              | 18                   | 18   | 18                                | 14               | 10        | 16                            |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 4  | Alex OLSEN (Honda)         | 101   | 61  | 7    | 25              | 20                   |  | 14                                | 20               |           | 22                            |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 1    | 1       | 2      |
| 5  | Franco BOURNE (Honda)      | 93    | 69  | 8    | 22              | 25                   | 20   |                                   | 10               | 16        |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 1    | 1       | 1      |
| 6  | Alistair SEELEY (BMW)      | 90    | 72  | 3    | 6               | 14                   |  | 20                                | 16               | 20        | 14                            |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 2      |
| 7  | Billy McCONNELL (Honda)    | 70    | 92  | 20   | 20              |                      |  |                                   | 12               | 18        | 20                            |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 2      |
| 8  | Lewis ROLLO (Aprilia)      | 64    | 98  | 6    | 10              |                      | 12   | 16                                | 18               | 2         | 6                             |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 9  | Luke HEDGER (Kawasaki)     | 49    | 113 | 15   |                 |                      | 16   | 5                                 | 6                | 14        | 8                             |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 10 | David ALLINGHAM (Honda)    | 44    | 118 | 5    | 5               | 8                    | 10   | 10                                | 4                | 4         | 3                             |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 11 | Joe FRANCIS (Kawasaki)     | 39    | 123 | 5    | 12              | 12                   |  | 4                                 | 5                | 6         |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 12 | Brent HARRAN (Honda)       | 35    | 127 | 4    |                 |                      |  | 12                                | 1                | 12        | 10                            |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 13 | Brayden ELLIOTT (Kawasaki) | 34    | 128 | 1    |                 | 4                    |  | 8                                 | 2                | 8         | 12                            |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 14 | Ashley BEECH (Honda)       | 30    | 132 | 4    | 2               | 3                    | 5  | 3                                 | 8                | 5         | 4                             |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 15 | Ben LUXTON (Honda)         | 27    | 135 | 3    | 8               | 10                   | 6  |                                   |                  | 3         |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 17 | Joe SHELDON-SHAW (Suzuki)  | 22    | 140 | 5    | 3               | 5                    | 14   |                                   |                  |           |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 18 | Shaun WINFIELD (Honda)     | 19    | 143 | 3    |                 |                      | 8  | 2                                 | 3                | 1         | 5                             |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 16 | Matt TRUELOVE (Honda)      | 13    | 149 | 6    | 4               | 6                    | 3  |                                   |                  |           |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 19 | Scott SWANN (Yamaha)       | 6     | 156 | 7    |                 |                      |  | 6                                 |                  |           |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 20 | Conor CUMMINS (Honda)      | 6     | 156 | 0    |                 |                      | 4  |                                   |                  |           | 2                             |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 21 | Kade VERWEY (BMW)          | 3     | 159 | 3    | 1               | 2                    |  |                                   |                  |           |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 22 | Max SYMONDS (Yamaha)       | 2     | 160 | 1    |                 |                      | 2  |                                   |                  |           |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 23 | Sam COX (BMW)              | 1     | 161 | 1    |                 | 1                    |  |                                   |                  |           |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 24 | Nathan HARRISON (Honda)    | 1     | 161 | 0    |                 |                      | 1  |                                   |                  |           |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 25 | Simon REID (Honda)         | 1     | 161 | 0    |                 |                      |  | 1                                 |                  |           |                               |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |
| 26 | James HILLIER (Yamaha)     | 1     | 161 | 0    |                 |                      |  |                                   |                  |           | 1                             |                  |                 |                       |          |                                 |                          |                           |                         |                         |                     |                 | 0    | 0       | 0      |