



# DUNLOP NATIONAL MINI CHALLENGE - SE7EN

Supported by Mini Spares

Rounds 7 & 8

Thruxton

8<sup>th</sup> / 9<sup>th</sup> June 2024



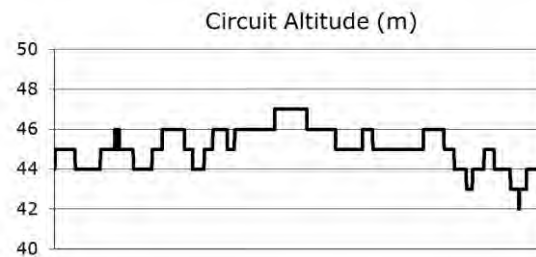
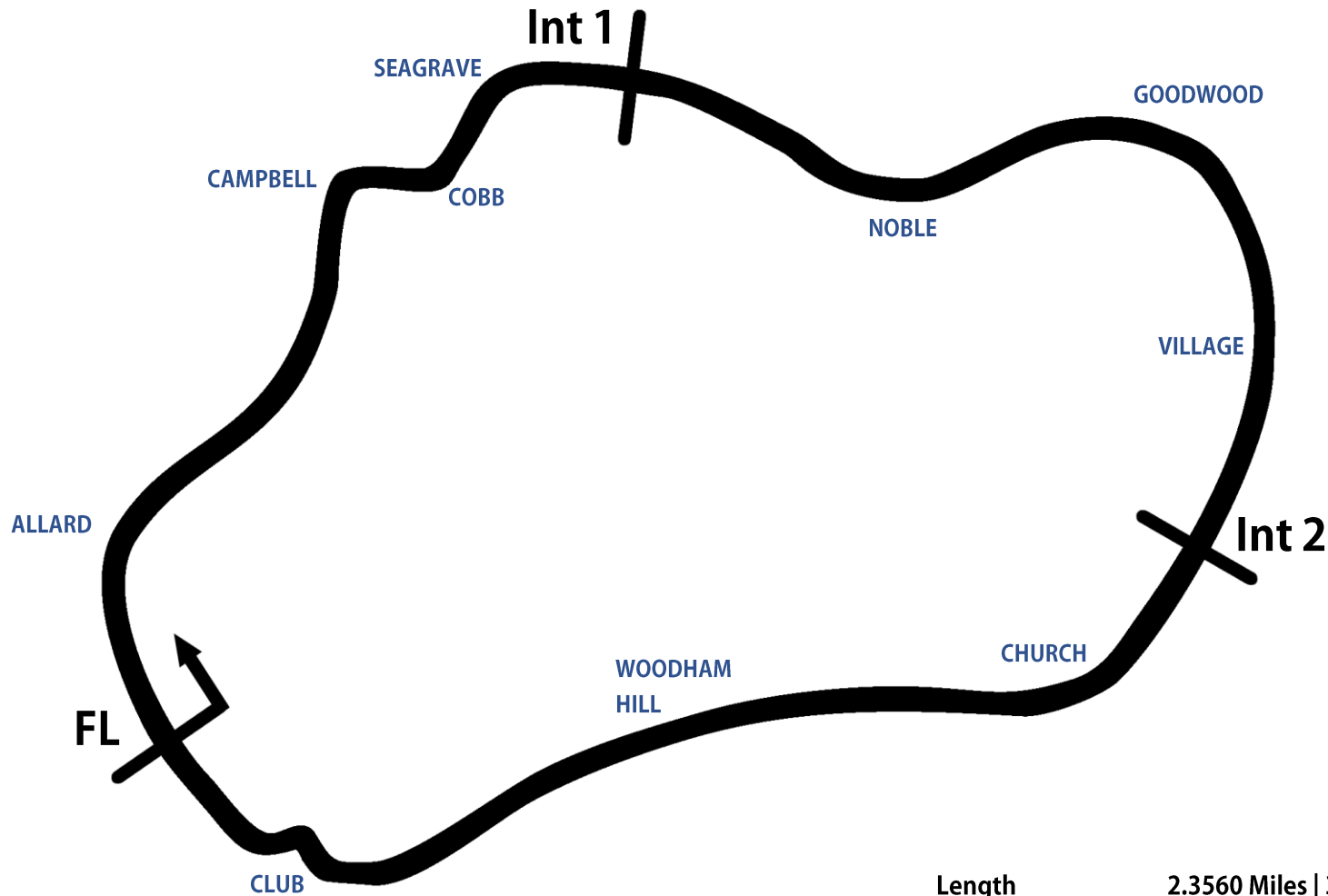
Timing & Results Provided by Timing Solutions Ltd

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



# Thruxton Circuit

Andover, Hampshire, UK



	Length	2.3560 Miles   3.791 km   3791.6 m	
FL		51.20766 N	1.60897 W
Int 1	1128m	51.21418 N	1.60062 W
Int 2	2380m	51.20983 N	1.59065 W
Pit Entry	3697m	51.20680 N	1.60788 W
Pit Exit	100m after FL	51.20844 N	1.60924 W
Pit Entry - Pit Exit	219m, 15.8s @ 50kph, 13.1s @ 60kph		



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## QUALIFYING - ROUND 7 - CLASSIFICATION - AMENDED

POS	NO	CL	PIC	NAME	NAT	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	1	7	1	Mike JORDAN	GBR	REVIVE / AUTOGLYM / MOTUL / JRT	1:35.282	4	11			89.01
2	80*	7	2	Joe THOMPSON	GBR	The Motorsports School	1:36.016	7	9	0.734	0.734	88.33
3	3	7	3	Ross BILLISON	GBR	Driver	1:36.087	5	11	0.805	0.071	88.27
4	87	7	4	Connor O'BRIEN	GBR	Driver	1:36.102	8	12	0.820	0.015	88.25
5	21	7	5	Aaron SMITH	GBR	Mini Sport	1:36.231	3	10	0.949	0.129	88.13
6	73	7	6	Spencer WANSTALL	GBR	Mini Spares	1:36.634	4	12	1.352	0.403	87.77
7	20	7	7	Darren THOMAS	GBR	Driver	1:36.671	5	11	1.389	0.037	87.73
8	29	7	8	Damien HARRINGTON	GBR	Driver	1:36.791	5	12	1.509	0.120	87.62
9	725	S	1	Frazer HACK	GBR	SMMC race engines	1:37.119	8	12	1.837	0.328	87.33
10	796	S	2	Michael WINKWORTH	GBR	Fusion Graphics	1:37.308	3	9	2.026	0.189	87.16
11	93	7	9	Paul WOODBRIDGE	GBR	Driver	1:37.672	5	10	2.390	0.364	86.83
12	16	7	10	Andrew KING	GBR	Increation Shopfitting	1:37.783	9	10	2.501	0.111	86.73
13	700	S	3	Matthew AYRES	GBR	Driver	1:38.003	10	12	2.721	0.220	86.54
14	746	S	4	Oliver BIRKETT	MON	Driver	1:38.035	7	10	2.753	0.032	86.51
15	713	S	5	Lee POOLMAN	GBR	Apex Car Transport and Storage	1:38.289	6	12	3.007	0.254	86.29
16	777	S	6	Dave REES	GBR	B.A.Perkins, Pea Green Physio, Iconic	1:38.370	6	11	3.088	0.081	86.22
17	789	S	7	Arnold DUNCAN	GBR	Kent Automotive Developments	1:38.422	10	12	3.140	0.052	86.17
18	701	S	8	Jonathon PAGE	GBR	Driver	1:38.425	6	11	3.143	0.003	86.17
19	70	7	11	Lewis SAUNDERS	GBR	Unit 70 Racing with Pitstop	1:38.563	3	5	3.281	0.138	86.05
20	38	7	12	Steven HOPPER	GBR	D&P Motors/Roonspeed	1:38.765	3	11	3.483	0.202	85.87
21	711	S	9	Giles PAGE	GBR	Driver	1:39.042	8	11	3.760	0.277	85.63
22	771	S	10	Bradley JORDAN	GBR	REVIVE / AUTOGLYM / MOTUL / JRT	1:39.257	7	12	3.975	0.215	85.45
23	765*	S	11	Callum PERFECT	GBR	Motor Parts Direct	1:39.278	3	10	3.996	0.021	85.43
24	704	S	12	Chris PRIOR	GBR	Hassell Vintage Coachworks/ SMG Motorspo	1:39.734	4	11	4.452	0.456	85.04
25	744	S	13	Ben SEYFRIED	GBR	Driver	1:39.776	3	3	4.494	0.042	85.00
26	736	S	14	Bertie WOOLLARD	GBR	Driver	1:39.790	7	11	4.508	0.014	84.99
27	723	S	15	Andrew HACK	GBR	SMMC Race engines	1:40.467	2	8	5.185	0.677	84.42
28	707	S	16	Matthew PAGE	GBR	Driver	1:40.977	4	6	5.695	0.510	83.99
29	14	7	13	Jamie PAYNE	GBR	Roonspeed/Marks Minis/CMES	1:41.041	10	10	5.759	0.064	83.94
30	715	S	17	Andrew PAGE	GBR	Driver	1:41.454	10	11	6.172	0.413	83.60
31	788	S	18	Rob PERRY	GBR	Driver	1:41.511	8	11	6.229	0.057	83.55
32	742	S	19	Ben BUTLER	GBR	Driver	1:41.857	4	8	6.575	0.346	83.26
33	778	S	20	Kate FRASER KER	GBR	Driver	1:43.603	4	10	8.321	1.746	81.86
34	57	7	14	Philip GILLIBRAND	GBR	Driver	1:44.476	9	11	9.194	0.873	81.18
35	37	7	15	Gareth HUNT	GBR	Driver			0			
DQ	797	S		Jack VANNER	GBR	Driver						

### Comments:

\* Car 797 Disqualified from Results - Technical infringement.  
No. 80, 765 - 1 Lap time disallowed; exceeding track limits.

Weather / Track : Cloudy / Dry

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

Date: 08/06/2024 Start: 10:31 Finish: 10:51

Thrupton: 2.3560 miles

Clerk Of Course: <i>Luke Caudle</i>	Stewards:	Timekeeper: <i>Craig Smith</i>	
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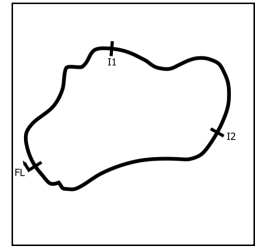
Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 13:12 Saturday, 08 June 2024



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## QUALIFYING - ROUND 7 - SECTOR ANALYSIS



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

P1		1 7		Mike JORDAN			REVIVE / AUTOGLYM / MOTUL / JRT			
IDEAL LAP TIME : 1:35.172		BEST LAP TIME : 1:35.282			DIFFERENCE : 0.110					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	85.0	26.222	101.9	41.120	81.1			10:33:19.347	
2 -	31.948	<b>86.5</b>	<b>25.444</b>	102.2	38.046	80.2	1:35.438 (2)	88.87	0.156	10:34:54.785
3 -	36.987	81.1	29.210	87.8	42.449	<b>81.5</b>	1:48.646	78.06	13.364	10:36:43.431
4 -	<b>31.779</b>	85.9	25.554	101.3	<b>37.949</b>	80.9	<b>1:35.282 (1)</b>	<b>89.01</b>		<b>10:38:18.713</b>
5 -	33.808	79.7	29.354	91.5	43.418	80.6	1:46.580	79.57	11.298	10:40:05.293
6 -	32.382	85.2	34.688	62.5	42.018	80.7	1:49.088	77.75	13.806	10:41:54.381
7 -	32.291	84.7	25.799	100.0	39.341	81.2	1:37.431	87.05	2.149	10:43:31.812
8 -	31.823	86.0	26.284	100.1	IN PIT		1:38.645 P	85.98	3.363	10:45:10.457
9 -	OUTLAP	85.5	25.559	<b>103.2</b>	IN PIT		3:28.539 P	40.67	1:53.257	10:48:38.996
10 -	OUTLAP	84.8	25.778	100.0	38.913	80.7	2:01.028	70.07	25.746	10:50:40.024
11 -	32.188	85.1	25.713	100.6	38.702	80.3	1:36.603 (3)	87.79	1.321	10:52:16.627

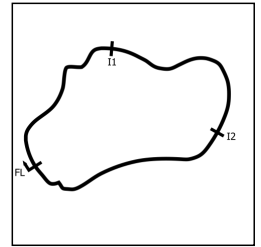
P2		80 7		Joe THOMPSON			The Motorsports School			
IDEAL LAP TIME : 1:36.016		BEST LAP TIME : 1:36.016			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	80.3	27.059	95.8	40.981	78.9			10:33:34.175	
2 -	32.214	82.8	26.064	98.8	38.892	80.5	1:37.170 (3)	87.28	1.154	10:35:11.345
3 -	32.065	83.6	26.041	98.9	38.934	79.7	1:37.040 (2)	87.40	1.024	10:36:48.385
4 -	32.165	83.5	25.965	100.0	39.369	77.3	1:37.499 D	86.99	1.483	10:38:25.884
5 -	32.423	83.3	26.141	99.1	41.744	79.9	1:40.308	84.55	4.292	10:40:06.192
6 -	<b>32.000</b>	85.2	34.505	60.6	42.294	<b>80.8</b>	1:48.799	77.95	12.783	10:41:54.991
7 -	<b>32.000</b>	<b>85.5</b>	<b>25.746</b>	<b>100.9</b>	<b>38.270</b>	79.7	<b>1:36.016 (1)</b>	<b>88.33</b>		<b>10:43:31.007</b>
8 -	32.287	83.9	26.166	99.1	40.474	79.8	1:38.927	85.73	2.911	10:45:09.934
9 -	33.451	75.3	30.163	85.8	IN PIT		1:46.081 P	79.95	10.065	10:46:56.015

P3		3 7		Ross BILLISON			Driver			
IDEAL LAP TIME : 1:35.772		BEST LAP TIME : 1:36.087			DIFFERENCE : 0.315					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	83.8	28.119	92.5	42.515	78.4			10:33:18.887	
2 -	32.860	85.9	<b>25.637</b>	98.3	39.378	79.9	1:37.875	86.65	1.788	10:34:56.762
3 -	32.252	84.8	25.687	101.5	38.844	79.5	1:36.783 (3)	87.63	0.696	10:36:33.545
4 -	32.522	<b>86.1</b>	25.935	101.8	39.994	81.4	1:38.451	86.15	2.364	10:38:11.996
5 -	32.199	85.0	25.828	98.2	<b>38.060</b>	<b>81.5</b>	<b>1:36.087 (1)</b>	<b>88.27</b>		<b>10:39:48.083</b>
6 -	33.914	83.5	26.300	96.0	IN PIT		1:41.025 P	83.95	4.938	10:41:29.108
7 -	OUTLAP	84.2	26.167	96.4	41.175	79.8	3:04.602	45.94	1:28.515	10:44:33.710
8 -	32.266	83.7	25.975	98.5	45.007	67.1	1:43.248	82.14	7.161	10:46:16.958
9 -	38.379	77.4	29.610	93.9	IN PIT		1:51.962 P	75.75	15.875	10:48:08.920
10 -	OUTLAP	84.6	26.178	98.5	39.387	81.1	1:54.721	73.93	18.634	10:50:03.641
11 -	<b>32.075</b>	85.2	25.762	<b>102.2</b>	38.467	78.8	1:36.304 (2)	88.07	0.217	10:51:39.945

P4		87 7		Connor O'BRIEN			Driver			
IDEAL LAP TIME : 1:35.770		BEST LAP TIME : 1:36.102			DIFFERENCE : 0.332					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	63.3	34.763	82.5	49.420	80.3			10:33:50.438	
2 -	32.136	84.5	<b>25.645</b>	101.3	38.549	80.5	1:36.330	88.04	0.228	10:35:26.768
3 -	32.209	85.0	25.890	98.5	40.889	80.4	1:38.988	85.68	2.886	10:37:05.756
4 -	31.932	84.3	25.855	99.8	40.258	80.1	1:38.045	86.50	1.943	10:38:43.801
5 -	31.912	84.9	25.936	100.3	40.301	<b>80.8</b>	1:38.149	86.41	2.047	10:40:21.950
6 -	32.390	84.8	26.254	97.8	39.857	80.7	1:38.501	86.10	2.399	10:42:00.451
7 -	32.283	84.9	25.957	98.5	38.976	80.5	1:37.216	87.24	1.114	10:43:37.667
8 -	32.013	85.0	25.723	101.0	<b>38.366</b>	<b>80.8</b>	<b>1:36.102 (1)</b>	<b>88.25</b>		<b>10:45:13.769</b>
9 -	<b>31.759</b>	<b>85.3</b>	25.943	<b>101.5</b>	38.479	80.3	1:36.181 (3)	88.18	0.079	10:46:49.950
10 -	32.216	85.2	25.973	100.4	38.647	79.3	1:36.836	87.58	0.734	10:48:26.786
11 -	31.922	85.1	25.717	100.4	38.467	80.6	1:36.106 (2)	88.25	0.004	10:50:02.892
12 -	31.943	84.0	26.030	98.5	39.469	79.0	1:37.442	87.04	1.340	10:51:40.334

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## QUALIFYING - ROUND 7 - 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		21 7		Aaron SMITH			Mini Sport			
IDEAL LAP TIME : 1:36.231		BEST LAP TIME : 1:36.231			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	79.0	28.195	90.4	42.299	77.4			10:33:16.772	
2 -	32.301	84.4	26.115	98.1	42.412	79.7	1:40.828	84.11	4.597	10:34:57.600
3 -	<b>31.915</b>	<b>85.0</b>	<b>25.782</b>	<b>99.7</b>	<b>38.534</b>	<b>80.0</b>	<b>1:36.231 (1)</b>	<b>88.13</b>		<b>10:36:33.831</b>
4 -	31.968	83.6	26.014	99.1	39.923	79.1	1:37.905	86.63	1.674	10:38:11.736
5 -	32.077	84.7	25.835	99.5	39.041	79.6	1:36.953 (2)	87.48	0.722	10:39:48.689
6 -	34.211	80.0	28.419	96.2	IN PIT		1:42.520 P	82.73	6.289	10:41:31.209
7 -	OUTLAP	83.1	26.385	97.9	39.555	77.8	5:43.791	24.67	4:07.560	10:47:15.000
8 -	32.407	83.3	26.169	98.2	39.122	78.3	1:37.698	86.81	1.467	10:48:52.698
9 -	32.214	83.8	26.083	98.1	39.203	78.8	1:37.500 (3)	86.99	1.269	10:50:30.198
10 -	32.534	84.6	25.960	98.6	IN PIT		1:36.167 P	88.19		10:52:06.365

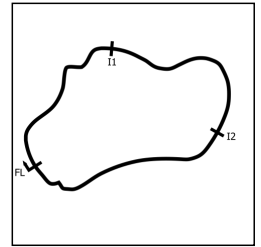
P6		73 7		Spencer WANSTALL			Mini Spares			
IDEAL LAP TIME : 1:36.217		BEST LAP TIME : 1:36.634			DIFFERENCE : 0.417					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	78.3	28.118	91.4	42.997	78.9			10:33:17.786	
2 -	32.311	84.2	25.963	99.5	39.197	80.0	1:37.471 (2)	87.01	0.837	10:34:55.257
3 -	32.744	83.4	26.207	98.2	39.934	<b>81.4</b>	1:38.885	85.77	2.251	10:36:34.142
4 -	32.465	84.2	<b>25.730</b>	<b>101.9</b>	<b>38.439</b>	80.2	<b>1:36.634 (1)</b>	<b>87.77</b>		<b>10:38:10.776</b>
5 -	32.207	85.0	25.976	98.6	40.297	80.4	1:38.480 (3)	86.12	1.846	10:39:49.256
6 -	39.956	61.6	43.076	54.6	44.541	80.3	2:07.573	66.48	30.939	10:41:56.829
7 -	32.063	<b>85.7</b>	26.227	100.0	40.364	80.5	1:38.654	85.97	2.020	10:43:35.483
8 -	32.203	84.8	26.134	97.8	41.429	79.6	1:39.766	85.01	3.132	10:45:15.249
9 -	<b>32.048</b>	84.8	26.948	91.5	41.036	80.4	1:40.032	84.78	3.398	10:46:55.281
10 -	32.600	84.4	26.102	99.8	48.910	57.5	1:47.612	78.81	10.978	10:48:42.893
11 -	41.134	75.3	29.777	86.2	55.842	79.2	2:06.753	66.91	30.119	10:50:49.646
12 -	32.618	82.2	31.529	64.8	IN PIT		2:20.407 P	60.40	43.773	10:53:10.053

P7		20 7		Darren THOMAS			Driver			
IDEAL LAP TIME : 1:36.511		BEST LAP TIME : 1:36.671			DIFFERENCE : 0.160					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	83.0	26.583	97.2	40.127	80.4			10:33:21.947	
2 -	32.776	84.2	26.047	99.4	39.035	80.0	1:37.858	86.67	1.187	10:34:59.805
3 -	32.261	<b>85.2</b>	25.909	<b>100.0</b>	38.868	80.6	1:37.038 (3)	87.40	0.367	10:36:36.843
4 -	32.090	85.0	<b>25.745</b>	99.4	38.867	80.1	1:36.702 (2)	87.70	0.031	10:38:13.545
5 -	<b>32.006</b>	84.2	25.905	99.4	<b>38.760</b>	<b>81.0</b>	<b>1:36.671 (1)</b>	<b>87.73</b>		<b>10:39:50.216</b>
6 -	32.868	84.4	26.385	98.5	39.449	79.7	1:38.702	85.93	2.031	10:41:28.918
7 -	32.455	83.6	26.024	<b>100.0</b>	39.497	79.5	1:37.976	86.56	1.305	10:43:06.894
8 -	32.452	85.1	26.124	98.3	39.319	80.3	1:37.895	86.63	1.224	10:44:44.789
9 -	32.851	83.8	26.412	97.6	IN PIT		1:41.785 P	83.32	5.114	10:46:26.574
10 -	OUTLAP	79.7	26.923	97.5	40.226	78.4	3:30.000	40.38	1:53.329	10:49:56.574
11 -	32.781	83.8	26.353	97.6	40.181	78.0	1:39.315	85.40	2.644	10:51:35.889

P8		29 7		Damien HARRINGTON			Driver			
IDEAL LAP TIME : 1:36.479		BEST LAP TIME : 1:36.791			DIFFERENCE : 0.312					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	81.1	31.228	85.3	47.615	78.5			10:33:49.152	
2 -	32.576	83.4	26.034	98.6	39.400	80.4	1:38.010	86.53	1.219	10:35:27.162
3 -	33.140	83.5	25.880	<b>101.8</b>	41.078	80.0	1:40.098	84.73	3.307	10:37:07.260
4 -	32.409	82.2	25.991	99.7	38.927	80.6	1:37.327	87.14	0.536	10:38:44.587
5 -	<b>31.952</b>	<b>84.9</b>	25.894	101.0	38.945	78.7	<b>1:36.791 (1)</b>	<b>87.62</b>		<b>10:40:21.378</b>
6 -	32.735	82.8	26.001	98.6	39.015	80.3	1:37.751	86.76	0.960	10:41:59.129
7 -	32.190	83.8	26.083	98.5	38.798	80.1	1:37.071	87.37	0.280	10:43:36.200
8 -	32.184	84.2	25.876	100.6	<b>38.748</b>	78.5	1:36.808 (2)	87.61	0.017	10:45:13.008
9 -	32.270	83.7	25.897	98.8	40.261	80.5	1:38.428	86.17	1.637	10:46:51.436
10 -	32.008	84.8	25.856	100.4	39.240	78.5	1:37.104	87.34	0.313	10:48:28.540
11 -	32.362	84.3	25.786	100.0	38.754	<b>80.7</b>	1:36.902 (3)	87.52	0.111	10:50:05.442
12 -	31.966	84.3	<b>25.779</b>	100.7	39.197	78.5	1:36.942	87.49	0.151	10:51:42.384

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## QUALIFYING - ROUND 7 - 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 725 S		Frazer HACK					SMMC race engines			
IDEAL LAP TIME : 1:36.765		BEST LAP TIME : 1:37.119			DIFFERENCE : 0.354					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	80.8	28.670	87.8	44.234	78.5			10:33:53.681	
2 -	32.803	83.2	26.162	99.8	38.772	78.1	1:37.737	86.77	0.618	10:35:31.418
3 -	32.623	83.3	26.173	100.6	39.613	<b>79.9</b>	1:38.409	86.18	1.290	10:37:09.827
4 -	32.310	<b>83.8</b>	<b>25.843</b>	<b>100.7</b>	39.047	78.3	1:37.200 (2)	87.25	0.081	10:38:47.027
5 -	<b>32.288</b>	83.0	28.240	77.4	40.824	77.3	1:41.352	83.68	4.233	10:40:28.379
6 -	32.525	82.5	26.422	97.6	38.911	78.8	1:37.858	86.67	0.739	10:42:06.237
7 -	32.334	82.6	26.424	97.5	38.780	78.2	1:37.538 (3)	86.95	0.419	10:43:43.775
8 -	32.557	83.7	25.928	100.6	<b>38.634</b>	77.4	<b>1:37.119 (1)</b>	<b>87.33</b>		<b>10:45:20.894</b>
9 -	33.366	81.9	26.563	97.3	42.684	73.0	1:42.613	82.65	5.494	10:47:03.507
10 -	36.233	79.5	27.271	97.1	41.919	76.3	1:45.423	80.45	8.304	10:48:48.930
11 -	32.870	83.3	26.348	98.2	38.843	77.7	1:38.061	86.49	0.942	10:50:26.991
12 -	34.467	82.5	27.885	98.3	IN PIT		1:41.958 P	83.18	4.839	10:52:08.949

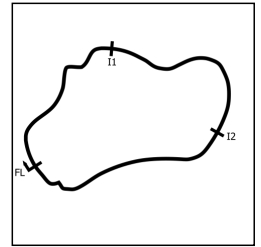
P10 796 S		Michael WINKWORTH					Fusion Graphics			
IDEAL LAP TIME : 1:37.270		BEST LAP TIME : 1:37.308			DIFFERENCE : 0.038					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	79.0	28.588	87.7	43.789	76.7			10:33:52.914	
2 -	32.922	82.4	26.555	96.4	39.612	78.3	1:39.089	85.59	1.781	10:35:32.003
3 -	32.367	<b>84.2</b>	<b>25.933</b>	<b>100.9</b>	<b>39.008</b>	77.5	<b>1:37.308 (1)</b>	<b>87.16</b>		<b>10:37:09.311</b>
4 -	32.510	83.3	26.083	99.7	39.508	<b>78.8</b>	1:38.101 (3)	86.45	0.793	10:38:47.412
5 -	<b>32.329</b>	83.5	28.184	73.2	41.681	77.9	1:42.194	82.99	4.886	10:40:29.606
6 -	32.511	83.1	26.352	98.1	39.357	78.3	1:38.220	86.35	0.912	10:42:07.826
7 -	32.520	83.0	26.309	99.4	39.123	78.5	1:37.952 (2)	86.58	0.644	10:43:45.778
8 -	32.881	82.0	26.548	96.4	39.790	77.3	1:39.219	85.48	1.911	10:45:24.997
9 -	32.906	81.5	27.671	90.0	IN PIT		1:44.469 P	81.18	7.161	10:47:09.466

P11 93 7		Paul WOODBRIDGE					Driver			
IDEAL LAP TIME : 1:37.502		BEST LAP TIME : 1:37.672			DIFFERENCE : 0.170					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	74.1	29.298	94.9	43.896	77.4			10:33:19.278	
2 -	32.905	84.0	26.029	98.6	40.073	79.0	1:39.007	85.66	1.335	10:34:58.285
3 -	<b>32.313</b>	83.9	26.147	<b>99.5</b>	39.312	78.8	1:37.772 (2)	86.74	0.100	10:36:36.057
4 -	32.488	84.9	26.338	99.2	39.298	79.7	1:38.124 (3)	86.43	0.452	10:38:14.181
5 -	32.483	<b>85.0</b>	<b>26.002</b>	98.8	<b>39.187</b>	79.4	<b>1:37.672 (1)</b>	<b>86.83</b>		<b>10:39:51.853</b>
6 -	34.265	81.0	30.363	85.5	IN PIT		1:48.784 P	77.96	11.112	10:41:40.637
7 -	OUTLAP	80.4	29.122	94.7	40.515	<b>79.8</b>	5:12.440	27.14	3:34.768	10:46:53.077
8 -	32.466	84.5	26.189	98.3	40.431	73.7	1:39.086	85.59	1.414	10:48:32.163
9 -	34.357	84.2	27.457	91.9	42.132	78.7	1:43.946	81.59	6.274	10:50:16.109
10 -	32.701	84.6	26.321	98.2	40.007	78.5	1:39.029	85.64	1.357	10:51:55.138

P12 16 7		Andrew KING					Increation Shopfitting			
IDEAL LAP TIME : 1:37.485		BEST LAP TIME : 1:37.783			DIFFERENCE : 0.298					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	64.1	34.723	87.8	46.882	78.4			10:34:13.549	
2 -	34.759	82.4	27.309	96.4	41.520	77.1	1:43.588	81.87	5.805	10:35:57.137
3 -	33.470	<b>85.4</b>	26.429	100.9	39.617	79.8	1:39.516 (3)	85.22	1.733	10:37:36.653
4 -	32.908	<b>85.4</b>	26.552	96.0	40.004	80.1	1:39.464 (2)	85.27	1.681	10:39:16.117
5 -	40.843	67.1	39.328	65.0	IN PIT		2:09.857 P	65.31	32.074	10:41:25.974
6 -	OUTLAP	83.7	26.914	96.9	40.155	79.3	3:41.663	38.26	2:03.880	10:45:07.637
7 -	33.060	85.0	26.477	95.1	40.528	79.0	1:40.065	84.76	2.282	10:46:47.702
8 -	33.376	84.9	26.467	99.5	39.885	<b>80.2</b>	1:39.728	85.04	1.945	10:48:27.430
9 -	<b>32.430</b>	84.7	26.085	98.9	<b>39.268</b>	79.8	<b>1:37.783 (1)</b>	<b>86.73</b>		<b>10:50:05.213</b>
10 -	32.748	84.9	<b>25.787</b>	<b>102.2</b>	48.328	75.2	1:46.863	79.36	9.080	10:51:52.076

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## QUALIFYING - ROUND 7 - 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 700 S		Matthew AYRES					Driver			
IDEAL LAP TIME : 1:37.707		BEST LAP TIME : 1:38.003			DIFFERENCE : 0.296					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	77.3	30.844	78.5	46.301	78.6			10:34:11.237	
2 -	32.571	82.2	26.557	95.5	39.945	77.7	1:39.073	85.60	1.070	10:35:50.310
3 -	33.989	81.4	26.662	96.2	40.071	78.2	1:40.722	84.20	2.719	10:37:31.032
4 -	32.381	81.7	26.483	<b>97.2</b>	40.375	77.8	1:39.239	85.46	1.236	10:39:10.271
5 -	32.579	80.0	27.460	96.4	39.197	77.8	1:39.236	85.46	1.233	10:40:49.507
6 -	32.525	81.4	26.515	96.5	39.845	79.2	1:38.885 (2)	85.77	0.882	10:42:28.392
7 -	33.257	82.0	<b>26.315</b>	96.2	39.415	78.3	1:38.987 (3)	85.68	0.984	10:44:07.379
8 -	32.844	81.0	26.694	95.8	39.747	77.8	1:39.285	85.42	1.282	10:45:46.664
9 -	33.285	<b>83.0</b>	26.407	96.0	40.134	79.3	1:39.826	84.96	1.823	10:47:26.490
<b>10 -</b>	<b>32.374</b>	81.7	26.611	96.8	<b>39.018</b>	77.5	<b>1:38.003 (1)</b>	<b>86.54</b>		<b>10:49:04.493</b>
11 -	33.969	81.6	26.554	96.8	39.375	78.4	1:39.898	84.90	1.895	10:50:44.391
12 -	33.415	81.6	26.528	96.6	40.362	<b>79.6</b>	1:40.305	84.55	2.302	10:52:24.696

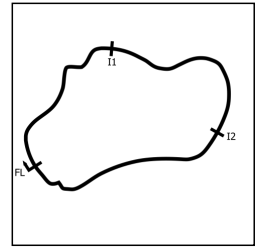
P14 746 S		Oliver BIRKETT					Driver			
IDEAL LAP TIME : 1:37.711		BEST LAP TIME : 1:38.035			DIFFERENCE : 0.324					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	<b>83.4</b>	27.357	89.0	41.599	77.6			10:33:42.318	
2 -	33.208	82.9	26.682	99.1	39.518	76.5	1:39.408	85.32	1.373	10:35:21.726
3 -	32.696	81.9	26.474	97.5	39.936	76.0	1:39.106	85.58	1.071	10:37:00.832
4 -	32.558	80.8	26.455	98.6	<b>39.073</b>	77.2	1:38.086 (2)	86.47	0.051	10:38:38.918
5 -	32.654	80.6	26.628	97.3	45.009	78.3	1:44.291	81.32	6.256	10:40:23.209
6 -	32.663	83.2	26.489	98.8	39.272	<b>78.5</b>	1:38.424 (3)	86.17	0.389	10:42:01.633
<b>7 -</b>	<b>32.387</b>	82.2	26.512	97.8	39.136	78.3	<b>1:38.035 (1)</b>	<b>86.51</b>		<b>10:43:39.668</b>
8 -	36.110	81.1	27.234	99.2	39.494	77.0	1:42.838	82.47	4.803	10:45:22.506
9 -	32.527	82.4	<b>26.251</b>	<b>99.4</b>	IN PIT		1:49.640 P	77.35	11.605	10:47:12.146
10 -	OUTLAP	80.1	26.853	97.6	IN PIT		3:29.478 P	40.48	1:51.443	10:50:41.624

P15 713 S		Lee POOLMAN					Apex Car Transport and Storage			
IDEAL LAP TIME : 1:37.701		BEST LAP TIME : 1:38.289			DIFFERENCE : 0.588					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	81.0	29.492	85.7	46.013	76.0			10:34:11.246	
2 -	32.989	82.5	27.309	93.7	40.447	77.9	1:40.745	84.18	2.456	10:35:51.991
3 -	32.890	82.2	26.194	94.6	40.405	77.9	1:39.489	85.25	1.200	10:37:31.480
4 -	32.556	82.5	<b>26.110</b>	<b>99.8</b>	40.390	78.1	1:39.056	85.62	0.767	10:39:10.536
5 -	<b>32.458</b>	81.7	27.083	95.8	39.832	77.8	1:39.373	85.35	1.084	10:40:49.909
<b>6 -</b>	32.469	82.2	26.383	98.2	39.437	77.2	<b>1:38.289 (1)</b>	<b>86.29</b>		<b>10:42:28.198</b>
7 -	32.964	81.8	26.972	96.6	39.585	<b>78.8</b>	1:39.521	85.22	1.232	10:44:07.719
8 -	32.792	<b>82.6</b>	26.748	97.5	39.795	78.4	1:39.335	85.38	1.046	10:45:47.054
9 -	32.585	82.2	26.918	96.5	39.541	77.3	1:39.044 (3)	85.63	0.755	10:47:26.098
10 -	33.067	82.5	26.542	98.5	41.092	74.1	1:40.701	84.22	2.412	10:49:06.799
11 -	32.927	82.2	26.479	97.8	39.762	77.4	1:39.168	85.52	0.879	10:50:45.967
12 -	32.821	82.2	26.408	98.1	<b>39.133</b>	77.3	1:38.362 (2)	86.22	0.073	10:52:24.329

P16 777 S		Dave REES					B.A.Perkins, Pea Green Physio, Iconic			
IDEAL LAP TIME : 1:37.855		BEST LAP TIME : 1:38.370			DIFFERENCE : 0.515					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	80.8	31.403	79.5	45.432	76.6			10:33:45.564	
2 -	33.872	<b>83.5</b>	26.552	96.4	40.314	77.2	1:40.738	84.19	2.368	10:35:26.302
3 -	33.434	83.4	26.253	98.6	40.760	78.3	1:40.447	84.43	2.077	10:37:06.749
4 -	33.211	83.3	<b>26.041</b>	<b>99.2</b>	<b>39.287</b>	<b>78.6</b>	1:38.539 (2)	86.07	0.169	10:38:45.288
5 -	<b>32.527</b>	82.5	29.551	77.0	43.619	77.5	1:45.697	80.24	7.327	10:40:30.985
<b>6 -</b>	32.660	83.3	26.370	98.6	39.340	78.3	<b>1:38.370 (1)</b>	<b>86.22</b>		<b>10:42:09.355</b>
7 -	32.845	81.4	32.483	74.8	IN PIT		1:53.311 P	74.85	14.941	10:44:02.666
8 -	OUTLAP	67.6	36.434	70.6	44.624	78.0	2:49.844	49.93	1:11.474	10:46:52.510
9 -	33.386	83.4	26.260	98.9	39.582	77.0	1:39.228 (3)	85.47	0.858	10:48:31.738
10 -	33.166	82.5	27.273	93.8	42.359	77.2	1:42.798	82.50	4.428	10:50:14.536
11 -	33.765	82.1	26.768	95.3	42.166	75.8	1:42.699	82.58	4.329	10:51:57.235

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## QUALIFYING - ROUND 7 - 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 789 S		Arnold DUNCAN					Kent Automotive Developments				
IDEAL LAP TIME : 1:37.992		BEST LAP TIME : 1:38.422					DIFFERENCE : 0.430				
LAP	SECTOR 1	SECTOR 2			SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	79.2	28.189	92.9	41.742	76.7				10:33:30.469	
2 -	33.193	82.2	26.735	96.2	40.373	77.0	1:40.301	84.56	1.879	10:35:10.770	
3 -	33.289	82.6	<b>26.350</b>	98.3	39.478	78.3	1:39.117	85.57	0.695	10:36:49.887	
4 -	<b>32.593</b>	82.2	26.621	96.9	39.863	77.4	1:39.077 (3)	85.60	0.655	10:38:28.964	
5 -	32.751	82.5	26.635	96.6	39.959	77.8	1:39.345	85.37	0.923	10:40:08.309	
6 -	32.705	82.4	32.112	64.2	42.746	79.1	1:47.563	78.85	9.141	10:41:55.872	
7 -	32.606	82.4	26.570	97.9	39.575	78.4	1:38.751 (2)	85.88	0.329	10:43:34.623	
8 -	32.890	82.4	27.215	<b>100.1</b>	<b>39.049</b>	78.6	1:39.154	85.53	0.732	10:45:13.777	
9 -	32.636	82.8	27.410	88.5	40.139	79.0	1:40.185	84.65	1.763	10:46:53.962	
10 -	32.660	83.1	26.527	98.1	39.235	<b>79.5</b>	<b>1:38.422 (1)</b>	<b>86.17</b>		<b>10:48:32.384</b>	
11 -	32.804	<b>83.9</b>	27.314	93.7	41.627	71.6	1:41.745	83.36	3.323	10:50:14.129	
12 -	35.960	83.3	26.489	94.9	42.822	67.2	1:45.271	80.56	6.849	10:51:59.400	

P18 701 S		Jonathon PAGE					Driver				
IDEAL LAP TIME : 1:38.425		BEST LAP TIME : 1:38.425					DIFFERENCE : 0.000				
LAP	SECTOR 1	SECTOR 2			SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	61.7	34.774	79.9	46.750	71.6				10:34:10.307	
2 -	37.207	58.9	33.404	79.6	44.302	78.2	1:54.913	73.80	16.488	10:36:05.220	
3 -	39.244	46.7	34.514	88.4	48.842	77.7	2:02.600	69.18	24.175	10:38:07.820	
4 -	33.234	83.1	26.422	97.3	40.195	77.6	1:39.851	84.94	1.426	10:39:47.671	
5 -	36.590	52.8	40.220	67.6	58.849	<b>78.7</b>	2:15.659	62.52	37.234	10:42:03.330	
6 -	<b>32.717</b>	83.0	<b>26.145</b>	<b>101.0</b>	<b>39.563</b>	77.7	<b>1:38.425 (1)</b>	<b>86.17</b>		<b>10:43:41.755</b>	
7 -	33.148	82.7	26.531	97.1	43.947	56.3	1:43.626	81.84	5.201	10:45:25.381	
8 -	35.572	<b>83.3</b>	26.417	98.1	40.798	78.5	1:42.787	82.51	4.362	10:47:08.168	
9 -	33.110	83.2	26.635	99.7	39.617	77.1	1:39.362 (3)	85.36	0.937	10:48:47.530	
10 -	32.921	82.8	26.509	98.1	39.800	68.1	1:39.230 (2)	85.47	0.805	10:50:26.760	
11 -	40.438	75.6	30.206	71.8	42.492	73.9	1:53.136	74.96	14.711	10:52:19.896	

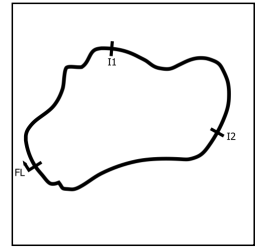
P19 70 7		Lewis SAUNDERS					Unit 70 Racing with Pitstop				
IDEAL LAP TIME : 1:38.501		BEST LAP TIME : 1:38.563					DIFFERENCE : 0.062				
LAP	SECTOR 1	SECTOR 2			SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	82.9	26.785	96.6	40.012	<b>78.2</b>				10:33:23.546	
2 -	32.920	82.6	<b>26.340</b>	<b>99.7</b>	39.537	77.3	1:38.797 (2)	85.84	0.234	10:35:02.343	
3 -	32.802	<b>83.1</b>	26.398	98.3	<b>39.363</b>	77.4	<b>1:38.563 (1)</b>	<b>86.05</b>		<b>10:36:40.906</b>	
4 -	<b>32.798</b>	81.9	26.474	97.2	40.010	75.7	1:39.282 (3)	85.42	0.719	10:38:20.188	
5 -	33.077	82.9	27.048	95.5	IN PIT		1:39.445 P	85.28	0.882	10:39:59.633	

P20 38 7		Steven HOPPER					D&P Motors/Roonspeed				
IDEAL LAP TIME : 1:38.765		BEST LAP TIME : 1:38.765					DIFFERENCE : 0.000				
LAP	SECTOR 1	SECTOR 2			SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	78.1	29.473	94.1	43.723	77.4				10:33:20.438	
2 -	32.900	83.1	26.459	96.6	40.949	<b>78.0</b>	1:40.308	84.55	1.543	10:35:00.746	
3 -	<b>32.396</b>	<b>83.3</b>	<b>26.262</b>	96.8	<b>40.107</b>	77.5	<b>1:38.765 (1)</b>	<b>85.87</b>		<b>10:36:39.511</b>	
4 -	32.977	81.7	26.584	96.4	IN PIT		1:38.706 P	85.92		10:38:18.217	
5 -	OUTLAP	82.9	29.518	77.1	46.439	76.4	3:05.217	45.79	1:26.452	10:41:23.434	
6 -	33.067	82.0	26.425	<b>99.1</b>	40.806	76.8	1:40.298 (3)	84.56	1.533	10:43:03.732	
7 -	33.158	81.0	26.863	95.8	40.903	75.4	1:40.924	84.03	2.159	10:44:44.656	
8 -	40.853	69.1	30.777	88.7	44.494	76.6	1:56.124	73.03	17.359	10:46:40.780	
9 -	33.322	82.4	26.793	96.8	40.652	77.1	1:40.767	84.17	2.002	10:48:21.547	
10 -	33.126	81.3	26.709	95.7	40.109	77.6	1:39.944 (2)	84.86	1.179	10:50:01.491	
11 -	52.796	53.0	32.305	91.1	IN PIT		2:10.536 P	64.97	31.771	10:52:12.027	



# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## QUALIFYING - ROUND 7 - 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 711 S		Giles PAGE					Driver			
IDEAL LAP TIME : 1:38.815		BEST LAP TIME : 1:39.042					DIFFERENCE : 0.227			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	80.9	29.119	90.6	45.581	76.1			10:34:12.832	
2 -	34.769	81.1	27.681	96.0	41.538	76.0	1:43.988	81.56	4.946	10:35:56.820
3 -	32.806	82.3	26.447	97.5	39.887	<b>77.2</b>	1:39.140 (2)	85.55	0.098	10:37:35.960
4 -	32.800	82.0	26.496	97.8	40.315	76.6	1:39.611	85.14	0.569	10:39:15.571
5 -	40.112	66.3	39.604	64.2	53.432	52.0	2:13.148	63.70	34.106	10:41:28.719
6 -	41.192	76.0	31.312	86.4	47.791	76.2	2:00.295	70.50	21.253	10:43:29.014
7 -	32.896	81.6	26.447	98.9	<b>39.870</b>	77.0	1:39.213 (3)	85.48	0.171	10:45:08.227
8 -	<b>32.777</b>	<b>83.3</b>	26.295	98.5	39.970	76.6	<b>1:39.042 (1)</b>	<b>85.63</b>		<b>10:46:47.269</b>
9 -	33.001	81.4	26.730	96.9	42.939	64.8	1:42.670	82.61	3.628	10:48:29.939
10 -	37.548	82.7	27.052	93.3	42.946	76.7	1:47.546	78.86	8.504	10:50:17.485
11 -	33.024	82.5	<b>26.168</b>	<b>99.5</b>	42.370	65.0	1:41.562	83.51	2.520	10:51:59.047

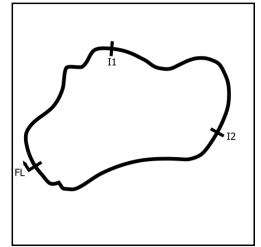
P22 797 S		Jack VANNER					Driver			
IDEAL LAP TIME : 1:38.629		BEST LAP TIME : 1:39.250					DIFFERENCE : 0.621			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	66.2	33.173	67.1	48.564	76.0			10:34:25.814	
2 -	33.504	82.8	26.751	96.2	42.168	78.5	1:42.423	82.80	3.173	10:36:08.237
3 -	35.849	72.4	32.285	84.3	44.816	77.8	1:52.950	75.09	13.700	10:38:01.187
4 -	<b>32.762</b>	82.9	26.339	97.9	40.149	<b>79.1</b>	<b>1:39.250 (1)</b>	<b>85.45</b>		<b>10:39:40.437</b>
5 -	32.940	83.3	<b>26.253</b>	99.8	42.206	78.6	1:41.399	83.64	2.149	10:41:21.836
6 -	37.182	57.9	39.938	73.3	43.708	78.3	2:00.828	70.19	21.578	10:43:22.664
7 -	33.161	<b>84.2</b>	26.895	93.5	42.088	57.1	1:42.144	83.03	2.894	10:45:04.808
8 -	37.721	83.1	26.308	97.5	<b>39.614</b>	78.2	1:43.643	81.83	4.393	10:46:48.451
9 -	32.964	83.4	26.367	<b>100.6</b>	40.770	77.2	1:40.101 (3)	84.73	0.851	10:48:28.552
10 -	33.197	83.2	26.445	96.0	40.264	78.3	1:39.906 (2)	84.89	0.656	10:50:08.458
11 -	33.080	82.9	26.402	98.2	42.212	60.6	1:41.694	83.40	2.444	10:51:50.152

P23 771 S		Bradley JORDAN					REVIVE / AUTOGLYM / MOTUL / JRT			
IDEAL LAP TIME : 1:38.929		BEST LAP TIME : 1:39.257					DIFFERENCE : 0.328			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	79.5	28.684	94.5	40.971	75.4			10:33:26.244	
2 -	33.674	81.2	26.730	96.1	40.584	74.9	1:40.988	83.98	1.731	10:35:07.232
3 -	38.342	80.9	26.650	96.9	40.279	76.0	1:45.271	80.56	6.014	10:36:52.503
4 -	<b>33.230</b>	80.9	26.721	96.9	40.178	75.4	1:40.129 (2)	84.70	0.872	10:38:32.632
5 -	33.506	80.7	26.747	96.2	41.073	73.6	1:41.326	83.70	2.069	10:40:13.958
6 -	40.352	64.5	30.624	96.1	40.982	76.8	1:51.958	75.75	12.701	10:42:05.916
7 -	33.558	81.8	<b>26.470</b>	97.9	<b>39.229</b>	<b>77.7</b>	<b>1:39.257 (1)</b>	<b>85.45</b>		<b>10:43:45.173</b>
8 -	33.509	80.2	27.535	96.2	40.010	75.3	1:41.054	83.93	1.797	10:45:26.227
9 -	<b>33.230</b>	80.4	26.751	96.9	41.183	76.1	1:41.164	83.84	1.907	10:47:07.391
10 -	33.549	81.0	26.622	<b>98.1</b>	40.500	76.4	1:40.671	84.25	1.414	10:48:48.062
11 -	33.590	81.4	27.290	97.3	39.883	75.4	1:40.763	84.17	1.506	10:50:28.825
12 -	33.788	<b>82.3</b>	27.228	97.8	39.643	76.4	1:40.659 (3)	84.26	1.402	10:52:09.484

P24 765 S		Callum PERFECT					Motor Parts Direct			
IDEAL LAP TIME : 1:39.048		BEST LAP TIME : 1:39.278					DIFFERENCE : 0.230			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	80.9	28.693	88.1	41.358	75.4			10:33:41.835	
2 -	33.416	81.4	26.908	95.1	40.454	76.1	1:40.778	84.16	1.500	10:35:22.613
3 -	<b>32.851</b>	81.2	26.717	96.2	<b>39.710</b>	77.3	<b>1:39.278 (1)</b>	<b>85.43</b>		<b>10:37:01.891</b>
4 -	32.950	79.8	26.777	96.4	39.919	76.2	1:39.646 (3)	85.11	0.368	10:38:41.537
5 -	33.065	81.6	26.874	95.8	41.300	77.1	1:41.239	83.77	1.961	10:40:22.776
6 -	32.928	80.4	26.637	96.6	39.771	<b>78.2</b>	1:39.336 (2)	85.38	0.058	10:42:02.112
7 -	32.995	80.9	26.783	96.5	40.186	77.4	1:39.964	84.84	0.686	10:43:42.076
8 -	33.424	82.0	26.570	<b>97.3</b>	39.987	75.5	<del>1:39.984</del> D	84.83	0.703	10:45:22.057
9 -	33.439	<b>82.5</b>	<b>26.487</b>	<b>97.3</b>	39.987	76.2	1:39.913	84.88	0.635	10:47:01.970
10 -	33.343	81.1	26.967	94.7	IN PIT		1:39.841 P	84.95	0.563	10:48:41.811

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## QUALIFYING - ROUND 7 - 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 704 S		Chris PRIOR					Hassell Vintage Coachworks/ SMG Motorsport			
IDEAL LAP TIME : 1:39.033		BEST LAP TIME : 1:39.734			DIFFERENCE : 0.701					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	78.9	28.096	91.5	42.691	75.9			10:33:43.926	
2 -	33.151	80.4	27.022	94.9	40.790	75.7	1:40.963 (3)	84.00	1.229	10:35:24.889
3 -	33.694	78.6	27.300	96.5	41.388	77.2	1:42.382	82.84	2.648	10:37:07.271
4 -	33.114	80.3	<b>26.658</b>	97.3	39.962	76.1	<b>1:39.734 (1)</b>	<b>85.04</b>		<b>10:38:47.005</b>
5 -	33.138	<b>81.8</b>	27.382	77.3	42.440	77.5	1:42.960	82.37	3.226	10:40:29.965
6 -	32.793	81.0	26.793	96.8	40.187	<b>77.6</b>	1:39.773 (2)	85.00	0.039	10:42:09.738
7 -	33.023	80.3	26.948	95.1	45.236	46.9	1:45.207	80.61	5.473	10:43:54.945
8 -	43.990	68.5	29.604	95.8	40.097	76.5	1:53.691	74.60	13.957	10:45:48.636
9 -	<b>32.755</b>	80.0	26.994	95.4	41.267	58.4	1:41.016	83.96	1.282	10:47:29.652
10 -	45.764	57.3	42.557	55.9	1:01.140	76.6	2:29.461	56.74	49.727	10:49:59.113
11 -	34.210	73.9	28.109	<b>97.6</b>	<b>39.620</b>	77.1	1:41.939	83.20	2.205	10:51:41.052

P26 744 S		Ben SEYFRIED					Driver			
IDEAL LAP TIME : 1:39.305		BEST LAP TIME : 1:39.776			DIFFERENCE : 0.471					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	80.6	28.350	94.1	43.340	75.4			10:33:21.099	
2 -	33.472	81.2	26.877	<b>96.9</b>	<b>39.741</b>	<b>76.9</b>	1:40.090 (2)	84.73	0.314	10:35:01.189
3 -	<b>32.863</b>	<b>82.0</b>	<b>26.701</b>	96.4	40.212	75.0	<b>1:39.776 (1)</b>	<b>85.00</b>		<b>10:36:40.965</b>

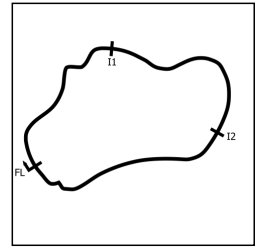
P27 736 S		Bertie WOOLLARD					Driver			
IDEAL LAP TIME : 1:39.674		BEST LAP TIME : 1:39.790			DIFFERENCE : 0.116					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	80.9	30.735	80.1	47.316	76.5			10:34:12.576	
2 -	34.077	80.2	27.695	89.3	49.064	73.3	1:50.836	76.52	11.046	10:36:03.412
3 -	37.463	65.0	36.258	91.4	40.867	76.8	1:54.588	74.01	14.798	10:37:58.000
4 -	33.464	<b>81.9</b>	<b>26.581</b>	97.5	40.288	76.1	1:40.333 (2)	84.53	0.543	10:39:38.333
5 -	33.595	81.8	26.695	95.8	41.009	76.0	1:41.299 (3)	83.72	1.509	10:41:19.632
6 -	36.743	74.2	27.533	<b>97.6</b>	41.682	77.5	1:45.958	80.04	6.168	10:43:05.590
7 -	<b>33.263</b>	80.8	26.697	95.1	<b>39.830</b>	<b>78.0</b>	<b>1:39.790 (1)</b>	<b>84.99</b>		<b>10:44:45.380</b>
8 -	33.925	81.4	26.834	95.0	43.213	64.4	1:43.972	81.57	4.182	10:46:29.352
9 -	34.511	80.3	26.733	95.4	41.348	75.9	1:42.592	82.67	2.802	10:48:11.944
10 -	35.312	70.6	30.528	92.4	41.120	76.7	1:46.960	79.29	7.170	10:49:58.904
11 -	34.906	72.7	28.165	<b>97.6</b>	40.526	73.5	1:43.597	81.87	3.807	10:51:42.501

P28 723 S		Andrew HACK					SMMC Race engines			
IDEAL LAP TIME : 1:40.467		BEST LAP TIME : 1:40.467			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	81.1	27.275	<b>96.0</b>	41.071	<b>76.6</b>			10:33:35.063	
2 -	<b>33.058</b>	<b>81.2</b>	<b>26.902</b>	95.4	<b>40.507</b>	75.8	<b>1:40.467 (1)</b>	<b>84.42</b>		<b>10:35:15.530</b>
3 -	33.312	80.6	27.049	95.5	40.677	76.2	1:41.038 (3)	83.94	0.571	10:36:56.568
4 -	33.107	79.3	27.151	95.8	40.661	75.1	1:40.919 (2)	84.04	0.452	10:38:37.487
5 -	36.655	75.1	33.111	73.2	IN PIT		1:58.707 P	71.44	18.240	10:40:36.194
6 -	OUTLAP	80.1	27.220	94.6	41.298	75.9	3:45.453	37.62	2:04.986	10:44:21.647
7 -	33.308	80.5	27.281	94.5	40.703	75.7	1:41.292	83.73	0.825	10:46:02.939
8 -	33.753	78.7	27.382	94.6	IN PIT		1:41.013 P	83.96	0.546	10:47:43.952

P29 707 S		Matthew PAGE					Driver			
IDEAL LAP TIME : 1:40.977		BEST LAP TIME : 1:40.977			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	61.1	34.978	80.6	46.935	72.5			10:34:11.197	
2 -	37.860	<b>73.7</b>	32.425	80.4	45.050	70.8	1:55.335 (2)	73.53	14.358	10:36:06.532
3 -	41.155	71.8	34.784	86.0	46.483	<b>75.7</b>	2:02.422 (3)	69.28	21.445	10:38:08.954
4 -	<b>33.774</b>	72.6	<b>27.369</b>	<b>93.5</b>	<b>39.834</b>	70.4	<b>1:40.977 (1)</b>	<b>83.99</b>		<b>10:39:49.931</b>
5 -	41.590	69.4	38.627	63.1	IN PIT		2:13.559 P	63.50	32.582	10:42:03.490
6 -	OUTLAP	36.7	1:06.862	38.6	IN PIT		12:28.455 P	11.33	10:47.478	10:54:31.945

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## QUALIFYING - ROUND 7 - 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

P30 14 7		Jamie PAYNE					Roonspeed/Marks Minis/CMES			
IDEAL LAP TIME : 1:40.542		BEST LAP TIME : 1:41.041					DIFFERENCE : 0.499			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	<b>82.7</b>	28.139	90.3	44.388	<b>77.3</b>			10:33:21.541	
2 -	34.084	80.5	<b>26.979</b>	96.0	41.284	76.7	1:42.347	82.87	1.306	10:35:03.888
3 -	33.435	80.8	27.049	95.1	40.838	76.8	1:41.322 (2)	83.70	0.281	10:36:45.210
4 -	33.436	81.1	27.317	94.1	41.015	76.6	1:41.768	83.34	0.727	10:38:26.978
5 -	33.440	81.0	27.178	94.6	41.465	77.2	1:42.083	83.08	1.042	10:40:09.061
6 -	<b>33.095</b>	81.9	31.669	60.4	44.390	77.2	1:49.154	77.70	8.113	10:41:58.215
7 -	33.787	81.3	27.089	<b>96.4</b>	<b>40.468</b>	76.6	1:41.344 (3)	83.69	0.303	10:43:39.559
8 -	38.638	79.6	28.771	95.4	IN PIT		1:49.332 P	77.57	8.291	10:45:28.891
9 -	OUTLAP	76.4	1:03.616	57.6	47.397	75.7	5:11.118	27.26	3:30.077	10:50:40.009
10 -	33.314	81.9	26.981	95.4	40.746	76.7	<b>1:41.041 (1)</b>	<b>83.94</b>		<b>10:52:21.050</b>

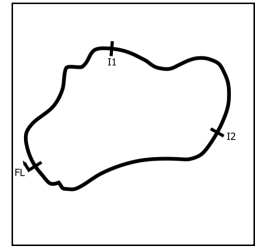
P31 715 S		Andrew PAGE					Driver			
IDEAL LAP TIME : 1:40.614		BEST LAP TIME : 1:41.454					DIFFERENCE : 0.840			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	74.1	31.714	81.8	49.301	75.3			10:34:28.015	
2 -	35.014	81.3	27.271	96.8	42.027	<b>76.9</b>	1:44.312	81.31	2.858	10:36:12.327
3 -	34.409	<b>82.4</b>	27.834	96.5	<b>40.349</b>	76.2	1:42.592	82.67	1.138	10:37:54.919
4 -	33.750	81.3	<b>26.935</b>	93.8	41.246	76.2	1:41.931 (3)	83.20	0.477	10:39:36.850
5 -	34.033	81.6	28.134	82.6	50.502	63.6	1:52.669	75.27	11.215	10:41:29.519
6 -	37.712	69.3	31.024	84.5	43.249	76.6	1:51.985	75.73	10.531	10:43:21.504
7 -	33.571	81.3	27.401	96.0	40.566	76.6	1:41.538 (2)	83.53	0.084	10:45:03.042
8 -	33.602	81.3	28.644	93.4	41.589	62.6	1:43.835	81.68	2.381	10:46:46.877
9 -	43.463	78.9	27.060	<b>97.1</b>	42.285	75.6	1:52.808	75.18	11.354	10:48:39.685
10 -	<b>33.330</b>	81.6	27.069	92.4	41.055	76.8	<b>1:41.454 (1)</b>	<b>83.60</b>		<b>10:50:21.139</b>
11 -	34.146	75.4	28.241	96.1	42.228	75.9	1:44.615	81.07	3.161	10:52:05.754

P32 788 S		Rob PERRY					Driver			
IDEAL LAP TIME : 1:40.505		BEST LAP TIME : 1:41.511					DIFFERENCE : 1.006			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	72.4	32.650	88.3	46.651	74.8			10:34:16.054	
2 -	34.654	81.1	31.160	84.7	45.948	76.3	1:51.762	75.88	10.251	10:36:07.816
3 -	35.763	81.3	30.001	94.7	42.479	76.6	1:48.243	78.35	6.732	10:37:56.059
4 -	34.188	81.8	27.047	96.1	41.589	77.4	1:42.824	82.48	1.313	10:39:38.883
5 -	33.746	<b>82.5</b>	<b>26.478</b>	<b>98.5</b>	41.767	<b>77.4</b>	1:41.991 (3)	83.16	0.480	10:41:20.874
6 -	34.466	78.7	27.338	95.5	42.310	76.1	1:44.114	81.46	2.603	10:43:04.988
7 -	33.665	79.9	28.078	96.4	41.102	77.2	1:42.845	82.46	1.334	10:44:47.833
8 -	34.155	82.2	26.796	96.1	<b>40.560</b>	76.4	<b>1:41.511 (1)</b>	<b>83.55</b>		<b>10:46:29.344</b>
9 -	<b>33.467</b>	80.7	26.831	95.8	41.492	75.7	1:41.790 (2)	83.32	0.279	10:48:11.134
10 -	38.085	65.4	30.156	92.3	43.433	76.6	1:51.674	75.94	10.163	10:50:02.808
11 -	34.432	79.9	29.009	96.0	41.244	74.7	1:44.685	81.02	3.174	10:51:47.493

P33 742 S		Ben BUTLER					Driver			
IDEAL LAP TIME : 1:41.752		BEST LAP TIME : 1:41.857					DIFFERENCE : 0.105			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	75.4	31.747	84.8	47.139	75.7			10:34:26.403	
2 -	34.197	80.0	28.650	80.5	44.532	76.0	1:47.379	78.98	5.522	10:36:13.782
3 -	34.258	80.7	28.295	92.6	42.133	<b>76.6</b>	1:44.686	81.01	2.829	10:37:58.468
4 -	<b>33.423</b>	<b>81.7</b>	<b>26.897</b>	<b>95.0</b>	41.537	75.6	<b>1:41.857 (1)</b>	<b>83.26</b>		<b>10:39:40.325</b>
5 -	34.313	80.2	27.373	93.5	43.134	74.8	1:44.820	80.91	2.963	10:41:25.145
6 -	33.940	78.1	27.510	93.5	41.685	76.0	1:43.135 (3)	82.23	1.278	10:43:08.280
7 -	33.657	79.7	27.361	93.7	<b>41.432</b>	75.9	1:42.450 (2)	82.78	0.593	10:44:50.730
8 -	33.735	78.6	27.332	93.9	IN PIT		1:42.834 P	82.47	0.977	10:46:33.564

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## QUALIFYING - ROUND 7 - 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 778 S</b>		<b>Kate FRASER KER</b>					Driver				
IDEAL LAP TIME : 1:43.054		BEST LAP TIME : 1:43.603					DIFFERENCE : 0.549				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	76.3	32.039	83.8	49.015	73.2			10:34:29.153		
2 -	34.902	79.7	27.761	<b>95.7</b>	44.653	73.9	1:47.316	79.03	3.713	10:36:16.469	
3 -	34.409	79.7	28.906	90.4	43.663	<b>75.3</b>	1:46.978	79.28	3.375	10:38:03.447	
<b>4 -</b>	<b>34.015</b>	<b>79.9</b>	27.348	94.6	42.240	73.5	<b>1:43.603 (1)</b>	<b>81.86</b>		<b>10:39:47.050</b>	
5 -	34.977	76.6	28.898	93.9	42.260	73.4	1:46.135 <b>(3)</b>	79.91	2.532	10:41:33.185	
6 -	34.418	79.3	27.332	93.8	<b>41.932</b>	72.8	1:43.682 <b>(2)</b>	81.80	0.079	10:43:16.867	
7 -	36.276	78.0	29.651	82.8	IN PIT		1:48.002 <b>P</b>	78.53	4.399	10:45:04.869	
8 -	OUTLAP	78.3	27.378	94.2	45.046	70.4	4:03.482	34.83	2:19.879	10:49:08.351	
9 -	34.655	79.8	<b>27.107</b>	95.0	58.803	67.3	2:00.565	70.34	16.962	10:51:08.916	
10 -	35.284	79.0	27.254	94.7	IN PIT		1:54.721 <b>P</b>	73.93	11.118	10:53:03.637	

<b>P35 57 7</b>		<b>Philip GILLIBRAND</b>					Driver				
IDEAL LAP TIME : 1:42.973		BEST LAP TIME : 1:44.476					DIFFERENCE : 1.503				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	71.7	31.306	80.1	52.011	66.5			10:34:26.061		
2 -	36.959	76.4	28.391	94.7	44.336	74.6	1:49.686	77.32	5.210	10:36:15.747	
3 -	34.770	78.3	28.949	88.7	43.619	75.0	1:47.338	79.01	2.862	10:38:03.085	
4 -	<b>33.982</b>	78.7	27.351	94.6	43.151	74.0	1:44.484 <b>(2)</b>	81.17	0.008	10:39:47.569	
5 -	40.469	73.1	29.029	90.4	43.966	75.0	1:53.464	74.75	8.988	10:41:41.033	
6 -	35.219	75.3	27.836	94.3	42.375	75.4	1:45.430	80.44	0.954	10:43:26.463	
7 -	35.262	77.0	29.170	93.9	42.214	71.6	1:46.646	79.53	2.170	10:45:13.109	
8 -	36.208	<b>80.1</b>	<b>27.280</b>	<b>95.4</b>	<b>41.711</b>	<b>75.5</b>	1:45.199 <b>(3)</b>	80.62	0.723	10:46:58.308	
<b>9 -</b>	34.154	78.5	27.552	94.1	42.770	73.1	<b>1:44.476 (1)</b>	<b>81.18</b>		<b>10:48:42.784</b>	
10 -	35.102	78.0	27.918	93.0	42.662	74.8	1:45.682	80.25	1.206	10:50:28.466	
11 -	36.533	79.1	28.196	90.3	43.850	66.3	1:48.579	78.11	4.103	10:52:17.045	

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## QUALIFYING - ROUND 7 - 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>1:35.152</b>	
1	87	O'BRIEN	31.759	1	JORDAN	25.444	1	JORDAN	37.949	1	1	JORDAN	1:35.172	1:35.282	0.110
2	1	JORDAN	31.779	3	BILLISON	25.637	3	BILLISON	38.060	2	87	O'BRIEN	1:35.770	1:36.102	0.332
3	21	SMITH	31.915	87	O'BRIEN	25.645	80	THOMPSON	38.270	3	3	BILLISON	1:35.772	1:36.087	0.315
4	29	HARRINGTON	31.952	73	WANSTALL	25.730	87	O'BRIEN	38.366	4	80	THOMPSON	1:36.016	1:36.016	0.000
5	80	THOMPSON	32.000	20	THOMAS	25.745	73	WANSTALL	38.439	5	73	WANSTALL	1:36.217	1:36.634	0.417
6	20	THOMAS	32.006	80	THOMPSON	25.746	21	SMITH	38.534	6	21	SMITH	1:36.231	1:36.231	0.000
7	73	WANSTALL	32.048	29	HARRINGTON	25.779	725	HACK	38.634	7	29	HARRINGTON	1:36.479	1:36.791	0.312
8	3	BILLISON	32.075	21	SMITH	25.782	29	HARRINGTON	38.748	8	20	THOMAS	1:36.511	1:36.671	0.160
9	725	HACK	32.288	16	KING	25.787	20	THOMAS	38.760	9	725	HACK	1:36.765	1:37.119	0.354
10	93	WOODBIDGE	32.313	725	HACK	25.843	796	WINKWORTH	39.008	10	796	WINKWORTH	1:37.270	1:37.308	0.038
11	796	WINKWORTH	32.329	796	WINKWORTH	25.933	700	AYRES	39.018	11	16	KING	1:37.485	1:37.783	0.298
12	700	AYRES	32.374	93	WOODBIDGE	26.002	789	DUNCAN	39.049	12	93	WOODBIDGE	1:37.502	1:37.672	0.170
13	746	BIRKETT	32.387	777	REES	26.041	746	BIRKETT	39.073	13	713	POOLMAN	1:37.701	1:38.289	0.588
14	38	HOPPER	32.396	713	POOLMAN	26.110	713	POOLMAN	39.133	14	700	AYRES	1:37.707	1:38.003	0.296
15	16	KING	32.430	701	PAGE	26.145	93	WOODBIDGE	39.187	15	746	BIRKETT	1:37.711	1:38.035	0.324
16	713	POOLMAN	32.458	711	PAGE	26.168	771	JORDAN	39.229	16	777	REES	1:37.855	1:38.370	0.515
17	777	REES	32.527	746	BIRKETT	26.251	16	KING	39.268	17	789	DUNCAN	1:37.992	1:38.422	0.430
18	789	DUNCAN	32.593	797	VANNER	26.253	777	REES	39.287	18	701	PAGE	1:38.425	1:38.425	0.000
19	701	PAGE	32.717	38	HOPPER	26.262	70	SAUNDERS	39.363	19	70	SAUNDERS	1:38.501	1:38.563	0.062
20	704	PRIOR	32.755	700	AYRES	26.315	701	PAGE	39.563	20	797	VANNER	1:38.629	1:39.250	0.621
21	797	VANNER	32.762	70	SAUNDERS	26.340	797	VANNER	39.614	21	38	HOPPER	1:38.765	1:38.765	0.000
22	711	PAGE	32.777	789	DUNCAN	26.350	704	PRIOR	39.620	22	711	PAGE	1:38.815	1:39.042	0.227
23	70	SAUNDERS	32.798	771	JORDAN	26.470	765	PERFECT	39.710	23	771	JORDAN	1:38.929	1:39.257	0.328
24	765	PERFECT	32.851	788	PERRY	26.478	744	SEYFRIED	39.741	24	704	PRIOR	1:39.033	1:39.734	0.701
25	744	SEYFRIED	32.863	765	PERFECT	26.487	736	WOOLLARD	39.830	25	765	PERFECT	1:39.048	1:39.278	0.230
26	723	HACK	33.058	736	WOOLLARD	26.581	707	PAGE	39.834	26	744	SEYFRIED	1:39.305	1:39.776	0.471
27	14	PAYNE	33.095	704	PRIOR	26.658	711	PAGE	39.870	27	736	WOOLLARD	1:39.674	1:39.790	0.116
28	771	JORDAN	33.230	744	SEYFRIED	26.701	38	HOPPER	40.107	28	723	HACK	1:40.467	1:40.467	0.000
29	736	WOOLLARD	33.263	742	BUTLER	26.897	715	PAGE	40.349	29	788	PERRY	1:40.505	1:41.511	1.006
30	715	PAGE	33.330	723	HACK	26.902	14	PAYNE	40.468	30	14	PAYNE	1:40.542	1:41.041	0.499
31	742	BUTLER	33.423	715	PAGE	26.935	723	HACK	40.507	31	715	PAGE	1:40.614	1:41.454	0.840
32	788	PERRY	33.467	14	PAYNE	26.979	788	PERRY	40.560	32	707	PAGE	1:40.977	1:40.977	0.000
33	707	PAGE	33.774	778	FRASER KER	27.107	742	BUTLER	41.432	33	742	BUTLER	1:41.752	1:41.857	0.105
34	57	GILLIBRAND	33.982	57	GILLIBRAND	27.280	57	GILLIBRAND	41.711	34	57	GILLIBRAND	1:42.973	1:44.476	1.503
35	778	FRASER KER	34.015	707	PAGE	27.369	778	FRASER KER	41.932	35	778	FRASER KER	1:43.054	1:43.603	0.549
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## QUALIFYING - ROUND 7 - BEST SPEEDS

POS	INTERMEDIATE 1			INTERMEDIATE 2			FINISH LINE		
	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	1	JORDAN	86.5	1	JORDAN	103.2	1	JORDAN	81.5
2	3	BILLISON	86.1	3	BILLISON	102.2	3	BILLISON	81.5
3	73	WANSTALL	85.7	16	KING	102.2	73	WANSTALL	81.4
4	80	THOMPSON	85.5	73	WANSTALL	101.9	20	THOMAS	81.0
5	16	KING	85.4	29	HARRINGTON	101.8	80	THOMPSON	80.8
6	87	O'BRIEN	85.3	87	O'BRIEN	101.5	87	O'BRIEN	80.8
7	20	THOMAS	85.2	701	PAGE	101.0	29	HARRINGTON	80.7
8	21	SMITH	85.0	80	THOMPSON	100.9	16	KING	80.2
9	93	WOODBIDGE	85.0	796	WINKWORTH	100.9	21	SMITH	80.0
10	29	HARRINGTON	84.9	725	HACK	100.7	725	HACK	79.9
11	796	WINKWORTH	84.2	797	VANNER	100.6	93	WOODBIDGE	79.8
12	797	VANNER	84.2	789	DUNCAN	100.1	700	AYRES	79.6
13	789	DUNCAN	83.9	20	THOMAS	100.0	789	DUNCAN	79.5
14	725	HACK	83.8	713	POOLMAN	99.8	797	VANNER	79.1
15	777	REES	83.5	21	SMITH	99.7	796	WINKWORTH	78.8
16	746	BIRKETT	83.4	70	SAUNDERS	99.7	713	POOLMAN	78.8
17	701	PAGE	83.3	93	WOODBIDGE	99.5	701	PAGE	78.7
18	38	HOPPER	83.3	711	PAGE	99.5	777	REES	78.6
19	711	PAGE	83.3	746	BIRKETT	99.4	746	BIRKETT	78.5
20	70	SAUNDERS	83.1	777	REES	99.2	70	SAUNDERS	78.2
21	700	AYRES	83.0	38	HOPPER	99.1	765	PERFECT	78.2
22	14	PAYNE	82.7	788	PERRY	98.5	38	HOPPER	78.0
23	713	POOLMAN	82.6	771	JORDAN	98.1	736	WOOLLARD	78.0
24	765	PERFECT	82.5	704	PRIOR	97.6	771	JORDAN	77.7
25	788	PERRY	82.5	736	WOOLLARD	97.6	704	PRIOR	77.6
26	715	PAGE	82.4	765	PERFECT	97.3	788	PERRY	77.4
27	771	JORDAN	82.3	700	AYRES	97.2	14	PAYNE	77.3
28	744	SEYFRIED	82.0	715	PAGE	97.1	711	PAGE	77.2
29	736	WOOLLARD	81.9	744	SEYFRIED	96.9	744	SEYFRIED	76.9
30	704	PRIOR	81.8	14	PAYNE	96.4	715	PAGE	76.9
31	742	BUTLER	81.7	723	HACK	96.0	723	HACK	76.6
32	723	HACK	81.2	778	FRASER KER	95.7	742	BUTLER	76.6
33	57	GILLIBRAND	80.1	57	GILLIBRAND	95.4	707	PAGE	75.7
34	778	FRASER KER	79.9	742	BUTLER	95.0	57	GILLIBRAND	75.5
35	707	PAGE	73.7	707	PAGE	93.5	778	FRASER KER	75.3
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# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## QUALIFYING - ROUND 7 - STATISTICS

**Competitors Started** 36  
**Planned Start** 2024-06-08 @ 10:35:00.000  
**Actual Start** 2024-06-08 @ 10:31:15.752  
**Finish Time** 2024-06-08 @ 10:51:17.267  
**Track Length** 2.3560mi.  
**Total Laps** 357  
**Total Distance Covered** 841.0932mi.

### Session Fastest Lap History

NO	CL	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
1	7	Mike JORDAN	1:35.438	10:34:54.785	2	REVIVE / AUTOGLYM /
1	7	Mike JORDAN	1:35.282	10:38:18.713	4	REVIVE / AUTOGLYM /

### Flag History

TYPE	TIME OF DAY
GREEN	10:31:15.752
FINISH	10:51:17.267

### Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	1	12	23:20.177
Red	0	0	0.000
Safety Car	0	0	0.000
FCY	0	0	0.000

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## QUALIFYING - ROUND 7 - STATISTICS

CLASS : 7

15 Starters

### Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
1	Mike JORDAN	1:35.438	10:34:54.785	2	REVIVE / AUTOGLYM / MOTUL / JRT
1	Mike JORDAN	1:35.282	10:38:18.713	4	REVIVE / AUTOGLYM / MOTUL / JRT



# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## QUALIFYING - ROUND 7 - STATISTICS

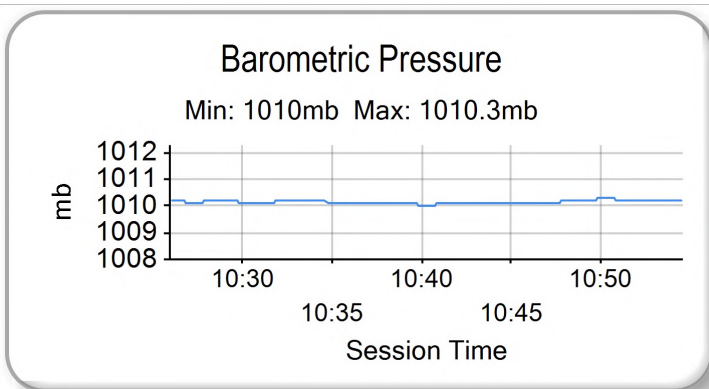
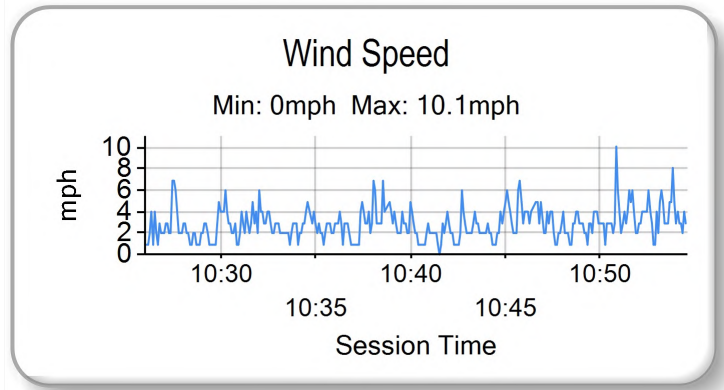
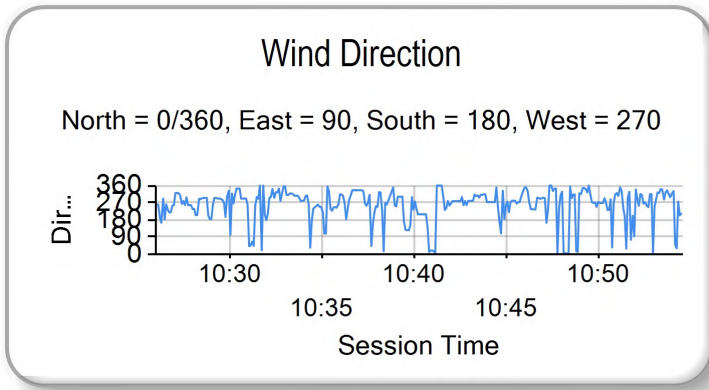
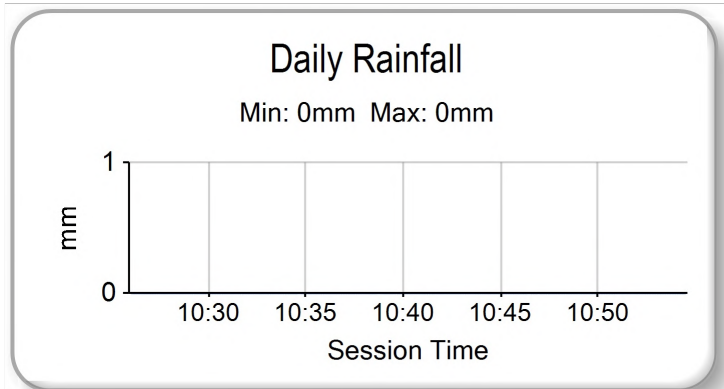
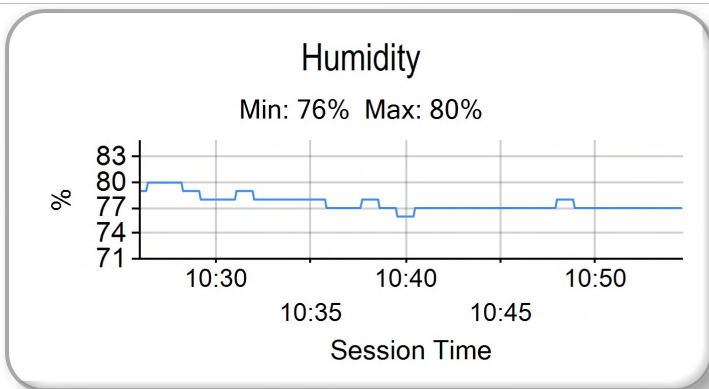
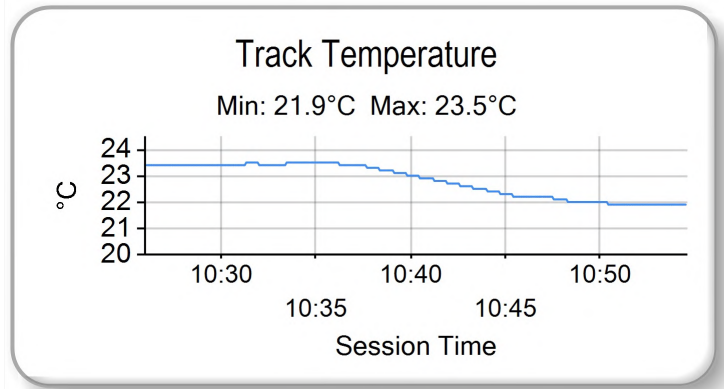
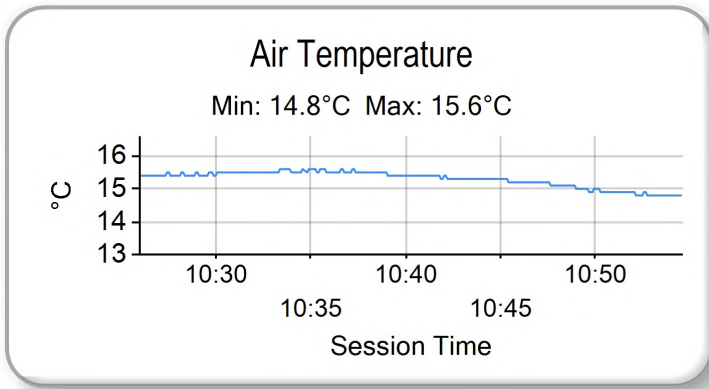
CLASS : S

21 Starters

### Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
744	Ben SEYFRIED	1:40.090	10:35:01.189	2	Driver
746	Oliver BIRKETT	1:39.408	10:35:21.726	2	Driver
725	Frazer HACK	1:37.737	10:35:31.418	2	SMMC race engines
796	Michael WINKWORTH	1:37.308	10:37:09.311	3	Fusion Graphics
725	Frazer HACK	1:37.200	10:38:47.027	4	SMMC race engines
725	Frazer HACK	1:37.119	10:45:20.894	8	SMMC race engines

**2024 The Dunlop Mini Se7en Challenge supported by Mini Spares**  
**QUALIFYING - ROUND 7 - WEATHER CONDITIONS**





# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 7 - GRID (20 minutes) - AMENDED

ROW 23	45	<b>797</b> Jack VANNER				
ROW 22						
ROW 21						
ROW 20		39	<b>742</b> 1:41.857 Ben BUTLER	40	<b>778</b> 1:43.603 Kate FRASER KER	
ROW 19	37	<b>715</b> 1:41.454 Andrew PAGE		38	<b>788</b> 1:41.511 Rob PERRY	
ROW 18		35	<b>723</b> 1:40.467 Andrew HACK		36	<b>707</b> 1:40.977 Matthew PAGE
ROW 17	33	<b>744</b> 1:39.776 Ben SEYFRIED		34	<b>736</b> 1:39.790 Bertie WOOLLARD	
ROW 16		31	<b>765</b> 1:39.278 Callum PERFECT		32	<b>704</b> 1:39.734 Chris PRIOR
ROW 15	29	<b>711</b> 1:39.042 Giles PAGE		30	<b>771</b> 1:39.257 Bradley JORDAN	
ROW 14		27	<b>789</b> 1:38.422 Arnold DUNCAN		28	<b>701</b> 1:38.425 Jonathon PAGE
ROW 13	25	<b>713</b> 1:38.289 Lee POOLMAN		26	<b>777</b> 1:38.370 Dave REES	
ROW 12		23	<b>700</b> 1:38.003 Matthew AYRES		24	<b>746</b> 1:38.035 Oliver BIRKETT
ROW 11	21	<b>725</b> 1:37.119 Frazer HACK		22	<b>796</b> 1:37.308 Michael WINKWORTH	
ROW 10						
ROW 9						
ROW 8		15	<b>37</b> Gareth HUNT			
ROW 7	13	<b>14</b> 1:41.041 Jamie PAYNE		14	<b>57</b> 1:44.476 Philip GILLIBRAND	
ROW 6		11	<b>70</b> 1:38.563 Lewis SAUNDERS		12	<b>38</b> 1:38.765 Steven HOPPER
ROW 5	9	<b>93</b> 1:37.672 Paul WOODBRIDGE		10	<b>16</b> 1:37.783 Andrew KING	
ROW 4		7	<b>20</b> 1:36.671 Darren THOMAS		8	<b>29</b> 1:36.791 Damien HARRINGTON
ROW 3	5	<b>21</b> 1:36.231 Aaron SMITH		6	<b>73</b> 1:36.634 Spencer WANSTALL	
ROW 2		3	<b>3</b> 1:36.087 Ross BILLISON		4	<b>87</b> 1:36.102 Connor O'BRIEN
ROW 1	1	<b>1</b> 1:35.282 Mike JORDAN		2	<b>80</b> 1:36.016 Joe THOMPSON	

Pole



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

Thruxton: 2.3560 miles

Clerk Of Course: <i>Luke Caudle</i>	Stewards:	Timekeeper: <i>Craig Smith</i>	
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Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 13:15 Saturday, 08 June 2024





# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 7 - CLASSIFICATION

Race Distance: 12 Laps / 28.27 miles

POS	NO	CL	PIC	NAME	NAT	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON	GRD	↑↓
1	1	7	1	Mike JORDAN	GBR	REVIVE / AUTOGLYM / MOTUL / JRT	12	21:12.924			79.95	1:36.473	7	1	0
2	80	7	2	Joe THOMPSON	GBR	The Motorsports School	12	21:13.166	0.242	0.242	79.94	1:35.731	7	2	0
3	3	7	3	Ross BILLISON	GBR	Driver	12	21:14.700	1.776	1.534	79.84	1:36.251	8	3	0
4	29	7	4	Damien HARRINGTON	GBR	Driver	12	21:14.997	2.073	0.297	79.82	1:35.979	3	8	4
5	21	7	5	Aaron SMITH	GBR	Mini Sport	12	21:15.134	2.210	0.137	79.81	1:36.263	7	5	0
6	73	7	6	Spencer WANSTALL	GBR	Mini Spares	12	21:17.278	4.354	2.144	79.68	1:36.359	2	6	0
7	725	S	1	Frazer HACK	GBR	SMMC race engines	12	21:32.122	19.198	14.844	78.76	1:37.062	8	16	9
8	700	S	2	Matthew AYRES	GBR	Driver	12	21:32.279	19.355	0.157	78.75	1:37.039	8	18	10
9	796	S	3	Michael WINKWORTH	GBR	Fusion Graphics	12	21:32.732	19.808	0.453	78.73	1:37.873	12	17	8
10	701	S	4	Jonathon PAGE	GBR	Driver	12	21:33.123	20.199	0.391	78.70	1:38.003	10	23	13
11	70	7	7	Lewis SAUNDERS	GBR	Unit 70 Racing with Pitstop	12	21:37.291	24.367	4.168	78.45	1:38.611	7	11	0
12	789	S	5	Arnold DUNCAN	GBR	Kent Automotive Developments	12	21:38.768	25.844	1.477	78.36	1:38.595	9	22	10
13	713	S	6	Lee POOLMAN	GBR	Apex Car Transport and Storage	12	21:38.952	26.028	0.184	78.35	1:38.034	9	20	7
14	765	S	7	Callum PERFECT	GBR	Motor Parts Direct	12	21:43.095	30.171	4.143	78.10	1:38.502	9	26	12
15	704	S	8	Chris PRIOR	GBR	Hassell Vintage Coachworks/ SMG Moti	12	21:43.199	30.275	0.104	78.09	1:39.161	11	27	12
16	711	S	9	Giles PAGE	GBR	Driver	12	21:43.273	30.349	0.074	78.09	1:38.768	2	24	8
17	707	S	10	Matthew PAGE	GBR	Driver	12	21:43.582	30.658	0.309	78.07	1:38.001	7	31	14
18	746*	S	11	Oliver BIRKETT	MON	Driver	12	21:44.358	31.434	0.776	78.03	1:38.011	10	19	1
19	736	S	12	Bertie WOOLLARD	GBR	Driver	12	21:53.414	40.490	9.056	77.49	1:39.752	3	29	10
20	797	S	13	Jack VANNER	GBR	Driver	12	21:53.533	40.609	0.119	77.48	1:38.792	2	36	16
21	771	S	14	Bradley JORDAN	GBR	REVIVE / AUTOGLYM / MOTUL / JRT	12	21:53.760	40.836	0.227	77.47	1:39.644	2	25	4
22	777	S	15	Dave REES	GBR	B.A.Perkins, Pea Green Physio, Iconic	12	21:56.653	43.729	2.893	77.30	1:39.722	7	21	-1
23	14	7	8	Jamie PAYNE	GBR	Roonspeed/Marks Minis/CMES	12	21:56.835	43.911	0.182	77.29	1:39.172	2	13	-10
24	57	7	9	Philip GILLIBRAND	GBR	Driver	12	22:01.368	48.444	4.533	77.02	1:42.723	10	14	-10
25	788	S	16	Rob PERRY	GBR	Driver	12	22:02.805	49.881	1.437	76.94	1:40.366	10	33	8
26	715	S	17	Andrew PAGE	GBR	Driver	12	22:03.123	50.199	0.318	76.92	1:39.838	2	32	6
27	778	S	18	Kate FRASER KER	GBR	Driver	12	22:25.173	1:12.249	22.050	75.66	1:43.418	2	35	8
28	38	7	10	Steven HOPPER	GBR	D&P Motors/Roonspeed	12	22:42.626	1:29.702	17.453	74.69	1:39.442	2	12	-16

### NOT CLASSIFIED

DNF	87	7		Connor O'BRIEN	GBR	Driver	8	14:46.206	4 Laps	4 Laps	76.56	1:35.897	7	4	
DNF	742	S		Ben BUTLER	GBR	Driver	8	15:13.291	4 Laps	27.085	74.29	1:40.564	2	34	
DNF	93	7		Paul WOODBRIDGE	GBR	Driver	7	13:13.367	5 Laps	1 Lap	74.83	1:38.190	2	9	
DNF	16	7		Andrew KING	GBR	Increation Shopfitting	7	13:13.735	5 Laps	0.368	74.79	1:37.804	7	10	
DNF	20	7		Darren THOMAS	GBR	Driver	2	3:21.335	10 Laps	5 Laps	84.25	1:36.527	2	7	

### FASTEST LAP

80	7			Joe THOMPSON	GBR	The Motorsports School	7	1:35.731			88.59 mph		142.58 kph		
700	S			Matthew AYRES	GBR	Driver	8	1:37.039			87.40 mph		140.66 kph		

#### Comments:

\*Car 746 - 10 second time penalty, out of position start.

Weather / Track : Bright / Dry

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

Date: 08/06/2024 Start: 14:52 Finish: 15:13

Thrupton: 2.3560 miles

Clerk Of Course:

*Luke Caudle*

Stewards:

Timekeeper:

*Craig Smith*



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

Printed - 15:17 Saturday, 08 June 2024



# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 7 - LAP CHART

LAP 1 @ 14:54:27.252			LAP 2 @ 14:56:03.893			LAP 3 @ 14:57:40.491			LAP 4 @ 14:59:21.889			LAP 5 @ 15:01:54.801		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
1		1:42.935	1		1:36.641	1		1:36.598	1		1:41.398	1		2:32.912
3	0.499	1:43.434	3	0.338	1:36.480	3	0.534	1:36.794	3	0.875	1:41.739	3	0.825	2:32.862
87	0.883	1:43.818	87	0.691	1:36.449	29	1.923	1:35.979	29	2.539	1:42.014	29	1.601	2:31.974
73	1.046	1:43.981	73	0.764	1:36.359	80	2.106	1:37.625	80	2.978	1:42.270	80	2.160	2:32.094
80	1.480	1:44.415	80	1.079	1:36.240	73	2.370	1:38.204	73	3.404	1:42.432	73	2.720	2:32.228
21	1.617	1:44.552	21	1.453	1:36.477	21	3.191	1:38.336	87	5.893	1:44.070	87	3.632	2:30.651
20	1.873	1:44.808	20	1.759	1:36.527	87	3.221	1:39.128	21	6.867	1:45.074	21	4.521	2:30.566
29	2.485	1:45.420	29	2.542	1:36.698	93	6.498	1:38.918	93	12.057	1:46.957	93	5.391	2:26.246
93	2.629	1:45.564	93	4.178	1:38.190	16	9.870	1:38.596	16	14.682	1:46.210	16	5.945	2:24.175
38	4.391	1:47.326	70	6.697	1:38.689	70	10.689	1:40.590	70	16.134	1:46.843	70	6.950	2:23.728
70	4.649	1:47.584	38	7.192	1:39.442	14	10.895	1:39.400	38	16.401	1:46.812 P	14	7.736	2:23.778
16	5.151	1:48.086	16	7.872	1:39.362	38	10.987	1:40.393	14	16.870	1:47.373	57	9.943	2:03.443
14	5.562	1:48.497	14	8.093	1:39.172	57	27.184	1:47.099	57	39.412	1:53.626	38	10.482	2:26.993
57	9.029	1:51.964	57	16.683	1:44.295	725	40.340	1:38.442	725	52.639	1:53.697	725	12.122	1:52.395
725	35.890	2:18.825	700	37.959	1:38.689	796	41.296	1:39.504	796	53.201	1:53.303	796	12.976	1:52.687
700	35.911	2:18.846	796	38.390	1:38.929	700	41.431	1:40.070	700	53.719	1:53.686	700	13.429	1:52.622
796	36.102	2:19.037	725	38.496	1:39.247	701	41.889	1:39.309	701	54.404	1:53.913	701	14.119	1:52.627
713	36.440	2:19.375	713	38.961	1:39.162	713	42.443	1:40.080	713	55.245	1:54.200	713	14.663	1:52.330
789	36.821	2:19.756	701	39.178	1:38.228	789	42.941	1:40.115	789	55.598	1:54.055	789	15.096	1:52.410
701	37.591	2:20.526	789	39.424	1:39.244	746	43.288	1:39.892	746	56.296	1:54.406	746	15.620	1:52.236
777	37.870	2:20.805	746	39.994	1:38.603	711	44.736	1:39.346	704	56.875	1:53.498	704	16.164	1:52.201
746	38.032	2:20.967	704	41.207	1:39.489	704	44.775	1:40.166	711	59.556	1:56.218	711	16.826	1:50.182
704	38.359	2:21.294	777	41.668	1:40.439	736	45.440	1:39.752	736	1:01.065	1:57.023	736	17.790	1:49.637
736	39.082	2:22.017	711	41.988	1:38.768	707	46.089	1:40.353	707	1:01.353	1:56.662	707	18.157	1:49.716
711	39.861	2:22.796	736	42.286	1:39.845	765	46.688	1:40.362	777	1:02.284	1:56.230	777	18.896	1:49.524
765	40.080	2:23.015	707	42.334	1:38.881	777	47.452	1:42.382	765	1:02.986	1:57.696	765	19.500	1:49.426
707	40.094	2:23.029	765	42.924	1:39.485	771	48.297	1:41.319	771	1:04.042	1:57.143	771	20.007	1:48.877
771	40.573	2:23.508	771	43.576	1:39.644	797	48.705	1:40.874	797	1:05.294	1:57.987	797	20.364	1:47.982
742	40.759	2:23.694	797	44.429	1:38.792	742	48.961	1:40.877	742	1:05.829	1:58.266	742	21.190	1:48.273
797	42.278	2:25.213	742	44.682	1:40.564	715	50.820	1:41.147	715	1:08.090	1:58.668	715	23.643	1:48.465
715	43.074	2:26.009	715	46.271	1:39.838	778	59.277	1:44.460	778	1:08.498	1:50.619	778	24.049	1:48.463
778	44.638	2:27.573	778	51.415	1:43.418	788	1:07.951	1:44.479	788	1:23.671	1:57.118	788	47.020	1:56.261
788	54.970	2:37.905	788	1:00.070	1:41.741							SC	4 Laps	2:07.487 P

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 7 - LAP CHART

LAP 6 @ 15:04:15.691			LAP 7 @ 15:05:52.164			LAP 8 @ 15:07:28.687			LAP 9 @ 15:09:06.061			LAP 10 @ 15:10:43.549		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
1		2:20.890	1		1:36.473	1		1:36.523	1		1:37.374	1		1:37.488
3	0.561	2:20.626	80	0.304	1:35.731	80	0.259	1:36.478	80	0.703	1:37.818	80	0.251	1:37.036
29	0.883	2:20.172	3	0.850	1:36.762	3	0.578	1:36.251	3	1.522	1:38.318	3	0.686	1:36.652
80	1.046	2:19.776	29	1.229	1:36.819	29	0.809	1:36.103	29	1.788	1:38.353	29	1.218	1:36.918
73	1.471	2:19.641	87	1.289	1:35.897	87	1.836	1:37.070	21	2.610	1:37.539	21	2.340	1:37.218
87	1.865	2:19.123	73	1.435	1:36.437	73	2.173	1:37.261	73	2.655	1:37.856	73	2.909	1:37.742
21	2.064	2:18.433	21	1.854	1:36.263	21	2.445	1:37.114	725	11.821	1:39.072	725	13.604	1:39.271
93	3.180	2:18.679	93	5.520	1:38.813	725	10.123	1:37.062	700	12.076	1:39.001	700	13.867	1:39.279
16	4.557	2:19.502	16	5.888	1:37.804	700	10.449	1:37.039	796	14.343	1:38.978	796	16.092	1:39.237
70	4.809	2:18.749	70	6.947	1:38.611	70	11.061	1:40.637	70	14.738	1:41.051	701	16.994	1:38.003
14	5.593	2:18.747	14	9.101	1:39.981	796	12.739	1:38.783	701	16.479	1:38.576	746	17.192	1:38.011
57	7.590	2:18.537	725	9.584	1:37.878	14	13.553	1:40.975	746	16.669	1:38.332	70	17.624	1:40.374
38	7.895	2:18.303	700	9.933	1:37.203	701	15.277	1:38.978	713	17.049	1:38.034	789	19.494	1:39.572
725	8.179	2:16.947	796	10.479	1:37.910	746	15.711	1:38.609	789	17.410	1:38.595	713	19.604	1:40.043
796	9.042	2:16.956	701	12.822	1:38.892	789	16.189	1:39.539	707	21.597	1:39.413	707	23.748	1:39.639
700	9.203	2:16.664	713	13.110	1:39.025	713	16.389	1:39.802	704	22.075	1:39.461	765	24.821	1:39.522
701	10.403	2:17.174	789	13.173	1:38.620	707	19.558	1:40.034	765	22.787	1:38.502	704	25.072	1:40.485
713	10.558	2:16.785	746	13.625	1:38.181	704	19.988	1:40.917	711	23.243	1:39.572	711	25.532	1:39.777
789	11.026	2:16.820	57	15.342	1:44.225	711	21.045	1:41.009	736	25.641	1:41.130	736	29.471	1:41.318
746	11.917	2:17.187	704	15.594	1:39.489	765	21.659	1:40.153	797	28.903	1:41.633	771	31.479	1:39.778
704	12.578	2:17.304	707	16.047	1:38.001	736	21.885	1:40.790	771	29.189	1:41.466	797	31.842	1:40.427
711	13.789	2:17.853	711	16.559	1:39.243	57	22.624	1:43.805	57	30.660	1:45.410	777	35.118	1:41.603
736	14.312	2:17.412	736	17.618	1:39.779	797	24.644	1:40.628	777	31.003	1:42.413	14	35.287	1:41.739
707	14.519	2:17.252	765	18.029	1:38.543	771	25.097	1:40.912	14	31.036	1:54.857	57	35.895	1:42.723
777	15.106	2:17.100	777	18.355	1:39.722	777	25.964	1:44.132	715	36.593	1:42.381	715	40.617	1:41.512
765	15.959	2:17.349	38	19.460	1:48.038 P	742	28.921	1:41.971 P	788	38.290	1:41.893	788	41.168	1:40.366
771	16.796	2:17.679	797	20.539	1:39.313	715	31.586	1:42.160	778	45.511	1:44.922	778	54.475	1:46.452
797	17.699	2:18.225	771	20.708	1:40.385	788	33.771	1:41.621	38	1:15.874	1:43.397	38	1:20.163	1:41.777
742	18.714	2:18.414	742	23.473	1:41.232	778	37.963	1:43.920						
715	21.279	2:18.526	715	25.949	1:41.143	38	1:09.851	2:26.914						
778	22.678	2:19.519	788	28.673	1:42.240									
788	22.906	1:56.776	778	30.566	1:44.361									

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 7 - LAP CHART

LAP 11 @ 15:12:20.375			LAP 12 @ 15:13:57.241		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
1		1:36.826	1		1:36.866
80	0.233	1:36.808	80	0.242	1:36.875
3	1.235	1:37.375	3	1.776	1:37.407
29	1.630	1:37.238	29	2.073	1:37.309
21	2.495	1:36.981	21	2.210	1:36.581
73	3.259	1:37.176	73	4.354	1:37.961
725	15.880	1:39.102	725	19.198	1:40.184
700	16.024	1:38.983	700	19.355	1:40.197
701	18.618	1:38.450	796	19.808	1:37.873
796	18.801	1:39.535	701	20.199	1:38.447
746	19.058	1:38.692	746	21.434	1:39.242
70	20.187	1:39.389	70	24.367	1:41.046
713	22.688	1:39.910	789	25.844	1:39.758
789	22.952	1:40.284	713	26.028	1:40.206
707	26.254	1:39.332	765	30.171	1:39.888
765	27.149	1:39.154	704	30.275	1:39.734
704	27.407	1:39.161	711	30.349	1:39.050
711	28.165	1:39.459	707	30.658	1:41.270
736	34.417	1:41.772	736	40.490	1:42.939
797	36.338	1:41.322	797	40.609	1:41.137
771	36.939	1:42.286	771	40.836	1:40.763
777	39.275	1:40.983	777	43.729	1:41.320
14	39.639	1:41.178	14	43.911	1:41.138
57	42.219	1:43.150	57	48.444	1:43.091
788	44.894	1:40.552	788	49.881	1:41.853
715	45.398	1:41.607	715	50.199	1:41.667
778	1:03.348	1:45.699	778	1:12.249	1:45.767
38	1:25.014	1:41.677	38	1:29.702	1:41.554

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

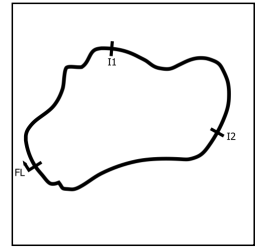
## ROUND 7 - POSITION CHART

No	Name	Lap Pos	Lap												
			1	2	3	4	5	6	7	8	9	10	11	12	13
1	JORDAN	1	1	1	1	1	1	1	1	1	1	1	1	1	1
80	THOMPSON	2	3	3	3	3	3	3	80	80	80	80	80	80	80
3	BILLISON	3	87	87	29	29	29	29	3	3	3	3	3	3	3
87	O'BRIEN	4	73	73	80	80	80	80	29	29	29	29	29	29	29
21	SMITH	5	80	80	73	73	73	73	87	87	21	21	21	21	21
73	WANSTALL	6	21	21	21	87	87	87	73	73	73	73	73	73	73
20	THOMAS	7	20	20	87	21	21	21	21	21	725	725	725	725	725
29	HARRINGTON	8	29	29	93	93	93	93	93	725	700	700	700	700	700
93	WOODBRIDGE	9	93	93	16	16	16	16	16	700	796	796	701	796	796
16	KING	10	38	70	70	70	70	70	70	70	70	701	796	701	701
70	SAUNDERS	11	70	38	14	38	14	14	14	796	701	746	746	746	746
38	HOPPER	12	16	16	38	14	57	57	725	14	746	70	70	70	70
14	PAYNE	13	14	14	57	57	38	38	700	701	713	789	713	789	789
57	GILLIBRAND	14	57	57	725	725	725	725	796	746	789	713	789	713	713
725	HACK	15	725	700	796	796	796	796	701	789	707	707	707	707	765
796	WINKWORTH	16	700	796	700	700	700	700	713	713	704	765	765	704	704
700	AYRES	17	796	725	701	701	701	701	789	707	765	704	704	711	711
746	BIRKETT	18	713	713	713	713	713	713	746	704	711	711	711	707	707
713	POOLMAN	19	789	701	789	789	789	789	57	711	736	736	736	736	736
777	REES	20	701	789	746	746	746	746	704	765	797	771	797	797	797
789	DUNCAN	21	777	746	711	704	704	704	707	736	771	797	771	771	771
701	PAGE	22	746	704	704	711	711	711	711	57	57	777	777	777	777
711	PAGE	23	704	777	736	736	736	736	736	797	777	14	14	14	14
771	JORDAN	24	736	711	707	707	707	707	765	771	14	57	57	57	57
765	PERFECT	25	711	736	765	777	777	777	777	777	715	715	788	788	788
704	PRIOR	26	765	707	777	765	765	765	38	742	788	788	715	715	715
736	WOOLLARD	27	707	765	771	771	771	771	797	715	778	778	778	778	778
707	PAGE	28	771	771	797	797	797	797	771	788	38	38	38	38	38
715	PAGE	29	742	797	742	742	742	742	742	778					
788	PERRY	30	797	742	715	715	715	715	715	38					
742	BUTLER	31	715	715	778	778	778	778	788						
778	FRASER KER	32	778	778	788	788	788	788	778						
797	VANNER	33	788	788											



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## ROUND 7 - SECTOR ANALYSIS



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

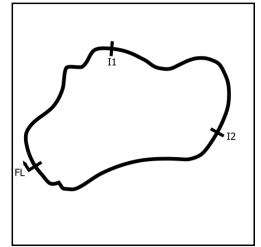
P1		1 7		Mike JORDAN			REVIVE / AUTOGLYM / MOTUL / JRT				
IDEAL LAP TIME : 1:36.147		BEST LAP TIME : 1:36.473			DIFFERENCE : 0.326						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		84.6	25.819	101.8	38.480	78.6	1:42.935	82.39	6.462	14:54:27.252	
2 -	32.269	85.2	25.760	102.1	38.612	79.0	1:36.641	87.76	0.168	14:56:03.893	
3 -	32.278	85.5	25.697	101.5	38.623	79.7	1:36.598 (3)	87.80	0.125	14:57:40.491	
4 -	32.323	85.5	25.724	102.6	43.351	60.6	1:41.398	83.64	4.925	14:59:21.889	
5 -	51.773	60.9	38.703	63.4	1:02.436	44.9	2:32.912	55.46	56.439	15:01:54.801	
6 -	46.337	61.4	37.411	70.9	57.142	79.4	2:20.890	60.20	44.417	15:04:15.691	
7 -	32.170	83.9	25.734	101.9	38.569	79.8	1:36.473 (1)	87.91		15:05:52.164	
8 -	32.175	85.1	25.738	102.1	38.610	79.3	1:36.523 (2)	87.87	0.050	15:07:28.687	
9 -	33.397	85.7	25.646	102.9	38.331	79.5	1:37.374	87.10	0.901	15:09:06.061	
10 -	33.056	85.3	25.692	102.2	38.740	79.7	1:37.488	87.00	1.015	15:10:43.549	
11 -	32.511	85.5	25.690	101.5	38.625	80.3	1:36.826	87.59	0.353	15:12:20.375	
12 -	32.580	85.3	25.688	101.5	38.598	79.4	1:36.866	87.56	0.393	15:13:57.241	

P2		80 7		Joe THOMPSON			The Motorsports School				
IDEAL LAP TIME : 1:35.650		BEST LAP TIME : 1:35.731			DIFFERENCE : 0.081						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		84.7	25.597	104.5	39.143	78.3	1:44.415	81.22	8.684	14:54:28.732	
2 -	32.474	84.8	25.524	103.5	38.242	80.0	1:36.240 (2)	88.12	0.509	14:56:04.972	
3 -	32.594	84.3	26.272	102.7	38.759	79.3	1:37.625	86.87	1.894	14:57:42.597	
4 -	32.587	83.9	26.661	93.7	43.022	69.1	1:42.270	82.93	6.539	14:59:24.867	
5 -	50.670	57.7	38.582	66.3	1:02.842	43.0	2:32.094	55.76	56.363	15:01:56.961	
6 -	46.301	59.0	37.039	75.6	56.436	81.0	2:19.776	60.68	44.045	15:04:16.737	
7 -	32.294	85.2	25.488	104.6	37.949	79.2	1:35.731 (1)	88.59		15:05:52.468	
8 -	32.213	84.8	25.615	103.7	38.650	79.0	1:36.478 (3)	87.91	0.747	15:07:28.946	
9 -	33.365	84.9	25.669	104.0	38.784	77.8	1:37.818	86.70	2.087	15:09:06.764	
10 -	32.797	84.0	25.836	102.6	38.403	78.6	1:37.036	87.40	1.305	15:10:43.800	
11 -	32.513	84.3	25.685	102.4	38.610	80.0	1:36.808	87.61	1.077	15:12:20.608	
12 -	32.518	85.1	25.710	102.6	38.647	77.6	1:36.875	87.55	1.144	15:13:57.483	

P3		3 7		Ross BILLISON			Driver				
IDEAL LAP TIME : 1:35.805		BEST LAP TIME : 1:36.251			DIFFERENCE : 0.446						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		84.8	25.830	102.2	38.608	79.0	1:43.434	81.99	7.183	14:54:27.751	
2 -	32.452	85.7	25.534	102.7	38.494	79.7	1:36.480 (2)	87.91	0.229	14:56:04.231	
3 -	32.321	86.0	25.601	103.5	38.872	80.3	1:36.794	87.62	0.543	14:57:41.025	
4 -	32.361	85.7	25.683	102.6	43.695	58.4	1:41.739	83.36	5.488	14:59:22.764	
5 -	51.502	56.4	38.606	62.0	1:02.754	43.5	2:32.862	55.48	56.611	15:01:55.626	
6 -	46.177	61.0	37.251	72.6	57.198	79.3	2:20.626	60.31	44.375	15:04:16.252	
7 -	32.222	84.8	25.635	101.0	38.905	79.6	1:36.762	87.65	0.511	15:05:53.014	
8 -	32.060	85.5	25.709	103.0	38.482	80.9	1:36.251 (1)	88.11		15:07:29.265	
9 -	33.398	85.1	25.460	103.7	39.460	78.9	1:38.318	86.26	2.067	15:09:07.583	
10 -	32.706	85.7	25.661	101.6	38.285	79.7	1:36.652 (3)	87.75	0.401	15:10:44.235	
11 -	32.896	85.2	25.691	101.9	38.788	79.1	1:37.375	87.10	1.124	15:12:21.610	
12 -	32.665	83.6	25.802	99.5	38.940	78.9	1:37.407	87.07	1.156	15:13:59.017	

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## ROUND 7 - 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

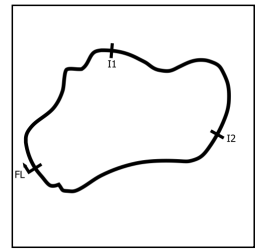
<b>P4 29 7</b>		<b>Damien HARRINGTON</b>					Driver			
IDEAL LAP TIME : 1:35.718		BEST LAP TIME : 1:35.979			DIFFERENCE : 0.261					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		83.9	25.707	102.7	39.314	78.4	1:45.420	80.45	9.441	14:54:29.737
2 -	32.756	84.8	25.815	104.0	38.127	79.2	1:36.698 (3)	87.71	0.719	14:56:06.435
3 -	<b>32.131</b>	<b>85.5</b>	25.544	102.2	38.304	78.8	<b>1:35.979 (1)</b>	<b>88.36</b>		<b>14:57:42.414</b>
4 -	32.517	83.7	26.500	94.1	42.997	68.6	1:42.014	83.14	6.035	14:59:24.428
5 -	50.609	56.6	38.745	62.4	1:02.620	41.6	2:31.974	55.80	55.995	15:01:56.402
6 -	46.207	54.9	37.488	74.5	56.477	79.7	2:20.172	60.50	44.193	15:04:16.574
7 -	32.192	85.2	25.553	103.8	39.074	78.4	1:36.819	87.60	0.840	15:05:53.393
8 -	32.489	84.0	25.517	103.4	<b>38.097</b>	79.9	1:36.103 (2)	88.25	0.124	15:07:29.496
9 -	33.511	<b>85.5</b>	<b>25.490</b>	<b>104.3</b>	39.352	74.8	1:38.353	86.23	2.374	15:09:07.849
10 -	33.032	85.1	25.620	102.7	38.266	<b>80.3</b>	1:36.918	87.51	0.939	15:10:44.767
11 -	32.902	84.7	25.578	102.9	38.758	79.6	1:37.238	87.22	1.259	15:12:22.005
12 -	32.674	84.8	25.660	102.7	38.975	79.0	1:37.309	87.16	1.330	15:13:59.314

<b>P5 21 7</b>		<b>Aaron SMITH</b>					Mini Sport			
IDEAL LAP TIME : 1:36.070		BEST LAP TIME : 1:36.263			DIFFERENCE : 0.193					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		84.3	25.673	103.2	38.914	77.0	1:44.552	81.12	8.289	14:54:28.869
2 -	32.538	<b>85.5</b>	25.636	102.6	<b>38.303</b>	79.7	1:36.477 (2)	87.91	0.214	14:56:05.346
3 -	32.418	84.7	26.431	98.8	39.487	76.7	1:38.336	86.25	2.073	14:57:43.682
4 -	32.893	83.7	27.698	79.1	44.483	71.3	1:45.074	80.72	8.811	14:59:28.756
5 -	48.858	57.5	38.564	67.9	1:03.144	41.9	2:30.566	56.33	54.303	15:01:59.322
6 -	46.727	68.9	36.773	73.5	54.933	<b>80.3</b>	2:18.433	61.26	42.170	15:04:17.755
7 -	<b>32.167</b>	84.6	<b>25.600</b>	102.9	38.496	79.7	<b>1:36.263 (1)</b>	<b>88.10</b>		<b>15:05:54.018</b>
8 -	32.447	84.9	25.793	99.1	38.874	80.0	1:37.114	87.33	0.851	15:07:31.132
9 -	33.234	84.3	25.723	<b>103.4</b>	38.582	76.6	1:37.539	86.95	1.276	15:09:08.671
10 -	32.945	84.2	25.834	102.1	38.439	79.0	1:37.218	87.24	0.955	15:10:45.889
11 -	32.575	83.8	25.846	100.6	38.560	79.7	1:36.981	87.45	0.718	15:12:22.870
12 -	32.323	84.2	25.685	101.9	38.573	78.9	1:36.581 (3)	87.81	0.318	15:13:59.451

<b>P6 73 7</b>		<b>Spencer WANSTALL</b>					Mini Spares			
IDEAL LAP TIME : 1:36.159		BEST LAP TIME : 1:36.359			DIFFERENCE : 0.200					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		84.8	25.563	<b>104.6</b>	38.897	79.9	1:43.981	81.56	7.622	14:54:28.298
2 -	32.430	84.8	25.537	104.0	38.392	80.2	<b>1:36.359 (1)</b>	<b>88.02</b>		<b>14:56:04.657</b>
3 -	32.809	82.5	26.219	103.8	39.176	80.3	1:38.204	86.36	1.845	14:57:42.861
4 -	32.561	84.4	26.818	95.3	43.053	69.1	1:42.432	82.80	6.073	14:59:25.293
5 -	50.883	57.8	38.523	63.3	1:02.822	45.4	2:32.228	55.71	55.869	15:01:57.521
6 -	46.031	61.5	36.951	73.9	56.659	80.3	2:19.641	60.73	43.282	15:04:17.162
7 -	<b>32.303</b>	85.3	<b>25.482</b>	103.7	38.652	<b>80.8</b>	1:36.437 (2)	87.94	0.078	15:05:53.599
8 -	32.621	<b>85.4</b>	25.966	101.8	38.674	79.7	1:37.261	87.20	0.902	15:07:30.860
9 -	33.301	85.3	25.707	103.2	38.848	76.6	1:37.856	86.67	1.497	15:09:08.716
10 -	33.552	83.5	25.816	102.4	<b>38.374</b>	79.8	1:37.742	86.77	1.383	15:10:46.458
11 -	32.721	83.8	25.880	101.6	38.575	79.8	1:37.176 (3)	87.28	0.817	15:12:23.634
12 -	32.708	84.2	25.903	101.3	39.350	71.9	1:37.961	86.58	1.602	15:14:01.595

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## ROUND 7 - SECTOR ANALYSIS



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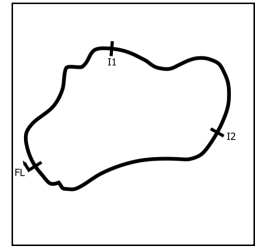
P7 725 S		Frazer HACK					SMMC race engines				
IDEAL LAP TIME : 1:36.803		BEST LAP TIME : 1:37.062					DIFFERENCE : 0.259				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.1	26.504	98.3	39.990	70.4	2:18.825	61.09	41.763	14:55:03.142	
2 -	33.435	<b>83.4</b>	26.364	100.3	39.448	72.1	1:39.247	85.45	2.185	14:56:42.389	
3 -	33.064	83.2	<b>25.975</b>	<b>102.6</b>	39.403	76.3	1:38.442 (3)	86.15	1.380	14:58:20.831	
4 -	<b>36.617</b>	<b>80.9</b>	<b>28.943</b>	<b>82.3</b>	<b>48.137</b>	<b>64.2</b>	<b>1:53.697</b>	74.59	16.635	<b>15:00:14.528</b>	
5 -	<b>35.511</b>	<b>80.7</b>	<b>27.370</b>	<b>92.5</b>	<b>49.514</b>	<b>51.6</b>	<b>1:52.395</b>	75.46	15.333	<b>15:02:06.923</b>	
6 -	<b>47.605</b>	<b>69.2</b>	<b>33.480</b>	<b>72.7</b>	55.862	<b>78.3</b>	2:16.947	61.93	39.885	15:04:23.870	
7 -	<b>32.610</b>	81.4	26.398	99.5	38.870	77.8	1:37.878 (2)	86.65	0.816	15:06:01.748	
8 -	32.694	81.6	26.150	100.6	<b>38.218</b>	77.1	<b>1:37.062 (1)</b>	<b>87.38</b>		<b>15:07:38.810</b>	
9 -	32.838	81.7	26.514	100.7	39.720	77.2	1:39.072	85.61	2.010	15:09:17.882	
10 -	32.949	82.3	26.483	100.6	39.839	76.9	1:39.271	85.43	2.209	15:10:57.153	
11 -	33.034	82.6	26.771	98.1	39.297	77.4	1:39.102	85.58	2.040	15:12:36.255	
12 -	33.076	82.2	27.284	93.5	39.824	76.5	1:40.184	84.66	3.122	15:14:16.439	

P8 700 S		Matthew AYRES					Driver				
IDEAL LAP TIME : 1:36.880		BEST LAP TIME : 1:37.039					DIFFERENCE : 0.159				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		83.1	<b>25.949</b>	99.8	39.427	75.0	2:18.846	61.08	41.807	14:55:03.163	
2 -	32.965	80.8	26.656	98.1	39.068	76.0	1:38.689 (3)	85.94	1.650	14:56:41.852	
3 -	32.862	81.6	26.528	98.5	<b>40.680</b>	<b>78.9</b>	<b>1:40.070</b>	84.75	3.031	<b>14:58:21.922</b>	
4 -	<b>37.079</b>	<b>81.1</b>	<b>28.772</b>	<b>83.1</b>	<b>47.835</b>	<b>64.9</b>	<b>1:53.686</b>	74.60	16.647	<b>15:00:15.608</b>	
5 -	<b>35.857</b>	<b>81.3</b>	<b>27.056</b>	<b>90.9</b>	<b>49.709</b>	<b>49.5</b>	<b>1:52.622</b>	75.31	15.583	<b>15:02:08.230</b>	
6 -	<b>47.569</b>	<b>67.8</b>	<b>33.566</b>	<b>74.3</b>	55.529	<b>79.2</b>	2:16.664	62.06	39.625	15:04:24.894	
7 -	32.689	81.1	26.260	100.0	<b>38.254</b>	79.1	1:37.203 (2)	87.25	0.164	15:06:02.097	
8 -	<b>32.677</b>	82.6	25.966	<b>101.6</b>	38.396	78.5	<b>1:37.039 (1)</b>	<b>87.40</b>		<b>15:07:39.136</b>	
9 -	32.863	82.4	26.163	97.9	39.975	78.9	1:39.001	85.67	1.962	15:09:18.137	
10 -	33.035	83.4	26.130	97.6	40.114	78.6	1:39.279	85.43	2.240	15:10:57.416	
11 -	32.918	<b>83.7</b>	26.352	97.6	39.713	79.0	1:38.983	85.68	1.944	15:12:36.399	
12 -	33.069	83.4	26.892	92.8	40.236	77.4	1:40.197	84.64	3.158	15:14:16.596	

P9 796 S		Michael WINKWORTH					Fusion Graphics				
IDEAL LAP TIME : 1:37.517		BEST LAP TIME : 1:37.873					DIFFERENCE : 0.356				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.2	26.204	100.1	39.885	75.6	2:19.037	61.00	41.164	14:55:03.354	
2 -	33.075	82.5	26.556	98.6	39.298	76.0	1:38.929	85.73	1.056	14:56:42.283	
3 -	32.836	82.9	26.196	100.4	<b>40.472</b>	<b>77.8</b>	<b>1:39.504</b>	85.23	1.631	<b>14:58:21.787</b>	
4 -	<b>36.422</b>	<b>79.9</b>	<b>29.021</b>	<b>85.1</b>	<b>47.860</b>	<b>64.4</b>	<b>1:53.303</b>	74.85	15.430	<b>15:00:15.090</b>	
5 -	<b>35.527</b>	<b>81.3</b>	<b>27.571</b>	<b>91.1</b>	<b>49.589</b>	<b>50.8</b>	<b>1:52.687</b>	75.26	14.814	<b>15:02:07.777</b>	
6 -	<b>47.569</b>	<b>68.4</b>	<b>33.604</b>	<b>73.5</b>	55.783	78.6	2:16.956	61.92	39.083	15:04:24.733	
7 -	33.168	82.7	<b>26.063</b>	<b>102.1</b>	<b>38.679</b>	78.5	1:37.910 (2)	86.62	0.037	15:06:02.643	
8 -	33.314	80.7	26.434	100.0	39.035	77.1	1:38.783 (3)	85.86	0.910	15:07:41.426	
9 -	32.777	82.4	26.294	97.9	39.907	77.3	1:38.978	85.69	1.105	15:09:20.404	
10 -	33.058	82.1	26.502	99.2	39.677	77.3	1:39.237	85.46	1.364	15:10:59.641	
11 -	33.048	80.3	26.784	98.5	39.703	<b>78.8</b>	1:39.535	85.21	1.662	15:12:39.176	
12 -	<b>32.775</b>	<b>83.5</b>	26.177	101.6	38.921	77.5	<b>1:37.873 (1)</b>	<b>86.65</b>		<b>15:14:17.049</b>	

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 7 - 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

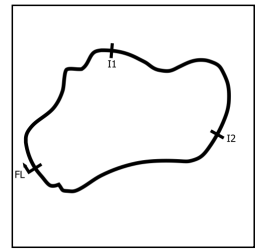
P10 701 S		Jonathon PAGE					Driver			
IDEAL LAP TIME : 1:37.528		BEST LAP TIME : 1:38.003			DIFFERENCE : 0.475					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		82.5	26.158	<b>104.3</b>	39.751	77.4	2:20.526	60.35	42.523	14:55:04.843
2 -	32.869	81.9	26.143	99.4	39.216	<b>78.6</b>	1:38.228 (2)	86.34	0.225	14:56:43.071
3 -	33.282	82.9	<b>26.077</b>	101.2	<b>39.950</b>	<b>78.4</b>	<b>1:39.309</b>	85.40	1.306	<b>14:58:22.380</b>
4 -	<b>37.493</b>	<b>81.0</b>	<b>28.434</b>	<b>85.4</b>	<b>47.986</b>	<b>61.9</b>	<b>1:53.913</b>	74.45	15.910	<b>15:00:16.293</b>
5 -	<b>36.281</b>	<b>80.6</b>	<b>26.766</b>	<b>99.7</b>	<b>49.580</b>	<b>46.5</b>	<b>1:52.627</b>	75.30	14.624	<b>15:02:08.920</b>
6 -	<b>47.472</b>	<b>70.1</b>	<b>33.821</b>	<b>74.4</b>	55.881	78.3	2:17.174	61.83	39.171	15:04:26.094
7 -	32.717	82.1	26.801	99.1	39.374	77.6	1:38.892	85.76	0.889	15:06:04.986
8 -	32.870	82.5	26.406	99.1	39.702	77.4	1:38.978	85.69	0.975	15:07:43.964
9 -	32.834	82.4	26.225	102.6	39.517	78.3	1:38.576	86.04	0.573	15:09:22.540
10 -	<b>32.834</b>	<b>82.2</b>	<b>26.378</b>	<b>100.1</b>	<b>38.791</b>	<b>78.1</b>	<b>1:38.003 (1)</b>	<b>86.54</b>		<b>15:11:00.543</b>
11 -	<b>32.660</b>	<b>83.0</b>	26.439	100.0	39.351	78.1	1:38.450	86.15	0.447	15:12:38.993
12 -	32.795	82.3	26.213	100.6	39.439	<b>78.6</b>	1:38.447 (3)	86.15	0.444	15:14:17.440

P11 70 7		Lewis SAUNDERS					Unit 70 Racing with Pitstop			
IDEAL LAP TIME : 1:38.366		BEST LAP TIME : 1:38.611			DIFFERENCE : 0.245					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		79.9	26.468	100.1	39.538	<b>77.8</b>	1:47.584	78.83	8.973	14:54:31.901
2 -	<b>32.666</b>	82.4	<b>26.317</b>	<b>100.4</b>	39.706	76.4	1:38.689 (2)	85.94	0.078	14:56:10.590
3 -	33.444	81.4	26.445	98.8	40.701	74.7	1:40.590	84.31	1.979	14:57:51.180
4 -	<b>33.356</b>	<b>81.0</b>	<b>27.398</b>	<b>94.2</b>	<b>46.089</b>	<b>64.2</b>	<b>1:46.843</b>	79.38	8.232	<b>14:59:38.023</b>
5 -	<b>42.756</b>	<b>67.2</b>	<b>39.357</b>	<b>77.9</b>	<b>1:01.615</b>	<b>45.5</b>	<b>2:23.728</b>	59.01	45.117	<b>15:02:01.751</b>
6 -	<b>47.560</b>	<b>74.4</b>	<b>36.072</b>	<b>78.3</b>	55.117	76.7	2:18.749	61.12	40.138	15:04:20.500
7 -	32.809	<b>82.5</b>	26.419	99.2	<b>39.383</b>	76.6	<b>1:38.611 (1)</b>	<b>86.01</b>		<b>15:05:59.111</b>
8 -	33.119	79.8	26.978	96.2	40.540	76.9	1:40.637	84.27	2.026	15:07:39.748
9 -	33.848	80.8	26.866	96.9	40.337	75.8	1:41.051	83.93	2.440	15:09:20.799
10 -	33.250	81.6	26.624	98.9	40.500	77.4	1:40.374	84.50	1.763	15:11:01.173
11 -	33.181	80.9	26.659	98.6	39.549	76.5	1:39.389 (3)	85.33	0.778	15:12:40.562
12 -	33.344	80.9	26.865	97.1	40.837	71.8	1:41.046	83.93	2.435	15:14:21.608

P12 789 S		Arnold DUNCAN					Kent Automotive Developments			
IDEAL LAP TIME : 1:38.051		BEST LAP TIME : 1:38.595			DIFFERENCE : 0.544					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		81.9	<b>26.169</b>	<b>102.7</b>	39.156	78.3	2:19.756	60.68	41.161	14:55:04.073
2 -	33.349	82.1	26.429	98.9	39.466	78.3	1:39.244 (3)	85.46	0.649	14:56:43.317
3 -	33.284	<b>84.0</b>	26.218	101.3	<b>40.613</b>	<b>78.5</b>	<b>1:40.115</b>	84.71	1.520	<b>14:58:23.432</b>
4 -	<b>38.093</b>	<b>82.1</b>	<b>28.157</b>	<b>95.4</b>	<b>47.805</b>	<b>60.5</b>	<b>1:54.055</b>	74.36	15.460	<b>15:00:17.487</b>
5 -	<b>36.190</b>	<b>82.2</b>	<b>27.978</b>	<b>97.6</b>	<b>48.242</b>	<b>44.3</b>	<b>1:52.410</b>	75.45	13.815	<b>15:02:09.897</b>
6 -	<b>47.442</b>	<b>68.2</b>	<b>33.717</b>	<b>68.4</b>	55.661	78.9	2:16.820	61.99	38.225	15:04:26.717
7 -	<b>32.839</b>	83.2	26.455	101.6	39.326	78.6	1:38.620 (2)	86.00	0.025	15:06:05.337
8 -	34.019	82.6	26.330	100.0	39.190	78.6	1:39.539	85.20	0.944	15:07:44.876
9 -	33.351	82.5	26.201	101.9	<b>39.043</b>	<b>79.5</b>	<b>1:38.595 (1)</b>	<b>86.02</b>		<b>15:09:23.471</b>
10 -	33.966	83.0	26.314	100.9	39.292	77.2	1:39.572	85.18	0.977	15:11:03.043
11 -	33.545	81.6	26.586	98.2	40.153	78.6	1:40.284	84.57	1.689	15:12:43.327
12 -	33.914	83.0	26.411	101.2	39.433	77.9	1:39.758	85.02	1.163	15:14:23.085

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## ROUND 7 - 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

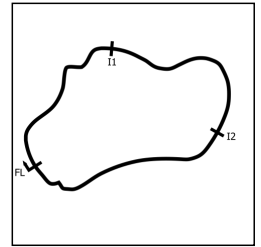
P13 713 S		Lee POOLMAN					Apex Car Transport and Storage				
IDEAL LAP TIME : 1:37.701		BEST LAP TIME : 1:38.034					DIFFERENCE : 0.333				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.8	26.372	100.1	39.709	76.2	2:19.375	60.85	41.341	14:55:03.692	
2 -	33.180	82.8	26.248	100.7	39.734	76.8	1:39.162 (3)	85.53	1.128	14:56:42.854	
3 -	33.076	82.3	26.257	99.2	40.747	78.2	1:40.080	84.74	2.046	14:58:22.934	
4 -	37.653	81.2	28.611	89.1	47.936	61.1	1:54.200	74.26	16.166	15:00:17.134	
5 -	35.962	82.2	27.944	96.0	48.424	44.6	1:52.330	75.50	14.296	15:02:09.464	
6 -	47.511	69.6	33.712	71.8	55.562	79.1	2:16.785	62.00	38.751	15:04:26.249	
7 -	33.002	82.9	26.485	97.9	39.538	77.4	1:39.025 (2)	85.65	0.991	15:06:05.274	
8 -	33.762	81.9	26.370	98.9	39.670	77.0	1:39.802	84.98	1.768	15:07:45.076	
9 -	33.335	83.0	26.153	102.1	38.546	78.3	1:38.034 (1)	86.51		15:09:23.110	
10 -	33.817	82.6	26.344	99.7	39.882	76.2	1:40.043	84.77	2.009	15:11:03.153	
11 -	33.593	83.1	26.681	98.8	39.636	77.2	1:39.910	84.89	1.876	15:12:43.063	
12 -	33.756	81.7	26.644	98.6	39.806	78.3	1:40.206	84.64	2.172	15:14:23.269	

P14 765 S		Callum PERFECT					Motor Parts Direct				
IDEAL LAP TIME : 1:38.182		BEST LAP TIME : 1:38.502					DIFFERENCE : 0.320				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.5	27.031	102.1	40.033	75.3	2:23.015	59.30	44.513	14:55:07.332	
2 -	33.793	80.5	26.575	101.5	39.117	76.7	1:39.485	85.25	0.983	14:56:46.817	
3 -	33.409	81.8	26.178	101.3	40.775	76.4	1:40.362	84.51	1.860	14:58:27.179	
4 -	40.273	80.8	31.778	87.6	45.645	66.5	1:57.696	72.06	19.194	15:00:24.875	
5 -	36.479	82.3	27.442	92.9	45.505	46.9	1:49.426	77.51	10.924	15:02:14.301	
6 -	47.750	69.7	33.873	75.8	55.726	76.4	2:17.349	61.75	38.847	15:04:31.650	
7 -	32.960	82.4	26.357	99.2	39.226	77.1	1:38.543 (2)	86.07	0.041	15:06:10.193	
8 -	34.128	82.7	26.301	101.6	39.724	76.9	1:40.153	84.68	1.651	15:07:50.346	
9 -	33.208	81.7	26.250	100.7	39.044	76.6	1:38.502 (1)	86.10		15:09:28.848	
10 -	33.514	82.4	26.493	99.2	39.515	76.0	1:39.522	85.22	1.020	15:11:08.370	
11 -	33.502	81.3	26.458	98.3	39.194	77.1	1:39.154 (3)	85.53	0.652	15:12:47.524	
12 -	33.157	81.2	26.432	98.5	40.299	74.8	1:39.888	84.91	1.386	15:14:27.412	

P15 704 S		Chris PRIOR					Hassell Vintage Coachworks/ SMG Motorsport				
IDEAL LAP TIME : 1:38.590		BEST LAP TIME : 1:39.161					DIFFERENCE : 0.571				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		79.8	26.655	100.0	39.453	76.6	2:21.294	60.02	42.133	14:55:05.611	
2 -	33.194	81.8	26.441	101.2	39.854	74.8	1:39.489 (3)	85.25	0.328	14:56:45.100	
3 -	32.954	80.6	26.839	98.2	40.373	75.3	1:40.166	84.67	1.005	14:58:25.266	
4 -	37.411	81.0	28.358	95.7	47.729	68.3	1:53.498	74.72	14.337	15:00:18.764	
5 -	36.498	78.3	27.960	95.7	47.743	41.8	1:52.201	75.59	13.040	15:02:10.965	
6 -	47.781	70.6	33.614	70.5	55.909	77.4	2:17.304	61.77	38.143	15:04:28.269	
7 -	32.905	80.8	26.695	99.4	39.889	76.5	1:39.489 (3)	85.25	0.328	15:06:07.758	
8 -	33.456	80.4	26.925	96.6	40.536	76.2	1:40.917	84.04	1.756	15:07:48.675	
9 -	33.099	81.7	26.699	99.1	39.663	76.6	1:39.461 (2)	85.27	0.300	15:09:28.136	
10 -	33.070	81.7	26.804	98.1	40.611	76.1	1:40.485	84.40	1.324	15:11:08.621	
11 -	33.476	81.6	26.384	100.4	39.301	76.9	1:39.161 (1)	85.53		15:12:47.782	
12 -	33.099	81.9	26.567	99.8	40.068	73.6	1:39.734	85.04	0.573	15:14:27.516	

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## ROUND 7 - 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

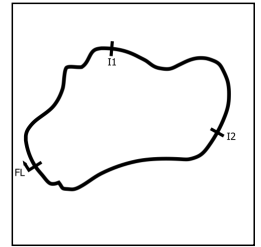
P16 711 S		Giles PAGE				Driver				
IDEAL LAP TIME : 1:38.596		BEST LAP TIME : 1:38.768				DIFFERENCE : 0.172				
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		78.0	26.755	<b>102.2</b>	40.377	75.7	2:22.796	59.39	44.028	14:55:07.113
2 -	33.196	81.1	26.315	101.9	<b>39.257</b>	75.9	<b>1:38.768 (1)</b>	<b>85.87</b>		<b>14:56:45.881</b>
3 -	33.110	81.2	26.400	100.6	<b>39.836</b>	<b>74.5</b>	<b>1:39.346</b>	85.37	0.578	<b>14:58:25.227</b>
4 -	<b>39.704</b>	<b>69.6</b>	<b>31.635</b>	<b>94.3</b>	44.879	70.6	<b>1:56.218</b>	72.98	17.450	<b>15:00:21.445</b>
5 -	<b>36.334</b>	<b>78.6</b>	<b>27.739</b>	<b>96.1</b>	<b>46.109</b>	<b>42.1</b>	<b>1:50.182</b>	76.97	11.414	<b>15:02:11.627</b>
6 -	<b>47.963</b>	<b>71.6</b>	<b>33.890</b>	<b>70.9</b>	56.000	75.3	2:17.853	61.52	39.085	15:04:29.480
7 -	<b>33.042</b>	81.3	26.375	99.2	39.826	76.3	1:39.243 <b>(3)</b>	85.46	0.475	15:06:08.723
8 -	35.151	81.8	26.329	101.8	39.529	76.0	1:41.009	83.96	2.241	15:07:49.732
9 -	33.260	81.4	26.461	100.3	39.851	<b>76.9</b>	1:39.572	85.18	0.804	15:09:29.304
10 -	33.229	<b>83.1</b>	26.559	99.4	39.989	76.5	1:39.777	85.00	1.009	15:11:09.081
11 -	33.271	81.7	26.670	100.9	39.518	75.7	1:39.459	85.27	0.691	15:12:48.540
12 -	33.124	81.5	<b>26.297</b>	101.0	39.629	75.1	1:39.050 <b>(2)</b>	85.62	0.282	15:14:27.590

P17 707 S		Matthew PAGE				Driver				
IDEAL LAP TIME : 1:37.609		BEST LAP TIME : 1:38.001				DIFFERENCE : 0.392				
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		81.6	26.512	<b>102.4</b>	40.227	74.5	2:23.029	59.29	45.028	14:55:07.346
2 -	33.822	81.7	26.350	100.0	<b>38.709</b>	76.0	1:38.881 <b>(2)</b>	85.77	0.880	14:56:46.227
3 -	33.212	<b>83.0</b>	26.291	101.0	<b>40.850</b>	<b>77.1</b>	<b>1:40.353</b>	84.51	2.352	<b>14:58:26.580</b>
4 -	<b>38.735</b>	<b>70.1</b>	<b>32.472</b>	<b>88.7</b>	45.455	66.3	<b>1:56.662</b>	72.70	18.661	<b>15:00:23.242</b>
5 -	<b>36.803</b>	81.3	<b>27.636</b>	<b>92.6</b>	<b>45.277</b>	<b>46.5</b>	<b>1:49.716</b>	77.30	11.715	<b>15:02:12.958</b>
6 -	<b>47.996</b>	<b>71.5</b>	<b>33.486</b>	<b>72.3</b>	55.770	77.5	2:17.252	61.79	39.251	15:04:30.210
7 -	<b>32.840</b>	81.9	<b>26.060</b>	100.6	39.101	75.9	<b>1:38.001 (1)</b>	<b>86.54</b>		<b>15:06:08.211</b>
8 -	34.421	80.7	26.317	100.3	39.296	<b>77.7</b>	1:40.034	84.78	2.033	15:07:48.245
9 -	32.932	82.4	26.393	99.7	40.088	77.2	1:39.413	85.31	1.412	15:09:27.658
10 -	33.096	82.2	26.448	98.9	40.095	76.5	1:39.639	85.12	1.638	15:11:07.297
11 -	33.241	81.9	26.494	98.6	39.597	76.4	1:39.332 <b>(3)</b>	85.38	1.331	15:12:46.629
12 -	33.173	82.2	26.348	99.2	41.749	68.1	1:41.270	83.75	3.269	15:14:27.899

P18 746 S		Oliver BIRKETT				Driver				
IDEAL LAP TIME : 1:37.485		BEST LAP TIME : 1:38.011				DIFFERENCE : 0.526				
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY
1 -		79.3	26.286	101.2	39.033	77.6	2:20.967	60.16	42.956	14:55:05.284
2 -	33.221	<b>83.4</b>	26.400	100.7	38.982	76.9	1:38.603	86.01	0.592	14:56:43.887
3 -	33.184	82.4	26.204	100.1	<b>40.504</b>	<b>77.5</b>	<b>1:39.892</b>	84.90	1.881	<b>14:58:23.779</b>
4 -	<b>37.980</b>	<b>82.0</b>	<b>28.724</b>	<b>97.9</b>	47.702	71.6	<b>1:54.406</b>	74.13	16.395	<b>15:00:18.185</b>
5 -	<b>36.636</b>	<b>78.3</b>	<b>27.813</b>	<b>97.1</b>	<b>47.787</b>	<b>42.4</b>	<b>1:52.236</b>	75.56	14.225	<b>15:02:10.421</b>
6 -	<b>47.729</b>	<b>69.5</b>	<b>33.566</b>	<b>67.9</b>	55.892	77.1	2:17.187	61.82	39.176	15:04:27.608
7 -	<b>32.819</b>	81.9	26.334	101.9	39.028	77.8	1:38.181 <b>(2)</b>	86.38	0.170	15:06:05.789
8 -	33.892	82.3	<b>26.158</b>	<b>102.1</b>	38.559	77.3	1:38.609	86.01	0.598	15:07:44.398
9 -	33.210	81.2	26.405	100.9	38.717	78.0	1:38.332 <b>(3)</b>	86.25	0.321	15:09:22.730
10 -	33.174	81.7	26.329	101.2	<b>38.508</b>	77.5	<b>1:38.011 (1)</b>	<b>86.53</b>		<b>15:11:00.741</b>
11 -	33.118	80.2	26.656	99.1	38.918	<b>78.4</b>	1:38.692	85.94	0.681	15:12:39.433
12 -	33.086	81.9	26.347	100.3	39.809	74.2	1:39.242	85.46	1.231	15:14:18.675

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 7 - 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

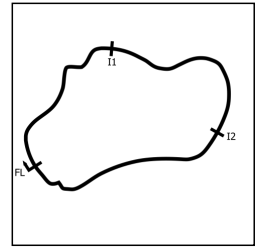
P19 736 S		Bertie WOOLLARD					Driver			
IDEAL LAP TIME : 1:39.402		BEST LAP TIME : 1:39.752			DIFFERENCE : 0.350					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		79.5	26.469	<b>101.5</b>	39.778	76.4	2:22.017	59.72	42.265	14:55:06.334
2 -	<b>33.426</b>	79.9	26.681	98.9	<b>39.738</b>	76.1	1:39.845 (3)	84.94	0.093	14:56:46.179
3 -	33.769	81.8	26.244	100.9	<b>39.739</b>	<b>76.6</b>	<b>1:39.752</b> (1)	<b>85.02</b>		<b>14:58:25.931</b>
4 -	<b>38.440</b>	<b>79.7</b>	<b>32.685</b>	<b>94.1</b>	45.898	67.0	1:57.023	72.47	17.271	15:00:22.954
5 -	<b>36.630</b>	<b>80.8</b>	<b>27.490</b>	<b>89.0</b>	<b>45.517</b>	<b>47.0</b>	<b>1:49.637</b>	77.36	9.885	<b>15:02:12.591</b>
6 -	<b>47.947</b>	<b>73.8</b>	<b>33.165</b>	<b>72.7</b>	56.300	76.2	2:17.412	61.72	37.660	15:04:30.003
7 -	33.529	<b>82.5</b>	<b>26.238</b>	99.5	40.012	76.2	1:39.779 (2)	85.00	0.027	15:06:09.782
8 -	34.284	80.9	26.307	100.7	40.199	<b>77.3</b>	1:40.790	84.15	1.038	15:07:50.572
9 -	33.879	80.2	26.740	98.1	40.511	76.1	1:41.130	83.86	1.378	15:09:31.702
10 -	33.523	80.9	26.870	97.2	40.925	76.0	1:41.318	83.71	1.566	15:11:13.020
11 -	33.859	79.3	27.070	96.6	40.843	75.4	1:41.772	83.33	2.020	15:12:54.792
12 -	34.036	81.7	27.002	96.5	41.901	74.2	1:42.939	82.39	3.187	15:14:37.731

P20 797 S		Jack VANNER					Driver			
IDEAL LAP TIME : 1:38.125		BEST LAP TIME : 1:38.792			DIFFERENCE : 0.667					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		81.1	26.831	99.7	39.580	77.5	2:25.213	58.40	46.421	14:55:09.530
2 -	33.277	83.1	26.230	100.7	<b>39.285</b>	<b>78.0</b>	<b>1:38.792</b> (1)	<b>85.85</b>		<b>14:56:48.322</b>
3 -	32.898	<b>83.4</b>	26.232	100.4	<b>41.744</b>	<b>76.1</b>	<b>1:40.874</b>	84.08	2.082	<b>14:58:29.196</b>
4 -	<b>40.642</b>	<b>80.0</b>	<b>31.490</b>	<b>83.5</b>	45.855	55.0	1:57.987	71.88	19.195	15:00:27.183
5 -	<b>36.936</b>	<b>82.8</b>	<b>26.492</b>	<b>97.8</b>	<b>44.554</b>	<b>51.5</b>	<b>1:47.982</b>	78.54	9.190	<b>15:02:15.165</b>
6 -	<b>47.941</b>	<b>73.6</b>	<b>34.121</b>	<b>79.1</b>	56.163	<b>78.0</b>	2:18.225	61.36	39.433	15:04:33.390
7 -	<b>32.638</b>	82.6	26.317	<b>101.6</b>	40.358	74.6	1:39.313 (2)	85.40	0.521	15:06:12.703
8 -	34.194	83.0	<b>26.202</b>	100.9	40.232	73.9	1:40.628	84.28	1.836	15:07:53.331
9 -	34.449	82.5	26.374	100.9	40.810	76.4	1:41.633	83.45	2.841	15:09:34.964
10 -	33.591	82.3	26.482	99.1	40.354	77.8	1:40.427 (3)	84.45	1.635	15:11:15.391
11 -	33.744	81.4	26.450	100.1	41.128	76.8	1:41.322	83.70	2.530	15:12:56.713
12 -	33.597	82.4	26.481	99.2	41.059	74.4	1:41.137	83.86	2.345	15:14:37.850

P21 771 S		Bradley JORDAN					REVIVE / AUTOGLYM / MOTUL / JRT			
IDEAL LAP TIME : 1:38.937		BEST LAP TIME : 1:39.644			DIFFERENCE : 0.707					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		79.7	26.998	100.9	40.298	75.5	2:23.508	59.10	43.864	14:55:07.825
2 -	33.646	82.3	26.407	<b>101.3</b>	<b>39.591</b>	<b>76.4</b>	<b>1:39.644</b> (1)	<b>85.11</b>		<b>14:56:47.469</b>
3 -	<b>33.117</b>	<b>82.4</b>	<b>26.229</b>	100.7	<b>41.973</b>	<b>75.4</b>	<b>1:41.319</b>	83.71	1.675	<b>14:58:28.788</b>
4 -	<b>39.706</b>	<b>79.0</b>	<b>31.284</b>	<b>87.2</b>	46.153	62.9	1:57.143	72.40	17.499	15:00:25.931
5 -	<b>36.323</b>	<b>80.8</b>	<b>27.074</b>	<b>93.8</b>	<b>45.480</b>	<b>50.0</b>	<b>1:48.877</b>	77.90	9.233	<b>15:02:14.808</b>
6 -	<b>47.788</b>	<b>68.4</b>	<b>33.851</b>	<b>79.8</b>	56.040	75.9	2:17.679	61.60	38.035	15:04:32.487
7 -	33.185	80.3	26.571	99.4	40.629	69.1	1:40.385 (3)	84.49	0.741	15:06:12.872
8 -	34.650	82.0	26.333	100.3	39.929	72.4	1:40.912	84.04	1.268	15:07:53.784
9 -	34.388	82.1	26.487	100.0	40.591	75.0	1:41.466	83.59	1.822	15:09:35.250
10 -	33.772	81.9	26.318	100.9	39.688	76.2	1:39.778 (2)	85.00	0.134	15:11:15.028
11 -	33.825	79.2	26.651	99.2	41.810	74.8	1:42.286	82.92	2.642	15:12:57.314
12 -	33.452	80.5	26.521	99.4	40.790	74.8	1:40.763	84.17	1.119	15:14:38.077

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## ROUND 7 - 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 777 S		Dave REES		B.A.Perkins, Pea Green Physio, Iconic						
IDEAL LAP TIME : 1:39.722		BEST LAP TIME : 1:39.722		DIFFERENCE : 0.000						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		82.4	26.380	99.2	40.333	77.6	2:20.805	60.23	41.083	14:55:05.122
2 -	33.167	82.9	26.464	98.9	40.808	76.0	1:40.439 (2)	84.44	0.717	14:56:45.561
3 -	33.583	<b>83.3</b>	26.925	99.7	<b>41.874</b>	<b>75.9</b>	<b>1:42.382</b>	82.84	2.660	<b>14:58:27.943</b>
4 -	<b>38.942</b>	<b>74.8</b>	<b>31.618</b>	<b>90.9</b>	<b>45.670</b>	<b>67.3</b>	<b>1:56.230</b>	72.97	16.508	<b>15:00:24.173</b>
5 -	<b>36.519</b>	<b>81.7</b>	<b>27.739</b>	<b>91.4</b>	<b>45.266</b>	<b>46.7</b>	<b>1:49.524</b>	77.44	9.802	<b>15:02:13.697</b>
6 -	<b>47.967</b>	<b>68.4</b>	<b>33.815</b>	<b>75.9</b>	55.318	<b>77.8</b>	2:17.100	61.86	37.378	15:04:30.797
7 -	<b>33.114</b>	82.5	<b>26.295</b>	<b>99.8</b>	<b>40.313</b>	74.9	<b>1:39.722 (1)</b>	<b>85.05</b>		<b>15:06:10.519</b>
8 -	34.878	81.8	27.335	96.1	41.919	75.4	1:44.132	81.45	4.410	15:07:54.651
9 -	34.379	82.2	26.705	98.9	41.329	76.6	1:42.413	82.81	2.691	15:09:37.064
10 -	34.241	82.6	26.581	98.5	40.781	75.7	1:41.603	83.47	1.881	15:11:18.667
11 -	33.525	82.0	26.806	97.5	40.652	76.9	1:40.983 (3)	83.99	1.261	15:12:59.650
12 -	33.539	81.6	26.860	96.9	40.921	75.4	1:41.320	83.71	1.598	15:14:40.970

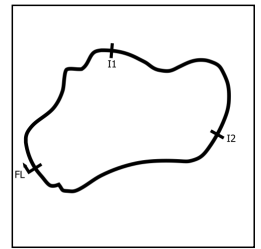
P23 14 7		Jamie PAYNE		Roonspeed/Marks Minis/CMES						
IDEAL LAP TIME : 1:38.917		BEST LAP TIME : 1:39.172		DIFFERENCE : 0.255						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		<b>82.6</b>	26.584	98.2	<b>40.038</b>	<b>78.4</b>	1:48.497	78.17	9.325	14:54:32.814
2 -	<b>32.752</b>	<b>82.6</b>	26.130	99.4	40.290	76.0	<b>1:39.172 (1)</b>	<b>85.52</b>		<b>14:56:11.986</b>
3 -	32.973	82.2	<b>26.127</b>	<b>99.8</b>	40.300	75.8	1:39.400 (2)	85.32	0.228	14:57:51.386
4 -	<b>33.935</b>	<b>81.7</b>	<b>27.065</b>	<b>94.3</b>	<b>46.373</b>	<b>62.3</b>	<b>1:47.373</b>	78.99	8.201	<b>14:59:38.759</b>
5 -	<b>42.526</b>	<b>67.7</b>	<b>39.713</b>	<b>75.2</b>	<b>1:01.539</b>	<b>46.4</b>	<b>2:23.778</b>	58.99	44.606	<b>15:02:02.537</b>
6 -	<b>47.751</b>	<b>72.7</b>	<b>36.282</b>	<b>68.0</b>	54.714	77.7	2:18.747	61.13	39.575	15:04:21.284
7 -	33.051	82.1	26.544	97.6	40.386	76.6	1:39.981 (3)	84.83	0.809	15:06:01.265
8 -	33.881	82.3	26.288	98.8	40.806	76.2	1:40.975	83.99	1.803	15:07:42.240
9 -	33.670	81.3	26.720	97.8	54.467	74.1	1:54.857	73.84	15.685	15:09:37.097
10 -	34.631	82.4	26.612	97.8	40.496	74.2	1:41.739	83.36	2.567	15:11:18.836
11 -	33.908	81.8	26.585	97.1	40.685	78.3	1:41.178	83.82	2.006	15:13:00.014
12 -	33.902	81.4	26.595	98.5	40.641	77.0	1:41.138	83.86	1.966	15:14:41.152

P24 57 7		Philip GILLIBRAND		Driver						
IDEAL LAP TIME : 1:42.113		BEST LAP TIME : 1:42.723		DIFFERENCE : 0.610						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		76.6	27.172	96.4	41.425	74.0	1:51.964	75.75	9.241	14:54:36.281
2 -	35.017	77.4	27.406	95.8	41.872	72.9	1:44.295	81.32	1.572	14:56:20.576
3 -	35.577	77.4	27.602	95.3	43.920	70.9	1:47.099	79.19	4.376	14:58:07.675
4 -	<b>35.672</b>	<b>77.5</b>	<b>29.657</b>	<b>92.5</b>	<b>48.297</b>	<b>60.2</b>	<b>1:53.626</b>	74.64	10.903	<b>15:00:01.301</b>
5 -	<b>39.971</b>	<b>75.1</b>	<b>28.074</b>	<b>94.1</b>	<b>55.398</b>	<b>46.7</b>	<b>2:03.443</b>	68.70	20.720	<b>15:02:04.744</b>
6 -	<b>48.450</b>	<b>70.3</b>	<b>34.135</b>	<b>65.8</b>	55.952	74.8	2:18.537	61.22	35.814	15:04:23.281
7 -	34.270	78.4	28.061	96.1	41.894	<b>75.4</b>	1:44.225	81.37	1.502	15:06:07.506
8 -	35.016	78.4	27.350	97.2	41.439	73.9	1:43.805	81.70	1.082	15:07:51.311
9 -	35.011	77.9	27.306	95.8	43.093	75.1	1:45.410	80.46	2.687	15:09:36.721
10 -	34.389	<b>79.6</b>	27.477	<b>98.1</b>	<b>40.857</b>	75.0	<b>1:42.723 (1)</b>	<b>82.56</b>		<b>15:11:19.444</b>
11 -	34.311	78.1	<b>27.158</b>	95.8	41.681	73.1	1:43.150 (3)	82.22	0.427	15:13:02.594
12 -	<b>34.098</b>	78.0	27.386	95.5	41.607	73.7	1:43.091 (2)	82.27	0.368	15:14:45.685



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## ROUND 7 - 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

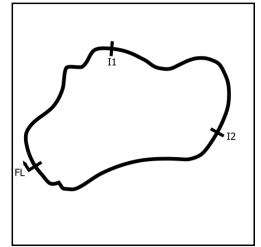
P25 788 S		Rob PERRY					Driver				
IDEAL LAP TIME : 1:40.208		BEST LAP TIME : 1:40.366					DIFFERENCE : 0.158				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.3	39.094	87.1	41.912	76.0	2:37.905	53.71	57.539	14:55:22.222	
2 -	34.102	80.2	26.825	97.8	40.814	75.7	1:41.741	83.36	1.375	14:57:03.963	
3 -	33.982	81.7	26.867	98.3	43.630	68.0	1:44.479	81.18	4.113	14:58:48.442	
4 -	38.776	76.3	31.339	83.9	47.003	71.6	1:57.118	72.41	16.752	15:00:45.560	
5 -	37.492	77.9	31.458	77.9	47.311	72.7	1:56.261	72.95	15.895	15:02:41.821	
6 -	37.351	76.1	30.557	87.6	48.868	76.6	1:56.776	72.63	16.410	15:04:38.597	
7 -	35.033	81.0	26.681	97.6	40.526	75.8	1:42.240	82.95	1.874	15:06:20.837	
8 -	34.347	81.6	26.724	98.5	40.550	76.5	1:41.621 (3)	83.46	1.255	15:08:02.458	
9 -	34.349	80.2	26.802	99.1	40.742	76.6	1:41.893	83.24	1.527	15:09:44.351	
10 -	33.840	82.6	26.609	99.4	39.917	77.1	1:40.366 (1)	84.50		15:11:24.717	
11 -	33.682	82.0	26.789	100.0	40.081	76.5	1:40.552 (2)	84.35	0.186	15:13:05.269	
12 -	33.894	81.2	26.890	97.6	41.069	73.9	1:41.853	83.27	1.487	15:14:47.122	

P26 715 S		Andrew PAGE					Driver				
IDEAL LAP TIME : 1:39.838		BEST LAP TIME : 1:39.838					DIFFERENCE : 0.000				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.3	27.592	98.6	40.726	77.0	2:26.009	58.08	46.171	14:55:10.326	
2 -	33.537	81.3	26.402	99.4	39.899	76.6	1:39.838 (1)	84.95		14:56:50.164	
3 -	33.931	80.2	26.534	99.8	40.682	75.9	1:41.147 (3)	83.85	1.309	14:58:31.311	
4 -	41.441	75.8	30.691	78.4	46.536	67.2	1:58.668	71.47	18.830	15:00:29.979	
5 -	37.753	80.0	27.386	97.2	43.326	63.5	1:48.465	78.19	8.627	15:02:18.444	
6 -	46.911	77.1	33.561	79.2	58.054	76.4	2:18.526	61.22	38.688	15:04:36.970	
7 -	33.663	80.1	26.848	97.3	40.632	76.1	1:41.143 (2)	83.85	1.305	15:06:18.113	
8 -	34.862	81.8	26.580	99.1	40.718	75.1	1:42.160	83.02	2.322	15:08:00.273	
9 -	34.691	81.1	26.693	100.1	40.997	73.5	1:42.381	82.84	2.543	15:09:42.654	
10 -	34.595	81.9	26.569	99.4	40.348	76.8	1:41.512	83.55	1.674	15:11:24.166	
11 -	33.927	79.8	26.694	99.2	40.986	77.2	1:41.607	83.47	1.769	15:13:05.773	
12 -	33.787	80.5	27.009	99.1	40.871	75.4	1:41.667	83.42	1.829	15:14:47.440	

P27 778 S		Kate FRASER KER					Driver				
IDEAL LAP TIME : 1:42.845		BEST LAP TIME : 1:43.418					DIFFERENCE : 0.573				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		79.8	27.637	98.6	41.245	72.7	2:27.573	57.47	44.155	14:55:11.890	
2 -	34.612	78.0	27.109	96.4	41.697	71.8	1:43.418 (1)	82.01		14:56:55.308	
3 -	34.855	76.9	27.302	96.6	42.303	71.3	1:44.460	81.19	1.042	14:58:39.768	
4 -	34.705	78.4	29.320	77.3	46.594	65.5	1:50.619	76.67	7.201	15:00:30.387	
5 -	38.067	81.0	27.037	95.4	43.359	62.6	1:48.463	78.19	5.045	15:02:18.850	
6 -	47.365	79.6	33.334	78.2	58.820	72.8	2:19.519	60.79	36.101	15:04:38.369	
7 -	35.113	78.3	27.785	96.5	41.463	72.3	1:44.361 (3)	81.27	0.943	15:06:22.730	
8 -	34.963	79.4	26.988	97.1	41.969	71.4	1:43.920 (2)	81.61	0.502	15:08:06.650	
9 -	34.811	78.0	27.194	96.9	42.917	71.0	1:44.922	80.83	1.504	15:09:51.572	
10 -	36.519	78.6	27.158	96.9	42.775	71.9	1:46.452	79.67	3.034	15:11:38.024	
11 -	36.172	77.0	27.353	96.4	42.174	72.6	1:45.699	80.24	2.281	15:13:23.723	
12 -	35.814	75.4	27.409	96.4	42.544	72.3	1:45.767	80.19	2.349	15:15:09.490	

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 7 - 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 38 7		Steven HOPPER					D&P Motors/Roonspeed				
IDEAL LAP TIME : 1:38.934		BEST LAP TIME : 1:39.442			DIFFERENCE : 0.508						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		<b>81.2</b>	<b>26.193</b>	<b>99.8</b>	<b>39.976</b>	<b>77.4</b>	1:47.326	79.02	7.884	14:54:31.643	
2 -	32.768	<b>81.2</b>	26.321	98.6	40.353	<b>77.4</b>	<b>1:39.442 (1)</b>	<b>85.29</b>		<b>14:56:11.085</b>	
3 -	<b>32.765</b>	81.0	26.423	97.8	41.205	73.5	1:40.393 (2)	84.48	0.951	14:57:51.478	
4 -	34.110	<b>81.1</b>	<b>29.508</b>	<b>85.3</b>		IN PIT	<b>1:46.812</b>	<b>P</b>	79.40	<b>14:59:38.290</b>	
5 -	OUTLAP	73.1	<b>28.239</b>	<b>95.1</b>	<b>55.173</b>	<b>47.1</b>	<b>2:26.993</b>	57.70	47.551	<b>15:02:05.283</b>	
6 -	<b>48.266</b>	<b>68.6</b>	<b>34.082</b>	<b>64.6</b>	55.955	75.8	2:18.303	61.32	38.861	15:04:23.586	
7 -	35.145	75.5	29.697	92.1		IN PIT	1:48.038	<b>P</b>	78.50	8.596	15:06:11.624
8 -	OUTLAP	76.6	26.926	98.2	42.730	60.6	2:26.914	57.73	47.472	15:08:38.538	
9 -	35.532	80.7	26.566	97.9	41.299	74.9	1:43.397	82.02	3.955	15:10:21.935	
10 -	34.119	81.0	26.682	98.3	40.976	75.7	1:41.777	83.33	2.335	15:12:03.712	
11 -	34.041	80.4	26.730	97.5	40.906	76.4	1:41.677	83.41	2.235	15:13:45.389	
12 -	33.804	80.7	26.846	96.6	40.904	71.6	1:41.554 (3)	83.51	2.112	15:15:26.943	

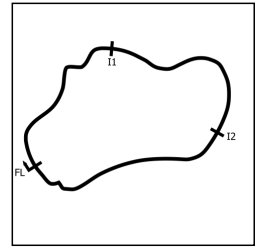
P29 87 7		Connor O'BRIEN					Driver			
IDEAL LAP TIME : 1:35.855		BEST LAP TIME : 1:35.897			DIFFERENCE : 0.042					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		84.0	25.593	<b>103.7</b>	38.903	78.6	1:43.818	81.69	7.921	14:54:28.135
2 -	32.254	85.0	<b>25.502</b>	<b>103.7</b>	38.693	79.2	1:36.449 (2)	87.93	0.552	14:56:04.584
3 -	32.817	82.8	26.110	100.3	40.201	76.8	1:39.128	85.56	3.231	14:57:43.712
4 -	32.470	83.4	<b>27.628</b>	<b>81.7</b>	<b>43.972</b>	<b>76.2</b>	<b>1:44.070</b>	81.49	8.173	<b>14:59:27.782</b>
5 -	<b>48.711</b>	<b>58.1</b>	<b>38.894</b>	<b>65.7</b>	<b>1:03.046</b>	<b>43.9</b>	<b>2:30.651</b>	56.29	54.754	<b>15:01:58.433</b>
6 -	<b>45.993</b>	<b>65.4</b>	<b>36.668</b>	<b>75.4</b>	56.462	<b>80.3</b>	2:19.123	60.96	43.226	15:04:17.556
7 -	<b>32.131</b>	<b>85.2</b>	25.544	103.2	<b>38.222</b>	78.9	<b>1:35.897 (1)</b>	<b>88.44</b>		<b>15:05:53.453</b>
8 -	32.571	84.5	25.846	100.9	38.653	79.6	1:37.070 (3)	87.37	1.173	15:07:30.523

P30 742 S		Ben BUTLER					Driver				
IDEAL LAP TIME : 1:39.919		BEST LAP TIME : 1:40.564			DIFFERENCE : 0.645						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.2	26.829	<b>98.6</b>	40.161	74.3	2:23.694	59.02	43.130	14:55:08.011	
2 -	33.689	<b>81.8</b>	26.725	97.9	<b>40.150</b>	<b>77.4</b>	<b>1:40.564 (1)</b>	<b>84.34</b>		<b>14:56:48.575</b>	
3 -	<b>33.220</b>	81.4	<b>26.549</b>	97.8	<b>41.108</b>	<b>74.8</b>	<b>1:40.877 (2)</b>	84.07	0.313	<b>14:58:29.452</b>	
4 -	<b>41.944</b>	<b>74.3</b>	<b>30.974</b>	<b>76.9</b>	<b>45.348</b>	<b>55.9</b>	<b>1:58.266</b>	71.71	17.702	<b>15:00:27.718</b>	
5 -	<b>37.655</b>	<b>79.7</b>	<b>26.992</b>	<b>94.6</b>	<b>43.626</b>	<b>53.3</b>	<b>1:48.273</b>	78.33	7.709	<b>15:02:15.991</b>	
6 -	<b>48.341</b>	<b>76.7</b>	<b>33.553</b>	<b>78.8</b>	56.520	76.9	2:18.414	61.27	37.850	15:04:34.405	
7 -	33.245	79.7	26.801	96.1	41.186	74.3	1:41.232 (3)	83.78	0.668	15:06:15.637	
8 -	34.428	80.2	27.021	95.8		IN PIT	1:41.971	<b>P</b>	83.17	1.407	15:07:57.608

P31 93 7		Paul WOODBRIDGE					Driver			
IDEAL LAP TIME : 1:37.422		BEST LAP TIME : 1:38.190			DIFFERENCE : 0.768					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		82.9	25.911	<b>102.9</b>	<b>39.070</b>	<b>79.0</b>	1:45.564	80.34	7.374	14:54:29.881
2 -	<b>32.465</b>	<b>84.6</b>	<b>25.887</b>	101.9	39.838	76.8	<b>1:38.190 (1)</b>	<b>86.37</b>		<b>14:56:08.071</b>
3 -	32.838	83.9	26.235	100.1	39.845	77.4	1:38.918 (3)	85.74	0.728	14:57:46.989
4 -	32.942	83.0	<b>27.301</b>	<b>86.8</b>	<b>46.714</b>	<b>74.8</b>	<b>1:46.957</b>	79.29	8.767	<b>14:59:33.946</b>
5 -	<b>45.459</b>	<b>57.3</b>	<b>38.479</b>	<b>75.3</b>	<b>1:02.308</b>	<b>39.4</b>	<b>2:26.246</b>	57.99	48.056	<b>15:02:00.192</b>
6 -	<b>47.389</b>	<b>66.1</b>	<b>36.082</b>	<b>75.4</b>	55.208	78.4	2:18.679	61.16	40.489	15:04:18.871
7 -	32.657	84.3	26.181	100.6	39.975	75.8	1:38.813 (2)	85.83	0.623	15:05:57.684

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## ROUND 7 - 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>P32 16 7</b>		<b>Andrew KING</b>		<b>Increation Shopfitting</b>						
IDEAL LAP TIME : 1:37.638		BEST LAP TIME : 1:37.804		DIFFERENCE : 0.166						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		81.1	26.689	<b>102.4</b>	39.810	<b>79.7</b>	1:48.086	78.47	10.282	14:54:32.403
2 -	32.830	83.9	<b>25.899</b>	101.5	40.633	78.7	1:39.362 <b>(3)</b>	85.36	1.558	14:56:11.765
3 -	32.831	84.3	25.901	102.1	39.864	78.6	1:38.596 <b>(2)</b>	86.02	0.792	14:57:50.361
4 -	<b>33.537</b>	<b>83.7</b>	<b>26.672</b>	<b>95.3</b>	<b>46.001</b>	<b>67.0</b>	<b>1:46.210</b>	79.85	8.406	<b>14:59:36.571</b>
5 -	<b>43.515</b>	<b>66.9</b>	<b>38.749</b>	<b>82.2</b>	<b>1:01.911</b>	<b>38.8</b>	<b>2:24.175</b>	58.82	46.371	<b>15:02:00.746</b>
6 -	<b>47.255</b>	<b>68.6</b>	<b>36.142</b>	<b>76.6</b>	56.105	78.2	2:19.502	60.79	41.698	15:04:20.248
7 -	<b>32.690</b>	<b>84.5</b>	26.065	102.1	<b>39.049</b>	79.1	<b>1:37.804 (1)</b>	<b>86.72</b>		<b>15:05:58.052</b>

<b>P33 20 7</b>		<b>Darren THOMAS</b>		<b>Driver</b>						
IDEAL LAP TIME : 1:36.402		BEST LAP TIME : 1:36.527		DIFFERENCE : 0.125						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		83.8	<b>25.653</b>	<b>104.0</b>	38.954	79.1	1:44.808 <b>(2)</b>	80.92	8.281	14:54:29.125
2 -	32.459	<b>85.7</b>	25.692	103.4	<b>38.376</b>	<b>80.4</b>	<b>1:36.527 (1)</b>	<b>87.86</b>		<b>14:56:05.652</b>

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## ROUND 7 - 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>1:35.469</b>	
1	3	BILLISON	32.060	3	BILLISON	25.460	80	THOMPSON	37.949	1	80	THOMPSON	1:35.650	1:35.731	0.081
2	29	HARRINGTON	32.131	73	WANSTALL	25.482	29	HARRINGTON	38.097	2	29	HARRINGTON	1:35.718	1:35.979	0.261
3	87	O'BRIEN	32.131	80	THOMPSON	25.488	725	HACK	38.218	3	3	BILLISON	1:35.805	1:36.251	0.446
4	21	SMITH	32.167	29	HARRINGTON	25.490	87	O'BRIEN	38.222	4	87	O'BRIEN	1:35.855	1:35.897	0.042
5	1	JORDAN	32.170	87	O'BRIEN	25.502	700	AYRES	38.254	5	21	SMITH	1:36.070	1:36.263	0.193
6	80	THOMPSON	32.213	21	SMITH	25.600	3	BILLISON	38.285	6	1	JORDAN	1:36.147	1:36.473	0.326
7	73	WANSTALL	32.303	1	JORDAN	25.646	21	SMITH	38.303	7	73	WANSTALL	1:36.159	1:36.359	0.200
8	20	THOMAS	32.373	20	THOMAS	25.653	1	JORDAN	38.331	8	20	THOMAS	1:36.402	1:36.527	0.125
9	93	WOODBIDGE	32.465	93	WOODBIDGE	25.887	73	WANSTALL	38.374	9	725	HACK	1:36.803	1:37.062	0.259
10	725	HACK	32.610	16	KING	25.899	20	THOMAS	38.376	10	700	AYRES	1:36.880	1:37.039	0.159
11	797	VANNER	32.638	700	AYRES	25.949	746	BIRKETT	38.508	11	93	WOODBIDGE	1:37.422	1:38.190	0.768
12	701	PAGE	32.660	725	HACK	25.975	713	POOLMAN	38.546	12	746	BIRKETT	1:37.485	1:38.011	0.526
13	70	SAUNDERS	32.666	707	PAGE	26.060	796	WINKWORTH	38.679	13	796	WINKWORTH	1:37.517	1:37.873	0.356
14	700	AYRES	32.677	796	WINKWORTH	26.063	707	PAGE	38.709	14	701	PAGE	1:37.528	1:38.003	0.475
15	16	KING	32.690	701	PAGE	26.077	701	PAGE	38.791	15	707	PAGE	1:37.609	1:38.001	0.392
16	14	PAYNE	32.752	14	PAYNE	26.127	789	DUNCAN	39.043	16	16	KING	1:37.638	1:37.804	0.166
17	38	HOPPER	32.765	713	POOLMAN	26.153	765	PERFECT	39.044	17	713	POOLMAN	1:37.701	1:38.034	0.333
18	796	WINKWORTH	32.775	746	BIRKETT	26.158	16	KING	39.049	18	789	DUNCAN	1:38.051	1:38.595	0.544
19	746	BIRKETT	32.819	789	DUNCAN	26.169	93	WOODBIDGE	39.070	19	797	VANNER	1:38.125	1:38.792	0.667
20	789	DUNCAN	32.839	765	PERFECT	26.178	711	PAGE	39.257	20	765	PERFECT	1:38.182	1:38.502	0.320
21	707	PAGE	32.840	38	HOPPER	26.193	797	VANNER	39.285	21	70	SAUNDERS	1:38.366	1:38.611	0.245
22	704	PRIOR	32.905	797	VANNER	26.202	704	PRIOR	39.301	22	704	PRIOR	1:38.590	1:39.161	0.571
23	765	PERFECT	32.960	771	JORDAN	26.229	70	SAUNDERS	39.383	23	711	PAGE	1:38.596	1:38.768	0.172
24	713	POOLMAN	33.002	736	WOOLLARD	26.238	771	JORDAN	39.591	24	14	PAYNE	1:38.917	1:39.172	0.255
25	711	PAGE	33.042	777	REES	26.295	736	WOOLLARD	39.738	25	38	HOPPER	1:38.934	1:39.442	0.508
26	777	REES	33.114	711	PAGE	26.297	715	PAGE	39.899	26	771	JORDAN	1:38.937	1:39.644	0.707
27	771	JORDAN	33.117	70	SAUNDERS	26.317	788	PERRY	39.917	27	736	WOOLLARD	1:39.402	1:39.752	0.350
28	742	BUTLER	33.220	704	PRIOR	26.384	38	HOPPER	39.976	28	777	REES	1:39.722	1:39.722	0.000
29	736	WOOLLARD	33.426	715	PAGE	26.402	14	PAYNE	40.038	29	715	PAGE	1:39.838	1:39.838	0.000
30	715	PAGE	33.537	742	BUTLER	26.549	742	BUTLER	40.150	30	742	BUTLER	1:39.919	1:40.564	0.645
31	788	PERRY	33.682	788	PERRY	26.609	777	REES	40.313	31	788	PERRY	1:40.208	1:40.366	0.158
32	57	GILLIBRAND	34.098	778	FRASER KER	26.988	57	GILLIBRAND	40.857	32	57	GILLIBRAND	1:42.113	1:42.723	0.610
33	778	FRASER KER	34.612	57	GILLIBRAND	27.158	778	FRASER KER	41.245	33	778	FRASER KER	1:42.845	1:43.418	0.573

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## ROUND 7 - BEST SPEEDS

POS	INTERMEDIATE 1			INTERMEDIATE 2			FINISH LINE		
	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	3	BILLISON	86.0	80	THOMPSON	104.6	80	THOMPSON	81.0
2	1	JORDAN	85.7	73	WANSTALL	104.6	3	BILLISON	80.9
3	20	THOMAS	85.7	29	HARRINGTON	104.3	73	WANSTALL	80.8
4	29	HARRINGTON	85.5	701	PAGE	104.3	20	THOMAS	80.4
5	21	SMITH	85.5	20	THOMAS	104.0	1	JORDAN	80.3
6	73	WANSTALL	85.4	3	BILLISON	103.7	29	HARRINGTON	80.3
7	80	THOMPSON	85.2	87	O'BRIEN	103.7	21	SMITH	80.3
8	87	O'BRIEN	85.2	21	SMITH	103.4	87	O'BRIEN	80.3
9	93	WOODBIDGE	84.6	1	JORDAN	102.9	16	KING	79.7
10	16	KING	84.5	93	WOODBIDGE	102.9	789	DUNCAN	79.5
11	789	DUNCAN	84.0	789	DUNCAN	102.7	700	AYRES	79.2
12	700	AYRES	83.7	725	HACK	102.6	713	POOLMAN	79.1
13	796	WINKWORTH	83.5	707	PAGE	102.4	93	WOODBIDGE	79.0
14	725	HACK	83.4	16	KING	102.4	796	WINKWORTH	78.8
15	746	BIRKETT	83.4	711	PAGE	102.2	701	PAGE	78.6
16	797	VANNER	83.4	796	WINKWORTH	102.1	746	BIRKETT	78.4
17	777	REES	83.3	713	POOLMAN	102.1	14	PAYNE	78.4
18	713	POOLMAN	83.1	765	PERFECT	102.1	725	HACK	78.3
19	711	PAGE	83.1	746	BIRKETT	102.1	797	VANNER	78.0
20	701	PAGE	83.0	700	AYRES	101.6	70	SAUNDERS	77.8
21	707	PAGE	83.0	797	VANNER	101.6	777	REES	77.8
22	765	PERFECT	82.7	736	WOOLLARD	101.5	707	PAGE	77.7
23	14	PAYNE	82.6	771	JORDAN	101.3	704	PRIOR	77.4
24	788	PERRY	82.6	704	PRIOR	101.2	38	HOPPER	77.4
25	70	SAUNDERS	82.5	70	SAUNDERS	100.4	742	BUTLER	77.4
26	736	WOOLLARD	82.5	715	PAGE	100.1	736	WOOLLARD	77.3
27	771	JORDAN	82.4	788	PERRY	100.0	715	PAGE	77.2
28	704	PRIOR	81.9	777	REES	99.8	765	PERFECT	77.1
29	715	PAGE	81.9	14	PAYNE	99.8	788	PERRY	77.1
30	742	BUTLER	81.8	38	HOPPER	99.8	711	PAGE	76.9
31	38	HOPPER	81.2	778	FRASER KER	98.6	771	JORDAN	76.4
32	778	FRASER KER	81.0	742	BUTLER	98.6	57	GILLIBRAND	75.4
33	57	GILLIBRAND	79.6	57	GILLIBRAND	98.1	778	FRASER KER	72.8

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## ROUND 7 - STATISTICS

**Competitors Started** 33  
**Planned Start** 2024-06-08 @ 14:50:00.000  
**Actual Start** 2024-06-08 @ 14:52:44.316  
**Finish Time** 2024-06-08 @ 15:13:53.825  
**Track Length** 2.3560mi.  
**Total Laps** 369  
**Total Distance Covered** 869.3652mi.

### Session Fastest Lap History

NO	CL	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
1	7	Mike JORDAN	1:42.935	14:54:27.252	1	REVIVE / AUTOGLYM /
1	7	Mike JORDAN	1:36.641	14:56:03.893	2	REVIVE / AUTOGLYM /
3	7	Ross BILLISON	1:36.480	14:56:04.231	2	Driver
87	7	Connor O'BRIEN	1:36.449	14:56:04.584	2	Driver
73	7	Spencer WANSTALL	1:36.359	14:56:04.657	2	Mini Spares
80	7	Joe THOMPSON	1:36.240	14:56:04.972	2	The Motorsports School
29	7	Damien HARRINGTON	1:35.979	14:57:42.414	3	Driver
80	7	Joe THOMPSON	1:35.731	15:05:52.468	7	The Motorsports School

### Session Leader History

NO	CL	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
1	7	Mike JORDAN	1	12	28.27 miles	REVIVE / AUTOGLYM /

### Flag History

TYPE	TIME OF DAY
GREEN	14:52:44.316
SAFETY	14:58:21.062
GREEN	15:04:11.351
FINISH	15:13:53.825

### Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	2	10	16:55.082
Red	0	0	0.000
Safety Car	1	2	5:50.288
FCY	0	0	0.000

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## ROUND 7 - STATISTICS

CLASS : 7

14 Starters

### Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
1	Mike JORDAN	1:42.935	14:54:27.252	1	REVIVE / AUTOGLYM / MOTUL / JRT
1	Mike JORDAN	1:36.641	14:56:03.893	2	REVIVE / AUTOGLYM / MOTUL / JRT
3	Ross BILLISON	1:36.480	14:56:04.231	2	Driver
87	Connor O'BRIEN	1:36.449	14:56:04.584	2	Driver
73	Spencer WANSTALL	1:36.359	14:56:04.657	2	Mini Spares
80	Joe THOMPSON	1:36.240	14:56:04.972	2	The Motorsports School
29	Damien HARRINGTON	1:35.979	14:57:42.414	3	Driver
80	Joe THOMPSON	1:35.731	15:05:52.468	7	The Motorsports School

### Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
1	Mike JORDAN	1	12	28.27 miles	REVIVE / AUTOGLYM / MOTUL / JRT

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 7 - STATISTICS

CLASS : S

19 Starters

### Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
725	Frazer HACK	<b>2:18.825</b>	14:55:03.142	1	SMMC race engines
700	Matthew AYRES	<b>1:38.689</b>	14:56:41.852	2	Driver
701	Jonathon PAGE	<b>1:38.228</b>	14:56:43.071	2	Driver
725	Frazer HACK	<b>1:37.878</b>	15:06:01.748	7	SMMC race engines
700	Matthew AYRES	<b>1:37.203</b>	15:06:02.097	7	Driver
725	Frazer HACK	<b>1:37.062</b>	15:07:38.810	8	SMMC race engines
700	Matthew AYRES	<b>1:37.039</b>	15:07:39.136	8	Driver

### Leader History

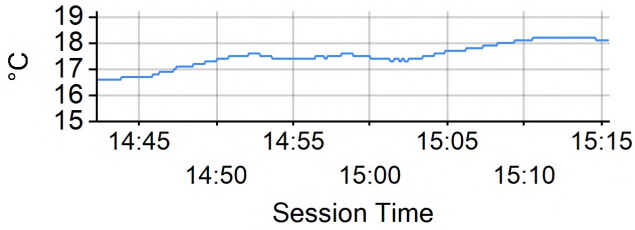
NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
725	Frazer HACK	1	1	2.35 miles	SMMC race engines
700	Matthew AYRES	2	1	2.35 miles	Driver
725	Frazer HACK	3	10	23.56 miles	SMMC race engines



2024 The Dunlop Mini Se7en Challenge supported by Mini Spares  
ROUND 7 - WEATHER CONDITIONS

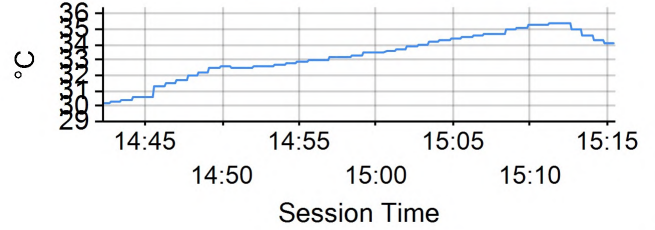
### Air Temperature

Min: 16.6°C Max: 18.2°C



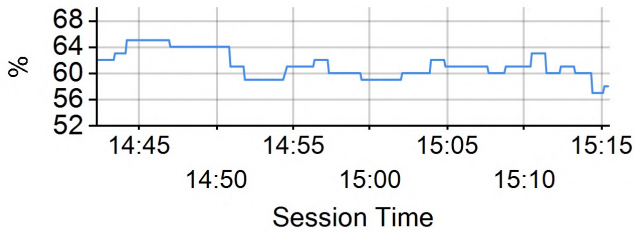
### Track Temperature

Min: 30.2°C Max: 35.4°C



### Humidity

Min: 57% Max: 65%



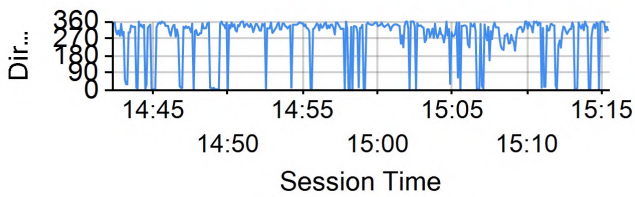
### Daily Rainfall

Min: 0mm Max: 0mm



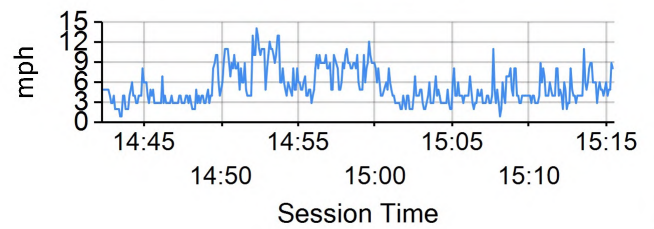
### Wind Direction

North = 0/360, East = 90, South = 180, West = 270



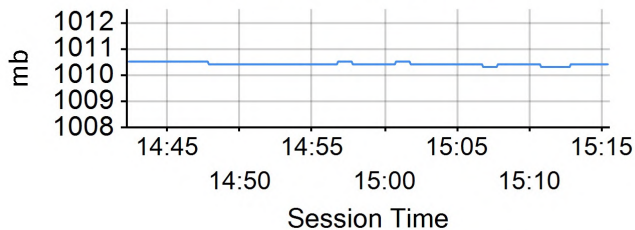
### Wind Speed

Min: 0.9mph Max: 14.1mph



### Barometric Pressure

Min: 1010.3mb Max: 1010.5mb





# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 8 - GRID (20 minutes)

ROW 21	41	<b>723</b> Andrew HACK	
ROW 20		39 <b>778</b> 1:43.418 Kate FRASER KER	40 <b>744</b> Ben SEYFRIED
ROW 19	37	<b>788</b> 1:40.366 Rob PERRY	38 <b>742</b> 1:40.564 Ben BUTLER
ROW 18		35 <b>736</b> 1:39.752 Bertie WOOLLARD	36 <b>715</b> 1:39.838 Andrew PAGE
ROW 17	33	<b>771</b> 1:39.644 Bradley JORDAN	34 <b>777</b> 1:39.722 Dave REES
ROW 16		31 <b>797</b> 1:38.792 Jack VANNER	32 <b>704</b> 1:39.161 Chris PRIOR
ROW 15	29	<b>789</b> 1:38.595 Arnold DUNCAN	30 <b>711</b> 1:38.768 Giles PAGE
ROW 14		27 <b>713</b> 1:38.034 Lee POOLMAN	28 <b>765</b> 1:38.502 Callum PERFECT
ROW 13	25	<b>701</b> 1:38.003 Jonathon PAGE	26 <b>746</b> 1:38.011 Oliver BIRKETT
ROW 12		23 <b>796</b> 1:37.873 Michael WINKWORTH	24 <b>707</b> 1:38.001 Matthew PAGE
ROW 11	21	<b>700</b> 1:37.039 Matthew AYRES	22 <b>725</b> 1:37.062 Frazer HACK
ROW 10			
ROW 9			
ROW 8		15 <b>37</b> Gareth HUNT	
ROW 7	13	<b>38</b> 1:39.442 Steven HOPPER	14 <b>57</b> 1:42.723 Philip GILLIBRAND
ROW 6		11 <b>70</b> 1:38.611 Lewis SAUNDERS	12 <b>14</b> 1:39.172 Jamie PAYNE
ROW 5	9	<b>16</b> 1:37.804 Andrew KING	10 <b>93</b> 1:38.190 Paul WOODBRIDGE
ROW 4		7 <b>1</b> 1:36.473 Mike JORDAN	8 <b>20</b> 1:36.527 Darren THOMAS
ROW 3	5	<b>21</b> 1:36.263 Aaron SMITH	6 <b>73</b> 1:36.359 Spencer WANSTALL
ROW 2		3 <b>29</b> 1:35.979 Damien HARRINGTON	4 <b>3</b> 1:36.251 Ross BILLISON
ROW 1	1	<b>80</b> 1:35.731 Joe THOMPSON	2 <b>87</b> 1:35.897 Connor O'BRIEN
		<b>Pole</b>	

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

Thruxton: 2.3560 miles

Clerk Of Course: <i>Luke Caudle</i>	Stewards:	Timekeeper: <i>Craig Smith</i>	
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Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:22 Saturday, 08 June 2024





# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 8 - CLASSIFICATION - AMENDED

Race Distance: 13 Laps / 30.62 miles

POS	NO	CL	PIC	NAME	NAT	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON	GRD	↑↓
1	1	7	1	Mike JORDAN	GBR	REVIVE / AUTOGLYM / MOTUL / JRT	13	21:05.652			87.11	1:35.764	8	7	6
2	3	7	2	Ross BILLISON	GBR	Driver	13	21:12.940	7.288	7.288	86.61	1:35.749	6	4	2
3	73	7	3	Spencer WANSTALL	GBR	Mini Spares	13	21:16.532	10.880	3.592	86.37	1:36.182	3	6	3
4	21	7	4	Aaron SMITH	GBR	Mini Sport	13	21:16.686	11.034	0.154	86.36	1:36.194	3	5	1
5	20	7	5	Darren THOMAS	GBR	Driver	13	21:22.301	16.649	5.615	85.98	1:36.512	3	8	3
6	14	7	6	Jamie PAYNE	GBR	Roonspeed/Marks Minis/CMES	13	21:49.837	44.185	27.536	84.17	1:39.184	3	12	6
7	725	S	1	Frazer HACK	GBR	SMMC race engines	13	21:57.249	51.597	7.412	83.70	1:37.218	7	17	10
8	700	S	2	Matthew AYRES	GBR	Driver	13	21:57.281	51.629	0.032	83.70	1:37.125	5	16	8
9	796	S	3	Michael WINKWORTH	GBR	Fusion Graphics	13	22:00.369	54.717	3.088	83.50	1:36.923	2	18	9
10	701	S	4	Jonathon PAGE	GBR	Driver	13	22:00.770	55.118	0.401	83.48	1:37.455	3	20	10
11	789	S	5	Arnold DUNCAN	GBR	Kent Automotive Developments	13	22:10.909	1:05.257	10.139	82.84	1:38.487	4	24	13
12	746	S	6	Oliver BIRKETT	MON	Driver	13	22:10.931	1:05.279	0.022	82.84	1:37.834	3	21	9
13	707	S	7	Matthew PAGE	GBR	Driver	13	22:11.070	1:05.418	0.139	82.83	1:38.145	3	19	6
14	797	S	8	Jack VANNER	GBR	Driver	13	22:11.620	1:05.968	0.550	82.80	1:38.300	13	26	12
15	765	S	9	Callum PERFECT	GBR	Motor Parts Direct	13	22:15.055	1:09.403	3.435	82.58	1:38.718	6	23	8
16	736	S	10	Bertie WOOLLARD	GBR	Driver	13	22:27.640	1:21.988	12.585	81.81	1:38.996	3	30	14
17	771	S	11	Bradley JORDAN	GBR	REVIVE / AUTOGLYM / MOTUL / JRT	13	22:28.069	1:22.417	0.429	81.79	1:39.236	4	28	11
18	704	S	12	Chris PRIOR	GBR	Hassell Vintage Coachworks/ SMG Moti	13	22:28.286	1:22.634	0.217	81.77	1:38.617	8	27	9
19	777	S	13	Dave REES	GBR	B.A.Perkins, Pea Green Physio, Iconic	13	22:28.566	1:22.914	0.280	81.76	1:39.533	6	29	10
20	713	S	14	Lee POOLMAN	GBR	Apex Car Transport and Storage	13	22:30.533	1:24.881	1.967	81.64	1:37.715	5	22	2
21	711*	S	15	Giles PAGE	GBR	Driver	13	22:14.940			82.59	1:38.104	3	25	4
22	742	S	16	Ben BUTLER	GBR	Driver	13	22:32.703	1:27.051		81.51	1:39.194	2	33	11
23	788	S	17	Rob PERRY	GBR	Driver	13	22:43.076	1:37.424	10.373	80.89	1:39.592	2	32	9
24	715	S	18	Andrew PAGE	GBR	Driver	12	21:15.755	1 Lap	1 Lap	79.77	1:39.947	6	31	7
25	778	S	19	Kate FRASER KER	GBR	Driver	12	21:34.893	1 Lap	19.138	78.60	1:43.423	2	34	9

### NOT CLASSIFIED

DNF	57	7		Philip GILLIBRAND	GBR	Driver	11	19:15.557	2 Laps	1 Lap	80.73	1:42.080	10	14	
DNF	38	7		Steven HOPPER	GBR	D&P Motors/Roonspeed	10	16:47.695	3 Laps	1 Lap	84.16	1:38.452	2	13	
DNF	80	7		Joe THOMPSON	GBR	The Motorsports School	9	14:34.618	4 Laps	1 Lap	87.27	1:35.471	6	1	
DNF	70	7		Lewis SAUNDERS	GBR	Unit 70 Racing with Pitstop	8	13:27.231	5 Laps	1 Lap	84.05	1:38.339	2	11	
DNF	87	7		Connor O'BRIEN	GBR	Driver	7	11:35.993	6 Laps	1 Lap	85.30	1:37.098	3	2	
DNF	37	7		Gareth HUNT	GBR	Driver	6	10:08.149	7 Laps	1 Lap	83.67	1:38.851	2	15	
DNF	29	7		Damien HARRINGTON	GBR	Driver	3	5:00.177	10 Laps	3 Laps	84.76	1:36.397	3	3	
DNF	93	7		Paul WOODBRIDGE	GBR	Driver	0							10	

### FASTEST LAP

80	7			Joe THOMPSON	GBR	The Motorsports School	6	1:35.471			88.83 mph		142.97 kph		
796	S			Michael WINKWORTH	GBR	Fusion Graphics	2	1:36.923			87.50 mph		140.83 kph		

### Comments:

\* Car 711 - 6 Position penalty - Q12.21.4

Weather / Track : Bright / Dry

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

Date: 09/06/2024 Start: 12:55 Finish: 13:16

Thrupton: 2.3560 miles

Clerk Of Course: <i>Luke Caudle</i>	Stewards:	Timekeeper: <i>Craig Smith</i>	
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Results can be found at [www.tsl-timing.com](http://www.tsl-timing.com)

Printed - 15:58 Sunday, 09 June 2024



# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 8 - LAP CHART

LAP 1 @ 12:56:57.535			LAP 2 @ 12:58:33.870			LAP 3 @ 13:00:09.890			LAP 4 @ 13:01:46.494			LAP 5 @ 13:03:22.694		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
1		1:44.807	1		1:36.335	1		1:36.020	1		1:36.604	1		1:36.200
73	0.383	1:45.190	80	1.022	1:36.085	80	1.157	1:36.155	80	0.999	1:36.446	80	0.859	1:36.060
3	0.736	1:45.543	20	1.745	1:37.105	3	1.791	1:35.873	3	1.676	1:36.489	3	1.458	1:35.982
20	0.975	1:45.782	3	1.938	1:37.537	20	2.237	1:36.512	21	3.298	1:37.232	21	3.752	1:36.654
80	1.272	1:46.079	73	2.268	1:38.220	73	2.430	1:36.182	73	3.621	1:37.795	73	4.189	1:36.768
21	1.601	1:46.408	21	2.496	1:37.230	21	2.670	1:36.194	20	4.008	1:38.375	20	4.930	1:37.122
29	1.881	1:46.688	29	2.638	1:37.092	29	3.015	1:36.397	87	5.125	1:37.732	87	6.481	1:37.556
87	2.082	1:46.889	87	2.919	1:37.172	87	3.997	1:37.098	14	11.989	1:39.726	38	15.626	1:39.557
70	2.290	1:47.097	70	4.294	1:38.339	38	8.422	1:39.201	38	12.269	1:40.451	70	16.099	1:39.817
14	2.843	1:47.650	38	5.241	1:38.452	70	8.634	1:40.360	70	12.482	1:40.452	14	16.340	1:40.551
38	3.124	1:47.931	14	5.703	1:39.195	14	8.867	1:39.184	37	12.681	1:39.860	37	16.483	1:40.002
37	3.513	1:48.320	37	6.029	1:38.851	37	9.425	1:39.416	57	33.204	1:44.686	700	39.826	1:37.125
57	8.783	1:53.590	57	16.721	1:44.273	57	25.122	1:44.421	700	38.901	1:37.241	725	40.051	1:37.320
700	35.060	2:19.867	700	36.281	1:37.556	725	38.012	1:37.516	725	38.931	1:37.523	57	41.478	1:44.474
725	35.279	2:20.086	725	36.516	1:37.572	700	38.264	1:38.003	796	39.908	1:38.160	796	41.595	1:37.887
701	35.672	2:20.479	796	37.097	1:36.923	796	38.352	1:37.275	701	40.322	1:37.901	701	42.058	1:37.936
707	35.849	2:20.656	701	37.590	1:38.253	701	39.025	1:37.455	707	41.953	1:38.673	707	44.665	1:38.912
796	36.509	2:21.316	707	37.759	1:38.245	707	39.884	1:38.145	746	44.842	1:38.610	746	47.196	1:38.554
789	36.718	2:21.525	789	39.550	1:39.167	746	42.836	1:37.834	789	44.969	1:38.487	789	47.605	1:38.836
765	37.145	2:21.952	765	39.956	1:39.146	789	43.086	1:39.556	711	45.712	1:38.139	797	48.238	1:38.480
713	37.919	2:22.726	746	41.022	1:39.260	765	43.287	1:39.351	797	45.958	1:38.615	711	48.514	1:39.002
746	38.097	2:22.904	797	41.605	1:39.811	797	43.947	1:38.362	765	46.309	1:39.626	765	48.893	1:38.784
797	38.129	2:22.936	736	41.778	1:39.747	711	44.177	1:38.104	713	47.654	1:39.343	713	49.169	1:37.715
736	38.366	2:23.173	713	41.919	1:40.335	736	44.754	1:38.996	736	48.116	1:39.966	736	51.972	1:40.056
777	39.057	2:23.864	711	42.093	1:39.079	713	44.915	1:39.016	771	50.484	1:39.236	771	54.442	1:40.158
711	39.349	2:24.156	742	42.502	1:39.194	742	46.655	1:40.173	777	51.008	1:40.489	777	55.871	1:41.063
742	39.643	2:24.450	704	42.921	1:39.582	777	47.123	1:39.762	742	51.259	1:41.208	742	56.556	1:41.497
704	39.674	2:24.481	777	43.381	1:40.659	704	47.367	1:40.466	788	51.569	1:39.904	788	56.560	1:41.191
771	40.252	2:25.059	788	43.887	1:39.592	771	47.852	1:39.265	704	53.874	1:43.111	704	57.336	1:39.662
788	40.630	2:25.437	771	44.607	1:40.690	788	48.269	1:40.402	778	1:05.464	1:44.725	778	1:13.545	1:44.281
715	40.859	2:25.666	778	49.211	1:43.423	778	57.343	1:44.152	715	1:11.502	1:41.592	715	1:16.406	1:41.104
778	42.123	2:26.930	715	1:00.791	1:56.267	715	1:06.514	1:41.743						

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 8 - LAP CHART

LAP 6 @ 13:04:58.662			LAP 7 @ 13:06:35.171			LAP 8 @ 13:08:10.935			LAP 9 @ 13:09:47.013			LAP 10 @ 13:11:23.941		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
1		1:35.968	1		1:36.509	1		1:35.764	1		1:36.078	1		1:36.928
80	0.362	1:35.471	80	0.329	1:36.476	80	0.260	1:35.695	778	1 Lap	1:43.753	715	1 Lap	1:43.043
3	1.239	1:35.749	3	1.042	1:36.312	3	1.390	1:36.112	80	0.333	1:36.151	3	4.239	1:38.915
21	5.556	1:37.772	20	7.416	1:37.683	21	10.178	1:38.320	3	2.252	1:36.940	778	1 Lap	1:43.552
73	5.857	1:37.636	21	7.622	1:38.575	20	10.343	1:38.691	21	11.782	1:37.682	73	12.754	1:36.869
20	6.242	1:37.280	73	7.735	1:38.387	73	10.545	1:38.574	73	12.813	1:38.346	21	12.963	1:38.109
87	8.384	1:37.871	87	13.550	1:41.675 P	38	28.766	1:40.743	20	13.134	1:38.869	20	13.844	1:37.638
38	19.677	1:40.019	38	23.787	1:40.619	70	29.024	1:40.618	38	33.104	1:40.416	38	36.482	1:40.306
70	20.607	1:40.476	70	24.170	1:40.072	14	29.266	1:40.317	14	33.247	1:40.059	14	36.610	1:40.291
14	21.263	1:40.891	14	24.713	1:39.959	725	45.574	1:38.982	725	48.216	1:38.720	725	51.065	1:39.777
37	22.215	1:41.700	725	42.356	1:37.218	700	46.016	1:39.260	700	48.634	1:38.696	700	51.340	1:39.634
700	41.437	1:37.579	700	42.520	1:37.592	701	49.376	1:38.434	796	51.837	1:38.298	701	54.150	1:38.695
725	41.647	1:37.564	796	46.348	1:38.229	796	49.617	1:39.033	701	52.383	1:39.085	796	54.343	1:39.434
701	44.425	1:38.335	701	46.706	1:38.790	707	54.359	1:39.437	707	58.765	1:40.484	707	1:01.560	1:39.723
796	44.628	1:39.001	707	50.686	1:39.360	746	57.076	1:38.702	746	1:00.169	1:39.171	746	1:02.245	1:39.004
707	47.835	1:39.138	797	53.731	1:39.277	765	58.000	1:39.461	789	1:01.503	1:39.212	797	1:03.367	1:38.572
57	50.189	1:44.679	789	53.853	1:39.221	789	58.369	1:40.280	797	1:01.723	1:39.293	789	1:03.590	1:39.015
746	50.567	1:39.339	746	54.138	1:40.080	797	58.508	1:40.541	765	1:02.420	1:40.498	765	1:05.099	1:39.607
797	50.963	1:38.693	765	54.303	1:39.169	711	1:00.621	1:39.656	711	1:04.016	1:39.473	711	1:05.682	1:38.594
789	51.141	1:39.504	711	56.729	1:41.206	736	1:05.789	1:40.396	704	1:11.065	1:40.211	704	1:14.781	1:40.644
765	51.643	1:38.718	57	59.067	1:45.387	57	1:06.765	1:43.462	736	1:11.234	1:41.523	771	1:15.080	1:40.290
711	52.032	1:39.486	736	1:01.157	1:41.071	704	1:06.932	1:38.617	771	1:11.718	1:40.428	736	1:15.371	1:41.065
713	52.408	1:39.207	777	1:03.410	1:40.483	771	1:07.368	1:39.299	777	1:12.509	1:40.765	777	1:16.032	1:40.451
736	56.595	1:40.591	771	1:03.833	1:41.256	777	1:07.822	1:40.176	788	1:15.265	1:41.855	788	1:18.947	1:40.610
771	59.086	1:40.612	704	1:04.079	1:39.779	742	1:09.242	1:40.192	742	1:15.668	1:42.504	742	1:19.235	1:40.495
777	59.436	1:39.533	742	1:04.814	1:39.826	788	1:09.488	1:39.713	57	1:16.240	1:45.553	57	1:21.392	1:42.080
704	1:00.809	1:39.441	788	1:05.539	1:40.126	713	1:15.124	1:39.687	713	1:18.847	1:39.801	713	1:21.429	1:39.510
742	1:01.497	1:40.909	713	1:11.201	1:55.302	715	1:31.827	1:42.253						
788	1:01.922	1:41.330	715	1:25.338	1:41.462									
715	1:20.385	1:39.947	778	1:28.296	1:43.607									
778	1:21.198	1:43.621												

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## ROUND 8 - LAP CHART

LAP 11 @ 13:13:00.709			LAP 12 @ 13:14:38.840			LAP 13 @ 13:16:18.380		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
<b>1</b>		1:36.768	<b>1</b>		1:38.131	<b>1</b>		1:39.540
<b>3</b>	5.571	1:38.100	<b>3</b>	6.084	1:38.644	<b>3</b>	7.288	1:40.744
<b>715</b>	1 Lap	1:41.563	<b>715</b>	1 Lap	1:40.342	<b>715</b>	1 Lap	1:40.773
<b>21</b>	13.356	1:37.161	<b>21</b>	12.574	1:37.349	<b>73</b>	10.880	1:37.493
<b>73</b>	13.653	1:37.667	<b>73</b>	12.927	1:37.405	<b>21</b>	11.034	1:38.000
<b>20</b>	16.426	1:39.350	<b>20</b>	16.955	1:38.660	<b>20</b>	16.649	1:39.234
<b>778</b>	1 Lap	1:48.709	<b>778</b>	1 Lap	1:44.502	<b>778</b>	1 Lap	1:43.638
<b>14</b>	39.678	1:39.836	<b>14</b>	42.646	1:41.099	<b>14</b>	44.185	1:41.079
<b>700</b>	53.436	1:38.864	<b>700</b>	53.606	1:38.301	<b>725</b>	51.597	1:37.347
<b>725</b>	53.717	1:39.420	<b>725</b>	53.790	1:38.204	<b>700</b>	51.629	1:37.563
<b>701</b>	55.699	1:38.317	<b>796</b>	55.362	1:37.449	<b>796</b>	54.717	1:38.895
<b>796</b>	56.044	1:38.469	<b>701</b>	55.781	1:38.213	<b>701</b>	55.118	1:38.877
<b>707</b>	1:04.508	1:39.716	<b>746</b>	1:05.386	1:38.715	<b>789</b>	1:05.257	1:38.567
<b>746</b>	1:04.802	1:39.325	<b>707</b>	1:05.709	1:39.332	<b>746</b>	1:05.279	1:39.433
<b>789</b>	1:05.592	1:38.770	<b>789</b>	1:06.230	1:38.769	<b>707</b>	1:05.418	1:39.249
<b>797</b>	1:05.913	1:39.314	<b>797</b>	1:07.208	1:39.426	<b>797</b>	1:05.968	1:38.300
<b>711</b>	1:08.492	1:39.578	<b>711</b>	1:09.177	1:38.816	<b>711</b>	1:09.288	1:39.651
<b>765</b>	1:08.928	1:40.597	<b>765</b>	1:09.680	1:38.883	<b>765</b>	1:09.403	1:39.263
<b>771</b>	1:18.782	1:40.470	<b>704</b>	1:19.922	1:39.094	<b>736</b>	1:21.988	1:40.690
<b>704</b>	1:18.959	1:40.946	<b>771</b>	1:20.098	1:39.447	<b>771</b>	1:22.417	1:41.859
<b>736</b>	1:19.492	1:40.889	<b>736</b>	1:20.838	1:39.477	<b>704</b>	1:22.634	1:42.252
<b>777</b>	1:20.197	1:40.933	<b>777</b>	1:21.835	1:39.769	<b>777</b>	1:22.914	1:40.619
<b>742</b>	1:22.818	1:40.351	<b>713</b>	1:25.222	1:39.719	<b>713</b>	1:24.881	1:39.199
<b>788</b>	1:23.338	1:41.159	<b>788</b>	1:25.916	1:40.709	<b>742</b>	1:27.051	1:40.204
<b>713</b>	1:23.634	1:38.973	<b>742</b>	1:26.387	1:41.700	<b>788</b>	1:37.424	1:51.048
<b>57</b>	1:27.576	1:42.952						

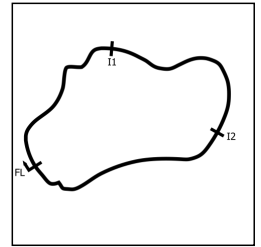
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## ROUND 8 - POSITION CHART

No	Name	Lap Pos	Lap													
			1	2	3	4	5	6	7	8	9	10	11	12	13	14
80	THOMPSON	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
87	O'BRIEN	2	73	80	80	80	80	80	80	80	80	3	3	3	3	
29	HARRINGTON	3	3	20	3	3	3	3	3	3	3	73	21	21	73	
3	BILLISON	4	20	3	20	21	21	21	20	21	21	21	73	73	21	
21	SMITH	5	80	73	73	73	73	73	21	20	73	20	20	20	20	
73	WANSTALL	6	21	21	21	20	20	20	73	73	20	38	14	14	14	
1	JORDAN	7	29	29	29	87	87	87	87	38	38	14	700	700	725	
20	THOMAS	8	87	87	87	14	38	38	38	70	14	725	725	725	700	
93	WOODBIDGE	9	70	70	38	38	70	70	70	14	725	700	701	796	796	
70	SAUNDERS	10	14	38	70	70	14	14	14	725	700	701	796	701	701	
14	PAYNE	11	38	14	14	37	37	37	725	700	796	796	707	746	789	
38	HOPPER	12	37	37	37	57	700	700	700	701	701	707	746	707	746	
57	GILLIBRAND	13	57	57	57	700	725	725	796	796	707	746	789	789	707	
37	HUNT	14	700	700	725	725	57	701	701	707	746	797	797	797	797	
700	AYRES	15	725	725	700	796	796	796	707	746	789	789	711	711	711	
725	HACK	16	701	796	796	701	701	707	797	765	797	765	765	765	765	
796	WINKWORTH	17	707	701	701	707	707	57	789	789	765	711	771	704	736	
707	PAGE	18	796	707	707	746	746	746	746	797	711	704	704	771	771	
701	PAGE	19	789	789	746	789	789	797	765	711	704	771	736	736	704	
746	BIRKETT	20	765	765	789	711	797	789	711	736	736	736	777	777	777	
713	POOLMAN	21	713	746	765	797	711	765	57	57	771	777	742	713	713	
765	PERFECT	22	746	797	797	765	765	711	736	704	777	788	788	788	742	
789	DUNCAN	23	797	736	711	713	713	713	777	771	788	742	713	742	788	
711	PAGE	24	736	713	736	736	736	736	771	777	742	57	57	715		
797	VANNER	25	777	711	713	771	771	771	704	742	57	713	715	778		
704	PRIOR	26	711	742	742	777	777	777	742	788	713	715	778			
771	JORDAN	27	742	704	777	742	742	704	788	713	715	778				
777	REES	28	704	777	704	788	788	742	713	715	778					
736	WOOLLARD	29	771	788	771	704	704	788	715	778						
715	PAGE	30	788	771	788	778	778	715	778							
788	PERRY	31	715	778	778	715	715	778								
742	BUTLER	32	778	715	715											
778	FRASER KER	33														

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## ROUND 8 - SECTOR ANALYSIS



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

P1		1 7		Mike JORDAN			REVIVE / AUTOGLYM / MOTUL / JRT				
IDEAL LAP TIME : 1:35.404		BEST LAP TIME : 1:35.764			DIFFERENCE : 0.360						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		84.3	26.015	101.9	38.637	79.9	1:44.807	80.92	9.043	12:56:57.535	
2 -	<b>31.905</b>	85.0	25.745	101.9	38.685	79.7	1:36.335	88.04	0.571	12:58:33.870	
3 -	31.995	85.1	25.644	101.8	38.381	80.1	1:36.020 (3)	88.33	0.256	13:00:09.890	
4 -	32.168	85.7	25.840	101.2	38.596	80.0	1:36.604	87.79	0.840	13:01:46.494	
5 -	32.125	85.7	25.739	101.9	38.336	80.5	1:36.200	88.16	0.436	13:03:22.694	
6 -	32.083	85.2	25.740	102.1	38.145	80.5	1:35.968 (2)	88.37	0.204	13:04:58.662	
7 -	32.012	85.4	25.618	<b>103.2</b>	38.879	80.1	1:36.509	87.88	0.745	13:06:35.171	
8 -	32.265	<b>86.2</b>	<b>25.566</b>	102.6	<b>37.933</b>	<b>80.8</b>	<b>1:35.764 (1)</b>	<b>88.56</b>		<b>13:08:10.935</b>	
9 -	31.955	85.1	25.626	102.4	38.497	78.8	1:36.078	88.27	0.314	13:09:47.013	
10 -	32.873	84.8	25.703	101.6	38.352	78.3	1:36.928	87.50	1.164	13:11:23.941	
11 -	32.360	85.1	25.733	101.6	38.675	79.8	1:36.768	87.64	1.004	13:13:00.709	
12 -	32.535	84.8	25.834	101.3	39.762	80.7	1:38.131	86.43	2.367	13:14:38.840	
13 -	32.347	83.9	26.291	100.0	40.902	78.0	1:39.540	85.20	3.776	13:16:18.380	

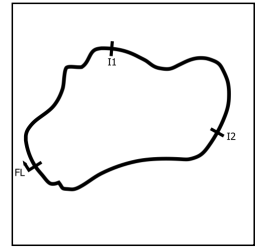
P2		3 7		Ross BILLISON			Driver				
IDEAL LAP TIME : 1:35.607		BEST LAP TIME : 1:35.749			DIFFERENCE : 0.142						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		84.2	26.135	100.0	39.678	81.2	1:45.543	80.36	9.794	12:56:58.271	
2 -	32.084	86.2	25.728	100.3	39.725	80.9	1:37.537	86.95	1.788	12:58:35.808	
3 -	32.206	84.7	25.651	103.4	<b>38.016</b>	80.9	1:35.873 (2)	88.46	0.124	13:00:11.681	
4 -	32.099	85.3	25.590	99.1	38.800	81.0	1:36.489	87.90	0.740	13:01:48.170	
5 -	<b>32.082</b>	85.0	25.555	<b>104.2</b>	38.345	<b>81.5</b>	1:35.982 (3)	88.36	0.233	13:03:24.152	
6 -	32.101	84.9	25.621	102.6	38.027	80.7	<b>1:35.749 (1)</b>	<b>88.58</b>		<b>13:04:59.901</b>	
7 -	32.148	84.8	25.652	102.1	38.512	80.6	1:36.312	88.06	0.563	13:06:36.213	
8 -	32.222	<b>86.3</b>	<b>25.509</b>	102.1	38.381	80.5	1:36.112	88.24	0.363	13:08:12.325	
9 -	32.305	84.4	25.780	100.6	38.855	79.0	1:36.940	87.49	1.191	13:09:49.265	
10 -	33.526	82.4	26.197	99.8	39.192	78.8	1:38.915	85.74	3.166	13:11:28.180	
11 -	32.758	85.1	25.911	99.7	39.431	79.3	1:38.100	86.45	2.351	13:13:06.280	
12 -	32.524	84.9	25.939	99.8	40.181	79.6	1:38.644	85.98	2.895	13:14:44.924	
13 -	32.612	84.4	26.089	99.2	42.043	78.1	1:40.744	84.18	4.995	13:16:25.668	

P3		73 7		Spencer WANSTALL			Mini Spares				
IDEAL LAP TIME : 1:36.182		BEST LAP TIME : 1:36.182			DIFFERENCE : 0.000						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		83.4	26.364	99.5	39.521	79.7	1:45.190	80.63	9.008	12:56:57.918	
2 -	32.260	84.4	25.878	100.7	40.082	81.0	1:38.220	86.35	2.038	12:58:36.138	
3 -	<b>32.098</b>	<b>85.2</b>	<b>25.771</b>	<b>103.8</b>	<b>38.313</b>	<b>81.5</b>	<b>1:36.182 (1)</b>	<b>88.18</b>		<b>13:00:12.320</b>	
4 -	32.258	83.3	26.086	100.0	39.451	80.6	1:37.795	86.72	1.613	13:01:50.115	
5 -	32.194	85.0	25.895	103.0	38.679	80.9	1:36.768 (2)	87.64	0.586	13:03:26.883	
6 -	32.121	84.3	26.359	100.3	39.156	81.0	1:37.636	86.86	1.454	13:05:04.519	
7 -	32.666	83.6	26.118	101.9	39.603	79.2	1:38.387	86.20	2.205	13:06:42.906	
8 -	32.882	83.8	26.042	103.4	39.650	79.5	1:38.574	86.04	2.392	13:08:21.480	
9 -	32.774	84.0	25.977	98.5	39.595	79.9	1:38.346	86.24	2.164	13:09:59.826	
10 -	32.230	83.8	26.009	101.2	38.630	78.7	1:36.869 (3)	87.55	0.687	13:11:36.695	
11 -	32.518	84.4	26.051	101.2	39.098	80.0	1:37.667	86.84	1.485	13:13:14.362	
12 -	32.533	84.2	25.936	101.0	38.936	81.1	1:37.405	87.07	1.223	13:14:51.767	
13 -	32.372	83.2	26.175	99.8	38.946	78.0	1:37.493	86.99	1.311	13:16:29.260	



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## ROUND 8 - 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

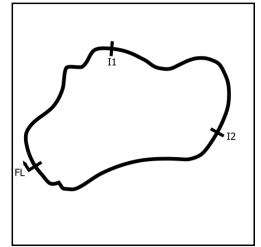
P4		21 7		Aaron SMITH			Mini Sport				
IDEAL LAP TIME : 1:36.142		BEST LAP TIME : 1:36.194			DIFFERENCE : 0.052						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.8	26.199	<b>104.0</b>	39.505	79.9	1:46.408	79.70	10.214	12:56:59.136	
2 -	32.214	<b>85.3</b>	<b>25.592</b>	103.5	39.424	79.9	1:37.230	87.23	1.036	12:58:36.366	
3 -	<b>32.135</b>	84.7	25.644	103.8	<b>38.415</b>	<b>80.3</b>	<b>1:36.194 (1)</b>	<b>88.17</b>		<b>13:00:12.560</b>	
4 -	32.310	84.0	26.066	102.1	38.856	78.7	1:37.232	87.23	1.038	13:01:49.792	
5 -	32.346	83.7	25.878	100.1	38.430	78.6	1:36.654 (2)	87.75	0.460	13:03:26.446	
6 -	32.405	83.2	26.726	99.8	38.641	78.4	1:37.772	86.74	1.578	13:05:04.218	
7 -	33.102	83.4	26.081	101.2	39.392	79.3	1:38.575	86.04	2.381	13:06:42.793	
8 -	32.835	83.7	25.988	102.9	39.497	77.6	1:38.320	86.26	2.126	13:08:21.113	
9 -	32.629	82.7	26.128	99.1	38.925	78.3	1:37.682	86.82	1.488	13:09:58.795	
10 -	32.590	83.1	26.144	99.1	39.375	79.9	1:38.109	86.45	1.915	13:11:36.904	
11 -	32.513	85.1	25.994	101.5	38.654	78.3	1:37.161 (3)	87.29	0.967	13:13:14.065	
12 -	32.569	83.4	26.074	99.7	38.706	78.5	1:37.349	87.12	1.155	13:14:51.414	
13 -	33.004	84.4	26.035	101.5	38.961	79.1	1:38.000	86.54	1.806	13:16:29.414	

P5		20 7		Darren THOMAS			Driver				
IDEAL LAP TIME : 1:36.148		BEST LAP TIME : 1:36.512			DIFFERENCE : 0.364						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		84.4	25.942	103.2	39.483	<b>81.0</b>	1:45.782	80.17	9.270	12:56:58.510	
2 -	32.318	<b>85.0</b>	<b>25.352</b>	<b>104.3</b>	39.435	80.0	1:37.105 (2)	87.34	0.593	12:58:35.615	
3 -	32.271	83.4	25.641	103.4	<b>38.600</b>	<b>81.0</b>	<b>1:36.512 (1)</b>	<b>87.88</b>		<b>13:00:12.127</b>	
4 -	32.690	81.5	25.920	101.8	39.765	80.5	1:38.375	86.21	1.863	13:01:50.502	
5 -	<b>32.196</b>	84.4	25.641	102.4	39.285	80.1	1:37.122 (3)	87.32	0.610	13:03:27.624	
6 -	32.530	82.3	25.928	102.6	38.822	80.6	1:37.280	87.18	0.768	13:05:04.904	
7 -	32.782	84.0	25.907	101.9	38.994	79.2	1:37.683	86.82	1.171	13:06:42.587	
8 -	32.855	84.4	26.058	101.0	39.778	79.9	1:38.691	85.94	2.179	13:08:21.278	
9 -	32.785	84.2	26.181	100.0	39.903	80.2	1:38.869	85.78	2.357	13:10:00.147	
10 -	32.558	82.8	25.891	101.5	39.189	78.5	1:37.638	86.86	1.126	13:11:37.785	
11 -	32.506	83.9	25.884	101.5	40.960	76.4	1:39.350	85.37	2.838	13:13:17.135	
12 -	32.953	83.9	26.105	99.5	39.602	79.7	1:38.660	85.96	2.148	13:14:55.795	
13 -	32.987	82.7	26.456	98.9	39.791	77.4	1:39.234	85.47	2.722	13:16:35.029	

P6		14 7		Jamie PAYNE			Roonspeed/Marks Minis/CMES				
IDEAL LAP TIME : 1:38.489		BEST LAP TIME : 1:39.184			DIFFERENCE : 0.695						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		<b>82.9</b>	<b>26.161</b>	<b>100.7</b>	39.985	78.7	1:47.650	78.78	8.466	12:57:00.378	
2 -	33.145	82.1	26.356	100.0	<b>39.694</b>	78.5	1:39.195 (2)	85.50	0.011	12:58:39.573	
3 -	<b>32.634</b>	82.2	26.182	98.5	40.368	<b>78.9</b>	<b>1:39.184 (1)</b>	<b>85.51</b>		<b>13:00:18.757</b>	
4 -	33.316	81.4	26.335	98.2	40.075	76.6	1:39.726 (3)	85.04	0.542	13:01:58.483	
5 -	33.539	82.4	26.405	97.8	40.607	76.6	1:40.551	84.35	1.367	13:03:39.034	
6 -	33.448	79.3	27.171	97.5	40.272	78.3	1:40.891	84.06	1.707	13:05:19.925	
7 -	32.814	80.9	26.811	97.2	40.334	78.4	1:39.959	84.85	0.775	13:06:59.884	
8 -	32.964	82.4	26.520	95.1	40.833	78.2	1:40.317	84.54	1.133	13:08:40.201	
9 -	33.553	82.4	26.345	99.1	40.161	77.6	1:40.059	84.76	0.875	13:10:20.260	
10 -	33.445	82.7	26.635	96.6	40.211	77.7	1:40.291	84.57	1.107	13:12:00.551	
11 -	33.310	82.1	26.408	98.6	40.118	76.7	1:39.836	84.95	0.652	13:13:40.387	
12 -	33.337	81.0	26.873	96.1	40.889	77.0	1:41.099	83.89	1.915	13:15:21.486	
13 -	33.447	81.1	26.950	96.9	40.682	76.6	1:41.079	83.91	1.895	13:17:02.565	

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## ROUND 8 - 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

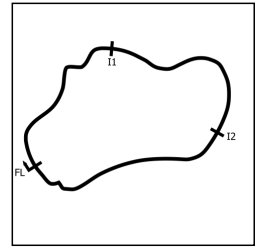
P7 725 S		Frazer HACK					SMMC race engines				
IDEAL LAP TIME : 1:36.888		BEST LAP TIME : 1:37.218					DIFFERENCE : 0.330				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.6	26.250	98.9	40.076	77.6	2:20.086	60.54	42.868	12:57:32.814	
2 -	<b>32.495</b>	<b>83.3</b>	26.305	101.0	38.772	<b>78.7</b>	1:37.572	86.92	0.354	12:59:10.386	
3 -	32.688	82.4	26.295	100.4	38.533	75.9	1:37.516	86.97	0.298	13:00:47.902	
4 -	32.883	82.8	26.265	100.6	38.375	76.5	1:37.523	86.97	0.305	13:02:25.425	
5 -	32.758	82.6	26.210	99.8	38.352	77.8	1:37.320 (2)	87.15	0.102	13:04:02.745	
6 -	32.746	82.4	26.340	99.7	38.478	77.4	1:37.564	86.93	0.346	13:05:40.309	
7 -	32.762	82.1	26.204	101.2	<b>38.252</b>	76.8	<b>1:37.218 (1)</b>	<b>87.24</b>		<b>13:07:17.527</b>	
8 -	33.180	81.1	26.286	99.5	39.516	76.3	1:38.982	85.68	1.764	13:08:56.509	
9 -	33.522	80.8	26.481	98.6	38.717	77.0	1:38.720	85.91	1.502	13:10:35.229	
10 -	33.732	81.9	26.272	98.3	39.773	76.6	1:39.777	85.00	2.559	13:12:15.006	
11 -	33.303	83.0	26.210	98.2	39.907	78.3	1:39.420	85.31	2.202	13:13:54.426	
12 -	32.764	82.0	26.285	99.8	39.155	78.4	1:38.204	86.36	0.986	13:15:32.630	
13 -	32.762	82.9	<b>26.141</b>	<b>101.6</b>	38.444	74.0	1:37.347 (3)	87.12	0.129	13:17:09.977	

P8 700 S		Matthew AYRES					Driver				
IDEAL LAP TIME : 1:36.942		BEST LAP TIME : 1:37.125					DIFFERENCE : 0.183				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.4	26.454	96.9	39.814	77.8	2:19.867	60.64	42.742	12:57:32.595	
2 -	32.538	82.1	26.373	99.1	38.645	77.8	1:37.556 (3)	86.94	0.431	12:59:10.151	
3 -	32.756	81.8	26.339	99.2	38.908	77.0	1:38.003	86.54	0.878	13:00:48.154	
4 -	<b>32.502</b>	<b>82.3</b>	26.306	99.8	38.433	77.8	1:37.241 (2)	87.22	0.116	13:02:25.395	
5 -	32.571	82.0	26.327	99.2	<b>38.227</b>	78.5	<b>1:37.125 (1)</b>	<b>87.32</b>		<b>13:04:02.520</b>	
6 -	32.744	81.3	26.437	98.3	38.398	78.4	1:37.579	86.92	0.454	13:05:40.099	
7 -	32.649	81.2	26.416	100.1	38.527	73.7	1:37.592	86.90	0.467	13:07:17.691	
8 -	33.187	82.0	<b>26.213</b>	<b>100.3</b>	39.860	77.7	1:39.260	85.44	2.135	13:08:56.951	
9 -	33.193	80.0	26.554	100.0	38.949	78.7	1:38.696	85.93	1.571	13:10:35.647	
10 -	33.071	81.6	26.539	96.6	40.024	<b>78.9</b>	1:39.634	85.12	2.509	13:12:15.281	
11 -	32.871	82.2	26.394	95.7	39.599	78.2	1:38.864	85.79	1.739	13:13:54.145	
12 -	32.907	<b>82.3</b>	26.350	98.6	39.044	78.7	1:38.301	86.28	1.176	13:15:32.446	
13 -	32.751	<b>82.3</b>	26.237	100.1	38.575	76.6	1:37.563	86.93	0.438	13:17:10.009	

P9 796 S		Michael WINKWORTH					Fusion Graphics				
IDEAL LAP TIME : 1:36.772		BEST LAP TIME : 1:36.923					DIFFERENCE : 0.151				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.6	26.087	100.4	41.219	78.3	2:21.316	60.01	44.393	12:57:34.044	
2 -	32.637	<b>84.0</b>	<b>25.922</b>	101.3	<b>38.364</b>	78.1	<b>1:36.923 (1)</b>	<b>87.50</b>		<b>12:59:10.967</b>	
3 -	<b>32.486</b>	83.4	26.137	<b>101.8</b>	38.652	77.2	1:37.275 (2)	87.19	0.352	13:00:48.242	
4 -	32.920	83.2	26.365	99.4	38.875	77.6	1:38.160	86.40	1.237	13:02:26.402	
5 -	32.642	82.6	26.302	100.1	38.943	78.6	1:37.887	86.64	0.964	13:04:04.289	
6 -	32.829	82.3	26.413	100.1	39.759	<b>79.1</b>	1:39.001	85.67	2.078	13:05:43.290	
7 -	32.822	82.6	26.214	101.5	39.193	77.2	1:38.229	86.34	1.306	13:07:21.519	
8 -	32.958	82.1	26.459	100.1	39.616	78.5	1:39.033	85.64	2.110	13:09:00.552	
9 -	32.939	83.6	26.089	100.0	39.270	76.7	1:38.298	86.28	1.375	13:10:38.850	
10 -	33.278	82.5	26.522	98.5	39.634	78.7	1:39.434	85.29	2.511	13:12:18.284	
11 -	32.894	83.2	26.104	101.5	39.471	78.8	1:38.469	86.13	1.546	13:13:56.753	
12 -	32.668	83.2	26.236	100.4	38.545	77.4	1:37.449 (3)	87.03	0.526	13:15:34.202	
13 -	32.991	82.3	26.559	99.2	39.345	76.5	1:38.895	85.76	1.972	13:17:13.097	

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## ROUND 8 - 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

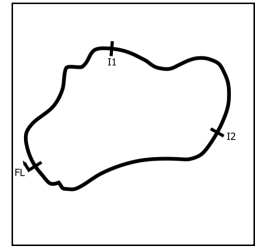
P10 701 S		Jonathon PAGE					Driver				
IDEAL LAP TIME : 1:37.398		BEST LAP TIME : 1:37.455					DIFFERENCE : 0.057				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.3	26.143	<b>101.9</b>	39.807	79.0	2:20.479	60.37	43.024	12:57:33.207	
2 -	32.912	82.9	26.195	101.2	39.146	78.7	1:38.253	86.32	0.798	12:59:11.460	
3 -	<b>32.577</b>	83.1	26.088	100.3	<b>38.790</b>	77.9	<b>1:37.455 (1)</b>	<b>87.03</b>		<b>13:00:48.915</b>	
4 -	32.926	83.5	26.110	100.0	38.865	78.4	1:37.901 (2)	86.63	0.446	13:02:26.816	
5 -	32.704	82.9	<b>26.031</b>	101.8	39.201	<b>79.3</b>	1:37.936 (3)	86.60	0.481	13:04:04.752	
6 -	32.959	83.1	26.144	101.3	39.232	78.4	1:38.335	86.25	0.880	13:05:43.087	
7 -	32.872	82.1	26.206	100.4	39.712	79.2	1:38.790	85.85	1.335	13:07:21.877	
8 -	32.971	<b>83.7</b>	26.253	100.1	39.210	77.6	1:38.434	86.16	0.979	13:09:00.311	
9 -	33.020	83.4	26.172	100.3	39.893	78.0	1:39.085	85.59	1.630	13:10:39.396	
10 -	33.087	83.2	26.319	98.2	39.289	78.1	1:38.695	85.93	1.240	13:12:18.091	
11 -	32.885	82.1	26.204	100.9	39.228	78.3	1:38.317	86.26	0.862	13:13:56.408	
12 -	32.880	83.3	26.269	100.7	39.064	79.0	1:38.213	86.35	0.758	13:15:34.621	
13 -	32.895	<b>83.7</b>	26.417	99.1	39.565	77.7	1:38.877	85.77	1.422	13:17:13.498	

P11 789 S		Arnold DUNCAN					Kent Automotive Developments				
IDEAL LAP TIME : 1:37.545		BEST LAP TIME : 1:38.487					DIFFERENCE : 0.942				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.9	<b>25.905</b>	<b>102.1</b>	40.049	<b>79.5</b>	2:21.525	59.92	43.038	12:57:34.253	
2 -	33.060	82.6	26.328	100.4	39.779	75.9	1:39.167	85.52	0.680	12:59:13.420	
3 -	33.195	82.0	26.651	97.8	39.710	78.3	1:39.556	85.19	1.069	13:00:52.976	
4 -	32.886	<b>83.1</b>	26.311	99.2	39.290	77.5	<b>1:38.487 (1)</b>	<b>86.11</b>		<b>13:02:31.463</b>	
5 -	33.501	81.5	26.483	100.0	<b>38.852</b>	78.0	1:38.836	85.81	0.349	13:04:10.299	
6 -	<b>32.788</b>	82.3	26.363	100.7	40.353	79.0	1:39.504	85.23	1.017	13:05:49.803	
7 -	33.374	82.8	26.098	101.3	39.749	76.7	1:39.221	85.48	0.734	13:07:29.024	
8 -	33.982	81.0	26.445	101.9	39.853	77.4	1:40.280	84.57	1.793	13:09:09.304	
9 -	33.101	81.2	26.685	98.5	39.426	77.7	1:39.212	85.48	0.725	13:10:48.516	
10 -	33.124	82.4	26.423	99.8	39.468	79.0	1:39.015	85.65	0.528	13:12:27.531	
11 -	33.003	82.6	26.367	101.2	39.400	78.7	1:38.770	85.87	0.283	13:14:06.301	
12 -	33.056	82.4	26.521	99.5	39.192	78.3	1:38.769 (3)	85.87	0.282	13:15:45.070	
13 -	33.042	80.8	26.350	101.3	39.175	76.6	1:38.567 (2)	86.04	0.080	13:17:23.637	

P12 746 S		Oliver BIRKETT					Driver				
IDEAL LAP TIME : 1:37.268		BEST LAP TIME : 1:37.834					DIFFERENCE : 0.566				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.2	<b>25.974</b>	100.9	41.594	74.3	2:22.904	59.35	45.070	12:57:35.632	
2 -	33.242	80.9	26.581	98.8	39.437	75.1	1:39.260	85.44	1.426	12:59:14.892	
3 -	32.765	81.2	26.270	100.9	38.799	75.8	<b>1:37.834 (1)</b>	<b>86.69</b>		<b>13:00:52.726</b>	
4 -	<b>32.710</b>	81.3	26.626	98.6	39.274	75.0	1:38.610 (3)	86.01	0.776	13:02:31.336	
5 -	33.346	80.1	26.624	99.2	<b>38.584</b>	76.4	1:38.554 (2)	86.06	0.720	13:04:09.890	
6 -	32.744	81.1	26.580	98.6	40.015	77.1	1:39.339	85.38	1.505	13:05:49.229	
7 -	32.995	79.7	26.695	98.8	40.390	76.4	1:40.080	84.74	2.246	13:07:29.309	
8 -	33.231	81.1	26.392	99.5	39.079	76.2	1:38.702	85.93	0.868	13:09:08.011	
9 -	32.971	80.8	26.631	98.1	39.569	75.9	1:39.171	85.52	1.337	13:10:47.182	
10 -	33.044	81.7	26.539	98.5	39.421	76.5	1:39.004	85.66	1.170	13:12:26.186	
11 -	32.894	81.6	26.342	<b>101.0</b>	40.089	<b>78.1</b>	1:39.325	85.39	1.491	13:14:05.511	
12 -	33.030	<b>82.9</b>	26.471	99.5	39.214	75.4	1:38.715	85.92	0.881	13:15:44.226	
13 -	33.029	79.8	26.746	98.2	39.658	73.9	1:39.433	85.29	1.599	13:17:23.659	

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## ROUND 8 - 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

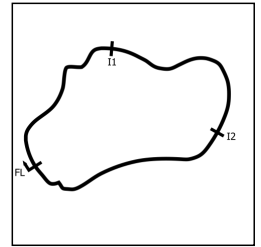
P13 707 S		Matthew PAGE					Driver				
IDEAL LAP TIME : 1:37.908		BEST LAP TIME : 1:38.145					DIFFERENCE : 0.237				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		83.0	26.216	101.3	39.734	78.1	2:20.656	60.30	42.511	12:57:33.384	
2 -	33.099	<b>83.6</b>	<b>25.959</b>	<b>101.9</b>	39.187	77.5	1:38.245 (2)	86.33	0.100	12:59:11.629	
3 -	<b>32.873</b>	82.6	26.196	99.5	<b>39.076</b>	76.9	<b>1:38.145 (1)</b>	<b>86.41</b>		<b>13:00:49.774</b>	
4 -	32.963	82.4	26.408	98.3	39.302	76.8	1:38.673 (3)	85.95	0.528	13:02:28.447	
5 -	<b>32.873</b>	81.6	26.522	98.5	39.517	76.3	1:38.912	85.74	0.767	13:04:07.359	
6 -	32.981	82.3	26.439	98.3	39.718	76.2	1:39.138	85.55	0.993	13:05:46.497	
7 -	33.019	81.1	26.562	98.6	39.779	76.0	1:39.360	85.36	1.215	13:07:25.857	
8 -	33.024	81.4	26.537	98.6	39.876	76.6	1:39.437	85.29	1.292	13:09:05.294	
9 -	33.296	80.7	26.941	98.5	40.247	76.0	1:40.484	84.40	2.339	13:10:45.778	
10 -	33.183	81.7	26.606	97.6	39.934	77.0	1:39.723	85.05	1.578	13:12:25.501	
11 -	33.056	81.7	26.618	97.9	40.042	77.1	1:39.716	85.05	1.571	13:14:05.217	
12 -	33.068	81.6	26.625	98.3	39.639	<b>78.3</b>	1:39.332	85.38	1.187	13:15:44.549	
13 -	33.107	80.6	26.365	99.1	39.777	76.9	1:39.249	85.45	1.104	13:17:23.798	

P14 797 S		Jack VANNER					Driver				
IDEAL LAP TIME : 1:37.724		BEST LAP TIME : 1:38.300					DIFFERENCE : 0.576				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		83.0	<b>26.046</b>	101.5	40.748	75.9	2:22.936	59.33	44.636	12:57:35.664	
2 -	34.095	82.0	26.388	101.0	39.328	77.5	1:39.811	84.97	1.511	12:59:15.475	
3 -	<b>32.771</b>	83.4	26.096	101.0	39.495	78.1	1:38.362 (2)	86.22	0.062	13:00:53.837	
4 -	33.407	83.1	26.191	100.6	39.017	78.4	1:38.615	86.00	0.315	13:02:32.452	
5 -	33.059	82.1	26.514	100.4	<b>38.907</b>	78.6	1:38.480 (3)	86.12	0.180	13:04:10.932	
6 -	33.258	82.9	26.085	<b>103.4</b>	39.350	78.0	1:38.693	85.93	0.393	13:05:49.625	
7 -	33.258	82.1	26.230	101.0	39.789	76.0	1:39.277	85.43	0.977	13:07:28.902	
8 -	33.401	81.6	26.510	99.7	40.630	77.7	1:40.541	84.35	2.241	13:09:09.443	
9 -	33.176	81.8	26.929	102.1	39.188	77.9	1:39.293	85.42	0.993	13:10:48.736	
10 -	33.120	<b>83.6</b>	26.328	99.7	39.124	78.0	1:38.572	86.04	0.272	13:12:27.308	
11 -	32.897	82.6	26.386	99.1	40.031	<b>79.0</b>	1:39.314	85.40	1.014	13:14:06.622	
12 -	32.916	82.9	26.504	100.1	40.006	76.1	1:39.426	85.30	1.126	13:15:46.048	
13 -	32.939	82.0	26.249	101.0	39.112	76.9	<b>1:38.300 (1)</b>	<b>86.28</b>		<b>13:17:24.348</b>	

P15 711 S		Giles PAGE					Driver				
IDEAL LAP TIME : 1:37.346		BEST LAP TIME : 1:38.104					DIFFERENCE : 0.758				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.5	27.277	100.7	39.658	76.0	2:24.156	58.83	46.052	12:57:36.884	
2 -	33.433	82.3	26.139	99.4	39.507	78.0	1:39.079	85.60	0.975	12:59:15.963	
3 -	33.423	82.3	26.039	101.6	<b>38.642</b>	78.3	<b>1:38.104 (1)</b>	<b>86.45</b>		<b>13:00:54.067</b>	
4 -	33.014	82.1	26.061	100.9	39.064	75.9	1:38.139 (2)	86.42	0.035	13:02:32.206	
5 -	33.298	80.4	26.715	99.7	38.989	<b>78.4</b>	1:39.002	85.67	0.898	13:04:11.208	
6 -	32.800	81.7	26.018	<b>102.1</b>	40.668	76.7	1:39.486	85.25	1.382	13:05:50.694	
7 -	33.179	<b>83.1</b>	<b>25.913</b>	101.5	42.114	74.4	1:41.206	83.80	3.102	13:07:31.900	
8 -	33.421	80.7	26.382	99.8	39.853	76.0	1:39.656	85.10	1.552	13:09:11.556	
9 -	32.996	80.0	26.833	99.4	39.644	76.5	1:39.473	85.26	1.369	13:10:51.029	
10 -	33.186	80.8	26.432	98.8	38.976	77.2	1:38.594 (3)	86.02	0.490	13:12:29.623	
11 -	33.090	81.6	26.393	98.6	40.095	76.3	1:39.578	85.17	1.474	13:14:09.201	
12 -	32.839	80.9	26.486	98.1	39.491	76.6	1:38.816	85.83	0.712	13:15:48.017	
13 -	<b>32.791</b>	80.6	26.372	100.4	40.488	74.5	1:39.651	85.11	1.547	13:17:27.668	

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 8 - 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

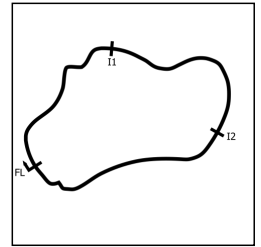
P16 765 S		Callum PERFECT					Motor Parts Direct				
IDEAL LAP TIME : 1:38.072		BEST LAP TIME : 1:38.718					DIFFERENCE : 0.646				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.4	<b>26.125</b>	98.9	40.700	77.0	2:21.952	59.74	43.234	12:57:34.680	
2 -	<b>32.866</b>	<b>83.1</b>	26.208	<b>101.6</b>	40.072	73.5	1:39.146	85.54	0.428	12:59:13.826	
3 -	33.254	80.9	26.372	99.8	39.725	<b>78.0</b>	1:39.351	85.37	0.633	13:00:53.177	
4 -	33.006	81.3	26.463	98.8	40.157	72.9	1:39.626	85.13	0.908	13:02:32.803	
5 -	33.192	81.0	26.511	100.4	<b>39.081</b>	77.7	1:38.784 (2)	85.86	0.066	13:04:11.587	
6 -	32.963	81.8	26.215	101.5	39.540	76.7	<b>1:38.718 (1)</b>	<b>85.91</b>		<b>13:05:50.305</b>	
7 -	33.218	81.6	26.200	100.9	39.751	77.1	1:39.169	85.52	0.451	13:07:29.474	
8 -	33.614	78.0	26.569	100.0	39.278	75.6	1:39.461	85.27	0.743	13:09:08.935	
9 -	33.619	80.4	26.768	98.6	40.111	75.7	1:40.498	84.39	1.780	13:10:49.433	
10 -	33.118	79.9	26.790	96.9	39.699	75.8	1:39.607	85.15	0.889	13:12:29.040	
11 -	33.539	80.7	26.890	98.8	40.168	77.2	1:40.597	84.31	1.879	13:14:09.637	
12 -	33.053	80.3	26.618	97.9	39.212	77.0	1:38.883 (3)	85.77	0.165	13:15:48.520	
13 -	33.056	80.2	26.699	97.9	39.508	75.6	1:39.263	85.44	0.545	13:17:27.783	

P17 736 S		Bertie WOOLLARD					Driver				
IDEAL LAP TIME : 1:38.951		BEST LAP TIME : 1:38.996					DIFFERENCE : 0.045				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.3	26.432	99.2	40.038	76.9	2:23.173	59.24	44.177	12:57:35.901	
2 -	33.707	81.0	26.423	99.2	<b>39.617</b>	<b>78.2</b>	1:39.747 (3)	85.03	0.751	12:59:15.648	
3 -	<b>32.987</b>	<b>82.6</b>	<b>26.347</b>	99.2	39.662	77.7	<b>1:38.996 (1)</b>	<b>85.67</b>		<b>13:00:54.644</b>	
4 -	33.323	80.9	26.501	98.2	40.142	76.7	1:39.966	84.84	0.970	13:02:34.610	
5 -	33.130	80.4	26.656	97.2	40.270	76.6	1:40.056	84.76	1.060	13:04:14.666	
6 -	33.571	80.0	26.880	97.2	40.140	76.9	1:40.591	84.31	1.595	13:05:55.257	
7 -	33.708	79.8	26.818	97.2	40.545	75.8	1:41.071	83.91	2.075	13:07:36.328	
8 -	33.892	81.5	26.807	97.8	39.697	76.6	1:40.396	84.48	1.400	13:09:16.724	
9 -	34.069	79.7	27.034	96.6	40.420	75.5	1:41.523	83.54	2.527	13:10:58.247	
10 -	33.800	80.2	26.886	96.2	40.379	77.3	1:41.065	83.92	2.069	13:12:39.312	
11 -	33.714	81.0	26.520	<b>100.0</b>	40.655	77.8	1:40.889	84.06	1.893	13:14:20.201	
12 -	33.338	80.3	26.520	99.7	39.619	76.2	1:39.477 (2)	85.26	0.481	13:15:59.678	
13 -	33.430	80.9	26.716	97.5	40.544	76.0	1:40.690	84.23	1.694	13:17:40.368	

P18 771 S		Bradley JORDAN					REVIVE / AUTOGLYM / MOTUL / JRT				
IDEAL LAP TIME : 1:38.908		BEST LAP TIME : 1:39.236					DIFFERENCE : 0.328				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.0	26.946	98.9	40.080	76.3	2:25.059	58.46	45.823	12:57:37.787	
2 -	<b>33.330</b>	81.2	26.497	<b>100.9</b>	40.863	76.2	1:40.690	84.23	1.454	12:59:18.477	
3 -	33.418	81.2	26.496	98.9	<b>39.351</b>	76.7	1:39.265 (2)	85.44	0.029	13:00:57.742	
4 -	33.399	81.2	26.447	98.9	39.390	76.0	<b>1:39.236 (1)</b>	<b>85.46</b>		<b>13:02:36.978</b>	
5 -	33.500	80.6	26.785	97.9	39.873	76.6	1:40.158	84.68	0.922	13:04:17.136	
6 -	33.575	80.5	26.787	97.9	40.250	76.0	1:40.612	84.30	1.376	13:05:57.748	
7 -	33.781	80.9	27.135	98.5	40.340	76.6	1:41.256	83.76	2.020	13:07:39.004	
8 -	33.422	<b>81.3</b>	<b>26.227</b>	99.8	39.650	77.1	1:39.299 (3)	85.41	0.063	13:09:18.303	
9 -	33.514	80.8	26.540	100.7	40.374	75.7	1:40.428	84.45	1.192	13:10:58.731	
10 -	33.983	80.9	26.739	97.1	39.568	77.5	1:40.290	84.57	1.054	13:12:39.021	
11 -	33.617	80.0	26.585	97.1	40.268	76.0	1:40.470	84.41	1.234	13:14:19.491	
12 -	33.374	80.9	26.690	96.8	39.383	76.0	1:39.447	85.28	0.211	13:15:58.938	
13 -	33.946	80.3	27.056	97.5	40.857	<b>77.7</b>	1:41.859	83.26	2.623	13:17:40.797	

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## ROUND 8 - 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

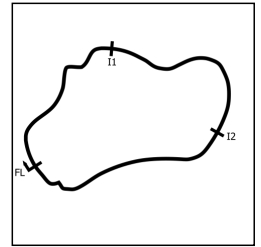
P19 704 S		Chris PRIOR		Hassell Vintage Coachworks/ SMG Motorsport								
IDEAL LAP TIME : 1:38.162		BEST LAP TIME : 1:38.617		DIFFERENCE : 0.455								
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY					
1 -		80.1	26.695	<b>100.9</b>	40.729	74.9	2:24.481	58.70	45.864	12:57:37.209		
2 -	33.643	80.9	<b>26.384</b>	100.4	39.555	76.6	1:39.582	85.17	0.965	12:59:16.791		
3 -	33.051	79.4	26.592	100.4	40.823	72.7	1:40.466	84.42	1.849	13:00:57.257		
4 -	33.429	81.0	28.693	80.6	40.989	76.7	1:43.111	82.25	4.494	13:02:40.368		
5 -	<b>32.957</b>	79.5	27.007	97.1	39.698	76.6	1:39.662	85.10	1.045	13:04:20.030		
6 -	33.857	80.3	26.763	99.8	<b>38.821</b>	75.8	1:39.441 (3)	85.29	0.824	13:05:59.471		
7 -	33.045	79.7	26.811	98.8	39.923	<b>77.2</b>	1:39.779	85.00	1.162	13:07:39.250		
8 -	33.273	<b>81.7</b>	26.509	100.0	38.835	77.0	<b>1:38.617 (1)</b>	<b>86.00</b>		<b>13:09:17.867</b>		
9 -	33.297	80.2	26.912	98.2	40.002	71.4	1:40.211	84.63	1.594	13:10:58.078		
10 -	34.308	80.7	26.896	98.2	39.440	75.2	1:40.644	84.27	2.027	13:12:38.722		
11 -	34.035	80.7	26.712	99.7	40.199	<b>77.2</b>	1:40.946	84.02	2.329	13:14:19.668		
12 -	33.286	80.9	26.805	98.6	39.003	75.0	1:39.094 (2)	85.59	0.477	13:15:58.762		
13 -	33.810	78.4	27.387	95.1	41.055	76.8	1:42.252	82.94	3.635	13:17:41.014		

P20 777 S		Dave REES		B.A.Perkins, Pea Green Physio, Iconic								
IDEAL LAP TIME : 1:39.187		BEST LAP TIME : 1:39.533		DIFFERENCE : 0.346								
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY					
1 -		79.3	26.646	100.3	40.328	77.1	2:23.864	58.95	44.331	12:57:36.592		
2 -	33.587	79.5	27.276	<b>102.4</b>	<b>39.796</b>	78.6	1:40.659	84.26	1.126	12:59:17.251		
3 -	<b>33.062</b>	<b>83.5</b>	26.783	99.5	39.917	77.6	1:39.762 (2)	85.01	0.229	13:00:57.013		
4 -	33.283	83.1	27.082	97.9	40.124	78.1	1:40.489	84.40	0.956	13:02:37.502		
5 -	33.407	82.1	26.701	100.4	40.955	76.5	1:41.063	83.92	1.530	13:04:18.565		
6 -	33.091	82.5	<b>26.329</b>	100.9	40.113	<b>78.7</b>	<b>1:39.533 (1)</b>	<b>85.21</b>		<b>13:05:58.098</b>		
7 -	33.577	82.0	26.800	98.5	40.106	77.4	1:40.483	84.40	0.950	13:07:38.581		
8 -	33.271	82.2	26.601	98.9	40.304	78.4	1:40.176	84.66	0.643	13:09:18.757		
9 -	33.958	80.4	26.597	100.0	40.210	77.7	1:40.765	84.17	1.232	13:10:59.522		
10 -	33.369	82.5	27.264	98.5	39.818	77.8	1:40.451	84.43	0.918	13:12:39.973		
11 -	33.384	82.8	26.767	99.1	40.782	78.0	1:40.933	84.03	1.400	13:14:20.906		
12 -	33.168	82.2	26.769	98.6	39.832	77.4	1:39.769 (3)	85.01	0.236	13:16:00.675		
13 -	33.422	82.0	26.438	99.4	40.759	<b>78.7</b>	1:40.619	84.29	1.086	13:17:41.294		

P21 713 S		Lee POOLMAN		Apex Car Transport and Storage								
IDEAL LAP TIME : 1:37.426		BEST LAP TIME : 1:37.715		DIFFERENCE : 0.289								
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY					
1 -		83.4	<b>25.925</b>	102.1	41.037	76.0	2:22.726	59.42	45.011	12:57:35.454		
2 -	34.527	80.5	26.319	98.6	39.489	79.0	1:40.335	84.53	2.620	12:59:15.789		
3 -	33.200	82.6	26.077	101.5	39.739	78.5	1:39.016 (3)	85.65	1.301	13:00:54.805		
4 -	33.268	81.8	26.470	99.7	39.605	77.9	1:39.343	85.37	1.628	13:02:34.148		
5 -	<b>32.787</b>	82.4	26.214	100.9	<b>38.714</b>	<b>79.3</b>	<b>1:37.715 (1)</b>	<b>86.79</b>		<b>13:04:11.863</b>		
6 -	32.988	82.9	26.061	<b>102.6</b>	40.158	77.0	1:39.207	85.49	1.492	13:05:51.070		
7 -	33.079	<b>83.5</b>	25.986	101.3	56.237	73.6	1:55.302	73.55	17.587	13:07:46.372		
8 -	33.319	81.2	26.699	97.6	39.669	76.8	1:39.687	85.08	1.972	13:09:26.059		
9 -	33.240	81.7	26.544	97.5	40.017	77.7	1:39.801	84.98	2.086	13:11:05.860		
10 -	33.086	82.0	26.615	97.1	39.809	77.2	1:39.510	85.23	1.795	13:12:45.370		
11 -	33.051	82.8	26.473	98.9	39.449	78.7	1:38.973 (2)	85.69	1.258	13:14:24.343		
12 -	33.199	82.4	26.723	98.6	39.797	77.4	1:39.719	85.05	2.004	13:16:04.062		
13 -	33.147	81.7	26.549	98.9	39.503	76.9	1:39.199	85.50	1.484	13:17:43.261		

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## ROUND 8 - SECTOR ANALYSIS



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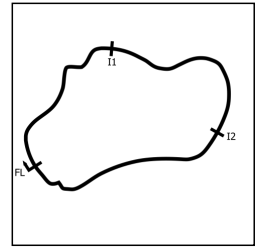
P22 742 S		Ben BUTLER					Driver				
IDEAL LAP TIME : 1:38.908		BEST LAP TIME : 1:39.194					DIFFERENCE : 0.286				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.4	26.707	98.3	40.274	74.8	2:24.450	58.71	45.256	12:57:37.178	
2 -	33.469	<b>82.0</b>	26.498	<b>98.8</b>	<b>39.227</b>	<b>77.8</b>	<b>1:39.194 (1)</b>	<b>85.50</b>		<b>12:59:16.372</b>	
3 -	33.534	80.8	<b>26.487</b>	98.6	40.152	74.7	1:40.173 (3)	84.66	0.979	13:00:56.545	
4 -	33.455	80.9	26.949	94.6	40.804	77.6	1:41.208	83.80	2.014	13:02:37.753	
5 -	33.656	81.1	26.781	97.9	41.060	77.0	1:41.497	83.56	2.303	13:04:19.250	
6 -	34.515	80.2	26.803	<b>98.8</b>	39.591	76.8	1:40.909	84.05	1.715	13:06:00.159	
7 -	<b>33.194</b>	80.2	26.779	96.5	39.853	77.2	1:39.826 (2)	84.96	0.632	13:07:39.985	
8 -	33.461	80.7	26.796	96.2	39.935	76.2	1:40.192	84.65	0.998	13:09:20.177	
9 -	33.550	78.1	28.107	97.5	40.847	76.4	1:42.504	82.74	3.310	13:11:02.681	
10 -	33.304	<b>82.0</b>	26.787	98.2	40.404	76.4	1:40.495	84.39	1.301	13:12:43.176	
11 -	33.409	<b>82.0</b>	26.928	98.1	40.014	74.8	1:40.351	84.51	1.157	13:14:23.527	
12 -	33.733	80.2	27.041	94.3	40.926	76.9	1:41.700	83.39	2.506	13:16:05.227	
13 -	33.302	81.2	26.741	98.3	40.161	75.4	1:40.204	84.64	1.010	13:17:45.431	

P23 788 S		Rob PERRY					Driver				
IDEAL LAP TIME : 1:39.275		BEST LAP TIME : 1:39.592					DIFFERENCE : 0.317				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		<b>82.7</b>	27.069	98.9	40.695	76.8	2:25.437	58.31	45.845	12:57:38.165	
2 -	33.405	81.8	<b>26.292</b>	100.1	39.895	77.9	<b>1:39.592 (1)</b>	<b>85.16</b>		<b>12:59:17.757</b>	
3 -	33.485	81.9	26.732	98.5	40.185	77.9	1:40.402	84.47	0.810	13:00:58.159	
4 -	33.488	82.4	26.533	98.8	<b>39.883</b>	<b>78.0</b>	1:39.904 (3)	84.89	0.312	13:02:38.063	
5 -	33.739	80.6	26.444	96.1	41.008	74.9	1:41.191	83.81	1.599	13:04:19.254	
6 -	34.277	80.4	26.704	98.2	40.349	77.1	1:41.330	83.70	1.738	13:06:00.584	
7 -	<b>33.100</b>	81.8	26.414	97.5	40.612	77.4	1:40.126	84.70	0.534	13:07:40.710	
8 -	33.345	81.5	26.354	<b>100.4</b>	40.014	77.9	1:39.713 (2)	85.06	0.121	13:09:20.423	
9 -	34.034	80.7	27.487	96.9	40.334	76.6	1:41.855	83.27	2.263	13:11:02.278	
10 -	33.476	81.0	26.756	96.6	40.378	76.5	1:40.610	84.30	1.018	13:12:42.888	
11 -	33.515	80.9	26.860	96.5	40.784	77.5	1:41.159	83.84	1.567	13:14:24.047	
12 -	33.821	82.3	26.502	98.2	40.386	76.6	1:40.709	84.21	1.117	13:16:04.756	
13 -	33.192	80.6	26.693	98.9	51.163	47.9	1:51.048	76.37	11.456	13:17:55.804	

P24 715 S		Andrew PAGE					Driver				
IDEAL LAP TIME : 1:39.300		BEST LAP TIME : 1:39.947					DIFFERENCE : 0.647				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.5	26.886	101.0	40.236	76.6	2:25.666	58.22	45.719	12:57:38.394	
2 -	33.699	81.2	<b>26.256</b>	<b>102.2</b>	56.312	74.9	1:56.267	72.94	16.320	12:59:34.661	
3 -	33.920	81.6	26.658	98.2	41.165	75.5	1:41.743	83.36	1.796	13:01:16.404	
4 -	33.739	80.8	26.799	98.9	41.054	76.8	1:41.592	83.48	1.645	13:02:57.996	
5 -	33.690	<b>81.7</b>	26.737	98.8	40.677	77.3	1:41.104	83.88	1.157	13:04:39.100	
6 -	33.557	80.8	26.621	99.4	<b>39.769</b>	76.0	<b>1:39.947 (1)</b>	<b>84.86</b>		<b>13:06:19.047</b>	
7 -	33.632	81.2	26.637	99.2	41.193	76.3	1:41.462	83.59	1.515	13:08:00.509	
8 -	34.061	80.9	26.759	98.5	41.433	76.6	1:42.253	82.94	2.306	13:09:42.762	
9 -	34.259	78.3	27.590	97.9	41.194	76.2	1:43.043	82.31	3.096	13:11:25.805	
10 -	34.270	79.7	26.772	98.5	40.521	<b>77.5</b>	1:41.563	83.51	1.616	13:13:07.368	
11 -	<b>33.275</b>	81.4	26.638	98.1	40.429	77.4	1:40.342 (2)	84.52	0.395	13:14:47.710	
12 -	33.619	80.4	26.712	98.6	40.442	75.6	1:40.773 (3)	84.16	0.826	13:16:28.483	

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## ROUND 8 - 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>P25 778 S</b>		<b>Kate FRASER KER</b>					Driver			
IDEAL LAP TIME : 1:41.905		BEST LAP TIME : 1:43.423			DIFFERENCE : 1.518					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		<b>79.5</b>	<b>26.734</b>	<b>99.1</b>	40.980	73.1	2:26.930	57.72	43.507	12:57:39.658
2 -	<b>34.205</b>	77.7	27.094	96.9	42.124	73.1	<b>1:43.423 (1)</b>	<b>82.00</b>		<b>12:59:23.081</b>
3 -	34.816	77.3	27.252	96.1	42.084	73.2	1:44.152	81.43	0.729	13:01:07.233
4 -	35.172	76.9	27.427	96.1	42.126	73.4	1:44.725	80.98	1.302	13:02:51.958
5 -	34.795	76.3	27.404	95.8	42.082	71.2	1:44.281	81.33	0.858	13:04:36.239
6 -	34.628	78.5	27.330	96.5	41.663	<b>73.9</b>	1:43.621	81.85	0.198	13:06:19.860
7 -	34.680	79.1	27.099	96.9	41.828	72.6	1:43.607 (3)	81.86	0.184	13:08:03.467
8 -	34.650	78.6	27.199	96.1	41.904	71.6	1:43.753	81.74	0.330	13:09:47.220
9 -	35.538	77.4	27.048	96.8	<b>40.966</b>	73.6	1:43.552 (2)	81.90	0.129	13:11:30.772
10 -	34.902	77.6	27.298	95.7	46.509	70.4	1:48.709	78.02	5.286	13:13:19.481
11 -	34.885	78.5	27.107	95.3	42.510	73.0	1:44.502	81.16	1.079	13:15:03.983
12 -	34.679	78.9	27.193	96.0	41.766	72.7	1:43.638	81.83	0.215	13:16:47.621

<b>P26 57 7</b>		<b>Philip GILLIBRAND</b>					Driver			
IDEAL LAP TIME : 1:42.080		BEST LAP TIME : 1:42.080			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		76.4	27.514	95.0	41.939	74.6	1:53.590	74.66	11.510	12:57:06.318
2 -	34.789	77.4	27.467	95.7	42.017	73.8	1:44.273	81.34	2.193	12:58:50.591
3 -	34.707	77.2	27.671	95.1	42.043	74.5	1:44.421	81.22	2.341	13:00:35.012
4 -	34.915	77.4	27.612	94.9	42.159	73.9	1:44.686	81.01	2.606	13:02:19.698
5 -	35.085	77.4	27.624	95.1	41.765	75.0	1:44.474	81.18	2.394	13:04:04.172
6 -	35.529	79.8	27.125	95.5	42.025	74.7	1:44.679	81.02	2.599	13:05:48.851
7 -	36.658	79.7	27.187	<b>95.8</b>	41.542	74.8	1:45.387	80.48	3.307	13:07:34.238
8 -	34.111	79.6	27.294	94.7	42.057	<b>75.4</b>	1:43.462 (3)	81.97	1.382	13:09:17.700
9 -	35.911	77.3	27.997	95.5	41.645	<b>75.4</b>	1:45.553	80.35	3.473	13:11:03.253
10 -	<b>33.799</b>	<b>80.4</b>	<b>27.002</b>	95.7	<b>41.279</b>	74.4	<b>1:42.080 (1)</b>	<b>83.08</b>		<b>13:12:45.333</b>
11 -	34.455	80.0	27.131	94.9	41.366	74.6	1:42.952 (2)	82.38	0.872	13:14:28.285

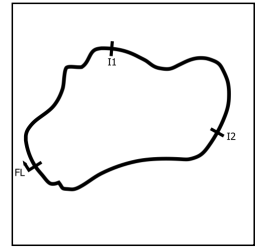
<b>P27 38 7</b>		<b>Steven HOPPER</b>					D&P Motors/Roonspeed			
IDEAL LAP TIME : 1:38.293		BEST LAP TIME : 1:38.452			DIFFERENCE : 0.159					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		<b>82.7</b>	<b>26.302</b>	98.8	40.498	<b>79.2</b>	1:47.931	78.58	9.479	12:57:00.659
2 -	32.743	82.0	26.328	98.2	<b>39.381</b>	78.2	<b>1:38.452 (1)</b>	<b>86.14</b>		<b>12:58:39.111</b>
3 -	<b>32.610</b>	81.3	26.341	99.5	40.250	77.2	1:39.201 (2)	85.49	0.749	13:00:18.312
4 -	33.293	80.2	26.615	96.8	40.543	78.3	1:40.451	84.43	1.999	13:01:58.763
5 -	32.844	81.0	26.674	<b>100.1</b>	40.039	76.7	1:39.557 (3)	85.19	1.105	13:03:38.320
6 -	33.101	80.2	26.865	99.1	40.053	77.4	1:40.019	84.80	1.567	13:05:18.339
7 -	33.277	79.7	26.744	99.5	40.598	77.2	1:40.619	84.29	2.167	13:06:58.958
8 -	33.317	79.7	27.005	96.4	40.421	76.8	1:40.743	84.19	2.291	13:08:39.701
9 -	33.464	80.5	26.565	97.1	40.387	76.7	1:40.416	84.46	1.964	13:10:20.117
10 -	33.325	80.9	26.654	96.5	40.327	77.0	1:40.306	84.55	1.854	13:12:00.423

<b>P28 80 7</b>		<b>Joe THOMPSON</b>					The Motorsports School			
IDEAL LAP TIME : 1:35.217		BEST LAP TIME : 1:35.471			DIFFERENCE : 0.254					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		82.8	26.125	100.9	40.302	80.9	1:46.079	79.95	10.608	12:56:58.807
2 -	32.181	<b>86.3</b>	<b>25.468</b>	<b>104.2</b>	38.436	79.6	1:36.085	88.27	0.614	12:58:34.892
3 -	32.120	83.7	25.851	101.8	38.184	80.0	1:36.155	88.20	0.684	13:00:11.047
4 -	32.225	83.6	25.922	100.6	38.299	79.8	1:36.446	87.94	0.975	13:01:47.493
5 -	32.084	84.5	25.887	101.2	38.089	80.0	1:36.060 (3)	88.29	0.589	13:03:23.553
6 -	<b>32.004</b>	84.7	25.722	102.1	<b>37.745</b>	<b>81.1</b>	<b>1:35.471 (1)</b>	<b>88.83</b>		<b>13:04:59.024</b>
7 -	32.035	83.7	25.708	102.9	38.733	79.3	1:36.476	87.91	1.005	13:06:35.500
8 -	32.154	84.9	25.560	104.0	37.981	79.7	1:35.695 (2)	88.63	0.224	13:08:11.195
9 -	32.022	84.7	25.592	102.6	38.537	78.0	1:36.151	88.21	0.680	13:09:47.346



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## ROUND 8 - 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>P29 70 7</b>		<b>Lewis SAUNDERS</b>		Unit 70 Racing with Pitstop						
IDEAL LAP TIME : 1:38.339		BEST LAP TIME : 1:38.339		DIFFERENCE : 0.000						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		<b>83.0</b>	26.315	<b>100.9</b>	39.824	<b>79.2</b>	1:47.097	79.19	8.758	12:56:59.825
2 -	<b>32.574</b>	82.9	<b>26.260</b>	99.2	<b>39.505</b>	77.9	<b>1:38.339 (1)</b>	<b>86.24</b>		<b>12:58:38.164</b>
3 -	32.850	78.0	26.795	96.8	40.715	76.6	1:40.360	84.51	2.021	13:00:18.524
4 -	33.671	80.0	26.484	98.3	40.297	76.5	1:40.452	84.43	2.113	13:01:58.976
5 -	33.210	81.2	26.445	98.3	40.162	75.3	1:39.817 (2)	84.97	1.478	13:03:38.793
6 -	33.757	79.2	26.955	98.2	39.764	76.7	1:40.476	84.41	2.137	13:05:19.269
7 -	33.339	78.5	27.087	100.4	39.646	76.2	1:40.072 (3)	84.75	1.733	13:06:59.341
8 -	33.249	81.5	26.689	96.8	40.680	75.4	1:40.618	84.29	2.279	13:08:39.959

<b>P30 87 7</b>		<b>Connor O'BRIEN</b>		Driver						
IDEAL LAP TIME : 1:36.540		BEST LAP TIME : 1:37.098		DIFFERENCE : 0.558						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		83.1	26.225	99.2	40.688	<b>80.1</b>	1:46.889	79.34	9.791	12:56:59.617
2 -	32.350	<b>84.9</b>	<b>25.786</b>	<b>101.9</b>	39.036	79.4	1:37.172 (2)	87.28	0.074	12:58:36.789
3 -	32.665	83.1	25.970	100.7	<b>38.463</b>	78.5	<b>1:37.098 (1)</b>	<b>87.35</b>		<b>13:00:13.887</b>
4 -	<b>32.291</b>	82.9	26.438	97.5	39.003	78.3	1:37.732	86.78	0.634	13:01:51.619
5 -	32.403	82.7	26.233	98.6	38.920	78.7	1:37.556 (3)	86.94	0.458	13:03:29.175
6 -	32.564	81.8	26.196	99.1	39.111	76.6	1:37.871	86.66	0.773	13:05:07.046
7 -	32.867	82.3	27.148	97.8	IN PIT		1:41.675 P	83.41	4.577	13:06:48.721

<b>P31 37 7</b>		<b>Gareth HUNT</b>		Driver						
IDEAL LAP TIME : 1:38.638		BEST LAP TIME : 1:38.851		DIFFERENCE : 0.213						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		82.7	26.428	100.1	39.872	<b>79.2</b>	1:48.320	78.30	9.469	12:57:01.048
2 -	33.046	<b>82.9</b>	26.414	99.5	<b>39.391</b>	78.6	<b>1:38.851 (1)</b>	<b>85.80</b>		<b>12:58:39.899</b>
3 -	<b>32.907</b>	82.2	26.395	100.0	40.114	78.5	1:39.416 (2)	85.31	0.565	13:00:19.315
4 -	33.187	82.4	26.567	99.5	40.106	78.4	1:39.860 (3)	84.93	1.009	13:01:59.175
5 -	33.425	82.4	<b>26.340</b>	<b>100.4</b>	40.237	77.4	1:40.002	84.81	1.151	13:03:39.177
6 -	33.658	81.9	27.037	100.1	41.005	76.3	1:41.700	83.39	2.849	13:05:20.877

<b>P32 29 7</b>		<b>Damien HARRINGTON</b>		Driver						
IDEAL LAP TIME : 1:36.045		BEST LAP TIME : 1:36.397		DIFFERENCE : 0.352						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		82.2	26.034	103.2	39.912	79.7	1:46.688 (3)	79.49	10.291	12:56:59.416
2 -	<b>32.231</b>	<b>85.8</b>	<b>25.565</b>	<b>104.8</b>	39.296	80.8	1:37.092 (2)	87.35	0.695	12:58:36.508
3 -	32.479	83.6	25.669	104.2	<b>38.249</b>	<b>81.4</b>	<b>1:36.397 (1)</b>	<b>87.98</b>		<b>13:00:12.905</b>

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## ROUND 8 - 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>1:35.002</b>	
1	1	JORDAN	31.905	20	THOMAS	25.352	80	THOMPSON	37.745	1	80	THOMPSON	1:35.217	1:35.471	0.254
2	80	THOMPSON	32.004	80	THOMPSON	25.468	1	JORDAN	37.933	2	1	JORDAN	1:35.404	1:35.764	0.360
3	3	BILLISON	32.082	3	BILLISON	25.509	3	BILLISON	38.016	3	3	BILLISON	1:35.607	1:35.749	0.142
4	73	WANSTALL	32.098	29	HARRINGTON	25.565	700	AYRES	38.227	4	29	HARRINGTON	1:36.045	1:36.397	0.352
5	21	SMITH	32.135	1	JORDAN	25.566	29	HARRINGTON	38.249	5	21	SMITH	1:36.142	1:36.194	0.052
6	20	THOMAS	32.196	21	SMITH	25.592	725	HACK	38.252	6	20	THOMAS	1:36.148	1:36.512	0.364
7	29	HARRINGTON	32.231	73	WANSTALL	25.771	73	WANSTALL	38.313	7	73	WANSTALL	1:36.182	1:36.182	0.000
8	87	O'BRIEN	32.291	87	O'BRIEN	25.786	796	WINKWORTH	38.364	8	87	O'BRIEN	1:36.540	1:37.098	0.558
9	796	WINKWORTH	32.486	789	DUNCAN	25.905	21	SMITH	38.415	9	796	WINKWORTH	1:36.772	1:36.923	0.151
10	725	HACK	32.495	711	PAGE	25.913	87	O'BRIEN	38.463	10	725	HACK	1:36.888	1:37.218	0.330
11	700	AYRES	32.502	796	WINKWORTH	25.922	746	BIRKETT	38.584	11	700	AYRES	1:36.942	1:37.125	0.183
12	70	SAUNDERS	32.574	713	POOLMAN	25.925	20	THOMAS	38.600	12	746	BIRKETT	1:37.268	1:37.834	0.566
13	701	PAGE	32.577	707	PAGE	25.959	711	PAGE	38.642	13	711	PAGE	1:37.346	1:38.104	0.758
14	38	HOPPER	32.610	746	BIRKETT	25.974	713	POOLMAN	38.714	14	701	PAGE	1:37.398	1:37.455	0.057
15	14	PAYNE	32.634	701	PAGE	26.031	701	PAGE	38.790	15	713	POOLMAN	1:37.426	1:37.715	0.289
16	746	BIRKETT	32.710	797	VANNER	26.046	704	PRIOR	38.821	16	789	DUNCAN	1:37.545	1:38.487	0.942
17	797	VANNER	32.771	765	PERFECT	26.125	789	DUNCAN	38.852	17	797	VANNER	1:37.724	1:38.300	0.576
18	713	POOLMAN	32.787	725	HACK	26.141	797	VANNER	38.907	18	707	PAGE	1:37.908	1:38.145	0.237
19	789	DUNCAN	32.788	14	PAYNE	26.161	707	PAGE	39.076	19	765	PERFECT	1:38.072	1:38.718	0.646
20	711	PAGE	32.791	700	AYRES	26.213	765	PERFECT	39.081	20	704	PRIOR	1:38.162	1:38.617	0.455
21	765	PERFECT	32.866	771	JORDAN	26.227	742	BUTLER	39.227	21	38	HOPPER	1:38.293	1:38.452	0.159
22	707	PAGE	32.873	715	PAGE	26.256	771	JORDAN	39.351	22	70	SAUNDERS	1:38.339	1:38.339	0.000
23	37	HUNT	32.907	70	SAUNDERS	26.260	38	HOPPER	39.381	23	14	PAYNE	1:38.489	1:39.184	0.695
24	704	PRIOR	32.957	788	PERRY	26.292	37	HUNT	39.391	24	37	HUNT	1:38.638	1:38.851	0.213
25	736	WOOLLARD	32.987	38	HOPPER	26.302	70	SAUNDERS	39.505	25	742	BUTLER	1:38.908	1:39.194	0.286
26	777	REES	33.062	777	REES	26.329	736	WOOLLARD	39.617	26	771	JORDAN	1:38.908	1:39.236	0.328
27	788	PERRY	33.100	37	HUNT	26.340	14	PAYNE	39.694	27	736	WOOLLARD	1:38.951	1:38.996	0.045
28	742	BUTLER	33.194	736	WOOLLARD	26.347	715	PAGE	39.769	28	777	REES	1:39.187	1:39.533	0.346
29	715	PAGE	33.275	704	PRIOR	26.384	777	REES	39.796	29	788	PERRY	1:39.275	1:39.592	0.317
30	771	JORDAN	33.330	742	BUTLER	26.487	788	PERRY	39.883	30	715	PAGE	1:39.300	1:39.947	0.647
31	57	GILLIBRAND	33.799	778	FRASER KER	26.734	778	FRASER KER	40.966	31	778	FRASER KER	1:41.905	1:43.423	1.518
32	778	FRASER KER	34.205	57	GILLIBRAND	27.002	57	GILLIBRAND	41.279	32	57	GILLIBRAND	1:42.080	1:42.080	0.000

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## ROUND 8 - BEST SPEEDS

POS	INTERMEDIATE 1			INTERMEDIATE 2			FINISH LINE		
	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	3	BILLISON	86.3	29	HARRINGTON	104.8	3	BILLISON	81.5
2	80	THOMPSON	86.3	20	THOMAS	104.3	73	WANSTALL	81.5
3	1	JORDAN	86.2	3	BILLISON	104.2	29	HARRINGTON	81.4
4	29	HARRINGTON	85.8	80	THOMPSON	104.2	80	THOMPSON	81.1
5	21	SMITH	85.3	21	SMITH	104.0	20	THOMAS	81.0
6	73	WANSTALL	85.2	73	WANSTALL	103.8	1	JORDAN	80.8
7	20	THOMAS	85.0	797	VANNER	103.4	21	SMITH	80.3
8	87	O'BRIEN	84.9	1	JORDAN	103.2	87	O'BRIEN	80.1
9	796	WINKWORTH	84.0	713	POOLMAN	102.6	789	DUNCAN	79.5
10	701	PAGE	83.7	777	REES	102.4	701	PAGE	79.3
11	707	PAGE	83.6	715	PAGE	102.2	713	POOLMAN	79.3
12	797	VANNER	83.6	789	DUNCAN	102.1	38	HOPPER	79.2
13	777	REES	83.5	711	PAGE	102.1	70	SAUNDERS	79.2
14	713	POOLMAN	83.5	701	PAGE	101.9	37	HUNT	79.2
15	725	HACK	83.3	707	PAGE	101.9	796	WINKWORTH	79.1
16	789	DUNCAN	83.1	87	O'BRIEN	101.9	797	VANNER	79.0
17	711	PAGE	83.1	796	WINKWORTH	101.8	14	PAYNE	78.9
18	765	PERFECT	83.1	725	HACK	101.6	700	AYRES	78.9
19	70	SAUNDERS	83.0	765	PERFECT	101.6	725	HACK	78.7
20	14	PAYNE	82.9	746	BIRKETT	101.0	777	REES	78.7
21	746	BIRKETT	82.9	771	JORDAN	100.9	711	PAGE	78.4
22	37	HUNT	82.9	704	PRIOR	100.9	707	PAGE	78.3
23	788	PERRY	82.7	70	SAUNDERS	100.9	736	WOOLLARD	78.2
24	38	HOPPER	82.7	14	PAYNE	100.7	746	BIRKETT	78.1
25	736	WOOLLARD	82.6	788	PERRY	100.4	765	PERFECT	78.0
26	700	AYRES	82.3	37	HUNT	100.4	788	PERRY	78.0
27	742	BUTLER	82.0	700	AYRES	100.3	742	BUTLER	77.8
28	704	PRIOR	81.7	38	HOPPER	100.1	771	JORDAN	77.7
29	715	PAGE	81.7	736	WOOLLARD	100.0	715	PAGE	77.5
30	771	JORDAN	81.3	778	FRASER KER	99.1	704	PRIOR	77.2
31	57	GILLIBRAND	80.4	742	BUTLER	98.8	57	GILLIBRAND	75.4
32	778	FRASER KER	79.5	57	GILLIBRAND	95.8	778	FRASER KER	73.9
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## ROUND 8 - STATISTICS

**Competitors Started** 32  
**Planned Start** 2024-06-09 @ 12:25:00.000  
**Actual Start** 2024-06-09 @ 12:55:12.727  
**Finish Time** 2024-06-09 @ 13:16:14.203  
**Track Length** 2.3560mi.  
**Total Laps** 377  
**Total Distance Covered** 888.2132mi.

### Session Fastest Lap History

NO	CL	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
1	7	Mike JORDAN	1:44.807	12:56:57.535	1	REVIVE / AUTOGLYM /
1	7	Mike JORDAN	1:36.335	12:58:33.870	2	REVIVE / AUTOGLYM /
80	7	Joe THOMPSON	1:36.085	12:58:34.892	2	The Motorsports School
1	7	Mike JORDAN	1:36.020	13:00:09.890	3	REVIVE / AUTOGLYM /
3	7	Ross BILLISON	1:35.873	13:00:11.681	3	Driver
80	7	Joe THOMPSON	1:35.471	13:04:59.024	6	The Motorsports School

### Session Leader History

NO	CL	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
1	7	Mike JORDAN	1	13	30.62 miles	REVIVE / AUTOGLYM /

### Flag History

TYPE	TIME OF DAY
GREEN	12:55:12.727
FINISH	13:16:14.203

### Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	1	13	23:03.497
Red	0	0	0.000
Safety Car	0	0	0.000
FCY	0	0	0.000

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 8 - STATISTICS

CLASS : 7

13 Starters

### Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
1	Mike JORDAN	1:44.807	12:56:57.535	1	REVIVE / AUTOGLYM / MOTUL / JRT
1	Mike JORDAN	1:36.335	12:58:33.870	2	REVIVE / AUTOGLYM / MOTUL / JRT
80	Joe THOMPSON	1:36.085	12:58:34.892	2	The Motorsports School
1	Mike JORDAN	1:36.020	13:00:09.890	3	REVIVE / AUTOGLYM / MOTUL / JRT
3	Ross BILLISON	1:35.873	13:00:11.681	3	Driver
80	Joe THOMPSON	1:35.471	13:04:59.024	6	The Motorsports School

### Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
1	Mike JORDAN	1	13	30.62 miles	REVIVE / AUTOGLYM / MOTUL / JRT

# 2024 The Dunlop Mini Se7en Challenge supported by Mini Spares

## ROUND 8 - STATISTICS

CLASS : S

19 Starters

### Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
700	Matthew AYRES	<b>2:19.867</b>	12:57:32.595	1	Driver
700	Matthew AYRES	<b>1:37.556</b>	12:59:10.151	2	Driver
796	Michael WINKWORTH	<b>1:36.923</b>	12:59:10.967	2	Fusion Graphics

### Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
700	Matthew AYRES	1	2	4.71 miles	Driver
725	Frazer HACK	3	1	2.35 miles	SMMC race engines
700	Matthew AYRES	4	3	7.06 miles	Driver
725	Frazer HACK	7	4	9.42 miles	SMMC race engines
700	Matthew AYRES	11	2	4.71 miles	Driver
725	Frazer HACK	13	1	2.35 miles	SMMC race engines

**2024 The Dunlop Mini Se7en Challenge supported by Mini Spares**  
**ROUND 8 - WEATHER CONDITIONS**

