



DUNLOP NATIONAL MINI CHALLENGE - MIGLIA

Supported by Mini Spares

Rounds 7 & 8

Thruxton

8th / 9th June 2024



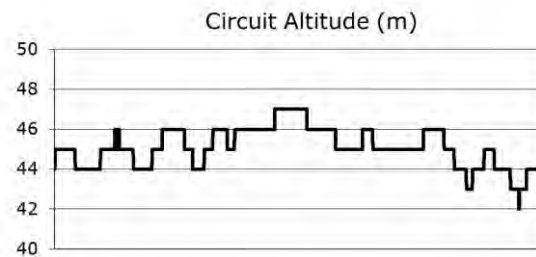
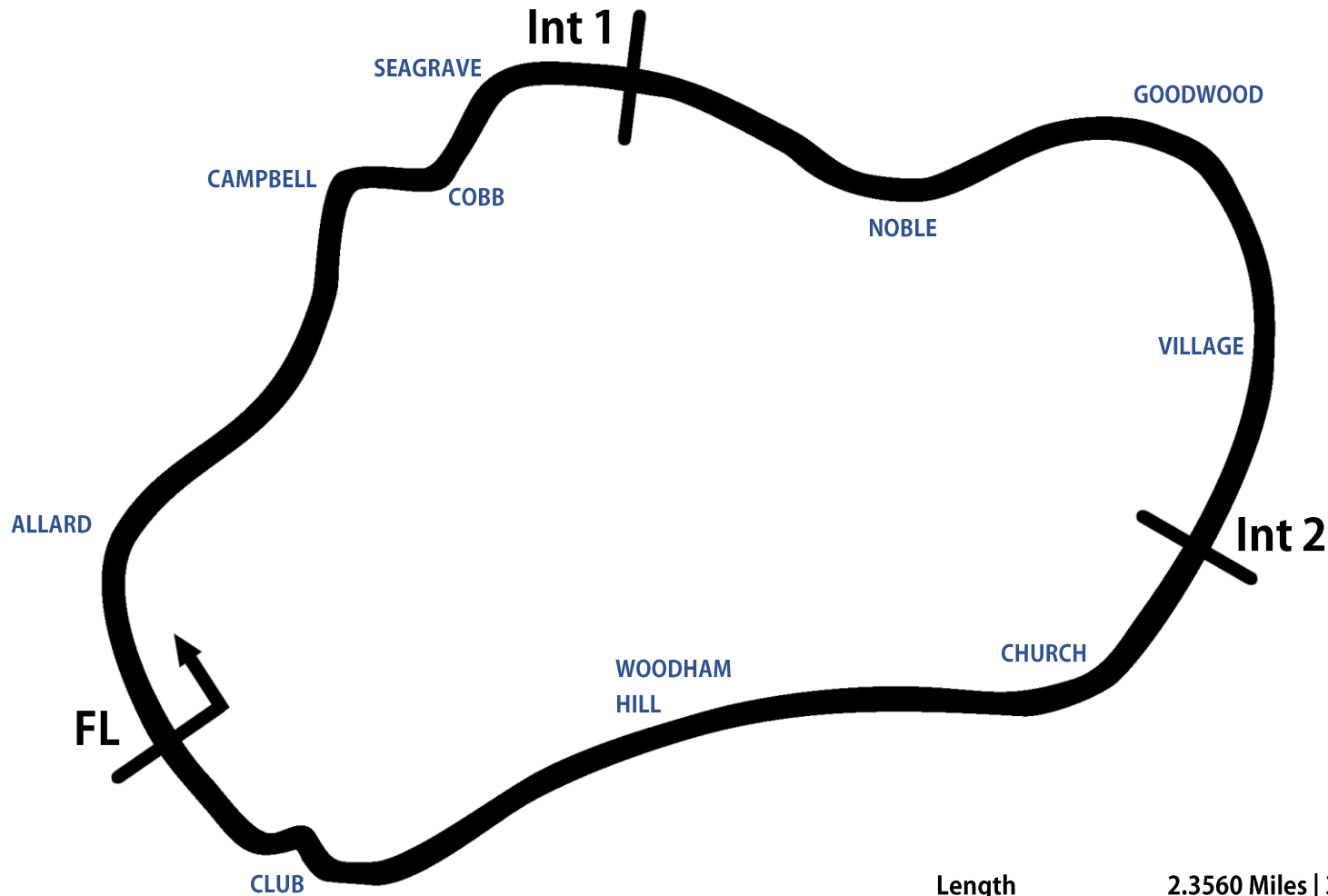
Timing & Results Provided by Timing Solutions Ltd

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 | | |



2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

QUALIFYING - ROUND 7 - CLASSIFICATION

| POS | NO | CL | PIC | NAME | NAT | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|-----|----|-----|-------------------|-----|-------------------------------------|----------|----|------|--------|--------|-------|
| 1 | 77 | M | 1 | Andrew JORDAN | GBR | REVIVE / AUTOGLYM / MOTUL / JRT | 1:27.560 | 3 | 10 | | | 96.86 |
| 2 | 1 | M | 2 | Aaron SMITH | GBR | Triple AAA racing / KAD / MiniSport | 1:27.764 | 3 | 4 | 0.204 | 0.204 | 96.64 |
| 3 | 12 | M | 3 | Endaf OWENS | GBR | Owens Fabrications | 1:28.338 | 3 | 11 | 0.778 | 0.574 | 96.01 |
| 4 | 46 | M | 4 | Jeff SMITH | GBR | Pyro Motorsport | 1:28.406 | 11 | 12 | 0.846 | 0.068 | 95.93 |
| 5 | 98 | M | 5 | Ian CURLEY | GBR | Curley UK Ltd | 1:28.783 | 10 | 12 | 1.223 | 0.377 | 95.53 |
| 6 | 5 | M | 6 | Phil BULLEN-BROWN | GBR | DH Thomas Eyecare | 1:28.949 | 5 | 12 | 1.389 | 0.166 | 95.35 |
| 7 | 76 | M | 7 | Jo POLLEY | GBR | Pyro Motorsport | 1:28.974 | 2 | 12 | 1.414 | 0.025 | 95.32 |
| 8 | 55 | M | 8 | Ben COLBURN | GBR | Westbourne Motorsport | 1:29.035 | 6 | 12 | 1.475 | 0.061 | 95.26 |
| 9 | 23 | M | 9 | Rupert DEETH | GBR | Mini Spares / Swiftune | 1:29.108 | 3 | 12 | 1.548 | 0.073 | 95.18 |
| 10 | 8 | M | 10 | Colin PEACOCK | GBR | Bill Sollis Racing | 1:29.540 | 11 | 13 | 1.980 | 0.432 | 94.72 |
| 11 | 11 | M | 11 | Kane ASTIN | GBR | One Broker Insurance | 1:29.559 | 2 | 11 | 1.999 | 0.019 | 94.70 |
| 12 | 29 | M | 12 | Damien HARRINGTON | GBR | Driver | 1:29.759 | 3 | 13 | 2.199 | 0.200 | 94.49 |
| 13 | 78 | M | 13 | Scott KENDALL | GBR | Driver | 1:29.769 | 6 | 12 | 2.209 | 0.010 | 94.48 |
| 14 | 36 | M | 14 | Josh CANNING | GBR | Driver | 1:30.017 | 4 | 6 | 2.457 | 0.248 | 94.22 |
| 15 | 49 | M | 15 | Martin WAGER | GBR | Driver | 1:30.111 | 6 | 13 | 2.551 | 0.094 | 94.12 |
| 16 | 86 | M | 16 | Nick PADDY | GBR | Playmini / Sanwa Trading. | 1:30.206 | 3 | 13 | 2.646 | 0.095 | 94.02 |
| 17 | 89 | M | 17 | Shaun KING | GBR | Driver | 1:30.502 | 5 | 9 | 2.942 | 0.296 | 93.71 |
| 18 | 84 | M | 18 | Ryan TAYLOR | GBR | Driver | 1:30.530 | 11 | 13 | 2.970 | 0.028 | 93.68 |
| 19 | 22 | M | 19 | Declan EDGECOMBE | GBR | Tara Construction | 1:30.549 | 4 | 11 | 2.989 | 0.019 | 93.66 |
| 20 | 53 | M | 20 | Jody LEES | GBR | Midland VW | 1:30.668 | 3 | 8 | 3.108 | 0.119 | 93.54 |
| 21 | 127 | L | 1 | Ian FRASER | GBR | Driver | 1:30.879 | 9 | 10 | 3.319 | 0.211 | 93.32 |
| 22 | 474 | L | 2 | Josh EVANS | GBR | nme electrical Ltd/midshires | 1:30.958 | 9 | 12 | 3.398 | 0.079 | 93.24 |
| 23 | 219 | L | 3 | Richard COLBURN | GBR | Westbourne Motorsport | 1:30.974 | 6 | 7 | 3.414 | 0.016 | 93.23 |
| 24 | 69 | M | 21 | Tony LE MAY | GBR | Driver | 1:31.235 | 3 | 10 | 3.675 | 0.261 | 92.96 |
| 25 | 71 | M | 22 | Larry WARR | GBR | Driver | 1:31.346 | 11 | 13 | 3.786 | 0.111 | 92.85 |
| 26 | 94 | M | 23 | Lee ROBERTS | GBR | Driver | 1:31.558 | 6 | 11 | 3.998 | 0.212 | 92.63 |
| 27 | 126 | L | 4 | Peter HILLS | GBR | Driver | 1:31.604 | 12 | 12 | 4.044 | 0.046 | 92.58 |
| 28 | 595 | L | 5 | Julian PROCTOR | GBR | Roonspeed Racing | 1:32.714 | 8 | 12 | 5.154 | 1.110 | 91.48 |
| 29 | 133 | L | 6 | Les STANTON | GBR | Custom Minis/Extreme Minis | 1:32.840 | 7 | 8 | 5.280 | 0.126 | 91.35 |
| 30 | 123 | L | 7 | Huw TURNER | GBR | Westbourne Motorsport | 1:33.181 | 6 | 9 | 5.621 | 0.341 | 91.02 |
| 31 | 969 | L | 8 | Steve TRENCH | GBR | Driver | 1:33.891 | 3 | 12 | 6.331 | 0.710 | 90.33 |
| 32 | 113 | L | 9 | Philip HARVEY | GBR | Cheltenham Motor Club | 1:43.939 | 3 | 5 | 16.379 | 10.048 | 81.60 |

Comments:

*Car 123 - transponder not working, please fix before the next session.

Weather / Track : Cloudy / Dry

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

Date: 08/06/2024 Start: 11:30 Finish: 11:50

Thrupton: 2.3560 miles

| | | | |
|--|-----------|-----------------------------------|--|
| Clerk Of Course: <i>Luke Caudle</i> | Stewards: | Timekeeper: <i>Craig Smith</i> | |
|--|-----------|-----------------------------------|--|

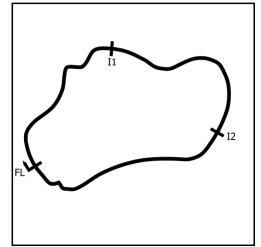
Results can be found at www.tsl-timing.com

Printed - 11:53 Saturday, 08 June 2024



2024 The Dunlop Mini Miglia 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

| P1 | | 77 M | | Andrew JORDAN | | REVIVE / AUTOGLYM / MOTUL / JRT | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|---------------------------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:27.560 | | BEST LAP TIME : 1:27.560 | | DIFFERENCE : 0.000 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 45.4 | 44.592 | 66.5 | 44.884 | 87.0 | | | 11:32:31.076 | |
| 2 - | 29.669 | 93.9 | 23.589 | 108.7 | 40.886 | 87.9 | 1:34.144 (3) | 90.09 | 6.584 | 11:34:05.220 |
| 3 - | 29.515 | 94.2 | 23.387 | 111.1 | 34.658 | 89.9 | 1:27.560 (1) | 96.86 | | 11:35:32.780 |
| 4 - | 33.503 | 89.0 | 25.913 | 96.6 | 41.958 | 88.7 | 1:41.374 | 83.66 | 13.814 | 11:37:14.154 |
| 5 - | 29.609 | 94.5 | 23.614 | 109.4 | 35.091 | 88.8 | 1:28.314 (2) | 96.03 | 0.754 | 11:38:42.468 |
| 6 - | 33.332 | 91.3 | 24.679 | 108.5 | 37.074 | 89.8 | 1:35.085 | 89.20 | 7.525 | 11:40:17.553 |
| 7 - | 32.983 | 88.7 | 24.748 | 108.4 | 36.777 | 88.5 | 1:34.508 | 89.74 | 6.948 | 11:41:52.061 |
| 8 - | 31.332 | 82.6 | 31.305 | 74.7 | 54.458 | 75.3 | 1:57.095 | 72.43 | 29.535 | 11:43:49.156 |
| 9 - | 32.753 | 92.8 | 24.915 | 101.8 | 37.971 | 87.1 | 1:35.639 | 88.68 | 8.079 | 11:45:24.795 |
| 10 - | 29.880 | 92.8 | 23.864 | 109.2 | IN PIT | | 1:28.768 P | 95.54 | 1.208 | 11:46:53.563 |

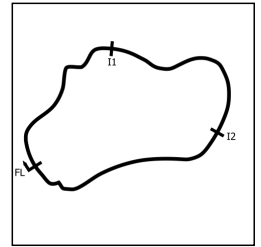
| P2 | | 1 M | | Aaron SMITH | | Triple AAA racing / KAD / MiniSport | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------------------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:27.764 | | BEST LAP TIME : 1:27.764 | | DIFFERENCE : 0.000 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 52.0 | 42.615 | 57.4 | 49.065 | 83.9 | | | | 11:32:36.600 |
| 2 - | 29.756 | 94.1 | 23.640 | 110.5 | 35.397 | 87.3 | 1:28.793 (2) | 95.52 | 1.029 | 11:34:05.393 |
| 3 - | 29.531 | 93.5 | 23.354 | 111.4 | 34.879 | 88.4 | 1:27.764 (1) | 96.64 | | 11:35:33.157 |
| 4 - | 31.950 | 90.8 | 24.503 | 106.8 | IN PIT | | 1:32.665 P | 91.52 | 4.901 | 11:37:05.822 |

| P3 | | 12 M | | Endaf OWENS | | Owens Fabrications | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|--------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:28.338 | | BEST LAP TIME : 1:28.338 | | DIFFERENCE : 0.000 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 85.8 | 25.193 | 101.9 | 51.297 | 86.0 | | | | 11:32:53.940 |
| 2 - | 30.607 | 85.8 | 24.531 | 106.3 | 41.415 | 85.9 | 1:36.553 | 87.84 | 8.215 | 11:34:30.493 |
| 3 - | 29.455 | 93.0 | 23.732 | 110.5 | 35.151 | 88.4 | 1:28.338 (1) | 96.01 | | 11:35:58.831 |
| 4 - | 30.960 | 86.9 | 26.028 | 103.0 | 36.919 | 87.4 | 1:33.907 (3) | 90.31 | 5.569 | 11:37:32.738 |
| 5 - | 30.616 | 87.7 | 24.446 | 107.0 | 36.475 | 87.2 | 1:31.537 (2) | 92.65 | 3.199 | 11:39:04.275 |
| 6 - | 29.464 | 92.3 | 24.177 | 94.9 | 41.313 | 87.2 | 1:34.954 | 89.32 | 6.616 | 11:40:39.229 |
| 7 - | 32.792 | 61.5 | 32.438 | 103.0 | 36.739 | 86.1 | 1:41.969 | 83.17 | 13.631 | 11:42:21.198 |
| 8 - | 29.803 | 89.7 | 35.705 | 67.9 | IN PIT | | 2:06.954 P | 66.80 | 38.616 | 11:44:28.152 |
| 9 - | OUTLAP | 57.2 | 44.045 | 56.3 | 43.554 | 86.8 | 3:16.218 | 43.22 | 1:47.880 | 11:47:44.370 |
| 10 - | 29.675 | 89.7 | 27.186 | 91.6 | 1:07.903 | 46.9 | 2:04.764 | 67.98 | 36.426 | 11:49:49.134 |
| 11 - | 42.036 | 75.6 | 26.997 | 91.1 | 45.400 | 65.5 | 1:54.433 | 74.11 | 26.095 | 11:51:43.567 |

| P4 | | 46 M | | Jeff SMITH | | Pyro Motorsport | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-----------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:28.386 | | BEST LAP TIME : 1:28.406 | | DIFFERENCE : 0.020 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 53.3 | 49.285 | 50.3 | 46.691 | 87.0 | | | | 11:32:33.113 |
| 2 - | 29.612 | 94.1 | 23.654 | 109.4 | 35.611 | 87.4 | 1:28.877 | 95.43 | 0.471 | 11:34:01.990 |
| 3 - | 29.525 | 91.8 | 23.912 | 107.0 | 37.194 | 89.1 | 1:30.631 | 93.58 | 2.225 | 11:35:32.621 |
| 4 - | 33.273 | 88.8 | 26.570 | 82.4 | 39.742 | 87.4 | 1:39.585 | 85.16 | 11.179 | 11:37:12.206 |
| 5 - | 29.768 | 92.9 | 23.660 | 108.9 | 38.812 | 87.7 | 1:32.240 | 91.95 | 3.834 | 11:38:44.446 |
| 6 - | 29.604 | 93.4 | 23.511 | 110.5 | 35.426 | 86.1 | 1:28.541 (3) | 95.79 | 0.135 | 11:40:12.987 |
| 7 - | 35.888 | 81.0 | 26.988 | 106.3 | 38.385 | 88.0 | 1:41.261 | 83.75 | 12.855 | 11:41:54.248 |
| 8 - | 29.887 | 91.1 | 31.184 | 72.9 | 53.193 | 87.6 | 1:54.264 | 74.22 | 25.858 | 11:43:48.512 |
| 9 - | 29.510 | 93.0 | 23.541 | 110.0 | 35.471 | 83.9 | 1:28.522 (2) | 95.81 | 0.116 | 11:45:17.034 |
| 10 - | 37.379 | 85.2 | 26.833 | 92.5 | 44.078 | 88.0 | 1:48.290 | 78.32 | 19.884 | 11:47:05.324 |
| 11 - | 29.530 | 94.1 | 23.479 | 108.9 | 35.397 | 87.0 | 1:28.406 (1) | 95.93 | | 11:48:33.730 |
| 12 - | 30.618 | 91.4 | 24.302 | 107.3 | 37.468 | 84.8 | 1:32.388 | 91.80 | 3.982 | 11:50:06.118 |

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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

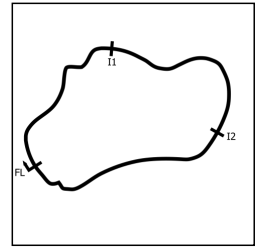
| P5 | | 98 M | | Ian CURLEY | | Curley UK Ltd | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|---------------|---------------------|--------------|--------------|---------------------|--|
| IDEAL LAP TIME : 1:28.783 | | BEST LAP TIME : 1:28.783 | | DIFFERENCE : 0.000 | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 50.4 | 47.271 | 57.1 | 45.718 | 86.3 | | | 11:32:31.904 | | |
| 2 - | 29.850 | 93.7 | 23.742 | 109.1 | 36.182 | 85.0 | 1:29.774 (3) | 94.47 | 0.991 | 11:34:01.678 | |
| 3 - | 30.480 | 93.0 | 23.643 | 110.9 | 36.192 | 84.6 | 1:30.315 | 93.91 | 1.532 | 11:35:31.993 | |
| 4 - | 35.353 | 93.2 | 25.742 | 92.0 | 39.970 | 87.1 | 1:41.065 | 83.92 | 12.282 | 11:37:13.058 | |
| 5 - | 29.920 | 92.1 | 23.665 | 108.2 | 35.729 | 87.6 | 1:29.314 (2) | 94.96 | 0.531 | 11:38:42.372 | |
| 6 - | 35.520 | 83.8 | 25.689 | 104.8 | 36.295 | 88.0 | 1:37.504 | 86.98 | 8.721 | 11:40:19.876 | |
| 7 - | 30.010 | 91.5 | 24.250 | 108.9 | 36.474 | 85.3 | 1:30.734 | 93.47 | 1.951 | 11:41:50.610 | |
| 8 - | 35.053 | 84.9 | 30.589 | 76.4 | IN PIT | | 1:50.741 P | 76.58 | 21.958 | 11:43:41.351 | |
| 9 - | OUTLAP | 58.8 | 34.768 | 103.0 | 38.940 | 86.9 | 3:02.166 | 46.55 | 1:33.383 | 11:46:43.517 | |
| 10 - | 29.721 | 92.8 | 23.556 | 111.4 | 35.506 | 88.5 | 1:28.783 (1) | 95.53 | | 11:48:12.300 | |
| 11 - | 31.081 | 86.3 | 26.131 | 101.0 | 39.967 | 84.4 | 1:37.179 | 87.27 | 8.396 | 11:49:49.479 | |
| 12 - | 30.121 | 92.0 | 26.903 | 71.6 | 42.919 | 76.6 | 1:39.943 | 84.86 | 11.160 | 11:51:29.422 | |

| P6 | | 5 M | | Phil BULLEN-BROWN | | DH Thomas Eyecare | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------------|---------------|-------------------|---------------------|--------------|--------------|---------------------|--|
| IDEAL LAP TIME : 1:28.908 | | BEST LAP TIME : 1:28.949 | | DIFFERENCE : 0.041 | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 70.4 | 35.748 | 77.8 | 44.983 | 86.4 | | | 11:32:32.367 | | |
| 2 - | 30.188 | 93.8 | 24.260 | 110.1 | 36.839 | 86.1 | 1:31.287 | 92.91 | 2.338 | 11:34:03.654 | |
| 3 - | 30.467 | 91.9 | 23.911 | 108.4 | 36.841 | 87.2 | 1:31.219 | 92.98 | 2.270 | 11:35:34.873 | |
| 4 - | 35.725 | 73.6 | 27.593 | 98.2 | 37.950 | 87.4 | 1:41.268 | 83.75 | 12.319 | 11:37:16.141 | |
| 5 - | 29.908 | 92.1 | 23.926 | 109.6 | 35.115 | 87.0 | 1:28.949 (1) | 95.35 | | 11:38:45.090 | |
| 6 - | 31.819 | 92.0 | 24.834 | 104.0 | 37.719 | 86.8 | 1:34.372 | 89.87 | 5.423 | 11:40:19.462 | |
| 7 - | 31.588 | 79.7 | 29.305 | 94.3 | 41.882 | 84.9 | 1:42.775 | 82.52 | 13.826 | 11:42:02.237 | |
| 8 - | 30.310 | 91.1 | 27.644 | 76.7 | 52.671 | 87.1 | 1:50.625 | 76.66 | 21.676 | 11:43:52.862 | |
| 9 - | 30.076 | 92.3 | 23.885 | 108.0 | 35.914 | 87.2 | 1:29.875 (2) | 94.37 | 0.926 | 11:45:22.737 | |
| 10 - | 30.561 | 90.8 | 25.583 | 91.0 | 45.572 | 87.7 | 1:41.716 | 83.38 | 12.767 | 11:47:04.453 | |
| 11 - | 30.009 | 91.9 | 24.303 | 108.7 | 35.652 | 79.1 | 1:29.964 (3) | 94.27 | 1.015 | 11:48:34.417 | |
| 12 - | 32.886 | 90.6 | 24.216 | 107.0 | 36.195 | 86.9 | 1:33.297 | 90.90 | 4.348 | 11:50:07.714 | |

| P7 | | 76 M | | Jo POLLEY | | Pyro Motorsport | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-----------------|---------------------|--------------|--------------|---------------------|--|
| IDEAL LAP TIME : 1:28.650 | | BEST LAP TIME : 1:28.974 | | DIFFERENCE : 0.324 | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 49.1 | 46.772 | 55.1 | 48.826 | 86.5 | | | 11:32:33.672 | | |
| 2 - | 29.662 | 94.6 | 23.597 | 110.3 | 35.715 | 87.6 | 1:28.974 (1) | 95.32 | | 11:34:02.646 | |
| 3 - | 29.849 | 94.5 | 23.414 | 111.8 | 36.378 | 87.1 | 1:29.641 (3) | 94.61 | 0.667 | 11:35:32.287 | |
| 4 - | 30.060 | 92.1 | 24.109 | 106.6 | 36.584 | 85.2 | 1:30.753 | 93.45 | 1.779 | 11:37:03.040 | |
| 5 - | 30.132 | 92.1 | 23.979 | 106.8 | 43.108 | 72.3 | 1:37.219 | 87.24 | 8.245 | 11:38:40.259 | |
| 6 - | 32.532 | 75.7 | 26.763 | 108.5 | 37.051 | 86.8 | 1:36.346 | 88.03 | 7.372 | 11:40:16.605 | |
| 7 - | 30.096 | 93.7 | 28.154 | 90.5 | 42.355 | 86.4 | 1:40.605 | 84.30 | 11.631 | 11:41:57.210 | |
| 8 - | 31.622 | 67.8 | 30.231 | 80.2 | 52.315 | 85.8 | 1:54.168 | 74.29 | 25.194 | 11:43:51.378 | |
| 9 - | 29.764 | 92.5 | 23.784 | 108.0 | 35.574 | 88.4 | 1:29.122 (2) | 95.16 | 0.148 | 11:45:20.500 | |
| 10 - | 30.226 | 94.1 | 25.936 | 91.3 | 46.065 | 85.7 | 1:42.227 | 82.96 | 13.253 | 11:47:02.727 | |
| 11 - | 29.979 | 92.8 | 23.959 | 107.7 | 37.247 | 75.6 | 1:31.185 | 93.01 | 2.211 | 11:48:33.912 | |
| 12 - | 31.165 | 93.5 | 23.970 | 110.3 | 35.830 | 85.0 | 1:30.965 | 93.24 | 1.991 | 11:50:04.877 | |

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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

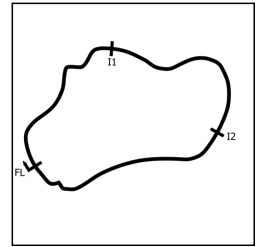
| P8 55 M Ben COLBURN | | | | | | | Westbourne Motorsport | | | |
|----------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|------------------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:28.801 | | BEST LAP TIME : 1:29.035 | | DIFFERENCE : 0.234 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 45.5 | 44.536 | 55.9 | 47.497 | 84.5 | | | 11:32:34.659 | |
| 2 - | 29.873 | 93.2 | 24.061 | 105.3 | 37.845 | 86.2 | 1:31.779 | 92.41 | 2.744 | 11:34:06.438 |
| 3 - | 29.527 | 92.3 | 23.917 | 106.5 | 35.918 | 87.2 | 1:29.362 (3) | 94.91 | 0.327 | 11:35:35.800 |
| 4 - | 31.010 | 90.3 | 26.350 | 81.7 | 42.177 | 88.7 | 1:39.537 | 85.21 | 10.502 | 11:37:15.337 |
| 5 - | 29.829 | 91.4 | 24.206 | 106.1 | 36.825 | 87.9 | 1:30.860 | 93.34 | 1.825 | 11:38:46.197 |
| 6 - | 29.680 | 92.5 | 23.800 | 109.2 | 35.555 | 87.8 | 1:29.035 (1) | 95.26 | | 11:40:15.232 |
| 7 - | 31.264 | 79.4 | 27.214 | 99.4 | 39.337 | 88.4 | 1:37.815 | 86.71 | 8.780 | 11:41:53.047 |
| 8 - | 31.341 | 87.2 | 31.273 | 72.3 | 54.056 | 87.1 | 1:56.670 | 72.69 | 27.635 | 11:43:49.717 |
| 9 - | 29.779 | 90.5 | 24.005 | 107.2 | 35.744 | 86.8 | 1:29.528 | 94.73 | 0.493 | 11:45:19.245 |
| 10 - | 30.570 | 85.8 | 27.353 | 91.6 | 46.225 | 87.9 | 1:44.148 | 81.43 | 15.113 | 11:47:03.393 |
| 11 - | 29.745 | 92.1 | 23.719 | 109.6 | 35.677 | 86.4 | 1:29.141 (2) | 95.14 | 0.106 | 11:48:32.534 |
| 12 - | 37.127 | 78.5 | 29.118 | 88.6 | IN PIT | | 1:48.809 P | 77.94 | 19.774 | 11:50:21.343 |

| P9 23 M Rupert DEETH | | | | | | | Mini Spares / Swiftune | | | |
|-----------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|-------------------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:28.945 | | BEST LAP TIME : 1:29.108 | | DIFFERENCE : 0.163 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 75.4 | 32.569 | 84.2 | 51.822 | 86.0 | | | 11:32:43.149 | |
| 2 - | 31.257 | 92.0 | 24.678 | 108.2 | 35.801 | 86.8 | 1:31.736 | 92.45 | 2.628 | 11:34:14.885 |
| 3 - | 29.762 | 92.8 | 23.806 | 110.0 | 35.540 | 87.4 | 1:29.108 (1) | 95.18 | | 11:35:43.993 |
| 4 - | 29.711 | 92.5 | 23.989 | 109.6 | 35.630 | 89.0 | 1:29.330 (2) | 94.94 | 0.222 | 11:37:13.323 |
| 5 - | 33.667 | 83.9 | 24.930 | 108.0 | 35.875 | 87.9 | 1:34.472 | 89.77 | 5.364 | 11:38:47.795 |
| 6 - | 30.035 | 92.6 | 24.279 | 108.0 | 36.164 | 89.0 | 1:30.478 | 93.74 | 1.370 | 11:40:18.273 |
| 7 - | 32.771 | 80.3 | 27.233 | 88.4 | IN PIT | | 1:42.481 P | 82.76 | 13.373 | 11:42:00.754 |
| 8 - | OUTLAP | 53.5 | 30.276 | 76.3 | 43.474 | 89.2 | 3:10.428 | 44.53 | 1:41.320 | 11:45:11.182 |
| 9 - | 29.930 | 95.0 | 24.038 | 105.6 | 40.419 | 89.0 | 1:34.387 | 89.85 | 5.279 | 11:46:45.569 |
| 10 - | 29.643 | 94.2 | 23.762 | 108.0 | 36.681 | 87.2 | 1:30.086 (3) | 94.15 | 0.978 | 11:48:15.655 |
| 11 - | 29.781 | 91.1 | 23.850 | 110.0 | 41.559 | 87.3 | 1:35.190 | 89.10 | 6.082 | 11:49:50.845 |
| 12 - | 30.231 | 92.9 | 23.887 | 108.0 | 36.241 | 86.2 | 1:30.359 | 93.86 | 1.251 | 11:51:21.204 |

| P10 8 M Colin PEACOCK | | | | | | | Bill Sollis Racing | | | |
|------------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:29.225 | | BEST LAP TIME : 1:29.540 | | DIFFERENCE : 0.315 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 89.9 | 26.911 | 105.1 | 41.996 | 88.1 | | | 11:32:55.565 | |
| 2 - | 30.947 | 91.5 | 24.608 | 110.0 | 36.751 | 86.1 | 1:32.306 | 91.88 | 2.766 | 11:34:27.871 |
| 3 - | 30.102 | 92.5 | 23.943 | 108.9 | 35.804 | 87.4 | 1:29.849 | 94.39 | 0.309 | 11:35:57.720 |
| 4 - | 30.162 | 93.3 | 23.855 | 106.6 | 35.605 | 86.9 | 1:29.622 (3) | 94.63 | 0.082 | 11:37:27.342 |
| 5 - | 29.860 | 92.8 | 23.932 | 108.5 | 35.961 | 88.3 | 1:29.753 | 94.49 | 0.213 | 11:38:57.095 |
| 6 - | 29.838 | 94.1 | 24.158 | 107.5 | 35.571 | 88.7 | 1:29.567 (2) | 94.69 | 0.027 | 11:40:26.662 |
| 7 - | 30.477 | 92.9 | 24.074 | 106.5 | 37.936 | 88.3 | 1:32.487 | 91.70 | 2.947 | 11:41:59.149 |
| 8 - | 29.896 | 93.7 | 24.435 | 107.2 | 44.266 | 87.9 | 1:38.597 | 86.02 | 9.057 | 11:43:37.746 |
| 9 - | 29.979 | 94.2 | 24.311 | 105.6 | 36.298 | 86.2 | 1:30.588 | 93.62 | 1.048 | 11:45:08.334 |
| 10 - | 30.172 | 91.8 | 27.849 | 100.9 | 40.714 | 89.4 | 1:38.735 | 85.90 | 9.195 | 11:46:47.069 |
| 11 - | 29.941 | 93.4 | 23.816 | 109.8 | 35.783 | 88.0 | 1:29.540 (1) | 94.72 | | 11:48:16.609 |
| 12 - | 30.019 | 92.6 | 23.949 | 110.0 | 41.644 | 83.4 | 1:35.612 | 88.70 | 6.072 | 11:49:52.221 |
| 13 - | 32.303 | 86.7 | 25.001 | 107.0 | 39.104 | 72.8 | 1:36.408 | 87.97 | 6.868 | 11:51:28.629 |

2024 The Dunlop Mini Miglia 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

| P11 11 M Kane ASTIN | | One Broker Insurance | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|-----------------------|
| IDEAL LAP TIME : 1:28.886 | | BEST LAP TIME : 1:29.559 | | DIFFERENCE : 0.673 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 87.4 | 28.223 | 66.8 | 46.742 | 86.4 | | | 11:32:41.775 |
| 2 - | 29.723 | 93.8 | 24.170 | 108.0 | 35.666 | 86.7 | 1:29.559 (1) | 94.70 | 11:34:11.334 |
| 3 - | 29.568 | 92.1 | 24.023 | 107.2 | 36.194 | 86.7 | 1:29.785 (2) | 94.46 | 0.226 11:35:41.119 |
| 4 - | 29.821 | 90.1 | 24.056 | 108.4 | 36.074 | 85.3 | 1:29.951 (3) | 94.29 | 0.392 11:37:11.070 |
| 5 - | 32.472 | 91.0 | 24.315 | 110.0 | 35.396 | 87.8 | 1:32.183 | 92.00 | 2.624 11:38:43.253 |
| 6 - | 30.014 | 92.5 | 24.418 | 101.2 | 39.698 | 86.9 | 1:34.130 | 90.10 | 4.571 11:40:17.383 |
| 7 - | 29.711 | 93.7 | 23.922 | 111.1 | 40.148 | 86.0 | 1:33.781 | 90.44 | 4.222 11:41:51.164 |
| 8 - | 31.498 | 79.3 | 31.575 | 78.4 | 50.865 | 86.8 | 1:53.938 | 74.44 | 24.379 11:43:45.102 |
| 9 - | 29.788 | 90.1 | 24.205 | 106.1 | IN PIT | | 1:29.712 | P 94.54 | 0.153 11:45:14.814 |
| 10 - | OUTLAP | 57.8 | 44.233 | 54.4 | 44.105 | 87.4 | 2:30.990 | 56.17 | 1:01.431 11:47:45.804 |
| 11 - | 29.772 | 84.9 | 24.327 | 106.1 | IN PIT | | 1:31.638 | P 92.55 | 2.079 11:49:17.442 |

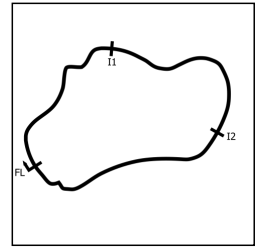
| P12 29 M Damien HARRINGTON | | Driver | | | | | | | |
|----------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 1:29.749 | | BEST LAP TIME : 1:29.759 | | DIFFERENCE : 0.010 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 69.6 | 36.898 | 79.5 | 46.251 | 85.7 | | | 11:32:35.398 |
| 2 - | 30.673 | 93.0 | 24.354 | 110.1 | 36.346 | 87.9 | 1:31.373 | 92.82 | 1.614 11:34:06.771 |
| 3 - | 30.009 | 92.6 | 23.957 | 108.0 | 35.793 | 86.8 | 1:29.759 (1) | 94.49 | 11:35:36.530 |
| 4 - | 30.444 | 92.5 | 24.788 | 105.3 | 36.419 | 85.4 | 1:31.651 | 92.54 | 1.892 11:37:08.181 |
| 5 - | 37.887 | 71.4 | 27.907 | 91.1 | 42.497 | 86.3 | 1:48.291 | 78.32 | 18.532 11:38:56.472 |
| 6 - | 30.192 | 91.6 | 24.568 | 93.8 | 39.751 | 85.8 | 1:34.511 | 89.74 | 4.752 11:40:30.983 |
| 7 - | 30.048 | 91.6 | 24.418 | 105.8 | 37.827 | 87.3 | 1:32.293 | 91.89 | 2.534 11:42:03.276 |
| 8 - | 30.136 | 92.8 | 24.603 | 104.6 | 41.919 | 87.2 | 1:36.658 | 87.74 | 6.899 11:43:39.934 |
| 9 - | 30.031 | 92.1 | 24.329 | 106.3 | 36.241 | 88.1 | 1:30.601 (3) | 93.61 | 0.842 11:45:10.535 |
| 10 - | 30.331 | 92.0 | 24.029 | 108.9 | 36.840 | 86.7 | 1:31.200 | 93.00 | 1.441 11:46:41.735 |
| 11 - | 29.999 | 91.9 | 24.112 | 107.5 | 35.829 | 84.9 | 1:29.940 (2) | 94.30 | 0.181 11:48:11.675 |
| 12 - | 34.083 | 75.4 | 27.328 | 101.5 | 41.608 | 87.2 | 1:43.019 | 82.33 | 13.260 11:49:54.694 |
| 13 - | 30.478 | 89.8 | 24.448 | 107.3 | IN PIT | | 1:38.208 | P 86.36 | 8.449 11:51:32.902 |

| P13 78 M Scott KENDALL | | Driver | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 1:29.468 | | BEST LAP TIME : 1:29.769 | | DIFFERENCE : 0.301 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 73.7 | 35.170 | 73.5 | 43.250 | 84.8 | | | 11:32:29.029 |
| 2 - | 30.829 | 91.4 | 24.546 | 104.3 | 36.556 | 85.0 | 1:31.931 | 92.26 | 2.162 11:34:00.960 |
| 3 - | 32.220 | 92.9 | 23.984 | 106.3 | 36.619 | 87.3 | 1:32.823 | 91.37 | 3.054 11:35:33.783 |
| 4 - | 36.131 | 79.6 | 27.307 | 104.6 | 37.513 | 87.7 | 1:40.951 | 84.01 | 11.182 11:37:14.734 |
| 5 - | 30.015 | 91.1 | 24.102 | 107.0 | 35.885 | 88.3 | 1:30.002 (2) | 94.23 | 0.233 11:38:44.736 |
| 6 - | 29.599 | 92.8 | 24.019 | 106.0 | 36.151 | 86.2 | 1:29.769 (1) | 94.48 | 11:40:14.505 |
| 7 - | 30.750 | 91.3 | 25.369 | 102.9 | 39.440 | 77.9 | 1:35.559 | 88.75 | 5.790 11:41:50.064 |
| 8 - | 33.507 | 83.6 | 30.161 | 90.5 | 43.152 | 85.0 | 1:46.820 | 79.40 | 17.051 11:43:36.884 |
| 9 - | 30.377 | 91.3 | 24.478 | 104.6 | 36.690 | 85.9 | 1:31.545 (3) | 92.64 | 1.776 11:45:08.429 |
| 10 - | 30.660 | 91.6 | 24.630 | 102.7 | 40.542 | 87.6 | 1:35.832 | 88.50 | 6.063 11:46:44.261 |
| 11 - | 30.082 | 91.3 | 24.548 | 103.5 | 39.085 | 75.9 | 1:33.715 | 90.50 | 3.946 11:48:17.976 |
| 12 - | 35.576 | 82.1 | 31.313 | 77.7 | 43.607 | 82.7 | 1:50.496 | 76.75 | 20.727 11:50:08.472 |

| P14 36 M Josh CANNING | | Driver | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|---------------------|
| IDEAL LAP TIME : 1:29.678 | | BEST LAP TIME : 1:30.017 | | DIFFERENCE : 0.339 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 88.0 | 25.538 | 105.8 | 51.347 | 86.9 | | | 11:32:55.118 |
| 2 - | 31.292 | 88.3 | 24.346 | 107.2 | 37.408 | 86.4 | 1:33.046 | 91.15 | 3.029 11:34:28.164 |
| 3 - | 30.371 | 92.5 | 23.990 | 109.2 | 35.972 | 87.2 | 1:30.333 (2) | 93.89 | 0.316 11:35:58.497 |
| 4 - | 30.195 | 90.9 | 24.091 | 107.7 | 35.731 | 87.6 | 1:30.017 (1) | 94.22 | 11:37:28.514 |
| 5 - | 30.042 | 91.9 | 24.260 | 107.2 | 36.279 | 86.4 | 1:30.581 (3) | 93.63 | 0.564 11:38:59.095 |
| 6 - | 29.957 | 91.9 | 24.510 | 106.0 | IN PIT | | 1:30.208 | P 94.02 | 0.191 11:40:29.303 |

2024 The Dunlop Mini Miglia 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

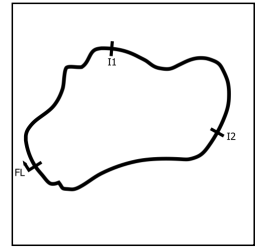
| P15 49 M | | Martin WAGER | | | | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|--------------|---------------------|--|
| IDEAL LAP TIME : 1:29.543 | | BEST LAP TIME : 1:30.111 | | | | | DIFFERENCE : 0.568 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 88.7 | 27.746 | 69.0 | 49.316 | 86.7 | | | 11:32:45.490 | | |
| 2 - | 31.290 | 93.4 | 24.823 | 106.6 | 37.832 | 86.0 | 1:33.945 | 90.28 | 3.834 | 11:34:19.435 | |
| 3 - | 30.335 | 91.5 | 23.997 | 108.0 | 35.884 | 88.6 | 1:30.216 (2) | 94.01 | 0.105 | 11:35:49.651 | |
| 4 - | 30.087 | 93.8 | 24.477 | 104.6 | 36.391 | 89.5 | 1:30.955 (3) | 93.25 | 0.844 | 11:37:20.606 | |
| 5 - | 30.728 | 92.9 | 24.003 | 107.2 | 36.855 | 88.0 | 1:31.586 | 92.60 | 1.475 | 11:38:52.192 | |
| 6 - | 29.662 | 93.2 | 24.104 | 106.3 | 36.345 | 87.4 | 1:30.111 (1) | 94.12 | | 11:40:22.303 | |
| 7 - | 30.278 | 93.9 | 25.130 | 106.5 | 36.925 | 89.5 | 1:32.333 | 91.85 | 2.222 | 11:41:54.636 | |
| 8 - | 30.241 | 94.1 | 27.597 | 90.8 | 39.501 | 88.8 | 1:37.339 | 87.13 | 7.228 | 11:43:31.975 | |
| 9 - | 31.090 | 91.3 | 25.552 | 84.7 | 40.807 | 88.4 | 1:37.449 | 87.03 | 7.338 | 11:45:09.424 | |
| 10 - | 29.960 | 94.3 | 24.646 | 106.6 | 36.985 | 86.7 | 1:31.591 | 92.60 | 1.480 | 11:46:41.015 | |
| 11 - | 30.071 | 90.8 | 24.225 | 106.1 | 36.740 | 88.6 | 1:31.036 | 93.16 | 0.925 | 11:48:12.051 | |
| 12 - | 30.727 | 89.5 | 25.307 | 91.0 | 46.454 | 75.4 | 1:42.488 | 82.75 | 12.377 | 11:49:54.539 | |
| 13 - | 34.117 | 81.9 | 28.234 | 86.2 | 46.132 | 67.1 | 1:48.483 | 78.18 | 18.372 | 11:51:43.022 | |

| P16 86 M | | Nick PADDY | | | | | Playmini / Sanwa Trading. | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:29.749 | | BEST LAP TIME : 1:30.206 | | | | | DIFFERENCE : 0.457 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 87.8 | 28.161 | 74.7 | 48.636 | 85.3 | | | | 11:32:44.874 | |
| 2 - | 31.516 | 93.5 | 24.948 | 102.9 | 36.840 | 87.2 | 1:33.304 | 90.90 | 3.098 | 11:34:18.178 | |
| 3 - | 29.958 | 92.6 | 24.138 | 110.3 | 36.110 | 89.3 | 1:30.206 (1) | 94.02 | | 11:35:48.384 | |
| 4 - | 30.129 | 92.8 | 24.136 | 108.4 | 36.023 | 88.0 | 1:30.288 (2) | 93.93 | 0.082 | 11:37:18.672 | |
| 5 - | 30.093 | 93.5 | 24.475 | 108.4 | 36.037 | 89.1 | 1:30.605 (3) | 93.61 | 0.399 | 11:38:49.277 | |
| 6 - | 30.254 | 93.8 | 24.768 | 109.6 | 37.337 | 88.4 | 1:32.359 | 91.83 | 2.153 | 11:40:21.636 | |
| 7 - | 30.587 | 92.8 | 26.904 | 89.8 | 40.782 | 87.9 | 1:38.273 | 86.30 | 8.067 | 11:41:59.909 | |
| 8 - | 29.760 | 92.9 | 24.528 | 108.2 | 37.324 | 86.2 | 1:31.612 | 92.58 | 1.406 | 11:43:31.521 | |
| 9 - | 33.923 | 81.4 | 27.887 | 101.6 | 40.178 | 87.7 | 1:41.988 | 83.16 | 11.782 | 11:45:13.509 | |
| 10 - | 30.111 | 92.1 | 24.673 | 106.6 | 36.514 | 89.1 | 1:31.298 | 92.90 | 1.092 | 11:46:44.807 | |
| 11 - | 30.136 | 92.6 | 23.969 | 106.8 | 37.149 | 88.1 | 1:31.254 | 92.94 | 1.048 | 11:48:16.061 | |
| 12 - | 29.903 | 92.8 | 23.966 | 110.5 | 39.133 | 74.9 | 1:33.002 | 91.19 | 2.796 | 11:49:49.063 | |
| 13 - | 35.105 | 82.9 | 26.691 | 104.8 | 38.855 | 73.5 | 1:40.651 | 84.26 | 10.445 | 11:51:29.714 | |

| P17 89 M | | Shaun KING | | | | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:30.314 | | BEST LAP TIME : 1:30.502 | | | | | DIFFERENCE : 0.188 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 84.4 | 34.062 | 77.3 | 50.577 | 86.3 | | | | 11:32:44.142 | |
| 2 - | 30.536 | 92.6 | 24.597 | 106.0 | 36.898 | 87.3 | 1:32.031 | 92.16 | 1.529 | 11:34:16.173 | |
| 3 - | 30.436 | 91.9 | 24.130 | 107.0 | 36.590 | 86.1 | 1:31.156 (3) | 93.04 | 0.654 | 11:35:47.329 | |
| 4 - | 30.145 | 91.5 | 24.263 | 107.0 | 36.225 | 86.9 | 1:30.633 (2) | 93.58 | 0.131 | 11:37:17.962 | |
| 5 - | 30.310 | 92.1 | 24.153 | 110.1 | 36.039 | 86.0 | 1:30.502 (1) | 93.71 | | 11:38:48.464 | |
| 6 - | 30.226 | 91.9 | 24.703 | 105.6 | 37.386 | 85.8 | 1:32.315 | 91.87 | 1.813 | 11:40:20.779 | |
| 7 - | 30.501 | 90.4 | 24.658 | 106.3 | 36.670 | 86.8 | 1:31.829 | 92.36 | 1.327 | 11:41:52.608 | |
| 8 - | 35.426 | 78.1 | 28.977 | 85.1 | 44.813 | 86.3 | 1:49.216 | 77.65 | 18.714 | 11:43:41.824 | |
| 9 - | 30.686 | 83.4 | 28.848 | 83.4 | IN PIT | | 1:41.461 P | 83.59 | 10.959 | 11:45:23.285 | |

2024 The Dunlop Mini Miglia 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

| P18 84 M | | Ryan TAYLOR | | | | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:30.139 | | BEST LAP TIME : 1:30.530 | | | | | DIFFERENCE : 0.391 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 46.7 | 44.245 | 64.8 | 46.890 | 84.9 | | | | 11:32:34.997 | |
| 2 - | 30.351 | 91.9 | 24.138 | 106.5 | 37.099 | 87.1 | 1:31.588 (3) | 92.60 | 1.058 | 11:34:06.585 | |
| 3 - | 30.585 | 92.4 | 23.961 | 108.0 | 36.035 | 87.0 | 1:30.581 (2) | 93.63 | 0.051 | 11:35:37.166 | |
| 4 - | 30.521 | 93.0 | 24.915 | 107.2 | 36.855 | 85.2 | 1:32.291 | 91.90 | 1.761 | 11:37:09.457 | |
| 5 - | 30.679 | 90.5 | 24.357 | 103.5 | 37.432 | 84.3 | 1:32.468 | 91.72 | 1.938 | 11:38:41.925 | |
| 6 - | 30.756 | 91.1 | 24.353 | 104.8 | 36.649 | 85.8 | 1:31.758 | 92.43 | 1.228 | 11:40:13.683 | |
| 7 - | 32.644 | 90.3 | 24.558 | 103.8 | 40.514 | 87.0 | 1:37.716 | 86.79 | 7.186 | 11:41:51.399 | |
| 8 - | 31.112 | 88.4 | 24.951 | 98.9 | 41.369 | 80.2 | 1:37.432 | 87.05 | 6.902 | 11:43:28.831 | |
| 9 - | 32.525 | 85.1 | 26.567 | 95.1 | 39.557 | 80.9 | 1:38.649 | 85.97 | 8.119 | 11:45:07.480 | |
| 10 - | 32.614 | 92.1 | 24.502 | 105.6 | 37.816 | 86.5 | 1:34.932 | 89.34 | 4.402 | 11:46:42.412 | |
| 11 - | 30.143 | 91.0 | 24.051 | 108.0 | 36.336 | 86.9 | 1:30.530 (1) | 93.68 | | 11:48:12.942 | |
| 12 - | 30.585 | 90.6 | 24.142 | 105.5 | 42.778 | 83.3 | 1:37.505 | 86.98 | 6.975 | 11:49:50.447 | |
| 13 - | 31.975 | 83.8 | 27.456 | 92.6 | 44.519 | 64.4 | 1:43.950 | 81.59 | 13.420 | 11:51:34.397 | |

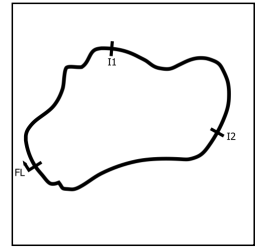
| P19 22 M | | Declan EDGEcombe | | | | | Tara Construction | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:30.294 | | BEST LAP TIME : 1:30.549 | | | | | DIFFERENCE : 0.255 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 87.7 | 27.479 | 71.1 | 50.532 | 85.3 | | | | 11:32:47.001 | |
| 2 - | 30.760 | 92.4 | 23.976 | 109.6 | 37.876 | 86.1 | 1:32.612 | 91.58 | 2.063 | 11:34:19.613 | |
| 3 - | 30.472 | 92.1 | 23.982 | 110.5 | 36.459 | 86.4 | 1:30.913 (2) | 93.29 | 0.364 | 11:35:50.526 | |
| 4 - | 30.110 | 92.1 | 23.753 | 109.1 | 36.686 | 87.4 | 1:30.549 (1) | 93.66 | | 11:37:21.075 | |
| 5 - | 30.787 | 91.5 | 24.450 | 108.9 | 37.067 | 85.5 | 1:32.304 | 91.88 | 1.755 | 11:38:53.379 | |
| 6 - | 30.522 | 90.4 | 24.352 | 105.3 | 36.911 | 84.9 | 1:31.785 | 92.40 | 1.236 | 11:40:25.164 | |
| 7 - | 30.602 | 90.3 | 25.088 | 94.3 | 43.038 | 87.3 | 1:38.728 | 85.90 | 8.179 | 11:42:03.892 | |
| 8 - | 30.082 | 92.8 | 24.616 | 98.6 | 42.216 | 86.7 | 1:36.914 | 87.51 | 6.365 | 11:43:40.806 | |
| 9 - | 30.209 | 91.5 | 24.018 | 107.7 | 36.686 | 87.0 | 1:30.913 (2) | 93.29 | 0.364 | 11:45:11.719 | |
| 10 - | 31.454 | 82.2 | 25.786 | 107.2 | 37.548 | 86.3 | 1:34.788 | 89.47 | 4.239 | 11:46:46.507 | |
| 11 - | 31.449 | 84.0 | 26.406 | 104.5 | IN PIT | | 1:33.510 P | 90.70 | 2.961 | 11:48:20.017 | |

| P20 53 M | | Jody LEES | | | | | Midland VW | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:30.668 | | BEST LAP TIME : 1:30.668 | | | | | DIFFERENCE : 0.000 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 88.3 | 26.979 | 102.7 | 41.937 | 86.4 | | | | 11:32:56.459 | |
| 2 - | 30.596 | 91.8 | 24.799 | 108.5 | 37.020 | 86.9 | 1:32.415 | 91.77 | 1.747 | 11:34:28.874 | |
| 3 - | 30.070 | 92.5 | 24.238 | 108.2 | 36.360 | 87.3 | 1:30.668 (1) | 93.54 | | 11:35:59.542 | |
| 4 - | 30.442 | 90.0 | 24.529 | 105.0 | 36.606 | 86.3 | 1:31.577 (2) | 92.61 | 0.909 | 11:37:31.119 | |
| 5 - | 30.439 | 90.0 | 24.477 | 105.8 | 36.707 | 84.8 | 1:31.623 (3) | 92.57 | 0.955 | 11:39:02.742 | |
| 6 - | 30.474 | 91.1 | 24.463 | 102.4 | 39.963 | 79.5 | 1:34.900 | 89.37 | 4.232 | 11:40:37.642 | |
| 7 - | 35.115 | 61.2 | 33.039 | 98.8 | 37.624 | 85.4 | 1:45.778 | 80.18 | 15.110 | 11:42:23.420 | |
| 8 - | 30.563 | 90.4 | 27.324 | 91.1 | IN PIT | | 1:37.350 P | 87.12 | 6.682 | 11:44:00.770 | |

| P21 127 L | | Ian FRASER | | | | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:30.607 | | BEST LAP TIME : 1:30.879 | | | | | DIFFERENCE : 0.272 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 87.0 | 26.636 | 104.8 | 47.869 | 87.3 | | | | 11:32:57.463 | |
| 2 - | 31.494 | 92.1 | 26.221 | 98.5 | 38.643 | 89.0 | 1:36.358 | 88.02 | 5.479 | 11:34:33.821 | |
| 3 - | 30.597 | 92.4 | 24.460 | 107.2 | 37.565 | 85.2 | 1:32.622 | 91.57 | 1.743 | 11:36:06.443 | |
| 4 - | 30.932 | 92.5 | 24.428 | 109.1 | 37.256 | 87.6 | 1:32.616 | 91.57 | 1.737 | 11:37:39.059 | |
| 5 - | 31.214 | 93.8 | 24.196 | 110.3 | 36.581 | 89.0 | 1:31.991 | 92.20 | 1.112 | 11:39:11.050 | |
| 6 - | 30.367 | 94.3 | 24.308 | 108.7 | 36.772 | 86.3 | 1:31.447 (3) | 92.74 | 0.568 | 11:40:42.497 | |
| 7 - | 30.529 | 94.1 | 24.071 | 110.0 | 36.366 | 88.8 | 1:30.966 (2) | 93.23 | 0.087 | 11:42:13.463 | |
| 8 - | 30.686 | 92.6 | 23.980 | 109.8 | 37.832 | 89.8 | 1:32.498 | 91.69 | 1.619 | 11:43:45.961 | |
| 9 - | 30.590 | 91.3 | 24.029 | 110.9 | 36.260 | 85.0 | 1:30.879 (1) | 93.32 | | 11:45:16.840 | |
| 10 - | 39.424 | 81.3 | 26.629 | 102.9 | IN PIT | | 1:48.773 P | 77.97 | 17.894 | 11:47:05.613 | |

2024 The Dunlop Mini Miglia 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

| P22 474 L | | Josh EVANS | | nme electrical Ltd/midshires | | | | | | |
|---------------------------|---------------|--------------------------|---------------|------------------------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:30.679 | | BEST LAP TIME : 1:30.958 | | DIFFERENCE : 0.279 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 79.5 | 36.101 | 62.6 | 50.822 | 86.3 | | | 11:32:46.546 | |
| 2 - | 33.519 | 89.2 | 25.774 | 103.8 | 39.092 | 87.7 | 1:38.385 | 86.20 | 7.427 | 11:34:24.931 |
| 3 - | 30.796 | 91.6 | 24.470 | 108.0 | 36.519 | 88.4 | 1:31.785 | 92.40 | 0.827 | 11:35:56.716 |
| 4 - | 30.616 | 92.3 | 24.193 | 107.7 | 36.166 | 89.9 | 1:30.975 (2) | 93.23 | 0.017 | 11:37:27.691 |
| 5 - | 36.552 | 77.4 | 27.205 | 106.8 | 38.581 | 88.1 | 1:42.338 | 82.87 | 11.380 | 11:39:10.029 |
| 6 - | 30.580 | 92.6 | 24.818 | 103.2 | 37.212 | 88.6 | 1:32.610 | 91.58 | 1.652 | 11:40:42.639 |
| 7 - | 31.121 | 90.0 | 24.189 | 109.4 | 35.929 | 89.8 | 1:31.239 (3) | 92.96 | 0.281 | 11:42:13.878 |
| 8 - | 34.453 | 78.3 | 27.820 | 97.2 | 41.145 | 88.6 | 1:43.418 | 82.01 | 12.460 | 11:43:57.296 |
| 9 - | 30.561 | 91.8 | 24.236 | 107.7 | 36.161 | 88.5 | 1:30.958 (1) | 93.24 | | 11:45:28.254 |
| 10 - | 33.901 | 84.6 | 26.227 | 104.2 | 43.644 | 66.7 | 1:43.772 | 81.73 | 12.814 | 11:47:12.026 |
| 11 - | 34.856 | 90.1 | 26.219 | 103.4 | 37.994 | 89.1 | 1:39.069 | 85.61 | 8.111 | 11:48:51.095 |
| 12 - | 31.144 | 89.8 | 24.492 | 107.3 | 36.459 | 87.9 | 1:32.095 | 92.09 | 1.137 | 11:50:23.190 |

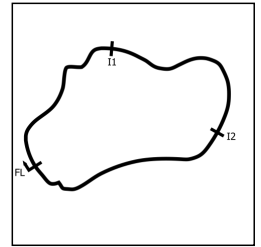
| P23 219 L | | Richard COLBURN | | Westbourne Motorsport | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-----------------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:30.745 | | BEST LAP TIME : 1:30.974 | | DIFFERENCE : 0.229 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 46.1 | 42.722 | 71.5 | 51.327 | 78.3 | | | 11:32:36.917 | |
| 2 - | 33.185 | 89.9 | 27.083 | 101.0 | 38.837 | 86.7 | 1:39.105 | 85.58 | 8.131 | 11:34:16.022 |
| 3 - | 31.123 | 90.8 | 24.665 | 105.8 | 37.185 | 86.8 | 1:32.973 (3) | 91.22 | 1.999 | 11:35:48.995 |
| 4 - | 30.396 | 91.8 | 24.558 | 105.6 | 36.406 | 87.0 | 1:31.360 (2) | 92.83 | 0.386 | 11:37:20.355 |
| 5 - | 32.622 | 89.3 | 24.566 | 105.6 | 37.453 | 86.3 | 1:34.641 | 89.61 | 3.667 | 11:38:54.996 |
| 6 - | 30.212 | 91.1 | 24.127 | 106.6 | 36.635 | 86.2 | 1:30.974 (1) | 93.23 | | 11:40:25.970 |
| 7 - | 35.252 | 71.3 | 31.033 | 81.9 | IN PIT | | 1:52.429 P | 75.43 | 21.455 | 11:42:18.399 |

| P24 69 M | | Tony LE MAY | | Driver | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:31.049 | | BEST LAP TIME : 1:31.235 | | DIFFERENCE : 0.186 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 45.2 | 44.588 | 55.7 | 49.934 | 87.0 | | | 11:32:37.958 | |
| 2 - | 32.281 | 92.0 | 25.712 | 109.4 | 36.718 | 87.6 | 1:34.711 | 89.55 | 3.476 | 11:34:12.669 |
| 3 - | 30.348 | 93.0 | 24.284 | 104.5 | 36.603 | 85.9 | 1:31.235 (1) | 92.96 | | 11:35:43.904 |
| 4 - | 30.847 | 91.5 | 24.208 | 107.8 | 37.873 | 87.6 | 1:32.928 | 91.27 | 1.693 | 11:37:16.832 |
| 5 - | 30.574 | 91.6 | 24.719 | 107.7 | 36.809 | 87.7 | 1:32.102 (2) | 92.08 | 0.867 | 11:38:48.934 |
| 6 - | 30.238 | 93.3 | 24.612 | 105.5 | 37.668 | 86.5 | 1:32.518 | 91.67 | 1.283 | 11:40:21.452 |
| 7 - | 30.414 | 92.9 | 24.665 | 109.4 | 37.120 | 88.4 | 1:32.199 (3) | 91.99 | 0.964 | 11:41:53.651 |
| 8 - | 30.838 | 91.1 | 25.329 | 106.3 | 37.206 | 85.2 | 1:33.373 | 90.83 | 2.138 | 11:43:27.024 |
| 9 - | 30.856 | 91.1 | 24.469 | 106.1 | 37.227 | 84.6 | 1:32.552 | 91.64 | 1.317 | 11:44:59.576 |
| 10 - | 39.322 | 70.3 | 38.942 | 83.1 | IN PIT | | 2:08.016 P | 66.25 | 36.781 | 11:47:07.592 |

| P25 71 M | | Larry WARR | | Driver | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:31.108 | | BEST LAP TIME : 1:31.346 | | DIFFERENCE : 0.238 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 48.6 | 43.769 | 55.0 | 49.444 | 84.7 | | | 11:32:37.498 | |
| 2 - | 31.845 | 90.6 | 24.991 | 105.3 | 37.897 | 85.1 | 1:34.733 | 89.53 | 3.387 | 11:34:12.231 |
| 3 - | 30.421 | 91.4 | 24.391 | 105.8 | 37.902 | 85.1 | 1:32.714 | 91.48 | 1.368 | 11:35:44.945 |
| 4 - | 30.606 | 91.6 | 24.265 | 107.3 | 37.568 | 86.4 | 1:32.439 (3) | 91.75 | 1.093 | 11:37:17.384 |
| 5 - | 30.764 | 88.7 | 25.761 | 107.0 | 36.446 | 86.3 | 1:32.971 | 91.22 | 1.625 | 11:38:50.355 |
| 6 - | 30.608 | 91.8 | 24.241 | 107.5 | 37.022 | 86.9 | 1:31.871 (2) | 92.32 | 0.525 | 11:40:22.226 |
| 7 - | 31.253 | 90.6 | 25.089 | 107.2 | 37.023 | 86.3 | 1:33.365 | 90.84 | 2.019 | 11:41:55.591 |
| 8 - | 30.865 | 91.0 | 26.908 | 103.5 | 39.777 | 85.8 | 1:37.550 | 86.94 | 6.204 | 11:43:33.141 |
| 9 - | 30.743 | 89.7 | 24.607 | 104.6 | 41.774 | 86.8 | 1:37.124 | 87.32 | 5.778 | 11:45:10.265 |
| 10 - | 32.489 | 84.8 | 26.912 | 106.5 | 38.171 | 86.5 | 1:37.572 | 86.92 | 6.226 | 11:46:47.837 |
| 11 - | 30.518 | 91.9 | 24.296 | 106.5 | 36.532 | 85.1 | 1:31.346 (1) | 92.85 | | 11:48:19.183 |
| 12 - | 30.941 | 90.9 | 24.355 | 106.5 | 39.692 | 82.9 | 1:34.988 | 89.29 | 3.642 | 11:49:54.171 |
| 13 - | 31.540 | 86.1 | 25.548 | 107.2 | 39.028 | 71.2 | 1:36.116 | 88.24 | 4.770 | 11:51:30.287 |

2024 The Dunlop Mini Miglia 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

| P26 | | 94 M | | Lee ROBERTS | | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|---------------------|--------------|--------------|---------------------|--|
| IDEAL LAP TIME : 1:31.510 | | BEST LAP TIME : 1:31.558 | | | DIFFERENCE : 0.048 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 78.1 | 40.114 | 64.5 | 49.506 | 85.0 | | | 11:32:38.614 | | |
| 2 - | 32.102 | 91.9 | 26.850 | 101.5 | 37.940 | 86.1 | 1:36.892 | 87.53 | 5.334 | 11:34:15.506 | |
| 3 - | 30.541 | 91.8 | 24.797 | 98.3 | 37.261 | 86.4 | 1:32.599 (3) | 91.59 | 1.041 | 11:35:48.105 | |
| 4 - | 30.877 | 92.8 | 24.597 | 105.6 | 36.609 | 85.7 | 1:32.083 (2) | 92.10 | 0.525 | 11:37:20.188 | |
| 5 - | 31.188 | 86.8 | 24.773 | 106.5 | 37.881 | 84.9 | 1:33.842 | 90.38 | 2.284 | 11:38:54.030 | |
| 6 - | 30.490 | 90.6 | 24.531 | 105.6 | 36.537 | 86.8 | 1:31.558 (1) | 92.63 | | 11:40:25.588 | |
| 7 - | 34.308 | 78.8 | 30.728 | 87.1 | IN PIT | | 1:47.343 P | 79.01 | 15.785 | 11:42:12.931 | |
| 8 - | OUTLAP | 81.8 | 29.973 | 80.3 | 44.789 | 83.9 | 3:54.552 | 36.16 | 2:22.994 | 11:46:07.483 | |
| 9 - | 30.572 | 89.3 | 26.488 | 76.8 | 45.150 | 84.3 | 1:42.210 | 82.98 | 10.652 | 11:47:49.693 | |
| 10 - | 30.456 | 90.1 | 24.761 | 104.8 | 38.990 | 84.4 | 1:34.207 | 90.03 | 2.649 | 11:49:23.900 | |
| 11 - | 30.442 | 89.8 | 24.634 | 100.9 | IN PIT | | 1:36.339 P | 88.03 | 4.781 | 11:51:00.239 | |

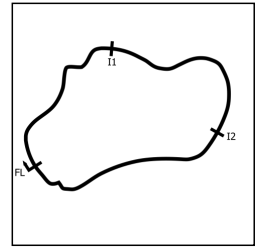
| P27 | | 126 L | | Peter HILLS | | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|---------------------|--------------|--------------|---------------------|--|
| IDEAL LAP TIME : 1:31.209 | | BEST LAP TIME : 1:31.604 | | | DIFFERENCE : 0.395 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 81.1 | 28.250 | 92.9 | 45.724 | 85.8 | | | 11:32:58.794 | | |
| 2 - | 32.263 | 89.9 | 25.095 | 106.6 | 38.659 | 86.2 | 1:36.017 | 88.33 | 4.413 | 11:34:34.811 | |
| 3 - | 30.961 | 90.1 | 24.418 | 107.5 | 37.201 | 86.9 | 1:32.580 | 91.61 | 0.976 | 11:36:07.391 | |
| 4 - | 30.834 | 92.0 | 24.395 | 109.1 | 37.035 | 87.6 | 1:32.264 | 91.92 | 0.660 | 11:37:39.655 | |
| 5 - | 31.309 | 90.9 | 24.675 | 109.2 | 36.772 | 87.1 | 1:32.756 | 91.44 | 1.152 | 11:39:12.411 | |
| 6 - | 30.910 | 90.6 | 24.757 | 107.5 | 36.555 | 86.4 | 1:32.222 (3) | 91.96 | 0.618 | 11:40:44.633 | |
| 7 - | 30.626 | 90.0 | 25.682 | 107.3 | 36.496 | 83.4 | 1:32.804 | 91.39 | 1.200 | 11:42:17.437 | |
| 8 - | 30.764 | 91.0 | 24.224 | 108.4 | 37.087 | 86.7 | 1:32.075 (2) | 92.11 | 0.471 | 11:43:49.512 | |
| 9 - | 38.141 | 66.1 | 36.424 | 75.1 | 41.239 | 83.6 | 1:55.804 | 73.24 | 24.200 | 11:45:45.316 | |
| 10 - | 33.600 | 66.3 | 42.780 | 69.6 | 41.086 | 83.8 | 1:57.466 | 72.20 | 25.862 | 11:47:42.782 | |
| 11 - | 30.765 | 78.9 | 29.304 | 104.5 | 38.469 | 85.1 | 1:38.538 | 86.07 | 6.934 | 11:49:21.320 | |
| 12 - | 30.489 | 90.5 | 24.284 | 108.5 | 36.831 | 84.0 | 1:31.604 (1) | 92.58 | | 11:50:52.924 | |

| P28 | | 595 L | | Julian PROCTOR | | | Roonspeed Racing | | | | |
|---------------------------|---------------|--------------------------|---------------|----------------|--------------------|-------------|---------------------|--------------|--------------|---------------------|--|
| IDEAL LAP TIME : 1:32.333 | | BEST LAP TIME : 1:32.714 | | | DIFFERENCE : 0.381 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 81.2 | 29.028 | 94.3 | 44.466 | 84.7 | | | 11:32:59.452 | | |
| 2 - | 32.300 | 88.5 | 25.142 | 101.2 | 38.664 | 84.5 | 1:36.106 | 88.25 | 3.392 | 11:34:35.558 | |
| 3 - | 30.857 | 89.9 | 24.814 | 103.5 | 38.178 | 84.5 | 1:33.849 (3) | 90.37 | 1.135 | 11:36:09.407 | |
| 4 - | 30.745 | 89.5 | 25.111 | 104.5 | 37.984 | 84.3 | 1:33.840 (2) | 90.38 | 1.126 | 11:37:43.247 | |
| 5 - | 30.995 | 89.1 | 25.203 | 103.7 | 38.562 | 83.8 | 1:34.760 | 89.50 | 2.046 | 11:39:18.007 | |
| 6 - | 31.013 | 89.1 | 24.917 | 105.1 | 37.922 | 84.2 | 1:33.852 | 90.37 | 1.138 | 11:40:51.859 | |
| 7 - | 32.091 | 81.2 | 25.871 | 104.6 | 37.906 | 84.4 | 1:35.868 | 88.47 | 3.154 | 11:42:27.727 | |
| 8 - | 30.840 | 90.1 | 25.095 | 104.0 | 36.779 | 84.5 | 1:32.714 (1) | 91.48 | | 11:44:00.441 | |
| 9 - | 31.757 | 88.1 | 26.379 | 102.9 | 39.195 | 82.3 | 1:37.331 | 87.14 | 4.617 | 11:45:37.772 | |
| 10 - | 31.887 | 86.2 | 25.150 | 104.2 | 38.426 | 83.3 | 1:35.463 | 88.84 | 2.749 | 11:47:13.235 | |
| 11 - | 31.461 | 88.1 | 24.809 | 104.8 | 38.693 | 80.6 | 1:34.963 | 89.31 | 2.249 | 11:48:48.198 | |
| 12 - | 35.370 | 81.1 | 26.415 | 100.1 | 41.148 | 78.1 | 1:42.933 | 82.39 | 10.219 | 11:50:31.131 | |

| P29 | | 133 L | | Les STANTON | | | Custom Minis/Extreme Minis | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|----------------------------|--------------|--------------|---------------------|--|
| IDEAL LAP TIME : 1:32.840 | | BEST LAP TIME : 1:32.840 | | | DIFFERENCE : 0.000 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 79.1 | 35.484 | 70.1 | 52.713 | 81.9 | | | 11:32:44.037 | | |
| 2 - | 31.942 | 89.5 | 25.182 | 103.4 | 39.336 | 82.9 | 1:36.460 | 87.92 | 3.620 | 11:34:20.497 | |
| 3 - | 30.982 | 89.7 | 24.928 | 103.7 | 37.883 | 82.0 | 1:33.793 (2) | 90.42 | 0.953 | 11:35:54.290 | |
| 4 - | 30.990 | 89.2 | 25.154 | 100.3 | 39.822 | 83.4 | 1:35.966 | 88.38 | 3.126 | 11:37:30.256 | |
| 5 - | 34.243 | 80.5 | 25.822 | 102.1 | 38.798 | 82.1 | 1:38.863 | 85.79 | 6.023 | 11:39:09.119 | |
| 6 - | 30.995 | 89.0 | 24.996 | 102.2 | 38.182 | 83.4 | 1:34.173 (3) | 90.06 | 1.333 | 11:40:43.292 | |
| 7 - | 30.900 | 89.9 | 24.634 | 104.3 | 37.306 | 82.4 | 1:32.840 (1) | 91.35 | | 11:42:16.132 | |
| 8 - | 31.072 | 88.5 | 24.861 | 101.9 | IN PIT | | 1:41.629 P | 83.45 | 8.789 | 11:43:57.761 | |

2024 The Dunlop Mini Miglia 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

| P30 123 L | | Huw TURNER | | Westbourne Motorsport | | | |
|------------------|----------|--------------------------|---------------|-----------------------|-------------------------|----------|---------------------|
| IDEAL LAP TIME : | | BEST LAP TIME : 1:33.181 | | DIFFERENCE : | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | | 11:32:50.737 |
| 2 - | | | IN PIT | 1:56.539 | P 72.77 | 23.358 | 11:34:47.276 |
| 3 - | | | | 3:06.626 | 45.44 | 1:33.445 | 11:37:53.903 |
| 4 - | | | | 4:44.190 | 29.84 | 3:11.009 | 11:42:38.093 |
| 5 - | | | | 1:34.180 | (2) 90.05 | 0.999 | 11:44:12.273 |
| 6 - | | | | 1:33.181 | (1) 91.02 | | 11:45:45.454 |
| 7 - | | | | 1:42.365 | 82.85 | 9.184 | 11:47:27.819 |
| 8 - | | | | 1:58.860 | 71.35 | 25.679 | 11:49:26.679 |
| 9 - | | | | 1:35.049 | (3) 89.23 | 1.868 | 11:51:01.728 |

| P31 969 L | | Steve TRENCH | | Driver | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---|
| IDEAL LAP TIME : 1:32.976 | | BEST LAP TIME : 1:33.891 | | DIFFERENCE : 0.915 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 82.1 | 28.971 | 94.3 | 44.768 | 83.4 | |
| 2 - | 31.545 | 88.7 | 25.192 | 103.4 | 38.618 | 84.4 | 1:35.355 |
| 3 - | 31.041 | 90.6 | 24.896 | 100.4 | 37.954 | 83.8 | 1:33.891 (1) 90.33 |
| 4 - | 30.759 | 90.4 | 25.072 | 104.0 | 38.135 | 83.5 | 1:33.966 (2) 90.26 |
| 5 - | 30.984 | 90.4 | 24.985 | 104.2 | 38.694 | 84.2 | 1:34.663 89.59 |
| 6 - | 31.085 | 89.9 | 24.972 | 105.8 | 37.996 | 84.3 | 1:34.053 (3) 90.17 |
| 7 - | 31.718 | 86.2 | 24.994 | 103.4 | 37.606 | 83.3 | 1:34.318 89.92 |
| 8 - | 31.057 | 88.8 | 24.874 | 103.0 | 38.170 | 84.3 | 1:34.101 90.13 |
| 9 - | 31.780 | 89.7 | 26.502 | 104.5 | 39.395 | 82.3 | 1:37.677 86.83 |
| 10 - | 31.451 | 89.8 | 25.166 | 105.1 | 39.191 | 82.5 | 1:35.808 88.52 |
| 11 - | 30.992 | 90.5 | 24.611 | 104.3 | 38.483 | 84.8 | 1:34.086 90.14 |
| 12 - | 36.306 | 80.7 | 27.682 | 99.4 | 40.658 | 77.7 | 1:44.646 81.05 |

| P32 113 L | | Philip HARVEY | | Cheltenham Motor Club | | | |
|---------------------------|---------------|--------------------------|---------------|-----------------------|---------------|-------------|---|
| IDEAL LAP TIME : 1:42.961 | | BEST LAP TIME : 1:43.939 | | DIFFERENCE : 0.978 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | OUTLAP | 68.8 | 42.552 | 55.5 | 1:00.012 | 70.9 | |
| 2 - | 35.934 | 71.8 | 28.718 | 99.2 | 42.281 | 74.8 | 1:46.933 (3) 79.31 |
| 3 - | 33.635 | 81.7 | 27.045 | 93.2 | 43.259 | 73.7 | 1:43.939 (1) 81.60 |
| 4 - | 34.274 | 75.5 | 28.521 | 91.6 | 43.261 | 75.6 | 1:46.056 (2) 79.97 |
| 5 - | 33.669 | 78.3 | 28.025 | 90.0 | IN PIT | | 1:47.695 P 78.75 |

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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 |
| | | | | | | | | | | | | | PERFECT LAP | 1:27.467 | |
| 1 | 12 | OWENS | 29.455 | 1 | SMITH | 23.354 | 77 | JORDAN | 34.658 | 1 | 77 | JORDAN | 1:27.560 | 1:27.560 | 0.000 |
| 2 | 46 | SMITH | 29.510 | 77 | JORDAN | 23.387 | 1 | SMITH | 34.879 | 2 | 1 | SMITH | 1:27.764 | 1:27.764 | 0.000 |
| 3 | 77 | JORDAN | 29.515 | 76 | POLLEY | 23.414 | 5 | BULLEN-BROWN | 35.115 | 3 | 12 | OWENS | 1:28.338 | 1:28.338 | 0.000 |
| 4 | 55 | COLBURN | 29.527 | 46 | SMITH | 23.479 | 12 | OWENS | 35.151 | 4 | 46 | SMITH | 1:28.386 | 1:28.406 | 0.020 |
| 5 | 1 | SMITH | 29.531 | 98 | CURLEY | 23.556 | 11 | ASTIN | 35.396 | 5 | 76 | POLLEY | 1:28.650 | 1:28.974 | 0.324 |
| 6 | 11 | ASTIN | 29.568 | 55 | COLBURN | 23.719 | 46 | SMITH | 35.397 | 6 | 98 | CURLEY | 1:28.783 | 1:28.783 | 0.000 |
| 7 | 78 | KENDALL | 29.599 | 12 | OWENS | 23.732 | 98 | CURLEY | 35.506 | 7 | 55 | COLBURN | 1:28.801 | 1:29.035 | 0.234 |
| 8 | 23 | DEETH | 29.643 | 22 | EDGECOMBE | 23.753 | 23 | DEETH | 35.540 | 8 | 11 | ASTIN | 1:28.886 | 1:29.559 | 0.673 |
| 9 | 76 | POLLEY | 29.662 | 23 | DEETH | 23.762 | 55 | COLBURN | 35.555 | 9 | 5 | BULLEN-BROWN | 1:28.908 | 1:28.949 | 0.041 |
| 10 | 49 | WAGER | 29.662 | 8 | PEACOCK | 23.816 | 8 | PEACOCK | 35.571 | 10 | 23 | DEETH | 1:28.945 | 1:29.108 | 0.163 |
| 11 | 98 | CURLEY | 29.721 | 5 | BULLEN-BROWN | 23.885 | 76 | POLLEY | 35.574 | 11 | 8 | PEACOCK | 1:29.225 | 1:29.540 | 0.315 |
| 12 | 86 | PADDY | 29.760 | 11 | ASTIN | 23.922 | 36 | CANNING | 35.731 | 12 | 78 | KENDALL | 1:29.468 | 1:29.769 | 0.301 |
| 13 | 8 | PEACOCK | 29.838 | 29 | HARRINGTON | 23.957 | 29 | HARRINGTON | 35.793 | 13 | 49 | WAGER | 1:29.543 | 1:30.111 | 0.568 |
| 14 | 5 | BULLEN-BROWN | 29.908 | 84 | TAYLOR | 23.961 | 49 | WAGER | 35.884 | 14 | 36 | CANNING | 1:29.678 | 1:30.017 | 0.339 |
| 15 | 36 | CANNING | 29.957 | 86 | PADDY | 23.966 | 78 | KENDALL | 35.885 | 15 | 86 | PADDY | 1:29.749 | 1:30.206 | 0.457 |
| 16 | 29 | HARRINGTON | 29.999 | 127 | FRASER | 23.980 | 474 | EVANS | 35.929 | 16 | 29 | HARRINGTON | 1:29.749 | 1:29.759 | 0.010 |
| 17 | 53 | LEES | 30.070 | 78 | KENDALL | 23.984 | 86 | PADDY | 36.023 | 17 | 84 | TAYLOR | 1:30.139 | 1:30.530 | 0.391 |
| 18 | 22 | EDGECOMBE | 30.082 | 36 | CANNING | 23.990 | 84 | TAYLOR | 36.035 | 18 | 22 | EDGECOMBE | 1:30.294 | 1:30.549 | 0.255 |
| 19 | 84 | TAYLOR | 30.143 | 49 | WAGER | 23.997 | 89 | KING | 36.039 | 19 | 89 | KING | 1:30.314 | 1:30.502 | 0.188 |
| 20 | 89 | KING | 30.145 | 219 | COLBURN | 24.127 | 127 | FRASER | 36.260 | 20 | 127 | FRASER | 1:30.607 | 1:30.879 | 0.272 |
| 21 | 219 | COLBURN | 30.212 | 89 | KING | 24.130 | 53 | LEES | 36.360 | 21 | 53 | LEES | 1:30.668 | 1:30.668 | 0.000 |
| 22 | 69 | LE MAY | 30.238 | 474 | EVANS | 24.189 | 219 | COLBURN | 36.406 | 22 | 474 | EVANS | 1:30.679 | 1:30.958 | 0.279 |
| 23 | 127 | FRASER | 30.367 | 69 | LE MAY | 24.208 | 71 | WARR | 36.446 | 23 | 219 | COLBURN | 1:30.745 | 1:30.974 | 0.229 |
| 24 | 71 | WARR | 30.421 | 126 | HILLS | 24.224 | 22 | EDGECOMBE | 36.459 | 24 | 69 | LE MAY | 1:31.049 | 1:31.235 | 0.186 |
| 25 | 94 | ROBERTS | 30.442 | 53 | LEES | 24.238 | 126 | HILLS | 36.496 | 25 | 71 | WARR | 1:31.108 | 1:31.346 | 0.238 |
| 26 | 126 | HILLS | 30.489 | 71 | WARR | 24.241 | 94 | ROBERTS | 36.537 | 26 | 126 | HILLS | 1:31.209 | 1:31.604 | 0.395 |
| 27 | 474 | EVANS | 30.561 | 94 | ROBERTS | 24.531 | 69 | LE MAY | 36.603 | 27 | 94 | ROBERTS | 1:31.510 | 1:31.558 | 0.048 |
| 28 | 595 | PROCTOR | 30.745 | 969 | TRENCH | 24.611 | 595 | PROCTOR | 36.779 | 28 | 595 | PROCTOR | 1:32.333 | 1:32.714 | 0.381 |
| 29 | 969 | TRENCH | 30.759 | 133 | STANTON | 24.634 | 133 | STANTON | 37.306 | 29 | 133 | STANTON | 1:32.840 | 1:32.840 | 0.000 |
| 30 | 133 | STANTON | 30.900 | 595 | PROCTOR | 24.809 | 969 | TRENCH | 37.606 | 30 | 969 | TRENCH | 1:32.976 | 1:33.891 | 0.915 |
| 31 | 113 | HARVEY | 33.635 | 113 | HARVEY | 27.045 | 113 | HARVEY | 42.281 | 31 | 113 | HARVEY | 1:42.961 | 1:43.939 | 0.978 |
| 32 | | | | | | | | | | 32 | 123 | TURNER | | 1:33.181 | |

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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 | 23 | DEETH | 95.0 | 76 | POLLEY | 111.8 | 77 | JORDAN | 89.9 |
| 2 | 76 | POLLEY | 94.6 | 1 | SMITH | 111.4 | 474 | EVANS | 89.9 |
| 3 | 77 | JORDAN | 94.5 | 98 | CURLEY | 111.4 | 127 | FRASER | 89.8 |
| 4 | 49 | WAGER | 94.3 | 77 | JORDAN | 111.1 | 49 | WAGER | 89.5 |
| 5 | 127 | FRASER | 94.3 | 11 | ASTIN | 111.1 | 8 | PEACOCK | 89.4 |
| 6 | 8 | PEACOCK | 94.2 | 127 | FRASER | 110.9 | 86 | PADDY | 89.3 |
| 7 | 1 | SMITH | 94.1 | 12 | OWENS | 110.5 | 23 | DEETH | 89.2 |
| 8 | 46 | SMITH | 94.1 | 46 | SMITH | 110.5 | 46 | SMITH | 89.1 |
| 9 | 5 | BULLEN-BROWN | 93.8 | 86 | PADDY | 110.5 | 55 | COLBURN | 88.7 |
| 10 | 11 | ASTIN | 93.8 | 22 | EDGEcombe | 110.5 | 98 | CURLEY | 88.5 |
| 11 | 86 | PADDY | 93.8 | 5 | BULLEN-BROWN | 110.1 | 1 | SMITH | 88.4 |
| 12 | 98 | CURLEY | 93.7 | 29 | HARRINGTON | 110.1 | 12 | OWENS | 88.4 |
| 13 | 69 | LE MAY | 93.3 | 89 | KING | 110.1 | 76 | POLLEY | 88.4 |
| 14 | 55 | COLBURN | 93.2 | 23 | DEETH | 110.0 | 69 | LE MAY | 88.4 |
| 15 | 12 | OWENS | 93.0 | 8 | PEACOCK | 110.0 | 78 | KENDALL | 88.3 |
| 16 | 29 | HARRINGTON | 93.0 | 55 | COLBURN | 109.6 | 29 | HARRINGTON | 88.1 |
| 17 | 84 | TAYLOR | 93.0 | 474 | EVANS | 109.4 | 11 | ASTIN | 87.8 |
| 18 | 78 | KENDALL | 92.9 | 69 | LE MAY | 109.4 | 5 | BULLEN-BROWN | 87.7 |
| 19 | 22 | EDGEcombe | 92.8 | 36 | CANNING | 109.2 | 36 | CANNING | 87.6 |
| 20 | 94 | ROBERTS | 92.8 | 126 | HILLS | 109.2 | 126 | HILLS | 87.6 |
| 21 | 89 | KING | 92.6 | 53 | LEES | 108.5 | 22 | EDGEcombe | 87.4 |
| 22 | 474 | EVANS | 92.6 | 49 | WAGER | 108.0 | 89 | KING | 87.3 |
| 23 | 36 | CANNING | 92.5 | 84 | TAYLOR | 108.0 | 53 | LEES | 87.3 |
| 24 | 53 | LEES | 92.5 | 71 | WARR | 107.5 | 84 | TAYLOR | 87.1 |
| 25 | 126 | HILLS | 92.0 | 78 | KENDALL | 107.0 | 219 | COLBURN | 87.0 |
| 26 | 71 | WARR | 91.9 | 219 | COLBURN | 106.6 | 71 | WARR | 86.9 |
| 27 | 219 | COLBURN | 91.8 | 94 | ROBERTS | 106.5 | 94 | ROBERTS | 86.8 |
| 28 | 969 | TRENCH | 90.6 | 969 | TRENCH | 105.8 | 969 | TRENCH | 84.8 |
| 29 | 595 | PROCTOR | 90.1 | 595 | PROCTOR | 105.1 | 595 | PROCTOR | 84.7 |
| 30 | 133 | STANTON | 89.9 | 133 | STANTON | 104.3 | 133 | STANTON | 83.4 |
| 31 | 113 | HARVEY | 81.7 | 113 | HARVEY | 99.2 | 113 | HARVEY | 75.6 |
| 32 | | | | | | | | | |

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QUALIFYING - ROUND 7 - STATISTICS

Competitors Started 32
Planned Start 2024-06-08 @ 11:35:00.000
Actual Start 2024-06-08 @ 11:30:01.291
Finish Time 2024-06-08 @ 11:50:02.903
Track Length 2.3560mi.
Total Laps 340
Total Distance Covered 801.0411mi.

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|----|---------------|----------|--------------|-----|---------------------------|
| 78 | M | Scott KENDALL | 1:31.931 | 11:34:00.960 | 2 | Driver |
| 98 | M | Ian CURLEY | 1:29.774 | 11:34:01.678 | 2 | Curley UK Ltd |
| 46 | M | Jeff SMITH | 1:28.877 | 11:34:01.990 | 2 | Pyro Motorsport |
| 1 | M | Aaron SMITH | 1:28.793 | 11:34:05.393 | 2 | Triple AAA racing / KAD / |
| 77 | M | Andrew JORDAN | 1:27.560 | 11:35:32.780 | 3 | REVIVE / AUTOGLYM / |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 11:30:01.291 |
| FINISH | 11:50:02.903 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 13 | 21:50.283 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

QUALIFYING - ROUND 7 - STATISTICS

CLASS : M

23 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|---------------|----------|--------------|-----|-------------------------------------|
| 78 | Scott KENDALL | 1:31.931 | 11:34:00.960 | 2 | Driver |
| 98 | Ian CURLEY | 1:29.774 | 11:34:01.678 | 2 | Curley UK Ltd |
| 46 | Jeff SMITH | 1:28.877 | 11:34:01.990 | 2 | Pyro Motorsport |
| 1 | Aaron SMITH | 1:28.793 | 11:34:05.393 | 2 | Triple AAA racing / KAD / MiniSport |
| 77 | Andrew JORDAN | 1:27.560 | 11:35:32.780 | 3 | REVIVE / AUTOGLYM / MOTUL / JRT |

2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

QUALIFYING - ROUND 7 - STATISTICS

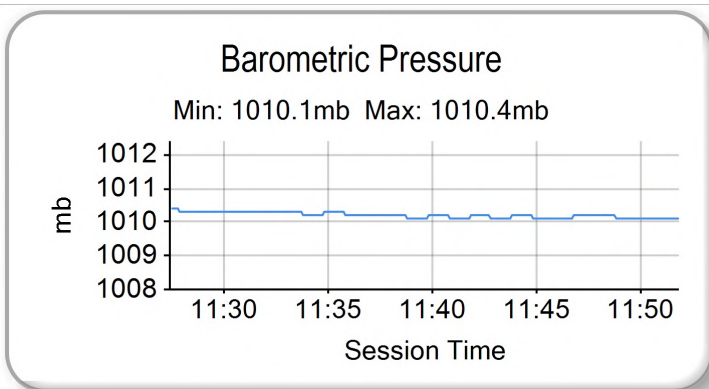
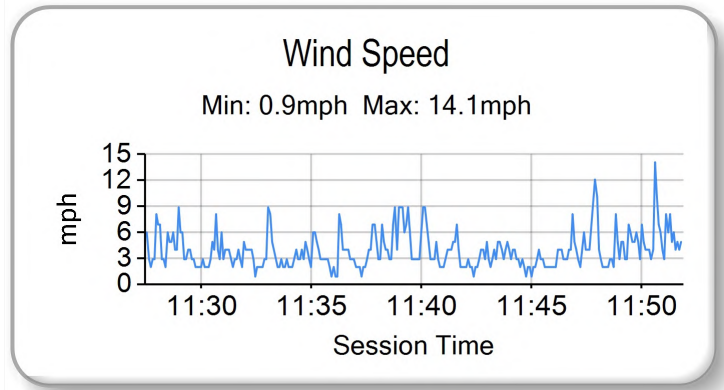
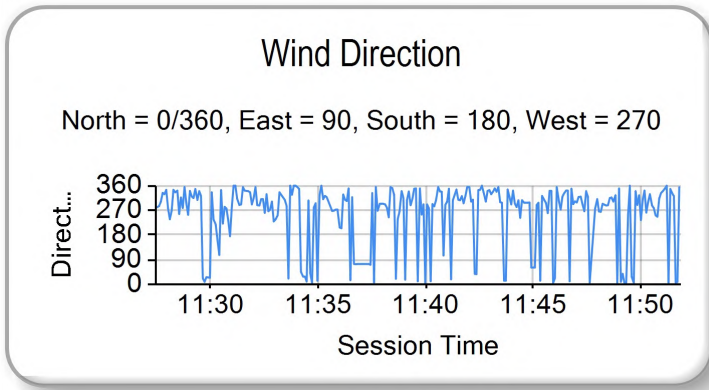
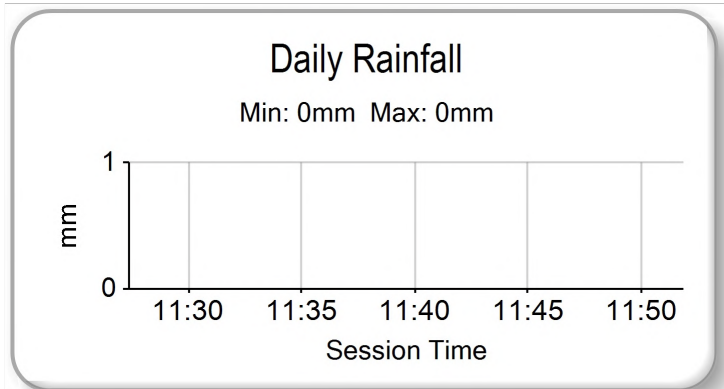
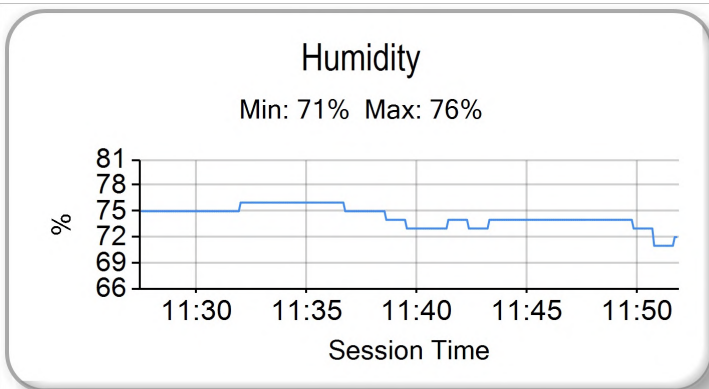
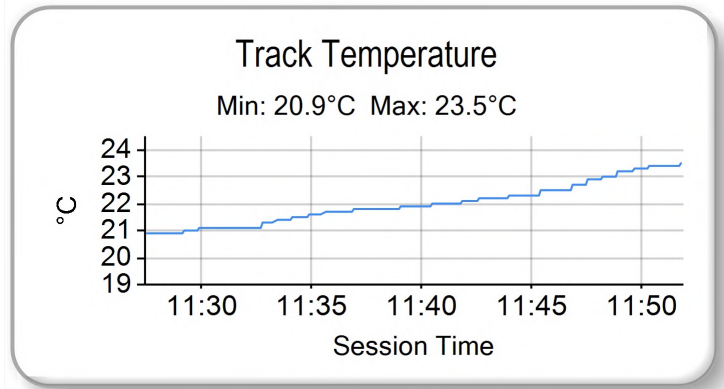
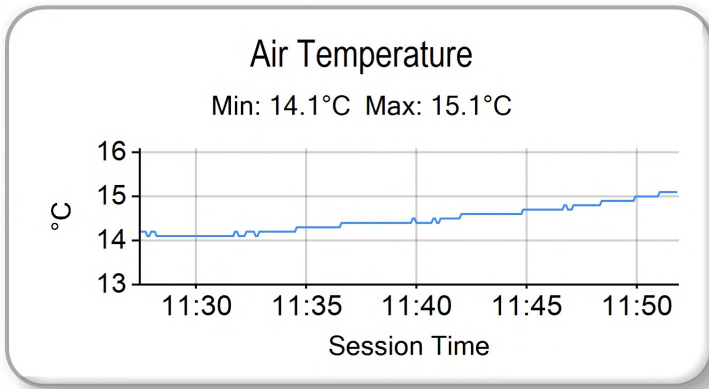
CLASS : L

9 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|-----|-----------------|----------|--------------|-----|------------------------------|
| 219 | Richard COLBURN | 1:39.105 | 11:34:16.022 | 2 | Westbourne Motorsport |
| 133 | Les STANTON | 1:36.460 | 11:34:20.497 | 2 | Custom Minis/Extreme Minis |
| 127 | Ian FRASER | 1:36.358 | 11:34:33.821 | 2 | Driver |
| 126 | Peter HILLS | 1:36.017 | 11:34:34.811 | 2 | Driver |
| 969 | Steve TRENCH | 1:35.355 | 11:34:35.926 | 2 | Driver |
| 219 | Richard COLBURN | 1:32.973 | 11:35:48.995 | 3 | Westbourne Motorsport |
| 474 | Josh EVANS | 1:31.785 | 11:35:56.716 | 3 | nme electrical Ltd/midshires |
| 219 | Richard COLBURN | 1:31.360 | 11:37:20.355 | 4 | Westbourne Motorsport |
| 474 | Josh EVANS | 1:30.975 | 11:37:27.691 | 4 | nme electrical Ltd/midshires |
| 219 | Richard COLBURN | 1:30.974 | 11:40:25.970 | 6 | Westbourne Motorsport |
| 127 | Ian FRASER | 1:30.966 | 11:42:13.463 | 7 | Driver |
| 127 | Ian FRASER | 1:30.879 | 11:45:16.840 | 9 | Driver |

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QUALIFYING - ROUND 7 - WEATHER CONDITIONS





2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 7 - GRID (20 minutes)

| | | | |
|-------------|----|---|--|
| ROW 19 | 37 | 113 1:43.939 Philip HARVEY | |
| ROW 18 | | 35 123 1:33.181 Huw TURNER | 36 969 1:33.891 Steve TRENCH |
| ROW 17 | 33 | 595 1:32.714 Julian PROCTOR | 34 133 1:32.840 Les STANTON |
| ROW 16 | | 31 219 1:30.974 Richard COLBURN | 32 126 1:31.604 Peter HILLS |
| ROW 15 | 29 | 127 1:30.879 Ian FRASER | 30 474 1:30.958 Josh EVANS |
| ROW 14 | | | |
| ROW 13 | | | |
| ROW 12 | | 23 94 1:31.558 Lee ROBERTS | |
| ROW 11 | 21 | 69 1:31.235 Tony LE MAY | 22 71 1:31.346 Larry WARR |
| ROW 10 | | 19 22 1:30.549 Declan EDGEcombe | 20 53 1:30.668 Jody LEES |
| ROW 9 | 17 | 89 1:30.502 Shaun KING | 18 84 1:30.530 Ryan TAYLOR |
| ROW 8 | | 15 49 1:30.111 Martin WAGER | 16 86 1:30.206 Nick PADDY |
| ROW 7 | 13 | 78 1:29.769 Scott KENDALL | 14 36 1:30.017 Josh CANNING |
| ROW 6 | | 11 11 1:29.559 Kane ASTIN | 12 29 1:29.759 Damien HARRINGTON |
| ROW 5 | 9 | 23 1:29.108 Rupert DEETH | 10 8 1:29.540 Colin PEACOCK |
| ROW 4 | | 7 76 1:28.974 Jo POLLEY | 8 55 1:29.035 Ben COLBURN |
| ROW 3 | 5 | 98 1:28.783 Ian CURLEY | 6 5 1:28.949 Phil BULLEN-BROWN |
| ROW 2 | | 3 12 1:28.338 Endaf OWENS | 4 46 1:28.406 Jeff SMITH |
| ROW 1 | 1 | 77 1:27.560 Andrew JORDAN | 2 1 1:27.764 Aaron SMITH |
| 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> | |
|--|-----------|-----------------------------------|--|

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

Printed - 11:55 Saturday, 08 June 2024





2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 7 - CLASSIFICATION

Race Distance: 11 Laps / 25.91 miles

| POS | NO | CL | PIC | NAME | NAT | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON | GRD | ↑↓ |
|-----|-----|----|-----|-------------------|-----|-------------------------------------|------|-----------|--------|--------|-------|----------|----|-----|----|
| 1 | 77 | M | 1 | Andrew JORDAN | GBR | REVIVE / AUTOGLYM / MOTUL / JRT | 11 | 16:31.002 | | | 94.14 | 1:29.176 | 6 | 1 | 0 |
| 2 | 46 | M | 2 | Jeff SMITH | GBR | Pyro Motorsport | 11 | 16:31.265 | 0.263 | 0.263 | 94.11 | 1:28.610 | 4 | 4 | 2 |
| 3 | 23 | M | 3 | Rupert DEETH | GBR | Mini Spares / Swiftune | 11 | 16:32.290 | 1.288 | 1.025 | 94.02 | 1:28.431 | 5 | 9 | 6 |
| 4 | 1 | M | 4 | Aaron SMITH | GBR | Triple AAA racing / KAD / MiniSport | 11 | 16:32.553 | 1.551 | 0.263 | 93.99 | 1:28.601 | 4 | 2 | -2 |
| 5 | 78 | M | 5 | Scott KENDALL | GBR | Driver | 11 | 16:32.706 | 1.704 | 0.153 | 93.98 | 1:28.817 | 3 | 13 | 8 |
| 6 | 11 | M | 6 | Kane ASTIN | GBR | One Broker Insurance | 11 | 16:33.030 | 2.028 | 0.324 | 93.95 | 1:28.475 | 9 | 11 | 5 |
| 7 | 8 | M | 7 | Colin PEACOCK | GBR | Bill Sollis Racing | 11 | 16:35.603 | 4.601 | 2.573 | 93.70 | 1:28.671 | 3 | 10 | 3 |
| 8 | 98 | M | 8 | Ian CURLEY | GBR | Curley UK Ltd | 11 | 16:37.612 | 6.610 | 2.009 | 93.52 | 1:28.787 | 4 | 5 | -3 |
| 9 | 12 | M | 9 | Endaf OWENS | GBR | Owens Fabrications | 11 | 16:37.794 | 6.792 | 0.182 | 93.50 | 1:29.012 | 2 | 3 | -6 |
| 10 | 49 | M | 10 | Martin WAGER | GBR | Driver | 11 | 16:45.172 | 14.170 | 7.378 | 92.81 | 1:28.592 | 4 | 15 | 5 |
| 11 | 5 | M | 11 | Phil BULLEN-BROWN | GBR | DH Thomas Eyecare | 11 | 16:45.466 | 14.464 | 0.294 | 92.79 | 1:29.094 | 4 | 6 | -5 |
| 12 | 86 | M | 12 | Nick PADDY | GBR | Playmini / Sanwa Trading. | 11 | 16:48.044 | 17.042 | 2.578 | 92.55 | 1:29.828 | 8 | 16 | 4 |
| 13 | 84 | M | 13 | Ryan TAYLOR | GBR | Driver | 11 | 16:48.229 | 17.227 | 0.185 | 92.53 | 1:30.091 | 9 | 18 | 5 |
| 14 | 76 | M | 14 | Jo POLLEY | GBR | Pyro Motorsport | 11 | 16:49.136 | 18.134 | 0.907 | 92.45 | 1:29.584 | 4 | 7 | -7 |
| 15 | 474 | L | 1 | Josh EVANS | GBR | nme electrical Ltd/midshires | 11 | 16:56.622 | 25.620 | 7.486 | 91.77 | 1:29.563 | 4 | 25 | 10 |
| 16 | 69 | M | 15 | Tony LE MAY | GBR | Driver | 11 | 16:56.935 | 25.933 | 0.313 | 91.74 | 1:30.782 | 4 | 21 | 5 |
| 17 | 89 | M | 16 | Shaun KING | GBR | Driver | 11 | 16:57.815 | 26.813 | 0.880 | 91.66 | 1:30.444 | 4 | 17 | 0 |
| 18 | 71 | M | 17 | Larry WARR | GBR | Driver | 11 | 17:02.781 | 31.779 | 4.966 | 91.21 | 1:30.628 | 3 | 22 | 4 |
| 19 | 53 | M | 18 | Jody LEES | GBR | Midland VW | 11 | 17:03.216 | 32.214 | 0.435 | 91.18 | 1:31.159 | 4 | 20 | 1 |
| 20 | 36 | M | 19 | Josh CANNING | GBR | Driver | 11 | 17:06.304 | 35.302 | 3.088 | 90.90 | 1:30.919 | 4 | 14 | -6 |
| 21 | 29 | M | 20 | Damien HARRINGTON | GBR | Driver | 11 | 17:07.864 | 36.862 | 1.560 | 90.76 | 1:28.808 | 4 | 12 | -9 |
| 22 | 126 | L | 2 | Peter HILLS | GBR | Driver | 11 | 17:12.671 | 41.669 | 4.807 | 90.34 | 1:31.750 | 8 | 27 | 5 |
| 23 | 219 | L | 3 | Richard COLBURN | GBR | Westbourne Motorsport | 11 | 17:13.255 | 42.253 | 0.584 | 90.29 | 1:31.517 | 7 | 26 | 3 |
| 24 | 969 | L | 4 | Steve TRENCH | GBR | Driver | 11 | 17:13.545 | 42.543 | 0.290 | 90.26 | 1:31.490 | 10 | 31 | 7 |
| 25 | 133 | L | 5 | Les STANTON | GBR | Custom Minis/Extreme Minis | 11 | 17:26.956 | 55.954 | 13.411 | 89.11 | 1:33.124 | 6 | 29 | 4 |
| 26 | 113 | L | 6 | Philip HARVEY | GBR | Cheltenham Motor Club | 10 | 18:04.121 | 1 Lap | 1 Lap | 78.23 | 1:44.683 | 3 | 32 | 6 |

NOT CLASSIFIED

| | | | | | | | | | | | | | | | |
|-----|-----|---|--|------------------|-----|-----------------------|----|-----------|---------|--------|-------|----------|---|----|--|
| DNF | 94 | M | | Lee ROBERTS | GBR | Driver | 11 | 16:58.112 | 27.110 | 0.000 | 91.63 | 1:30.083 | 4 | 23 | |
| DNF | 22 | M | | Declan EDGECOMBE | GBR | Tara Construction | 9 | 13:56.405 | 2 Laps | 2 Laps | 91.26 | 1:29.675 | 4 | 19 | |
| DNF | 55 | M | | Ben COLBURN | GBR | Westbourne Motorsport | 7 | 10:38.968 | 4 Laps | 2 Laps | 92.91 | 1:28.971 | 3 | 8 | |
| DNF | 127 | L | | Ian FRASER | GBR | Driver | 1 | 1:42.562 | 10 Laps | 6 Laps | 82.69 | 1:42.562 | 1 | 24 | |
| DNF | 595 | L | | Julian PROCTOR | GBR | Roonspeed Racing | 1 | 2:01.703 | 10 Laps | 19.141 | 69.69 | | | 28 | |
| DNF | 123 | L | | Huw TURNER | GBR | Westbourne Motorsport | 0 | | | | | | | 30 | |

FASTEST LAP

| | | | | | | | | | | | | | | | |
|-----|---|--|--|--------------|-----|------------------------------|---|----------|--|--|-----------|--|------------|--|--|
| 23 | M | | | Rupert DEETH | GBR | Mini Spares / Swiftune | 5 | 1:28.431 | | | 95.91 mph | | 154.35 kph | | |
| 474 | L | | | Josh EVANS | GBR | nme electrical Ltd/midshires | 4 | 1:29.563 | | | 94.69 mph | | 152.40 kph | | |

Red Flag (end of session): 17:37

Weather / Track : Bright / Dry

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

Date: 08/06/2024 Start: 17:18 Finish: 17:34

Thrupton: 2.3560 miles

| | | | |
|--|-----------|-----------------------------------|--|
| Clerk Of Course: <i>Luke Caudle</i> | Stewards: | Timekeeper: <i>Craig Smith</i> | |
|--|-----------|-----------------------------------|--|

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

Printed - 17:41 Saturday, 08 June 2024



2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 7 - LAP CHART

| LAP 1 @ 17:20:03.803 | | | LAP 2 @ 17:21:33.192 | | | LAP 3 @ 17:23:02.985 | | | LAP 4 @ 17:24:32.366 | | | LAP 5 @ 17:26:01.734 | | |
|----------------------|--------|------------|----------------------|--------|----------|----------------------|--------|----------|----------------------|----------|----------|----------------------|--------|----------|
| NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME |
| 77 | | 1:35.379 | 77 | | 1:29.389 | 77 | | 1:29.793 | 77 | | 1:29.381 | 77 | | 1:29.368 |
| 46 | 0.415 | 1:35.794 | 12 | 1.049 | 1:29.012 | 12 | 0.815 | 1:29.559 | 46 | 0.386 | 1:28.610 | 46 | 0.470 | 1:29.452 |
| 76 | 0.784 | 1:36.163 | 46 | 1.362 | 1:30.336 | 46 | 1.157 | 1:29.588 | 12 | 0.693 | 1:29.259 | 12 | 0.643 | 1:29.318 |
| 1 | 1.079 | 1:36.458 | 76 | 1.839 | 1:30.444 | 98 | 1.576 | 1:29.496 | 98 | 0.982 | 1:28.787 | 98 | 0.876 | 1:29.262 |
| 12 | 1.426 | 1:36.805 | 98 | 1.873 | 1:29.303 | 76 | 1.984 | 1:29.938 | 1 | 1.647 | 1:28.601 | 1 | 1.449 | 1:29.170 |
| 98 | 1.959 | 1:37.338 | 11 | 1.938 | 1:29.019 | 1 | 2.427 | 1:30.003 | 76 | 2.187 | 1:29.584 | 11 | 2.914 | 1:30.027 |
| 11 | 2.308 | 1:37.687 | 1 | 2.217 | 1:30.527 | 11 | 2.826 | 1:30.681 | 11 | 2.255 | 1:28.810 | 78 | 3.619 | 1:29.582 |
| 55 | 3.248 | 1:38.627 | 8 | 4.307 | 1:29.535 | 8 | 3.185 | 1:28.671 | 8 | 2.504 | 1:28.700 | 55 | 4.506 | 1:29.964 |
| 36 | 3.814 | 1:39.193 | 55 | 4.394 | 1:30.535 | 55 | 3.572 | 1:28.971 | 78 | 3.405 | 1:28.899 | 76 | 4.625 | 1:31.806 |
| 8 | 4.161 | 1:39.540 | 78 | 4.863 | 1:29.823 | 78 | 3.887 | 1:28.817 | 55 | 3.910 | 1:29.719 | 8 | 4.672 | 1:31.536 |
| 78 | 4.429 | 1:39.808 | 36 | 5.586 | 1:31.161 | 23 | 5.970 | 1:29.917 | 23 | 5.749 | 1:29.160 | 23 | 4.812 | 1:28.431 |
| 5 | 4.516 | 1:39.895 | 23 | 5.846 | 1:30.293 | 5 | 6.292 | 1:29.986 | 5 | 6.005 | 1:29.094 | 5 | 7.360 | 1:30.723 |
| 29 | 4.703 | 1:40.082 | 5 | 6.099 | 1:30.972 | 29 | 6.825 | 1:30.333 | 29 | 6.252 | 1:28.808 | 49 | 7.631 | 1:30.397 |
| 23 | 4.942 | 1:40.321 | 29 | 6.285 | 1:30.971 | 49 | 7.391 | 1:30.803 | 49 | 6.602 | 1:28.592 | 84 | 10.436 | 1:31.323 |
| 84 | 4.986 | 1:40.365 | 49 | 6.381 | 1:30.728 | 36 | 7.462 | 1:31.669 | 84 | 8.481 | 1:30.292 | 36 | 11.173 | 1:31.541 |
| 49 | 5.042 | 1:40.421 | 84 | 6.783 | 1:31.186 | 84 | 7.570 | 1:30.580 | 36 | 9.000 | 1:30.919 | 86 | 11.752 | 1:31.887 |
| 89 | 5.330 | 1:40.709 | 86 | 7.592 | 1:31.470 | 86 | 7.878 | 1:30.079 | 86 | 9.233 | 1:30.736 | 69 | 13.185 | 1:31.463 |
| 86 | 5.511 | 1:40.890 | 89 | 8.393 | 1:32.452 | 89 | 9.349 | 1:30.749 | 89 | 10.412 | 1:30.444 | 89 | 13.968 | 1:32.924 |
| 22 | 6.371 | 1:41.750 | 22 | 8.460 | 1:31.478 | 69 | 9.689 | 1:30.874 | 69 | 11.090 | 1:30.782 | 94 | 14.977 | 1:33.063 |
| 94 | 6.650 | 1:42.029 | 69 | 8.608 | 1:31.167 | 94 | 10.580 | 1:31.353 | 94 | 11.282 | 1:30.083 | 22 | 15.015 | 1:32.717 |
| 69 | 6.830 | 1:42.209 | 94 | 9.020 | 1:31.759 | 22 | 11.372 | 1:32.705 | 22 | 11.666 | 1:29.675 | 474 | 15.502 | 1:32.901 |
| 474 | 6.978 | 1:42.357 | 474 | 9.125 | 1:31.536 | 474 | 11.787 | 1:32.455 | 474 | 11.969 | 1:29.563 | 71 | 18.001 | 1:32.576 |
| 127 | 7.183 | 1:42.562 | 53 | 11.865 | 1:33.540 | 71 | 13.003 | 1:30.628 | 71 | 14.793 | 1:31.171 | 53 | 18.662 | 1:32.982 |
| 53 | 7.714 | 1:43.093 | 71 | 12.168 | 1:33.260 | 53 | 13.270 | 1:31.198 | 53 | 15.048 | 1:31.159 | 29 | 24.725 | 1:47.841 |
| 71 | 8.297 | 1:43.676 | 126 | 13.519 | 1:33.482 | 126 | 16.712 | 1:32.986 | 126 | 20.218 | 1:32.887 | 126 | 24.991 | 1:34.141 |
| 219 | 8.735 | 1:44.114 | 219 | 13.649 | 1:34.303 | 219 | 17.226 | 1:33.370 | 219 | 20.464 | 1:32.619 | 219 | 25.249 | 1:34.153 |
| 126 | 9.426 | 1:44.805 | 969 | 14.053 | 1:33.549 | 969 | 17.646 | 1:33.386 | 969 | 20.902 | 1:32.637 | 969 | 25.866 | 1:34.332 |
| 969 | 9.893 | 1:45.272 | 133 | 20.095 | 1:34.151 | 133 | 23.761 | 1:33.459 | 133 | 28.040 | 1:33.660 | 133 | 32.745 | 1:34.073 |
| 133 | 15.333 | 1:50.712 | 113 | 39.537 | 1:45.981 | 113 | 54.427 | 1:44.683 | 113 | 1:11.578 | 1:46.532 | | | |
| 113 | 22.945 | 1:58.324 | | | | | | | | | | | | |
| 595 | 26.324 | 2:01.703 P | | | | | | | | | | | | |

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ROUND 7 - LAP CHART

| LAP 6 @ 17:27:30.910 | | | LAP 7 @ 17:29:00.490 | | | LAP 8 @ 17:30:30.126 | | | LAP 9 @ 17:31:59.845 | | | LAP 10 @ 17:33:29.476 | | |
|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|------------|-----------------------|--------|----------|
| NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME |
| 77 | | 1:29.176 | 77 | | 1:29.580 | 77 | | 1:29.636 | 77 | | 1:29.719 | 77 | | 1:29.631 |
| 113 | 1 Lap | 1:48.138 | 46 | 1.508 | 1:29.529 | 46 | 1.387 | 1:29.515 | 46 | 1.112 | 1:29.444 | 46 | 0.321 | 1:28.840 |
| 12 | 1.371 | 1:29.904 | 1 | 2.711 | 1:30.249 | 78 | 2.755 | 1:29.045 | 1 | 1.976 | 1:28.707 | 78 | 1.765 | 1:29.215 |
| 46 | 1.559 | 1:30.265 | 12 | 3.204 | 1:31.413 | 1 | 2.988 | 1:29.913 | 78 | 2.181 | 1:29.145 | 23 | 2.102 | 1:28.601 |
| 98 | 1.730 | 1:30.030 | 78 | 3.346 | 1:29.458 | 23 | 4.322 | 1:29.495 | 23 | 3.132 | 1:28.529 | 1 | 2.382 | 1:30.037 |
| 1 | 2.042 | 1:29.769 | 11 | 3.571 | 1:29.237 | 11 | 4.602 | 1:30.667 | 11 | 3.358 | 1:28.475 | 11 | 2.497 | 1:28.770 |
| 78 | 3.468 | 1:29.025 | 23 | 4.463 | 1:28.475 | 12 | 4.975 | 1:31.407 | 8 | 5.674 | 1:29.537 | 8 | 5.326 | 1:29.283 |
| 11 | 3.914 | 1:30.176 | 8 | 6.444 | 1:29.434 | 8 | 5.856 | 1:29.048 | 12 | 5.863 | 1:30.607 | 12 | 6.223 | 1:29.991 |
| 23 | 5.568 | 1:29.932 | 55 | 6.902 | 1:30.431 | 98 | 8.283 | 1:30.137 | 98 | 8.162 | 1:29.598 | 98 | 7.681 | 1:29.150 |
| 55 | 6.051 | 1:30.721 | 98 | 7.782 | 1:35.632 | 76 | 10.291 | 1:31.115 | 76 | 12.433 | 1:31.861 | 49 | 13.769 | 1:30.803 |
| 8 | 6.590 | 1:31.094 | 76 | 8.812 | 1:31.359 | 49 | 12.390 | 1:30.167 | 49 | 12.597 | 1:29.926 | 5 | 14.162 | 1:30.432 |
| 76 | 7.033 | 1:31.584 | 5 | 11.619 | 1:30.883 | 5 | 12.702 | 1:30.719 | 5 | 13.361 | 1:30.378 | 86 | 15.752 | 1:31.597 |
| 5 | 10.316 | 1:32.132 | 49 | 11.859 | 1:30.821 | 86 | 13.232 | 1:29.828 | 86 | 13.786 | 1:30.273 | 84 | 15.874 | 1:31.551 |
| 49 | 10.618 | 1:32.163 | 84 | 12.567 | 1:30.257 | 84 | 13.582 | 1:30.651 | 84 | 13.954 | 1:30.091 | 76 | 15.961 | 1:33.159 |
| 84 | 11.890 | 1:30.630 | 86 | 13.040 | 1:29.904 | 474 | 21.798 | 1:31.860 | 69 | 23.516 | 1:31.023 | 474 | 24.445 | 1:30.525 |
| 86 | 12.716 | 1:30.140 | 69 | 19.393 | 1:32.287 | 69 | 22.212 | 1:32.455 | 474 | 23.551 | 1:31.472 | 69 | 24.896 | 1:31.011 |
| 89 | 16.354 | 1:31.562 | 474 | 19.574 | 1:31.540 | 22 | 22.760 | 1:32.249 | 89 | 24.846 | 1:31.615 | 89 | 25.809 | 1:30.594 |
| 69 | 16.686 | 1:32.677 | 89 | 19.958 | 1:33.184 | 89 | 22.950 | 1:32.628 | 22 | 24.984 | 1:31.943 P | 94 | 26.231 | 1:30.652 |
| 22 | 17.110 | 1:31.271 | 22 | 20.147 | 1:32.617 | 94 | 23.226 | 1:32.355 | 94 | 25.210 | 1:31.703 | 71 | 29.843 | 1:31.803 |
| 474 | 17.614 | 1:31.288 | 94 | 20.507 | 1:31.943 | 71 | 25.562 | 1:31.485 | 71 | 27.671 | 1:31.828 | 53 | 30.170 | 1:31.359 |
| 94 | 18.144 | 1:32.343 | 71 | 23.713 | 1:31.839 | 53 | 26.290 | 1:31.735 | 53 | 28.442 | 1:31.871 | 36 | 33.567 | 1:32.016 |
| 71 | 21.454 | 1:32.629 | 113 | 1 Lap | 1:52.431 | 36 | 29.387 | 1:31.711 | 36 | 31.182 | 1:31.514 | 29 | 35.942 | 1:31.344 |
| 53 | 22.112 | 1:32.626 | 53 | 24.191 | 1:31.659 | 29 | 32.273 | 1:31.486 | 29 | 34.229 | 1:31.675 | 126 | 38.408 | 1:31.974 |
| 36 | 24.758 | 1:42.761 | 36 | 27.312 | 1:32.134 | 126 | 33.141 | 1:31.750 | 126 | 36.065 | 1:32.643 | 219 | 38.853 | 1:31.615 |
| 29 | 27.840 | 1:32.291 | 29 | 30.423 | 1:32.163 | 219 | 34.065 | 1:32.271 | 219 | 36.869 | 1:32.523 | 969 | 39.080 | 1:31.490 |
| 126 | 28.662 | 1:32.847 | 126 | 31.027 | 1:31.945 | 969 | 34.244 | 1:32.042 | 969 | 37.221 | 1:32.696 | 133 | 52.270 | 1:33.715 |
| 219 | 29.493 | 1:33.420 | 219 | 31.430 | 1:31.517 | 133 | 43.855 | 1:33.163 | 133 | 48.186 | 1:34.050 | 113 | 1 Lap | 1:46.757 |
| 969 | 29.782 | 1:33.092 | 969 | 31.838 | 1:31.636 | 113 | 1 Lap | 1:51.017 | 113 | 1 Lap | 1:45.399 | | | |
| 133 | 36.693 | 1:33.124 | 133 | 40.328 | 1:33.215 | | | | | | | | | |

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ROUND 7 - LAP CHART

LAP 11 @ 17:34:59.426

| NO | BEHIND | LAP TIME |
|-----|--------|----------|
| 77 | | 1:29.950 |
| 46 | 0.263 | 1:29.892 |
| 23 | 1.288 | 1:29.136 |
| 1 | 1.551 | 1:29.119 |
| 78 | 1.704 | 1:29.889 |
| 11 | 2.028 | 1:29.481 |
| 8 | 4.601 | 1:29.225 |
| 98 | 6.610 | 1:28.879 |
| 12 | 6.792 | 1:30.519 |
| 49 | 14.170 | 1:30.351 |
| 5 | 14.464 | 1:30.252 |
| 86 | 17.042 | 1:31.240 |
| 84 | 17.227 | 1:31.303 |
| 76 | 18.134 | 1:32.123 |
| 474 | 25.620 | 1:31.125 |
| 69 | 25.933 | 1:30.987 |
| 89 | 26.813 | 1:30.954 |
| 94 | 27.110 | 1:30.829 |
| 71 | 31.779 | 1:31.886 |
| 53 | 32.214 | 1:31.994 |
| 36 | 35.302 | 1:31.685 |
| 29 | 36.862 | 1:30.870 |
| 126 | 41.669 | 1:33.211 |
| 219 | 42.253 | 1:33.350 |
| 969 | 42.543 | 1:33.413 |
| 133 | 55.954 | 1:33.634 |
| 113 | 1 Lap | 1:44.859 |

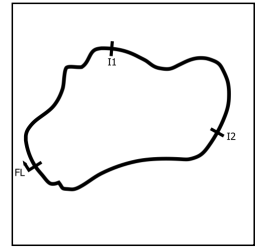
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ROUND 7 - POSITION CHART

| No | Name | Lap Pos | Lap | | | | | | | | | | | | |
|-----|--------------|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | |
| 77 | JORDAN | 1 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 | 77 |
| 1 | SMITH | 2 | 46 | 12 | 12 | 46 | 46 | 12 | 46 | 46 | 46 | 46 | 46 | 46 | 46 |
| 12 | OWENS | 3 | 76 | 46 | 46 | 12 | 12 | 46 | 1 | 78 | 1 | 78 | 23 | | |
| 46 | SMITH | 4 | 1 | 76 | 98 | 98 | 98 | 98 | 12 | 1 | 78 | 23 | 1 | | |
| 98 | CURLEY | 5 | 12 | 98 | 76 | 1 | 1 | 1 | 78 | 23 | 23 | 1 | 78 | | |
| 5 | BULLEN-BROWN | 6 | 98 | 11 | 1 | 76 | 11 | 78 | 11 | 11 | 11 | 11 | 11 | | |
| 76 | POLLEY | 7 | 11 | 1 | 11 | 11 | 78 | 11 | 23 | 12 | 8 | 8 | 8 | | |
| 55 | COLBURN | 8 | 55 | 8 | 8 | 8 | 55 | 23 | 8 | 8 | 12 | 12 | 98 | | |
| 23 | DEETH | 9 | 36 | 55 | 55 | 78 | 76 | 55 | 55 | 98 | 98 | 98 | 12 | | |
| 8 | PEACOCK | 10 | 8 | 78 | 78 | 55 | 8 | 8 | 98 | 76 | 76 | 49 | 49 | | |
| 11 | ASTIN | 11 | 78 | 36 | 23 | 23 | 23 | 76 | 76 | 49 | 49 | 5 | 5 | | |
| 29 | HARRINGTON | 12 | 5 | 23 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 86 | 86 | |
| 78 | KENDALL | 13 | 29 | 5 | 29 | 29 | 49 | 49 | 49 | 86 | 86 | 84 | 84 | | |
| 36 | CANNING | 14 | 23 | 29 | 49 | 49 | 84 | 84 | 84 | 84 | 84 | 76 | 76 | | |
| 49 | WAGER | 15 | 84 | 49 | 36 | 84 | 36 | 86 | 86 | 474 | 69 | 474 | 474 | | |
| 86 | PADDY | 16 | 49 | 84 | 84 | 36 | 86 | 89 | 69 | 69 | 474 | 69 | 69 | | |
| 89 | KING | 17 | 89 | 86 | 86 | 86 | 69 | 69 | 474 | 22 | 89 | 89 | 89 | | |
| 84 | TAYLOR | 18 | 86 | 89 | 89 | 89 | 89 | 22 | 89 | 89 | 22 | 94 | 94 | | |
| 22 | EDGECOMBE | 19 | 22 | 22 | 69 | 69 | 94 | 474 | 22 | 94 | 94 | 71 | 71 | | |
| 53 | LEES | 20 | 94 | 69 | 94 | 94 | 22 | 94 | 94 | 71 | 71 | 53 | 53 | | |
| 69 | LE MAY | 21 | 69 | 94 | 22 | 22 | 474 | 71 | 71 | 53 | 53 | 36 | 36 | | |
| 71 | WARR | 22 | 474 | 474 | 474 | 474 | 71 | 53 | 53 | 36 | 36 | 29 | 29 | | |
| 94 | ROBERTS | 23 | 127 | 53 | 71 | 71 | 53 | 36 | 36 | 29 | 29 | 126 | 126 | | |
| 127 | FRASER | 24 | 53 | 71 | 53 | 53 | 29 | 29 | 29 | 126 | 126 | 219 | 219 | | |
| 474 | EVANS | 25 | 71 | 126 | 126 | 126 | 126 | 126 | 126 | 219 | 219 | 969 | 969 | | |
| 219 | COLBURN | 26 | 219 | 219 | 219 | 219 | 219 | 219 | 219 | 969 | 969 | 133 | 133 | | |
| 126 | HILLS | 27 | 126 | 969 | 969 | 969 | 969 | 969 | 969 | 133 | 133 | 113 | 113 | | |
| 595 | PROCTOR | 28 | 969 | 133 | 133 | 133 | 133 | 133 | 133 | 113 | 113 | | | | |
| 133 | STANTON | 29 | 133 | 113 | 113 | 113 | 113 | 113 | 113 | | | | | | |
| 123 | TURNER | 30 | 113 | | | | | | | | | | | | |
| 969 | TRENCH | 31 | 595 | | | | | | | | | | | | |
| 113 | HARVEY | 32 | | | | | | | | | | | | | |

2024 The Dunlop Mini Miglia 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

| P1 | | 77 M | | Andrew JORDAN | | REVIVE / AUTOGLYM / MOTUL / JRT | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|---------------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:28.789 | | BEST LAP TIME : 1:29.176 | | DIFFERENCE : 0.387 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 92.0 | 23.684 | 114.1 | 35.449 | 86.9 | 1:35.379 | 88.92 | 6.203 | 17:20:03.803 |
| 2 - | 30.209 | 92.5 | 24.008 | 109.8 | 35.172 | 86.7 | 1:29.389 | 94.88 | 0.213 | 17:21:33.192 |
| 3 - | 30.015 | 92.5 | 24.018 | 109.1 | 35.760 | 86.4 | 1:29.793 | 94.45 | 0.617 | 17:23:02.985 |
| 4 - | 30.021 | 92.8 | 24.059 | 108.9 | 35.301 | 87.1 | 1:29.381 (3) | 94.89 | 0.205 | 17:24:32.366 |
| 5 - | 30.067 | 92.9 | 24.006 | 109.4 | 35.295 | 87.1 | 1:29.368 (2) | 94.90 | 0.192 | 17:26:01.734 |
| 6 - | 29.933 | 92.3 | 24.043 | 109.1 | 35.200 | 87.3 | 1:29.176 (1) | 95.11 | | 17:27:30.910 |
| 7 - | 30.036 | 92.6 | 24.146 | 108.4 | 35.398 | 87.2 | 1:29.580 | 94.68 | 0.404 | 17:29:00.490 |
| 8 - | 30.203 | 92.8 | 24.050 | 109.2 | 35.383 | 87.3 | 1:29.636 | 94.62 | 0.460 | 17:30:30.126 |
| 9 - | 30.101 | 92.5 | 24.179 | 108.4 | 35.439 | 87.1 | 1:29.719 | 94.53 | 0.543 | 17:31:59.845 |
| 10 - | 30.066 | 92.5 | 24.135 | 108.5 | 35.430 | 87.4 | 1:29.631 | 94.62 | 0.455 | 17:33:29.476 |
| 11 - | 30.236 | 92.6 | 24.118 | 108.4 | 35.596 | 87.2 | 1:29.950 | 94.29 | 0.774 | 17:34:59.426 |

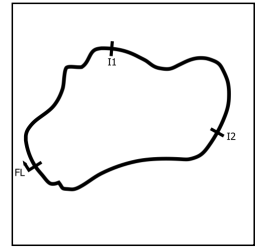
| P2 | | 46 M | | Jeff SMITH | | Pyro Motorsport | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-----------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:28.335 | | BEST LAP TIME : 1:28.610 | | DIFFERENCE : 0.275 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 90.3 | 23.638 | 113.5 | 35.626 | 87.1 | 1:35.794 | 88.54 | 7.184 | 17:20:04.218 |
| 2 - | 30.205 | 93.7 | 23.699 | 110.3 | 36.432 | 85.9 | 1:30.336 | 93.88 | 1.726 | 17:21:34.554 |
| 3 - | 30.168 | 91.8 | 23.891 | 108.7 | 35.529 | 88.3 | 1:29.588 | 94.67 | 0.978 | 17:23:04.142 |
| 4 - | 29.699 | 92.5 | 23.758 | 110.0 | 35.153 | 87.3 | 1:28.610 (1) | 95.71 | | 17:24:32.752 |
| 5 - | 29.889 | 92.1 | 23.972 | 111.6 | 35.591 | 87.1 | 1:29.452 | 94.81 | 0.842 | 17:26:02.204 |
| 6 - | 30.378 | 92.1 | 23.921 | 109.2 | 35.966 | 87.7 | 1:30.265 | 93.96 | 1.655 | 17:27:32.469 |
| 7 - | 30.073 | 91.4 | 24.062 | 109.2 | 35.394 | 86.9 | 1:29.529 | 94.73 | 0.919 | 17:29:01.998 |
| 8 - | 30.224 | 92.3 | 23.941 | 110.0 | 35.350 | 87.6 | 1:29.515 | 94.75 | 0.905 | 17:30:31.513 |
| 9 - | 30.164 | 92.0 | 24.000 | 109.4 | 35.280 | 87.0 | 1:29.444 (3) | 94.82 | 0.834 | 17:32:00.957 |
| 10 - | 29.946 | 92.4 | 23.896 | 110.0 | 34.998 | 88.8 | 1:28.840 (2) | 95.47 | 0.230 | 17:33:29.797 |
| 11 - | 30.172 | 92.6 | 23.977 | 110.1 | 35.743 | 88.3 | 1:29.892 | 94.35 | 1.282 | 17:34:59.689 |

| P3 | | 23 M | | Rupert DEETH | | Mini Spares / Swiftune | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|------------------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:28.110 | | BEST LAP TIME : 1:28.431 | | DIFFERENCE : 0.321 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 89.1 | 24.520 | 111.2 | 38.151 | 82.9 | 1:40.321 | 84.54 | 11.890 | 17:20:08.745 |
| 2 - | 30.874 | 93.2 | 23.795 | 112.9 | 35.624 | 88.3 | 1:30.293 | 93.93 | 1.862 | 17:21:39.038 |
| 3 - | 30.248 | 93.8 | 24.225 | 107.7 | 35.444 | 87.7 | 1:29.917 | 94.32 | 1.486 | 17:23:08.955 |
| 4 - | 29.977 | 92.1 | 23.863 | 110.0 | 35.320 | 87.4 | 1:29.160 | 95.12 | 0.729 | 17:24:38.115 |
| 5 - | 29.754 | 92.6 | 23.752 | 111.1 | 34.925 | 87.9 | 1:28.431 (1) | 95.91 | | 17:26:06.546 |
| 6 - | 30.829 | 92.6 | 24.135 | 112.5 | 34.968 | 88.7 | 1:29.932 | 94.31 | 1.501 | 17:27:36.478 |
| 7 - | 29.747 | 92.8 | 23.767 | 111.4 | 34.961 | 89.0 | 1:28.475 (2) | 95.86 | 0.044 | 17:29:04.953 |
| 8 - | 29.753 | 93.7 | 24.129 | 108.9 | 35.613 | 88.7 | 1:29.495 | 94.77 | 1.064 | 17:30:34.448 |
| 9 - | 29.715 | 93.3 | 23.758 | 111.2 | 35.056 | 89.5 | 1:28.529 (3) | 95.80 | 0.098 | 17:32:02.977 |
| 10 - | 29.624 | 93.7 | 23.561 | 113.5 | 35.416 | 89.8 | 1:28.601 | 95.72 | 0.170 | 17:33:31.578 |
| 11 - | 30.392 | 91.9 | 23.617 | 110.7 | 35.127 | 88.8 | 1:29.136 | 95.15 | 0.705 | 17:35:00.714 |

| P4 | | 1 M | | Aaron SMITH | | Triple AAA racing / KAD / MiniSport | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------------------------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:28.125 | | BEST LAP TIME : 1:28.601 | | DIFFERENCE : 0.476 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 89.9 | 24.187 | 107.8 | 36.786 | 87.1 | 1:36.458 | 87.93 | 7.857 | 17:20:04.882 |
| 2 - | 29.852 | 93.5 | 23.730 | 111.6 | 36.945 | 83.4 | 1:30.527 | 93.69 | 1.926 | 17:21:35.409 |
| 3 - | 30.324 | 92.1 | 24.586 | 106.1 | 35.093 | 87.0 | 1:30.003 | 94.23 | 1.402 | 17:23:05.412 |
| 4 - | 29.765 | 91.8 | 23.972 | 110.5 | 34.864 | 86.2 | 1:28.601 (1) | 95.72 | | 17:24:34.013 |
| 5 - | 29.844 | 91.0 | 24.003 | 110.1 | 35.323 | 86.4 | 1:29.170 | 95.11 | 0.569 | 17:26:03.183 |
| 6 - | 29.892 | 92.0 | 23.696 | 111.4 | 36.181 | 87.2 | 1:29.769 | 94.48 | 1.168 | 17:27:32.952 |
| 7 - | 30.420 | 90.6 | 24.174 | 110.1 | 35.655 | 85.5 | 1:30.249 | 93.98 | 1.648 | 17:29:03.201 |
| 8 - | 30.024 | 90.0 | 24.149 | 108.4 | 35.740 | 87.3 | 1:29.913 | 94.33 | 1.312 | 17:30:33.114 |
| 9 - | 29.915 | 92.4 | 23.905 | 110.9 | 34.887 | 86.3 | 1:28.707 (2) | 95.61 | 0.106 | 17:32:01.821 |
| 10 - | 29.870 | 90.9 | 23.965 | 108.4 | 36.202 | 87.8 | 1:30.037 | 94.20 | 1.436 | 17:33:31.858 |
| 11 - | 30.441 | 91.3 | 23.496 | 112.2 | 35.182 | 87.8 | 1:29.119 (3) | 95.17 | 0.518 | 17:35:00.977 |

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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

| P5 | | 78 M | | Scott KENDALL | | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------|--------------------|-------------|---------------------|--------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:28.550 | | BEST LAP TIME : 1:28.817 | | | DIFFERENCE : 0.267 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 87.7 | 24.438 | 111.6 | 37.364 | 84.7 | 1:39.808 | 84.97 | 10.991 | 17:20:08.232 | |
| 2 - | 30.383 | 92.3 | 24.070 | 109.6 | 35.370 | 87.9 | 1:29.823 | 94.42 | 1.006 | 17:21:38.055 | |
| 3 - | 29.872 | 92.5 | 23.941 | 111.2 | 35.004 | 89.0 | 1:28.817 (1) | 95.49 | | 17:23:06.872 | |
| 4 - | 29.901 | 93.2 | 23.736 | 112.9 | 35.262 | 87.9 | 1:28.899 (2) | 95.40 | 0.082 | 17:24:35.771 | |
| 5 - | 29.967 | 92.4 | 24.298 | 112.0 | 35.317 | 87.0 | 1:29.582 | 94.67 | 0.765 | 17:26:05.353 | |
| 6 - | 29.881 | 91.1 | 23.857 | 110.9 | 35.287 | 87.8 | 1:29.025 (3) | 95.27 | 0.208 | 17:27:34.378 | |
| 7 - | 30.215 | 92.0 | 24.001 | 111.4 | 35.242 | 88.6 | 1:29.458 | 94.81 | 0.641 | 17:29:03.836 | |
| 8 - | 30.059 | 92.0 | 23.869 | 110.9 | 35.117 | 87.1 | 1:29.045 | 95.25 | 0.228 | 17:30:32.881 | |
| 9 - | 29.973 | 92.8 | 23.870 | 110.3 | 35.302 | 88.7 | 1:29.145 | 95.14 | 0.328 | 17:32:02.026 | |
| 10 - | 30.037 | 92.8 | 23.674 | 112.2 | 35.504 | 87.3 | 1:29.215 | 95.06 | 0.398 | 17:33:31.241 | |
| 11 - | 30.196 | 92.0 | 24.066 | 109.4 | 35.627 | 89.7 | 1:29.889 | 94.35 | 1.072 | 17:35:01.130 | |

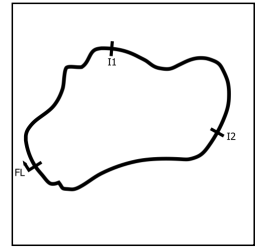
| P6 | | 11 M | | Kane ASTIN | | | One Broker Insurance | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|----------------------|--------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:28.383 | | BEST LAP TIME : 1:28.475 | | | DIFFERENCE : 0.092 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 85.3 | 24.183 | 112.5 | 35.685 | 87.2 | 1:37.687 | 86.82 | 9.212 | 17:20:06.111 | |
| 2 - | 29.705 | 93.9 | 23.602 | 112.9 | 35.712 | 85.2 | 1:29.019 | 95.27 | 0.544 | 17:21:35.130 | |
| 3 - | 30.680 | 93.0 | 24.377 | 107.0 | 35.624 | 88.7 | 1:30.681 | 93.53 | 2.206 | 17:23:05.811 | |
| 4 - | 29.645 | 92.5 | 23.788 | 110.5 | 35.377 | 86.5 | 1:28.810 (3) | 95.50 | 0.335 | 17:24:34.621 | |
| 5 - | 30.035 | 91.0 | 24.041 | 109.4 | 35.951 | 86.7 | 1:30.027 | 94.21 | 1.552 | 17:26:04.648 | |
| 6 - | 29.965 | 89.8 | 24.109 | 109.2 | 36.102 | 87.8 | 1:30.176 | 94.05 | 1.701 | 17:27:34.824 | |
| 7 - | 30.117 | 92.4 | 23.756 | 113.1 | 35.364 | 89.2 | 1:29.237 | 95.04 | 0.762 | 17:29:04.061 | |
| 8 - | 30.304 | 91.3 | 24.362 | 109.1 | 36.001 | 89.2 | 1:30.667 | 93.54 | 2.192 | 17:30:34.728 | |
| 9 - | 29.657 | 93.2 | 23.682 | 111.2 | 35.136 | 89.4 | 1:28.475 (1) | 95.86 | | 17:32:03.203 | |
| 10 - | 29.694 | 92.6 | 23.704 | 111.6 | 35.372 | 88.7 | 1:28.770 (2) | 95.54 | 0.295 | 17:33:31.973 | |
| 11 - | 30.415 | 91.6 | 23.624 | 112.5 | 35.442 | 89.2 | 1:29.481 | 94.78 | 1.006 | 17:35:01.454 | |

| P7 | | 8 M | | Colin PEACOCK | | | Bill Sollis Racing | | | | |
|---------------------------|---------------|--------------------------|---------------|---------------|--------------------|-------------|---------------------|--------------|--------|---------------------|--|
| IDEAL LAP TIME : 1:28.482 | | BEST LAP TIME : 1:28.671 | | | DIFFERENCE : 0.189 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 89.8 | 24.676 | 110.7 | 36.476 | 85.9 | 1:39.540 | 85.20 | 10.869 | 17:20:07.964 | |
| 2 - | 30.016 | 91.6 | 23.799 | 111.4 | 35.720 | 85.5 | 1:29.535 | 94.72 | 0.864 | 17:21:37.499 | |
| 3 - | 29.873 | 93.9 | 23.731 | 112.0 | 35.067 | 89.5 | 1:28.671 (1) | 95.65 | | 17:23:06.170 | |
| 4 - | 29.841 | 93.4 | 23.747 | 112.5 | 35.112 | 88.7 | 1:28.700 (2) | 95.62 | 0.029 | 17:24:34.870 | |
| 5 - | 30.376 | 93.2 | 23.676 | 111.6 | 37.484 | 81.4 | 1:31.536 | 92.65 | 2.865 | 17:26:06.406 | |
| 6 - | 31.474 | 93.0 | 24.061 | 110.1 | 35.559 | 88.5 | 1:31.094 | 93.10 | 2.423 | 17:27:37.500 | |
| 7 - | 29.921 | 93.5 | 23.730 | 111.1 | 35.783 | 87.0 | 1:29.434 | 94.83 | 0.763 | 17:29:06.934 | |
| 8 - | 30.192 | 92.9 | 23.845 | 111.4 | 35.011 | 88.8 | 1:29.048 (3) | 95.24 | 0.377 | 17:30:35.982 | |
| 9 - | 29.795 | 93.4 | 23.801 | 110.1 | 35.941 | 88.0 | 1:29.537 | 94.72 | 0.866 | 17:32:05.519 | |
| 10 - | 29.865 | 92.4 | 23.951 | 110.0 | 35.467 | 87.9 | 1:29.283 | 94.99 | 0.612 | 17:33:34.802 | |
| 11 - | 29.877 | 92.9 | 23.942 | 109.6 | 35.406 | 87.4 | 1:29.225 | 95.05 | 0.554 | 17:35:04.027 | |

| P8 | | 98 M | | Ian CURLEY | | | Curley UK Ltd | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|---------------------|--------------|-------|---------------------|--|
| IDEAL LAP TIME : 1:28.205 | | BEST LAP TIME : 1:28.787 | | | DIFFERENCE : 0.582 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 91.3 | 23.750 | 114.1 | 36.649 | 86.4 | 1:37.338 | 87.13 | 8.551 | 17:20:05.762 | |
| 2 - | 29.847 | 93.4 | 23.491 | 113.5 | 35.965 | 84.0 | 1:29.303 | 94.97 | 0.516 | 17:21:35.065 | |
| 3 - | 30.175 | 93.3 | 23.840 | 112.9 | 35.481 | 87.9 | 1:29.496 | 94.77 | 0.709 | 17:23:04.561 | |
| 4 - | 29.547 | 94.5 | 24.028 | 110.1 | 35.212 | 87.7 | 1:28.787 (1) | 95.52 | | 17:24:33.348 | |
| 5 - | 29.744 | 93.7 | 23.945 | 109.8 | 35.573 | 88.6 | 1:29.262 | 95.01 | 0.475 | 17:26:02.610 | |
| 6 - | 30.283 | 92.0 | 23.746 | 111.8 | 36.001 | 87.8 | 1:30.030 | 94.20 | 1.243 | 17:27:32.640 | |
| 7 - | 30.690 | 89.3 | 24.315 | 109.4 | 40.627 | 79.4 | 1:35.632 | 88.69 | 6.845 | 17:29:08.272 | |
| 8 - | 30.513 | 91.0 | 24.199 | 108.5 | 35.425 | 86.5 | 1:30.137 | 94.09 | 1.350 | 17:30:38.409 | |
| 9 - | 30.034 | 91.3 | 24.069 | 108.9 | 35.495 | 86.8 | 1:29.598 | 94.66 | 0.811 | 17:32:08.007 | |
| 10 - | 29.838 | 91.5 | 24.000 | 109.4 | 35.312 | 87.8 | 1:29.150 (3) | 95.13 | 0.363 | 17:33:37.157 | |
| 11 - | 29.832 | 92.1 | 23.880 | 110.5 | 35.167 | 86.8 | 1:28.879 (2) | 95.42 | 0.092 | 17:35:06.036 | |

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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

| P9 12 M | | Endaf OWENS | | | Owens Fabrications | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:28.595 | | BEST LAP TIME : 1:29.012 | | | DIFFERENCE : 0.417 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 91.0 | 23.841 | 110.9 | 36.998 | 87.1 | 1:36.805 | 87.61 | 7.793 | 17:20:05.229 |
| 2 - | 29.809 | 93.7 | 23.627 | 107.7 | 35.576 | 83.7 | 1:29.012 (1) | 95.28 | | 17:21:34.241 |
| 3 - | 30.065 | 89.1 | 24.110 | 108.9 | 35.384 | 87.2 | 1:29.559 | 94.70 | 0.547 | 17:23:03.800 |
| 4 - | 30.111 | 93.2 | 23.989 | 110.7 | 35.159 | 88.1 | 1:29.259 (2) | 95.02 | 0.247 | 17:24:33.059 |
| 5 - | 29.860 | 92.5 | 24.150 | 106.1 | 35.308 | 88.3 | 1:29.318 (3) | 94.95 | 0.306 | 17:26:02.377 |
| 6 - | 30.036 | 91.4 | 24.035 | 108.7 | 35.833 | 85.8 | 1:29.904 | 94.34 | 0.892 | 17:27:32.281 |
| 7 - | 30.647 | 90.4 | 24.455 | 108.5 | 36.311 | 88.0 | 1:31.413 | 92.78 | 2.401 | 17:29:03.694 |
| 8 - | 30.641 | 88.6 | 24.484 | 107.8 | 36.282 | 88.5 | 1:31.407 | 92.78 | 2.395 | 17:30:35.101 |
| 9 - | 30.054 | 91.3 | 24.337 | 108.4 | 36.216 | 88.5 | 1:30.607 | 93.60 | 1.595 | 17:32:05.708 |
| 10 - | 30.176 | 91.1 | 24.203 | 109.4 | 35.612 | 86.0 | 1:29.991 | 94.24 | 0.979 | 17:33:35.699 |
| 11 - | 30.136 | 91.3 | 24.400 | 108.0 | 35.983 | 88.6 | 1:30.519 | 93.69 | 1.507 | 17:35:06.218 |

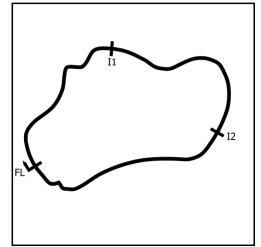
| P10 49 M | | Martin WAGER | | | Driver | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:28.592 | | BEST LAP TIME : 1:28.592 | | | DIFFERENCE : 0.000 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 89.5 | 24.714 | 111.6 | 37.095 | 84.0 | 1:40.421 | 84.46 | 11.829 | 17:20:08.845 |
| 2 - | 30.918 | 92.9 | 23.841 | 111.4 | 35.969 | 88.8 | 1:30.728 | 93.48 | 2.136 | 17:21:39.573 |
| 3 - | 30.514 | 93.2 | 24.062 | 103.7 | 36.227 | 85.8 | 1:30.803 | 93.40 | 2.211 | 17:23:10.376 |
| 4 - | 29.887 | 92.6 | 23.670 | 111.4 | 35.035 | 88.3 | 1:28.592 (1) | 95.73 | | 17:24:38.968 |
| 5 - | 30.161 | 93.0 | 23.962 | 105.6 | 36.274 | 86.5 | 1:30.397 | 93.82 | 1.805 | 17:26:09.365 |
| 6 - | 30.945 | 87.4 | 24.403 | 109.4 | 36.815 | 88.8 | 1:32.163 | 92.02 | 3.571 | 17:27:41.528 |
| 7 - | 30.230 | 90.6 | 24.241 | 107.5 | 36.350 | 88.7 | 1:30.821 | 93.38 | 2.229 | 17:29:12.349 |
| 8 - | 30.337 | 93.2 | 24.095 | 108.0 | 35.735 | 86.9 | 1:30.167 (3) | 94.06 | 1.575 | 17:30:42.516 |
| 9 - | 30.349 | 92.0 | 23.928 | 108.2 | 35.649 | 88.6 | 1:29.926 (2) | 94.31 | 1.334 | 17:32:12.442 |
| 10 - | 30.639 | 89.8 | 24.132 | 107.0 | 36.032 | 87.4 | 1:30.803 | 93.40 | 2.211 | 17:33:43.245 |
| 11 - | 29.889 | 89.9 | 24.204 | 106.8 | 36.258 | 86.3 | 1:30.351 | 93.87 | 1.759 | 17:35:13.596 |

| P11 5 M | | Phil BULLEN-BROWN | | | DH Thomas Eyecare | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.094 | | BEST LAP TIME : 1:29.094 | | | DIFFERENCE : 0.000 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 86.9 | 24.331 | 110.7 | 38.048 | 81.3 | 1:39.895 | 84.90 | 10.801 | 17:20:08.319 |
| 2 - | 30.493 | 93.0 | 24.167 | 109.2 | 36.312 | 86.5 | 1:30.972 | 93.23 | 1.878 | 17:21:39.291 |
| 3 - | 30.252 | 93.4 | 24.135 | 106.6 | 35.599 | 85.4 | 1:29.986 (2) | 94.25 | 0.892 | 17:23:09.277 |
| 4 - | 30.178 | 91.4 | 23.818 | 111.4 | 35.098 | 87.3 | 1:29.094 (1) | 95.19 | | 17:24:38.371 |
| 5 - | 30.197 | 91.4 | 23.992 | 109.1 | 36.534 | 80.3 | 1:30.723 | 93.48 | 1.629 | 17:26:09.094 |
| 6 - | 31.102 | 87.0 | 24.468 | 108.7 | 36.562 | 86.3 | 1:32.132 | 92.05 | 3.038 | 17:27:41.226 |
| 7 - | 31.015 | 91.5 | 24.115 | 110.7 | 35.753 | 84.4 | 1:30.883 | 93.32 | 1.789 | 17:29:12.109 |
| 8 - | 30.483 | 91.6 | 24.579 | 109.2 | 35.657 | 84.4 | 1:30.719 | 93.49 | 1.625 | 17:30:42.828 |
| 9 - | 30.703 | 92.0 | 23.995 | 109.6 | 35.680 | 86.1 | 1:30.378 | 93.84 | 1.284 | 17:32:13.206 |
| 10 - | 30.476 | 93.0 | 24.192 | 108.9 | 35.764 | 86.7 | 1:30.432 | 93.78 | 1.338 | 17:33:43.638 |
| 11 - | 30.198 | 91.4 | 24.333 | 108.5 | 35.721 | 86.5 | 1:30.252 (3) | 93.97 | 1.158 | 17:35:13.890 |

| P12 86 M | | Nick PADDY | | | Playmini / Sanwa Trading. | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.404 | | BEST LAP TIME : 1:29.828 | | | DIFFERENCE : 0.424 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 90.4 | 24.575 | 111.8 | 36.825 | 87.2 | 1:40.890 | 84.06 | 11.062 | 17:20:09.314 |
| 2 - | 31.642 | 92.9 | 23.736 | 113.5 | 36.092 | 87.1 | 1:31.470 | 92.72 | 1.642 | 17:21:40.784 |
| 3 - | 30.165 | 92.9 | 23.894 | 106.8 | 36.020 | 88.1 | 1:30.079 (3) | 94.15 | 0.251 | 17:23:10.863 |
| 4 - | 30.525 | 92.6 | 24.010 | 110.7 | 36.201 | 88.0 | 1:30.736 | 93.47 | 0.908 | 17:24:41.599 |
| 5 - | 30.231 | 91.9 | 24.091 | 111.4 | 37.565 | 86.3 | 1:31.887 | 92.30 | 2.059 | 17:26:13.486 |
| 6 - | 30.176 | 92.4 | 24.215 | 110.3 | 35.749 | 86.7 | 1:30.140 | 94.09 | 0.312 | 17:27:43.626 |
| 7 - | 30.023 | 92.4 | 24.110 | 110.1 | 35.771 | 88.1 | 1:29.904 (2) | 94.34 | 0.076 | 17:29:13.530 |
| 8 - | 30.094 | 92.5 | 24.089 | 110.7 | 35.645 | 86.4 | 1:29.828 (1) | 94.42 | | 17:30:43.358 |
| 9 - | 30.333 | 92.5 | 24.067 | 111.8 | 35.873 | 88.0 | 1:30.273 | 93.95 | 0.445 | 17:32:13.631 |
| 10 - | 30.197 | 92.5 | 24.147 | 111.1 | 37.253 | 84.6 | 1:31.597 | 92.59 | 1.769 | 17:33:45.228 |
| 11 - | 30.501 | 89.9 | 24.173 | 110.0 | 36.566 | 84.7 | 1:31.240 | 92.95 | 1.412 | 17:35:16.468 |

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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 84 M | | Ryan TAYLOR | | | | | Driver | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.675 | | BEST LAP TIME : 1:30.091 | | | DIFFERENCE : 0.416 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 90.0 | 24.542 | 112.0 | 36.828 | 83.8 | 1:40.365 | 84.50 | 10.274 | 17:20:08.789 |
| 2 - | 31.365 | 92.0 | 23.707 | 111.4 | 36.114 | 87.2 | 1:31.186 | 93.01 | 1.095 | 17:21:39.975 |
| 3 - | 30.567 | 92.0 | 23.975 | 104.8 | 36.038 | 86.2 | 1:30.580 | 93.63 | 0.489 | 17:23:10.555 |
| 4 - | 30.534 | 91.8 | 23.835 | 109.4 | 35.923 | 86.1 | 1:30.292 (3) | 93.93 | 0.201 | 17:24:40.847 |
| 5 - | 30.266 | 90.1 | 24.288 | 107.7 | 36.769 | 84.5 | 1:31.323 | 92.87 | 1.232 | 17:26:12.170 |
| 6 - | 30.519 | 89.7 | 24.270 | 107.7 | 35.841 | 86.3 | 1:30.630 | 93.58 | 0.539 | 17:27:42.800 |
| 7 - | 30.345 | 91.3 | 24.037 | 109.1 | 35.875 | 87.0 | 1:30.257 (2) | 93.97 | 0.166 | 17:29:13.057 |
| 8 - | 30.206 | 91.9 | 23.972 | 106.3 | 36.473 | 86.8 | 1:30.651 | 93.56 | 0.560 | 17:30:43.708 |
| 9 - | 30.342 | 92.0 | 23.987 | 111.1 | 35.762 | 87.0 | 1:30.091 (1) | 94.14 | | 17:32:13.799 |
| 10 - | 30.392 | 92.6 | 23.977 | 111.6 | 37.182 | 83.8 | 1:31.551 | 92.64 | 1.460 | 17:33:45.350 |
| 11 - | 30.736 | 90.9 | 23.927 | 109.1 | 36.640 | 85.2 | 1:31.303 | 92.89 | 1.212 | 17:35:16.653 |

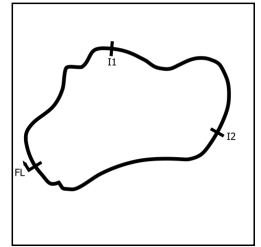
| P14 76 M | | Jo POLLEY | | | | | Pyro Motorsport | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:29.181 | | BEST LAP TIME : 1:29.584 | | | DIFFERENCE : 0.403 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 91.6 | 23.815 | 112.9 | 35.709 | 87.4 | 1:36.163 | 88.20 | 6.579 | 17:20:04.587 |
| 2 - | 29.970 | 93.9 | 23.734 | 113.5 | 36.740 | 84.9 | 1:30.444 (3) | 93.77 | 0.860 | 17:21:35.031 |
| 3 - | 29.890 | 93.4 | 23.991 | 109.8 | 36.057 | 86.7 | 1:29.938 (2) | 94.30 | 0.354 | 17:23:04.969 |
| 4 - | 30.038 | 91.9 | 23.989 | 111.2 | 35.557 | 85.9 | 1:29.584 (1) | 94.67 | | 17:24:34.553 |
| 5 - | 31.103 | 92.3 | 24.144 | 110.0 | 36.559 | 84.5 | 1:31.806 | 92.38 | 2.222 | 17:26:06.359 |
| 6 - | 30.890 | 91.5 | 24.576 | 112.0 | 36.118 | 87.2 | 1:31.584 | 92.61 | 2.000 | 17:27:37.943 |
| 7 - | 30.516 | 90.9 | 24.266 | 109.1 | 36.577 | 86.2 | 1:31.359 | 92.83 | 1.775 | 17:29:09.302 |
| 8 - | 30.525 | 91.4 | 24.354 | 108.7 | 36.236 | 86.7 | 1:31.115 | 93.08 | 1.531 | 17:30:40.417 |
| 9 - | 30.603 | 90.5 | 24.460 | 108.0 | 36.798 | 85.0 | 1:31.861 | 92.33 | 2.277 | 17:32:12.278 |
| 10 - | 31.156 | 91.8 | 24.345 | 110.0 | 37.658 | 84.0 | 1:33.159 | 91.04 | 3.575 | 17:33:45.437 |
| 11 - | 31.310 | 91.1 | 24.341 | 109.2 | 36.472 | 86.7 | 1:32.123 | 92.06 | 2.539 | 17:35:17.560 |

| P15 474 L | | Josh EVANS | | | | | nme electrical Ltd/midshires | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|------------------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.215 | | BEST LAP TIME : 1:29.563 | | | DIFFERENCE : 0.348 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 90.8 | 24.971 | 111.6 | 37.229 | 89.0 | 1:42.357 | 82.86 | 12.794 | 17:20:10.781 |
| 2 - | 31.653 | 93.4 | 23.780 | 111.2 | 36.103 | 89.5 | 1:31.536 | 92.65 | 1.973 | 17:21:42.317 |
| 3 - | 31.212 | 92.8 | 24.345 | 108.0 | 36.898 | 86.7 | 1:32.455 | 91.73 | 2.892 | 17:23:14.772 |
| 4 - | 30.474 | 91.8 | 23.832 | 112.9 | 35.257 | 90.5 | 1:29.563 (1) | 94.69 | | 17:24:44.335 |
| 5 - | 30.760 | 90.3 | 24.226 | 112.0 | 37.915 | 86.3 | 1:32.901 | 91.29 | 3.338 | 17:26:17.236 |
| 6 - | 31.025 | 90.9 | 23.835 | 107.8 | 36.428 | 89.2 | 1:31.288 | 92.91 | 1.725 | 17:27:48.524 |
| 7 - | 30.410 | 94.2 | 24.054 | 108.2 | 37.076 | 88.3 | 1:31.540 | 92.65 | 1.977 | 17:29:20.064 |
| 8 - | 31.098 | 91.3 | 24.443 | 109.2 | 36.319 | 87.7 | 1:31.860 | 92.33 | 2.297 | 17:30:51.924 |
| 9 - | 30.355 | 90.5 | 24.262 | 109.1 | 36.855 | 87.6 | 1:31.472 | 92.72 | 1.909 | 17:32:23.396 |
| 10 - | 30.178 | 91.5 | 24.317 | 108.7 | 36.030 | 88.4 | 1:30.525 (2) | 93.69 | 0.962 | 17:33:53.921 |
| 11 - | 30.341 | 90.8 | 24.390 | 107.8 | 36.394 | 87.7 | 1:31.125 (3) | 93.07 | 1.562 | 17:35:25.046 |

| P16 69 M | | Tony LE MAY | | | | | Driver | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|--------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:29.715 | | BEST LAP TIME : 1:30.782 | | | DIFFERENCE : 1.067 | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | |
| 1 - | | 90.1 | 25.121 | 109.8 | 37.279 | 84.7 | 1:42.209 | 82.98 | 11.427 | 17:20:10.633 |
| 2 - | 31.501 | 91.8 | 23.906 | 111.1 | 35.760 | 84.8 | 1:31.167 | 93.03 | 0.385 | 17:21:41.800 |
| 3 - | 31.264 | 91.0 | 24.184 | 108.9 | 35.426 | 87.7 | 1:30.874 (2) | 93.33 | 0.092 | 17:23:12.674 |
| 4 - | 30.462 | 90.5 | 24.202 | 109.4 | 36.118 | 86.5 | 1:30.782 (1) | 93.42 | | 17:24:43.456 |
| 5 - | 30.383 | 91.4 | 24.159 | 110.3 | 36.921 | 85.2 | 1:31.463 | 92.73 | 0.681 | 17:26:14.919 |
| 6 - | 30.801 | 89.0 | 24.317 | 108.9 | 37.559 | 86.9 | 1:32.677 | 91.51 | 1.895 | 17:27:47.596 |
| 7 - | 30.538 | 92.0 | 24.398 | 108.5 | 37.351 | 85.8 | 1:32.287 | 91.90 | 1.505 | 17:29:19.883 |
| 8 - | 31.189 | 88.4 | 24.705 | 108.0 | 36.561 | 87.0 | 1:32.455 | 91.73 | 1.673 | 17:30:52.338 |
| 9 - | 30.500 | 89.5 | 24.087 | 108.2 | 36.436 | 84.5 | 1:31.023 | 93.18 | 0.241 | 17:32:23.361 |
| 10 - | 30.768 | 90.9 | 24.059 | 108.0 | 36.184 | 87.0 | 1:31.011 | 93.19 | 0.229 | 17:33:54.372 |
| 11 - | 30.410 | 88.5 | 24.159 | 110.1 | 36.418 | 87.0 | 1:30.987 (3) | 93.21 | 0.205 | 17:35:25.359 |

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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

| P17 89 M | | Shaun KING | | Driver | | | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|--|--|
| IDEAL LAP TIME : 1:29.655 | | BEST LAP TIME : 1:30.444 | | DIFFERENCE : 0.789 | | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | | |
| 1 - | | 89.2 | 24.703 | 112.9 | 36.807 | 86.1 | 1:40.709 | 84.21 | 10.265 | 17:20:09.133 | | | |
| 2 - | 31.340 | 93.3 | 24.037 | 112.2 | 37.075 | 84.8 | 1:32.452 | 91.74 | 2.008 | 17:21:41.585 | | | |
| 3 - | 31.128 | 92.1 | 24.267 | 110.3 | 35.354 | 86.5 | 1:30.749 (3) | 93.46 | 0.305 | 17:23:12.334 | | | |
| 4 - | 30.264 | 91.4 | 24.250 | 109.1 | 35.930 | 86.3 | 1:30.444 (1) | 93.77 | | 17:24:42.778 | | | |
| 5 - | 30.415 | 91.3 | 24.413 | 108.5 | 38.096 | 84.6 | 1:32.924 | 91.27 | 2.480 | 17:26:15.702 | | | |
| 6 - | 30.484 | 91.1 | 24.213 | 110.3 | 36.865 | 84.8 | 1:31.562 | 92.63 | 1.118 | 17:27:47.264 | | | |
| 7 - | 30.649 | 90.5 | 24.505 | 108.0 | 38.030 | 86.7 | 1:33.184 | 91.02 | 2.740 | 17:29:20.448 | | | |
| 8 - | 31.460 | 91.5 | 24.434 | 109.6 | 36.734 | 87.7 | 1:32.628 | 91.56 | 2.184 | 17:30:53.076 | | | |
| 9 - | 30.337 | 91.8 | 24.150 | 110.3 | 37.128 | 84.7 | 1:31.615 | 92.57 | 1.171 | 17:32:24.691 | | | |
| 10 - | 30.339 | 90.9 | 24.170 | 108.5 | 36.085 | 86.9 | 1:30.594 (2) | 93.62 | 0.150 | 17:33:55.285 | | | |
| 11 - | 30.374 | 90.4 | 24.201 | 109.1 | 36.379 | 86.0 | 1:30.954 | 93.25 | 0.510 | 17:35:26.239 | | | |

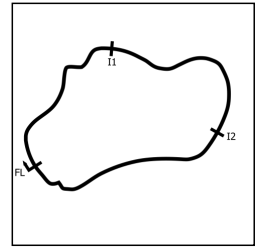
| P18 71 M | | Larry WARR | | Driver | | | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|--|--|
| IDEAL LAP TIME : 1:30.628 | | BEST LAP TIME : 1:30.628 | | DIFFERENCE : 0.000 | | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | | |
| 1 - | | 87.1 | 25.681 | 109.8 | 37.326 | 85.8 | 1:43.676 | 81.80 | 13.048 | 17:20:12.100 | | | |
| 2 - | 32.445 | 86.7 | 24.663 | 108.9 | 36.152 | 86.3 | 1:33.260 | 90.94 | 2.632 | 17:21:45.360 | | | |
| 3 - | 30.535 | 90.5 | 24.231 | 109.2 | 35.862 | 86.2 | 1:30.628 (1) | 93.58 | | 17:23:15.988 | | | |
| 4 - | 30.715 | 90.8 | 24.281 | 107.2 | 36.175 | 85.8 | 1:31.171 (2) | 93.02 | 0.543 | 17:24:47.159 | | | |
| 5 - | 30.698 | 90.3 | 24.655 | 106.0 | 37.223 | 84.9 | 1:32.576 | 91.61 | 1.948 | 17:26:19.735 | | | |
| 6 - | 30.639 | 90.0 | 24.464 | 107.3 | 37.526 | 84.3 | 1:32.629 | 91.56 | 2.001 | 17:27:52.364 | | | |
| 7 - | 30.968 | 90.5 | 24.374 | 107.7 | 36.497 | 85.1 | 1:31.839 | 92.35 | 1.211 | 17:29:24.203 | | | |
| 8 - | 30.748 | 90.8 | 24.321 | 108.2 | 36.416 | 86.0 | 1:31.485 (3) | 92.71 | 0.857 | 17:30:55.688 | | | |
| 9 - | 30.999 | 89.4 | 24.369 | 108.2 | 36.460 | 84.9 | 1:31.828 | 92.36 | 1.200 | 17:32:27.516 | | | |
| 10 - | 30.653 | 90.4 | 24.430 | 107.5 | 36.720 | 84.6 | 1:31.803 | 92.38 | 1.175 | 17:33:59.319 | | | |
| 11 - | 30.726 | 89.8 | 24.351 | 107.3 | 36.809 | 85.1 | 1:31.886 | 92.30 | 1.258 | 17:35:31.205 | | | |

| P19 53 M | | Jody LEES | | Midland VW | | | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|--|--|
| IDEAL LAP TIME : 1:30.654 | | BEST LAP TIME : 1:31.159 | | DIFFERENCE : 0.505 | | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | | |
| 1 - | | 89.4 | 25.315 | 108.7 | 37.556 | 86.3 | 1:43.093 | 82.27 | 11.934 | 17:20:11.517 | | | |
| 2 - | 32.169 | 89.7 | 24.763 | 105.5 | 36.608 | 85.1 | 1:33.540 | 90.67 | 2.381 | 17:21:45.057 | | | |
| 3 - | 30.335 | 89.9 | 24.369 | 107.3 | 36.494 | 86.8 | 1:31.198 (2) | 93.00 | 0.039 | 17:23:16.255 | | | |
| 4 - | 30.732 | 91.4 | 24.477 | 108.9 | 35.950 | 86.9 | 1:31.159 (1) | 93.04 | | 17:24:47.414 | | | |
| 5 - | 30.789 | 91.0 | 24.541 | 108.2 | 37.652 | 84.5 | 1:32.982 | 91.21 | 1.823 | 17:26:20.396 | | | |
| 6 - | 30.777 | 89.9 | 24.777 | 105.6 | 37.072 | 85.1 | 1:32.626 | 91.56 | 1.467 | 17:27:53.022 | | | |
| 7 - | 30.684 | 90.0 | 24.672 | 106.0 | 36.303 | 86.7 | 1:31.659 | 92.53 | 0.500 | 17:29:24.681 | | | |
| 8 - | 30.572 | 90.9 | 24.890 | 106.0 | 36.273 | 85.8 | 1:31.735 | 92.45 | 0.576 | 17:30:56.416 | | | |
| 9 - | 30.565 | 90.5 | 24.905 | 106.0 | 36.401 | 86.1 | 1:31.871 | 92.32 | 0.712 | 17:32:28.287 | | | |
| 10 - | 30.450 | 90.4 | 24.491 | 106.8 | 36.418 | 86.1 | 1:31.359 (3) | 92.83 | 0.200 | 17:33:59.646 | | | |
| 11 - | 30.721 | 89.9 | 24.522 | 106.8 | 36.751 | 86.0 | 1:31.994 | 92.19 | 0.835 | 17:35:31.640 | | | |

| P20 36 M | | Josh CANNING | | Driver | | | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|--|--|
| IDEAL LAP TIME : 1:30.004 | | BEST LAP TIME : 1:30.919 | | DIFFERENCE : 0.915 | | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | | |
| 1 - | | 88.5 | 24.702 | 111.6 | 36.341 | 85.4 | 1:39.193 | 85.50 | 8.274 | 17:20:07.617 | | | |
| 2 - | 30.814 | 87.6 | 24.461 | 107.5 | 35.886 | 85.8 | 1:31.161 (2) | 93.03 | 0.242 | 17:21:38.778 | | | |
| 3 - | 30.215 | 91.5 | 24.269 | 108.5 | 37.185 | 84.4 | 1:31.669 | 92.52 | 0.750 | 17:23:10.447 | | | |
| 4 - | 30.399 | 91.4 | 24.034 | 108.7 | 36.486 | 86.4 | 1:30.919 (1) | 93.28 | | 17:24:41.366 | | | |
| 5 - | 30.084 | 90.9 | 24.268 | 110.0 | 37.189 | 85.0 | 1:31.541 | 92.65 | 0.622 | 17:26:12.907 | | | |
| 6 - | 30.440 | 91.4 | 24.172 | 109.4 | 48.149 | 83.9 | 1:42.761 | 82.53 | 11.842 | 17:27:55.668 | | | |
| 7 - | 30.819 | 90.6 | 24.665 | 105.6 | 36.650 | 86.0 | 1:32.134 | 92.05 | 1.215 | 17:29:27.802 | | | |
| 8 - | 30.782 | 90.8 | 24.401 | 106.3 | 36.528 | 86.5 | 1:31.711 | 92.48 | 0.792 | 17:30:59.513 | | | |
| 9 - | 30.551 | 90.9 | 24.461 | 106.6 | 36.502 | 86.3 | 1:31.514 (3) | 92.68 | 0.595 | 17:32:31.027 | | | |
| 10 - | 30.595 | 89.1 | 24.678 | 105.8 | 36.743 | 86.1 | 1:32.016 | 92.17 | 1.097 | 17:34:03.043 | | | |
| 11 - | 30.499 | 89.4 | 24.483 | 106.0 | 36.703 | 85.1 | 1:31.685 | 92.50 | 0.766 | 17:35:34.728 | | | |

2024 The Dunlop Mini Miglia 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

| P21 29 M | | Damien HARRINGTON | | | | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:28.779 | | BEST LAP TIME : 1:28.808 | | | | | DIFFERENCE : 0.029 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | | 90.3 | 24.679 | 111.4 | 36.653 | 85.5 | 1:40.082 | 84.74 | 11.274 | 17:20:08.506 | |
| 2 - | 30.746 | 91.6 | 23.952 | 112.0 | 36.273 | 86.9 | 1:30.971 | 93.23 | 2.163 | 17:21:39.477 | |
| 3 - | 30.290 | 93.4 | 24.158 | 105.3 | 35.885 | 85.9 | 1:30.333 (2) | 93.89 | 1.525 | 17:23:09.810 | |
| 4 - | 29.830 | 92.5 | 23.981 | 111.6 | 34.997 | 88.1 | 1:28.808 (1) | 95.50 | | 17:24:38.618 | |
| 5 - | 30.223 | 92.6 | 24.095 | 110.9 | 53.523 | 80.9 | 1:47.841 | 78.64 | 19.033 | 17:26:26.459 | |
| 6 - | 30.971 | 85.9 | 24.755 | 106.3 | 36.565 | 85.8 | 1:32.291 | 91.90 | 3.483 | 17:27:58.750 | |
| 7 - | 30.757 | 88.8 | 24.854 | 106.1 | 36.552 | 84.7 | 1:32.163 | 92.02 | 3.355 | 17:29:30.913 | |
| 8 - | 30.692 | 89.2 | 24.585 | 106.5 | 36.209 | 85.9 | 1:31.486 | 92.70 | 2.678 | 17:31:02.399 | |
| 9 - | 30.733 | 88.8 | 24.593 | 106.6 | 36.349 | 85.8 | 1:31.675 | 92.51 | 2.867 | 17:32:34.074 | |
| 10 - | 30.787 | 88.3 | 24.650 | 106.5 | 35.907 | 86.2 | 1:31.344 | 92.85 | 2.536 | 17:34:05.418 | |
| 11 - | 30.488 | 89.4 | 24.483 | 106.6 | 35.899 | 86.7 | 1:30.870 (3) | 93.33 | 2.062 | 17:35:36.288 | |

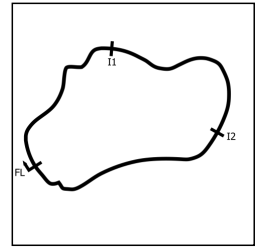
| P22 126 L | | Peter HILLS | | | | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:31.620 | | BEST LAP TIME : 1:31.750 | | | | | DIFFERENCE : 0.130 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | | 89.9 | 25.600 | 112.0 | 37.842 | 86.0 | 1:44.805 | 80.92 | 13.055 | 17:20:13.229 | |
| 2 - | 31.650 | 91.0 | 24.718 | 112.2 | 37.114 | 84.5 | 1:33.482 | 90.72 | 1.732 | 17:21:46.711 | |
| 3 - | 31.270 | 90.6 | 24.837 | 108.9 | 36.879 | 86.2 | 1:32.986 | 91.21 | 1.236 | 17:23:19.697 | |
| 4 - | 30.948 | 89.9 | 24.740 | 107.8 | 37.199 | 86.3 | 1:32.887 | 91.31 | 1.137 | 17:24:52.584 | |
| 5 - | 31.174 | 90.9 | 25.082 | 108.0 | 37.885 | 83.9 | 1:34.141 | 90.09 | 2.391 | 17:26:26.725 | |
| 6 - | 31.629 | 90.3 | 24.841 | 108.4 | 36.377 | 87.3 | 1:32.847 | 91.35 | 1.097 | 17:27:59.572 | |
| 7 - | 30.803 | 90.0 | 24.792 | 109.6 | 36.350 | 86.7 | 1:31.945 (2) | 92.24 | 0.195 | 17:29:31.517 | |
| 8 - | 30.767 | 90.4 | 24.848 | 108.0 | 36.135 | 87.1 | 1:31.750 (1) | 92.44 | | 17:31:03.267 | |
| 9 - | 30.874 | 88.7 | 25.150 | 107.7 | 36.619 | 87.1 | 1:32.643 | 91.55 | 0.893 | 17:32:35.910 | |
| 10 - | 30.863 | 88.7 | 24.878 | 108.9 | 36.233 | 86.1 | 1:31.974 (3) | 92.21 | 0.224 | 17:34:07.884 | |
| 11 - | 31.491 | 87.7 | 25.079 | 108.4 | 36.641 | 84.9 | 1:33.211 | 90.99 | 1.461 | 17:35:41.095 | |

| P23 219 L | | Richard COLBURN | | | | | Westbourne Motorsport | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|-----------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:31.326 | | BEST LAP TIME : 1:31.517 | | | | | DIFFERENCE : 0.191 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | | 87.9 | 25.516 | 109.1 | 37.616 | 85.1 | 1:44.114 | 81.46 | 12.597 | 17:20:12.538 | |
| 2 - | 32.159 | 87.0 | 25.527 | 107.0 | 36.617 | 84.9 | 1:34.303 | 89.94 | 2.786 | 17:21:46.841 | |
| 3 - | 31.370 | 91.1 | 24.949 | 105.0 | 37.051 | 86.4 | 1:33.370 | 90.83 | 1.853 | 17:23:20.211 | |
| 4 - | 30.664 | 90.9 | 24.878 | 105.8 | 37.077 | 85.4 | 1:32.619 | 91.57 | 1.102 | 17:24:52.830 | |
| 5 - | 31.103 | 91.4 | 25.089 | 107.0 | 37.961 | 84.6 | 1:34.153 | 90.08 | 2.636 | 17:26:26.983 | |
| 6 - | 31.580 | 89.0 | 24.978 | 106.1 | 36.862 | 85.1 | 1:33.420 | 90.79 | 1.903 | 17:28:00.403 | |
| 7 - | 30.507 | 91.1 | 24.460 | 107.3 | 36.550 | 86.3 | 1:31.517 (1) | 92.67 | | 17:29:31.920 | |
| 8 - | 30.661 | 90.4 | 24.777 | 105.8 | 36.833 | 85.5 | 1:32.271 (3) | 91.92 | 0.754 | 17:31:04.191 | |
| 9 - | 30.639 | 89.1 | 24.619 | 104.3 | 37.265 | 85.7 | 1:32.523 | 91.67 | 1.006 | 17:32:36.714 | |
| 10 - | 30.665 | 89.5 | 24.591 | 105.6 | 36.359 | 86.2 | 1:31.615 (2) | 92.57 | 0.098 | 17:34:08.329 | |
| 11 - | 31.202 | 87.1 | 25.118 | 106.6 | 37.030 | 85.0 | 1:33.350 | 90.85 | 1.833 | 17:35:41.679 | |

| P24 969 L | | Steve TRENCH | | | | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|-------------|---------------------|--|
| IDEAL LAP TIME : 1:31.438 | | BEST LAP TIME : 1:31.490 | | | | | DIFFERENCE : 0.052 | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | | 89.9 | 25.282 | 107.2 | 37.697 | 82.7 | 1:45.272 | 80.56 | 13.782 | 17:20:13.696 | |
| 2 - | 31.706 | 90.6 | 25.236 | 106.8 | 36.607 | 85.7 | 1:33.549 | 90.66 | 2.059 | 17:21:47.245 | |
| 3 - | 31.593 | 90.5 | 24.725 | 105.5 | 37.068 | 86.0 | 1:33.386 | 90.82 | 1.896 | 17:23:20.631 | |
| 4 - | 30.782 | 90.4 | 24.627 | 105.8 | 37.228 | 85.3 | 1:32.637 | 91.55 | 1.147 | 17:24:53.268 | |
| 5 - | 31.240 | 90.1 | 24.874 | 107.5 | 38.218 | 84.0 | 1:34.332 | 89.91 | 2.842 | 17:26:27.600 | |
| 6 - | 31.383 | 89.8 | 24.930 | 106.1 | 36.779 | 85.4 | 1:33.092 | 91.11 | 1.602 | 17:28:00.692 | |
| 7 - | 30.901 | 90.0 | 24.436 | 108.2 | 36.299 | 86.0 | 1:31.636 (2) | 92.55 | 0.146 | 17:29:32.328 | |
| 8 - | 30.780 | 89.8 | 24.700 | 108.0 | 36.562 | 85.8 | 1:32.042 (3) | 92.14 | 0.552 | 17:31:04.370 | |
| 9 - | 30.910 | 89.5 | 24.517 | 107.0 | 37.269 | 84.6 | 1:32.696 | 91.49 | 1.206 | 17:32:37.066 | |
| 10 - | 30.732 | 89.5 | 24.488 | 106.5 | 36.270 | 86.2 | 1:31.490 (1) | 92.70 | | 17:34:08.556 | |
| 11 - | 31.129 | 87.8 | 25.179 | 106.0 | 37.105 | 84.4 | 1:33.413 | 90.79 | 1.923 | 17:35:41.969 | |

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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 133 L | | Les STANTON | | Custom Minis/Extreme Minis | | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|----------------------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|--|
| IDEAL LAP TIME : 1:32.846 | | BEST LAP TIME : 1:33.124 | | DIFFERENCE : 0.278 | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | |
| 1 - | | 87.7 | 25.405 | 103.0 | 37.581 | 83.2 | 1:50.712 | 76.60 | 17.588 | 17:20:19.136 | | |
| 2 - | 31.746 | 89.0 | 24.956 | 104.5 | 37.449 | 83.4 | 1:34.151 | 90.08 | 1.027 | 17:21:53.287 | | |
| 3 - | 30.769 | 88.6 | 25.140 | 102.9 | 37.550 | 83.6 | 1:33.459 | 90.75 | 0.335 | 17:23:26.746 | | |
| 4 - | 30.721 | 88.3 | 25.128 | 103.8 | 37.811 | 83.8 | 1:33.660 | 90.55 | 0.536 | 17:25:00.406 | | |
| 5 - | 31.048 | 87.0 | 25.221 | 104.2 | 37.804 | 83.7 | 1:34.073 | 90.15 | 0.949 | 17:26:34.479 | | |
| 6 - | 30.627 | 88.6 | 24.972 | 104.2 | 37.525 | 82.9 | 1:33.124 (1) | 91.07 | | 17:28:07.603 | | |
| 7 - | 30.719 | 88.0 | 24.919 | 104.5 | 37.577 | 83.2 | 1:33.215 (3) | 90.98 | 0.091 | 17:29:40.818 | | |
| 8 - | 30.944 | 87.7 | 24.917 | 104.8 | 37.302 | 83.3 | 1:33.163 (2) | 91.04 | 0.039 | 17:31:13.981 | | |
| 9 - | 31.062 | 87.2 | 25.124 | 103.8 | 37.864 | 82.9 | 1:34.050 | 90.18 | 0.926 | 17:32:48.031 | | |
| 10 - | 31.061 | 87.8 | 25.054 | 104.0 | 37.600 | 83.4 | 1:33.715 | 90.50 | 0.591 | 17:34:21.746 | | |
| 11 - | 30.910 | 87.3 | 25.140 | 104.3 | 37.584 | 83.1 | 1:33.634 | 90.58 | 0.510 | 17:35:55.380 | | |

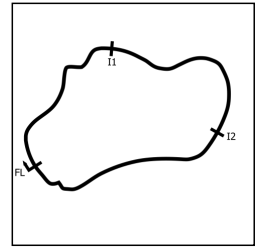
| P26 113 L | | Philip HARVEY | | Cheltenham Motor Club | | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-----------------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|--|
| IDEAL LAP TIME : 1:43.489 | | BEST LAP TIME : 1:44.683 | | DIFFERENCE : 1.194 | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | |
| 1 - | | 79.5 | 27.505 | 95.3 | 41.859 | 73.2 | 1:58.324 | 71.68 | 13.641 | 17:20:26.748 | | |
| 2 - | 35.243 | 78.3 | 27.758 | 92.5 | 42.980 | 71.6 | 1:45.981 | 80.02 | 1.298 | 17:22:12.729 | | |
| 3 - | 34.507 | 76.8 | 27.987 | 95.4 | 42.189 | 72.3 | 1:44.683 (1) | 81.02 | | 17:23:57.412 | | |
| 4 - | 34.125 | 77.5 | 28.019 | 93.3 | 44.388 | 69.3 | 1:46.532 | 79.61 | 1.849 | 17:25:43.944 | | |
| 5 - | 35.392 | 74.5 | 29.031 | 90.6 | 43.715 | 54.8 | 1:48.138 | 78.43 | 3.455 | 17:27:32.082 | | |
| 6 - | 38.482 | 75.4 | 30.546 | 90.4 | 43.403 | 68.0 | 1:52.431 | 75.43 | 7.748 | 17:29:24.513 | | |
| 7 - | 37.059 | 68.4 | 30.380 | 91.8 | 43.578 | 72.6 | 1:51.017 | 76.39 | 6.334 | 17:31:15.530 | | |
| 8 - | 34.291 | 77.3 | 28.059 | 92.5 | 43.049 | 72.4 | 1:45.399 (3) | 80.47 | 0.716 | 17:33:00.929 | | |
| 9 - | 34.249 | 76.6 | 28.036 | 94.3 | 44.472 | 65.8 | 1:46.757 | 79.44 | 2.074 | 17:34:47.686 | | |
| 10 - | 34.425 | 77.6 | 27.897 | 92.8 | 42.537 | 73.2 | 1:44.859 (2) | 80.88 | 0.176 | 17:36:32.545 | | |

| P27 94 M | | Lee ROBERTS | | Driver | | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|--|
| IDEAL LAP TIME : 1:30.022 | | BEST LAP TIME : 1:30.083 | | DIFFERENCE : 0.061 | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | |
| 1 - | | 91.0 | 25.239 | 107.8 | 37.093 | 85.3 | 1:42.029 | 83.12 | 11.946 | 17:20:10.453 | | |
| 2 - | 31.289 | 91.6 | 24.012 | 109.8 | 36.458 | 87.3 | 1:31.759 | 92.43 | 1.676 | 17:21:42.212 | | |
| 3 - | 31.071 | 91.6 | 24.340 | 109.1 | 35.942 | 86.0 | 1:31.353 | 92.84 | 1.270 | 17:23:13.565 | | |
| 4 - | 30.260 | 91.0 | 24.073 | 109.8 | 35.750 | 86.7 | 1:30.083 (1) | 94.15 | | 17:24:43.648 | | |
| 5 - | 30.699 | 90.1 | 24.175 | 110.3 | 38.189 | 82.5 | 1:33.063 | 91.13 | 2.980 | 17:26:16.711 | | |
| 6 - | 31.034 | 90.8 | 24.191 | 108.7 | 37.118 | 86.5 | 1:32.343 | 91.84 | 2.260 | 17:27:49.054 | | |
| 7 - | 30.416 | 91.5 | 24.113 | 109.8 | 37.414 | 87.7 | 1:31.943 | 92.24 | 1.860 | 17:29:20.997 | | |
| 8 - | 31.273 | 91.4 | 24.289 | 107.8 | 36.793 | 86.4 | 1:32.355 | 91.83 | 2.272 | 17:30:53.352 | | |
| 9 - | 30.521 | 90.8 | 24.129 | 109.8 | 37.053 | 84.7 | 1:31.703 | 92.49 | 1.620 | 17:32:25.055 | | |
| 10 - | 30.393 | 91.5 | 24.129 | 109.1 | 36.130 | 86.8 | 1:30.652 (2) | 93.56 | 0.569 | 17:33:55.707 | | |
| 11 - | 30.483 | 90.1 | 24.204 | 108.4 | 36.142 | 86.7 | 1:30.829 (3) | 93.38 | 0.746 | 17:35:26.536 | | |

| P28 22 M | | Declan EDGEcombe | | Tara Construction | | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|--------|---------------------|--|--|
| IDEAL LAP TIME : 1:29.087 | | BEST LAP TIME : 1:29.675 | | DIFFERENCE : 0.588 | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | |
| 1 - | | 89.1 | 25.430 | 106.1 | 36.956 | 85.1 | 1:41.750 | 83.35 | 12.075 | 17:20:10.174 | | |
| 2 - | 31.141 | 92.8 | 23.554 | 113.9 | 36.783 | 85.8 | 1:31.478 (3) | 92.71 | 1.803 | 17:21:41.652 | | |
| 3 - | 30.874 | 90.5 | 24.142 | 108.2 | 37.689 | 84.6 | 1:32.705 | 91.49 | 3.030 | 17:23:14.357 | | |
| 4 - | 30.393 | 91.3 | 23.942 | 110.1 | 35.340 | 87.3 | 1:29.675 (1) | 94.58 | | 17:24:44.032 | | |
| 5 - | 30.515 | 92.5 | 24.077 | 109.8 | 38.125 | 84.7 | 1:32.717 | 91.47 | 3.042 | 17:26:16.749 | | |
| 6 - | 30.406 | 91.5 | 23.763 | 111.6 | 37.102 | 86.1 | 1:31.271 (2) | 92.92 | 1.596 | 17:27:48.020 | | |
| 7 - | 30.483 | 92.8 | 24.228 | 106.3 | 37.906 | 87.2 | 1:32.617 | 91.57 | 2.942 | 17:29:20.637 | | |
| 8 - | 30.984 | 91.5 | 24.225 | 109.8 | 37.040 | 86.1 | 1:32.249 | 91.94 | 2.574 | 17:30:52.886 | | |
| 9 - | 30.193 | 91.9 | 23.970 | 110.0 | IN PIT | | 1:31.943 P | 92.24 | 2.268 | 17:32:24.829 | | |

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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

| P29 | | 55 M | | Ben COLBURN | | Westbourne Motorsport | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|------------------------------|---------------------|--------------|-------------|---------------------|
| IDEAL LAP TIME : 1:28.561 | | BEST LAP TIME : 1:28.971 | | DIFFERENCE : 0.410 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | 85.2 | 24.503 | 110.1 | 36.122 | 86.8 | 1:38.627 | 85.99 | 9.656 | 17:20:07.051 |
| 2 - | 29.646 | 92.6 | 23.827 | 108.9 | 37.062 | 84.0 | 1:30.535 | 93.68 | 1.564 | 17:21:37.586 |
| 3 - | 29.953 | 92.9 | 23.930 | 110.9 | 35.088 | 88.0 | 1:28.971 (1) | 95.33 | | 17:23:06.557 |
| 4 - | 29.950 | 92.1 | 23.898 | 109.4 | 35.871 | 87.8 | 1:29.719 (2) | 94.53 | 0.748 | 17:24:36.276 |
| 5 - | 29.938 | 91.9 | 23.974 | 111.4 | 36.052 | 84.7 | 1:29.964 (3) | 94.27 | 0.993 | 17:26:06.240 |
| 6 - | 30.386 | 90.8 | 24.332 | 106.5 | 36.003 | 87.7 | 1:30.721 | 93.49 | 1.750 | 17:27:36.961 |
| 7 - | 29.998 | 91.3 | 24.196 | 106.1 | 36.237 | 86.9 | 1:30.431 | 93.79 | 1.460 | 17:29:07.392 |

| P30 | | 127 L | | Ian FRASER | | Driver | | | | |
|---------------------------|----------|--------------------------|--------------|--------------------|-------------|---------------------|--------------|------|---------------------|--|
| IDEAL LAP TIME : 1:33.967 | | BEST LAP TIME : 1:42.562 | | DIFFERENCE : 8.595 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 90.8 | 24.930 | 115.3 | 36.858 | 89.0 | 1:42.562 (1) | 82.69 | | 17:20:10.986 | |

| P31 | | 595 L | | Julian PROCTOR | | Roonspeed Racing | | | | |
|------------------|-------------|-----------------|--------------|-----------------------|--|-------------------------|-------|------|--------------|--|
| IDEAL LAP TIME : | | BEST LAP TIME : | | DIFFERENCE : | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | 78.3 | 28.061 | 100.0 | IN PIT | | 2:01.703 P | 69.69 | | 17:20:30.127 | |

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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 |
| | | | | | | | | | | | | | PERFECT LAP | 1:27.902 | |
| 1 | 98 | CURLEY | 29.547 | 98 | CURLEY | 23.491 | 1 | SMITH | 34.864 | 1 | 23 | DEETH | 1:28.110 | 1:28.431 | 0.321 |
| 2 | 23 | DEETH | 29.624 | 1 | SMITH | 23.496 | 23 | DEETH | 34.925 | 2 | 1 | SMITH | 1:28.125 | 1:28.601 | 0.476 |
| 3 | 11 | ASTIN | 29.645 | 22 | EDGECOMBE | 23.554 | 29 | HARRINGTON | 34.997 | 3 | 98 | CURLEY | 1:28.205 | 1:28.787 | 0.582 |
| 4 | 55 | COLBURN | 29.646 | 23 | DEETH | 23.561 | 46 | SMITH | 34.998 | 4 | 46 | SMITH | 1:28.335 | 1:28.610 | 0.275 |
| 5 | 46 | SMITH | 29.699 | 11 | ASTIN | 23.602 | 78 | KENDALL | 35.004 | 5 | 11 | ASTIN | 1:28.383 | 1:28.475 | 0.092 |
| 6 | 1 | SMITH | 29.765 | 12 | OWENS | 23.627 | 8 | PEACOCK | 35.011 | 6 | 8 | PEACOCK | 1:28.482 | 1:28.671 | 0.189 |
| 7 | 8 | PEACOCK | 29.795 | 46 | SMITH | 23.638 | 49 | WAGER | 35.035 | 7 | 78 | KENDALL | 1:28.550 | 1:28.817 | 0.267 |
| 8 | 12 | OWENS | 29.809 | 49 | WAGER | 23.670 | 55 | COLBURN | 35.088 | 8 | 55 | COLBURN | 1:28.561 | 1:28.971 | 0.410 |
| 9 | 29 | HARRINGTON | 29.830 | 78 | KENDALL | 23.674 | 5 | BULLEN-BROWN | 35.098 | 9 | 49 | WAGER | 1:28.592 | 1:28.592 | 0.000 |
| 10 | 78 | KENDALL | 29.872 | 8 | PEACOCK | 23.676 | 11 | ASTIN | 35.136 | 10 | 12 | OWENS | 1:28.595 | 1:29.012 | 0.417 |
| 11 | 49 | WAGER | 29.887 | 77 | JORDAN | 23.684 | 12 | OWENS | 35.159 | 11 | 29 | HARRINGTON | 1:28.779 | 1:28.808 | 0.029 |
| 12 | 76 | POLLEY | 29.890 | 84 | TAYLOR | 23.707 | 98 | CURLEY | 35.167 | 12 | 77 | JORDAN | 1:28.789 | 1:29.176 | 0.387 |
| 13 | 77 | JORDAN | 29.933 | 76 | POLLEY | 23.734 | 77 | JORDAN | 35.172 | 13 | 22 | EDGECOMBE | 1:29.087 | 1:29.675 | 0.588 |
| 14 | 86 | PADDY | 30.023 | 86 | PADDY | 23.736 | 474 | EVANS | 35.257 | 14 | 5 | BULLEN-BROWN | 1:29.094 | 1:29.094 | 0.000 |
| 15 | 36 | CANNING | 30.084 | 474 | EVANS | 23.780 | 22 | EDGECOMBE | 35.340 | 15 | 76 | POLLEY | 1:29.181 | 1:29.584 | 0.403 |
| 16 | 5 | BULLEN-BROWN | 30.178 | 5 | BULLEN-BROWN | 23.818 | 89 | KING | 35.354 | 16 | 474 | EVANS | 1:29.215 | 1:29.563 | 0.348 |
| 17 | 474 | EVANS | 30.178 | 55 | COLBURN | 23.827 | 69 | LE MAY | 35.426 | 17 | 86 | PADDY | 1:29.404 | 1:29.828 | 0.424 |
| 18 | 22 | EDGECOMBE | 30.193 | 69 | LE MAY | 23.906 | 76 | POLLEY | 35.557 | 18 | 89 | KING | 1:29.655 | 1:30.444 | 0.789 |
| 19 | 84 | TAYLOR | 30.206 | 29 | HARRINGTON | 23.952 | 86 | PADDY | 35.645 | 19 | 84 | TAYLOR | 1:29.675 | 1:30.091 | 0.416 |
| 20 | 94 | ROBERTS | 30.260 | 94 | ROBERTS | 24.012 | 94 | ROBERTS | 35.750 | 20 | 69 | LE MAY | 1:29.715 | 1:30.782 | 1.067 |
| 21 | 89 | KING | 30.264 | 36 | CANNING | 24.034 | 84 | TAYLOR | 35.762 | 21 | 36 | CANNING | 1:30.004 | 1:30.919 | 0.915 |
| 22 | 53 | LEES | 30.335 | 89 | KING | 24.037 | 71 | WARR | 35.862 | 22 | 94 | ROBERTS | 1:30.022 | 1:30.083 | 0.061 |
| 23 | 69 | LE MAY | 30.383 | 71 | WARR | 24.231 | 36 | CANNING | 35.886 | 23 | 71 | WARR | 1:30.628 | 1:30.628 | 0.000 |
| 24 | 219 | COLBURN | 30.507 | 53 | LEES | 24.369 | 53 | LEES | 35.950 | 24 | 53 | LEES | 1:30.654 | 1:31.159 | 0.505 |
| 25 | 71 | WARR | 30.535 | 969 | TRENCH | 24.436 | 126 | HILLS | 36.135 | 25 | 219 | COLBURN | 1:31.326 | 1:31.517 | 0.191 |
| 26 | 133 | STANTON | 30.627 | 219 | COLBURN | 24.460 | 969 | TRENCH | 36.270 | 26 | 969 | TRENCH | 1:31.438 | 1:31.490 | 0.052 |
| 27 | 969 | TRENCH | 30.732 | 126 | HILLS | 24.718 | 219 | COLBURN | 36.359 | 27 | 126 | HILLS | 1:31.620 | 1:31.750 | 0.130 |
| 28 | 126 | HILLS | 30.767 | 133 | STANTON | 24.917 | 127 | FRASER | 36.858 | 28 | 133 | STANTON | 1:32.846 | 1:33.124 | 0.278 |
| 29 | 127 | FRASER | 32.179 | 127 | FRASER | 24.930 | 133 | STANTON | 37.302 | 29 | 127 | FRASER | 1:33.967 | 1:42.562 | 8.595 |
| 30 | 113 | HARVEY | 34.125 | 113 | HARVEY | 27.505 | 113 | HARVEY | 41.859 | 30 | 113 | HARVEY | 1:43.489 | 1:44.683 | 1.194 |
| 31 | | | | 595 | PROCTOR | 28.061 | | | | 31 | 595 | PROCTOR | | | |
| 32 | | | | | | | | | | | | | | | |

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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 | 98 | CURLEY | 94.5 | 127 | FRASER | 115.3 | 474 | EVANS | 90.5 |
| 2 | 474 | EVANS | 94.2 | 77 | JORDAN | 114.1 | 23 | DEETH | 89.8 |
| 3 | 11 | ASTIN | 93.9 | 98 | CURLEY | 114.1 | 78 | KENDALL | 89.7 |
| 4 | 8 | PEACOCK | 93.9 | 22 | EDGECOMBE | 113.9 | 8 | PEACOCK | 89.5 |
| 5 | 76 | POLLEY | 93.9 | 46 | SMITH | 113.5 | 11 | ASTIN | 89.4 |
| 6 | 23 | DEETH | 93.8 | 23 | DEETH | 113.5 | 127 | FRASER | 89.0 |
| 7 | 46 | SMITH | 93.7 | 86 | PADDY | 113.5 | 46 | SMITH | 88.8 |
| 8 | 12 | OWENS | 93.7 | 76 | POLLEY | 113.5 | 49 | WAGER | 88.8 |
| 9 | 1 | SMITH | 93.5 | 11 | ASTIN | 113.1 | 98 | CURLEY | 88.6 |
| 10 | 5 | BULLEN-BROWN | 93.4 | 78 | KENDALL | 112.9 | 12 | OWENS | 88.6 |
| 11 | 29 | HARRINGTON | 93.4 | 474 | EVANS | 112.9 | 86 | PADDY | 88.1 |
| 12 | 89 | KING | 93.3 | 89 | KING | 112.9 | 29 | HARRINGTON | 88.1 |
| 13 | 78 | KENDALL | 93.2 | 8 | PEACOCK | 112.5 | 55 | COLBURN | 88.0 |
| 14 | 49 | WAGER | 93.2 | 1 | SMITH | 112.2 | 1 | SMITH | 87.8 |
| 15 | 77 | JORDAN | 92.9 | 126 | HILLS | 112.2 | 69 | LE MAY | 87.7 |
| 16 | 86 | PADDY | 92.9 | 84 | TAYLOR | 112.0 | 89 | KING | 87.7 |
| 17 | 55 | COLBURN | 92.9 | 29 | HARRINGTON | 112.0 | 94 | ROBERTS | 87.7 |
| 18 | 22 | EDGECOMBE | 92.8 | 49 | WAGER | 111.6 | 77 | JORDAN | 87.4 |
| 19 | 84 | TAYLOR | 92.6 | 36 | CANNING | 111.6 | 76 | POLLEY | 87.4 |
| 20 | 69 | LE MAY | 92.0 | 5 | BULLEN-BROWN | 111.4 | 5 | BULLEN-BROWN | 87.3 |
| 21 | 94 | ROBERTS | 91.6 | 55 | COLBURN | 111.4 | 126 | HILLS | 87.3 |
| 22 | 36 | CANNING | 91.5 | 69 | LE MAY | 111.1 | 22 | EDGECOMBE | 87.3 |
| 23 | 53 | LEES | 91.4 | 12 | OWENS | 110.9 | 84 | TAYLOR | 87.2 |
| 24 | 219 | COLBURN | 91.4 | 94 | ROBERTS | 110.3 | 53 | LEES | 86.9 |
| 25 | 127 | FRASER | 91.4 | 71 | WARR | 109.8 | 36 | CANNING | 86.5 |
| 26 | 126 | HILLS | 91.0 | 219 | COLBURN | 109.1 | 219 | COLBURN | 86.4 |
| 27 | 71 | WARR | 90.8 | 53 | LEES | 108.9 | 71 | WARR | 86.3 |
| 28 | 969 | TRENCH | 90.6 | 969 | TRENCH | 108.2 | 969 | TRENCH | 86.2 |
| 29 | 133 | STANTON | 89.0 | 133 | STANTON | 104.8 | 133 | STANTON | 83.8 |
| 30 | 113 | HARVEY | 79.5 | 595 | PROCTOR | 100.0 | 113 | HARVEY | 73.2 |
| 31 | 595 | PROCTOR | 78.3 | 113 | HARVEY | 95.4 | | | |
| 32 | | | | | | | | | |

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ROUND 7 - STATISTICS

| | |
|-------------------------------|---------------------------|
| Competitors Started | 32 |
| Planned Start | 2024-06-08 @ 17:05:00.000 |
| Actual Start | 2024-06-08 @ 17:18:28.423 |
| Finish Time | 2024-06-08 @ 17:34:59.425 |
| Track Length | 2.3560mi. |
| Total Laps | 314 |
| Total Distance Covered | 739.7850mi. |

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|----|---------------|----------|--------------|-----|---------------------------|
| 77 | M | Andrew JORDAN | 1:35.379 | 17:20:03.803 | 1 | REVIVE / AUTOGLYM / |
| 77 | M | Andrew JORDAN | 1:29.389 | 17:21:33.192 | 2 | REVIVE / AUTOGLYM / |
| 12 | M | Endaf OWENS | 1:29.012 | 17:21:34.241 | 2 | Owens Fabrications |
| 8 | M | Colin PEACOCK | 1:28.671 | 17:23:06.170 | 3 | Bill Sollis Racing |
| 46 | M | Jeff SMITH | 1:28.610 | 17:24:32.752 | 4 | Pyro Motorsport |
| 1 | M | Aaron SMITH | 1:28.601 | 17:24:34.013 | 4 | Triple AAA racing / KAD / |
| 49 | M | Martin WAGER | 1:28.592 | 17:24:38.968 | 4 | Driver |
| 23 | M | Rupert DEETH | 1:28.431 | 17:26:06.546 | 5 | Mini Spares / Swiftune |

Session Leader History

| NO | CL | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|----|---------------|----------|----------|-------------|---------------------|
| 77 | M | Andrew JORDAN | 1 | 11 | 25.91 miles | REVIVE / AUTOGLYM / |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 17:18:28.423 |
| FINISH | 17:34:59.425 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 11 | 21:03.530 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

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ROUND 7 - STATISTICS

CLASS : M

23 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|---------------|----------|--------------|-----|-------------------------------------|
| 77 | Andrew JORDAN | 1:35.379 | 17:20:03.803 | 1 | REVIVE / AUTOGLYM / MOTUL / JRT |
| 77 | Andrew JORDAN | 1:29.389 | 17:21:33.192 | 2 | REVIVE / AUTOGLYM / MOTUL / JRT |
| 12 | Endaf OWENS | 1:29.012 | 17:21:34.241 | 2 | Owens Fabrications |
| 8 | Colin PEACOCK | 1:28.671 | 17:23:06.170 | 3 | Bill Sollis Racing |
| 46 | Jeff SMITH | 1:28.610 | 17:24:32.752 | 4 | Pyro Motorsport |
| 1 | Aaron SMITH | 1:28.601 | 17:24:34.013 | 4 | Triple AAA racing / KAD / MiniSport |
| 49 | Martin WAGER | 1:28.592 | 17:24:38.968 | 4 | Driver |
| 23 | Rupert DEETH | 1:28.431 | 17:26:06.546 | 5 | Mini Spares / Swiftune |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|---------------|----------|----------|-------------|---------------------------------|
| 77 | Andrew JORDAN | 1 | 11 | 25.91 miles | REVIVE / AUTOGLYM / MOTUL / JRT |

2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 7 - STATISTICS

CLASS : L

9 Starters

Fastest Lap History

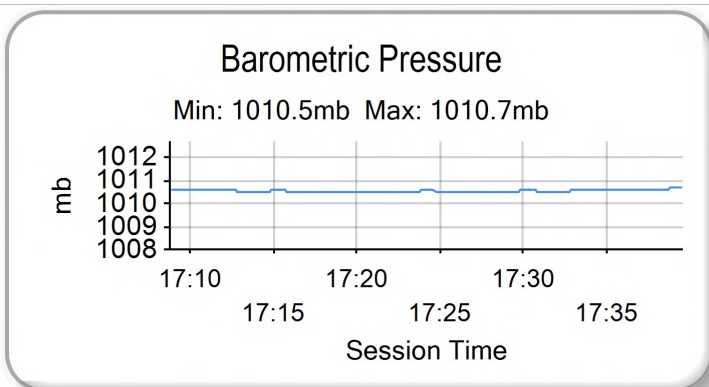
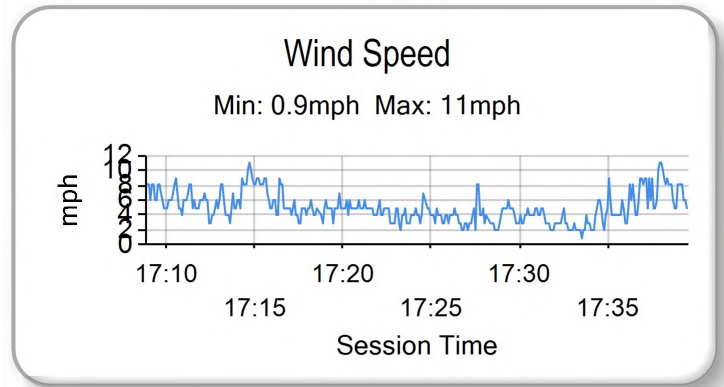
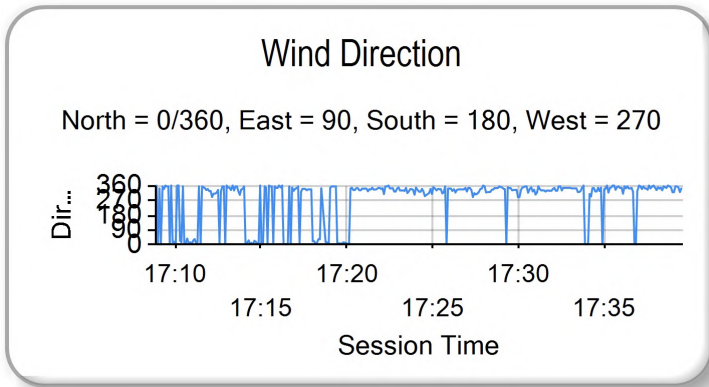
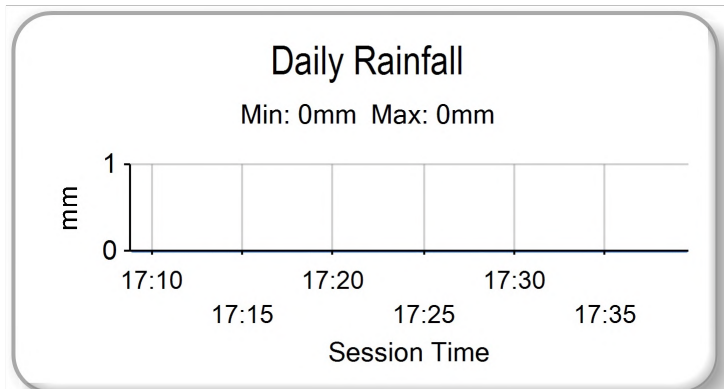
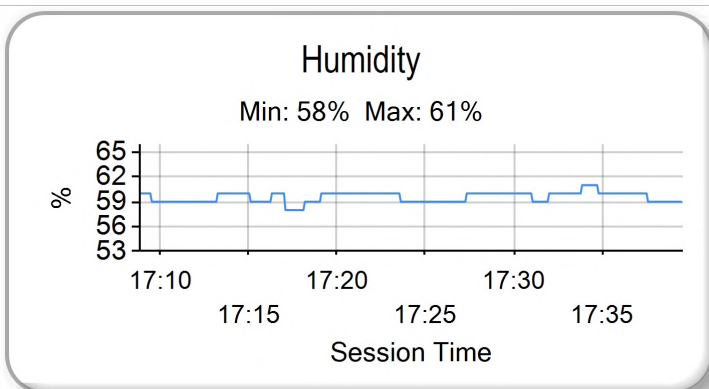
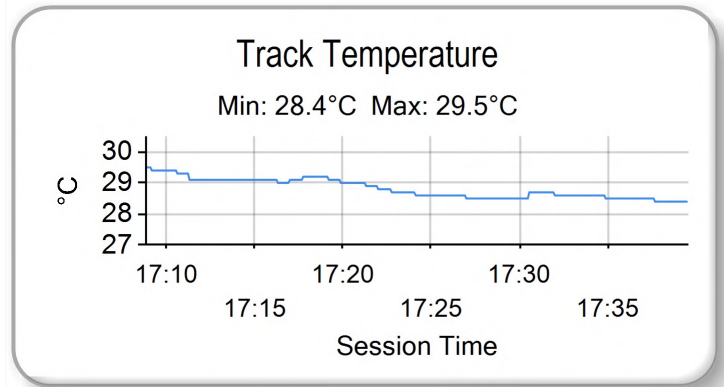
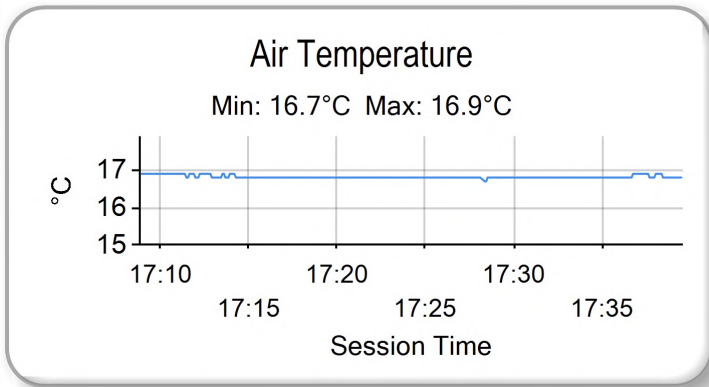
| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|-----|------------|----------|--------------|-----|------------------------------|
| 474 | Josh EVANS | 1:42.357 | 17:20:10.781 | 1 | nme electrical Ltd/midshires |
| 474 | Josh EVANS | 1:31.536 | 17:21:42.317 | 2 | nme electrical Ltd/midshires |
| 474 | Josh EVANS | 1:29.563 | 17:24:44.335 | 4 | nme electrical Ltd/midshires |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|-----|------------|----------|----------|-------------|------------------------------|
| 474 | Josh EVANS | 1 | 11 | 25.91 miles | nme electrical Ltd/midshires |

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ROUND 7 - WEATHER CONDITIONS





2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - GRID (20 minutes)

| | | | |
|-------------|----|--|---|
| ROW 19 | 37 | 123 Huw TURNER | |
| ROW 18 | 35 | 113 1:44.683 Philip HARVEY | 36 595 Julian PROCTOR |
| ROW 17 | 33 | 133 1:33.124 Les STANTON | 34 127 1:42.562 Ian FRASER |
| ROW 16 | 31 | 219 1:31.517 Richard COLBURN | 32 126 1:31.750 Peter HILLS |
| ROW 15 | 29 | 474 1:29.563 Josh EVANS | 30 969 1:31.490 Steve TRENCH |
| ROW 14 | | | |
| ROW 13 | | | |
| ROW 12 | 23 | 53 1:31.159 Jody LEES | |
| ROW 11 | 21 | 69 1:30.782 Tony LE MAY | 22 36 1:30.919 Josh CANNING |
| ROW 10 | 19 | 89 1:30.444 Shaun KING | 20 71 1:30.628 Larry WARR |
| ROW 9 | 17 | 94 1:30.083 Lee ROBERTS | 18 84 1:30.091 Ryan TAYLOR |
| ROW 8 | 15 | 22 1:29.675 Declan EDGEcombe | 16 86 1:29.828 Nick PADDY |
| ROW 7 | 13 | 77 1:29.176 Andrew JORDAN | 14 76 1:29.584 Jo POLLEY |
| ROW 6 | 11 | 12 1:29.012 Endaf OWENS | 12 5 1:29.094 Phil BULLEN-BROWN |
| ROW 5 | 9 | 78 1:28.817 Scott KENDALL | 10 55 1:28.971 Ben COLBURN |
| ROW 4 | 7 | 98 1:28.787 Ian CURLEY | 8 29 1:28.808 Damien HARRINGTON |
| ROW 3 | 5 | 46 1:28.610 Jeff SMITH | 6 8 1:28.671 Colin PEACOCK |
| ROW 2 | 3 | 49 1:28.592 Martin WAGER | 4 1 1:28.601 Aaron SMITH |
| ROW 1 | 1 | 23 1:28.431 Rupert DEETH | 2 11 1:28.475 Kane ASTIN |
| 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> | |
|--|-----------|-----------------------------------|--|

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

Printed - 17:44 Saturday, 08 June 2024





2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - SECOND PART - CLASSIFICATION

Race Distance: 4 Laps / 9.42 miles

| POS | NO | CL | PIC | NAME | NAT | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON | GRD | ↑↓ |
|-----|-----|----|-----|-------------------|-----|-------------------------------------|------|----------|--------|--------|-------|----------|----|-----|----|
| 1 | 77 | M | 1 | Andrew JORDAN | GBR | REVIVE / AUTOGLYM / MOTUL / JRT | 4 | 7:46.101 | | | 72.78 | 1:28.623 | 3 | 2 | 1 |
| 2 | 1 | M | 2 | Aaron SMITH | GBR | Triple AAA racing / KAD / MiniSport | 4 | 7:46.431 | 0.330 | 0.330 | 72.73 | 1:28.621 | 3 | 1 | -1 |
| 3 | 23 | M | 3 | Rupert DEETH | GBR | Mini Spares / Swiftune | 4 | 7:47.473 | 1.372 | 1.042 | 72.57 | 1:27.914 | 3 | 6 | 3 |
| 4 | 46 | M | 4 | Jeff SMITH | GBR | Pyro Motorsport | 4 | 7:47.667 | 1.566 | 0.194 | 72.54 | 1:28.185 | 4 | 4 | 0 |
| 5 | 49 | M | 5 | Martin WAGER | GBR | Driver | 4 | 7:47.783 | 1.682 | 0.116 | 72.52 | 1:28.527 | 4 | 3 | -2 |
| 6 | 11 | M | 6 | Kane ASTIN | GBR | One Broker Insurance | 4 | 7:48.067 | 1.966 | 0.284 | 72.48 | 1:28.326 | 4 | 5 | -1 |
| 7 | 98 | M | 7 | Ian CURLEY | GBR | Curley UK Ltd | 4 | 7:51.678 | 5.577 | 3.611 | 71.92 | 1:29.126 | 2 | 7 | 0 |
| 8 | 8 | M | 8 | Colin PEACOCK | GBR | Bill Sollis Racing | 4 | 7:55.141 | 9.040 | 3.463 | 71.40 | 1:29.576 | 3 | 9 | 1 |
| 9 | 76 | M | 9 | Jo POLLEY | GBR | Pyro Motorsport | 4 | 7:55.695 | 9.594 | 0.554 | 71.31 | 1:30.028 | 3 | 8 | -1 |
| 10 | 5 | M | 10 | Phil BULLEN-BROWN | GBR | DH Thomas Eyecare | 4 | 7:55.961 | 9.860 | 0.266 | 71.27 | 1:29.836 | 2 | 10 | 0 |
| 11 | 78 | M | 11 | Scott KENDALL | GBR | Driver | 4 | 7:56.284 | 10.183 | 0.323 | 71.23 | 1:29.690 | 2 | 11 | 0 |
| 12 | 29 | M | 12 | Damien HARRINGTON | GBR | Driver | 4 | 7:56.438 | 10.337 | 0.154 | 71.20 | 1:29.620 | 2 | 12 | 0 |
| 13 | 84 | M | 13 | Ryan TAYLOR | GBR | Driver | 4 | 7:58.673 | 12.572 | 2.235 | 70.87 | 1:29.545 | 2 | 15 | 2 |
| 14 | 22 | M | 14 | Declan EDGECOMBE | GBR | Tara Construction | 4 | 7:59.114 | 13.013 | 0.441 | 70.81 | 1:30.114 | 2 | 13 | -1 |
| 15 | 36 | M | 15 | Josh CANNING | GBR | Driver | 4 | 7:59.291 | 13.190 | 0.177 | 70.78 | 1:29.408 | 3 | 14 | -1 |
| 16 | 474 | L | 1 | Josh EVANS | GBR | nme electrical Ltd/midshires | 4 | 7:59.436 | 13.335 | 0.145 | 70.76 | 1:29.497 | 3 | 19 | 3 |
| 17 | 89 | M | 16 | Shaun KING | GBR | Driver | 4 | 8:00.386 | 14.285 | 0.950 | 70.62 | 1:29.708 | 3 | 16 | -1 |
| 18 | 53 | M | 17 | Jody LEES | GBR | Midland VW | 4 | 8:02.188 | 16.087 | 1.802 | 70.35 | 1:29.861 | 3 | 17 | -1 |
| 19 | 126 | L | 2 | Peter HILLS | GBR | Driver | 4 | 8:08.716 | 22.615 | 6.528 | 69.41 | 1:31.104 | 3 | 21 | 2 |
| 20 | 595 | L | 3 | Julian PROCTOR | GBR | Roonspeed Racing | 4 | 8:08.936 | 22.835 | 0.220 | 69.38 | 1:30.990 | 2 | 22 | 2 |
| 21 | 969 | L | 4 | Steve TRENCH | GBR | Driver | 4 | 8:09.314 | 23.213 | 0.378 | 69.33 | 1:30.759 | 2 | 23 | 2 |
| 22 | 71 | M | 18 | Larry WARR | GBR | Driver | 4 | 8:09.626 | 23.525 | 0.312 | 69.29 | 1:31.508 | 3 | 18 | -4 |
| 23 | 123 | L | 5 | Huw TURNER | GBR | Westbourne Motorsport | 4 | 8:14.086 | 27.985 | 4.460 | 68.66 | 1:32.160 | 2 | 25 | 2 |
| 24 | 133 | L | 6 | Les STANTON | GBR | Custom Minis/Extreme Minis | 4 | 8:14.546 | 28.445 | 0.460 | 68.60 | 1:32.001 | 3 | 24 | 0 |
| 25 | 127 | L | 7 | Ian FRASER | GBR | Driver | 4 | 8:25.678 | 39.577 | 11.132 | 67.09 | 1:32.596 | 4 | 20 | -5 |

NOT CLASSIFIED

| | | | | | | | | | | | | | | | |
|-----|-----|---|--|-----------------|-----|---------------------------|---|----------|--------|--------|-------|--|--|--|----|
| DNF | 219 | L | | Richard COLBURN | GBR | Westbourne Motorsport | 1 | 3:43.899 | 3 Laps | 3 Laps | 37.88 | | | | 27 |
| DNF | 113 | L | | Philip HARVEY | GBR | Cheltenham Motor Club | 0 | | | | | | | | 26 |
| DNF | 12 | M | | Endaf OWENS | GBR | Owens Fabrications | 0 | | | | | | | | |
| DNF | 55 | M | | Ben COLBURN | GBR | Westbourne Motorsport | 0 | | | | | | | | |
| DNF | 86 | M | | Nick PADDY | GBR | Playmini / Sanwa Trading. | 0 | | | | | | | | |

FASTEST LAP

| | | | | | | | | | | | | | | | |
|-----|---|--|--|--------------|-----|------------------------------|---|----------|--|--|-----------|--|--|------------|--|
| 23 | M | | | Rupert DEETH | GBR | Mini Spares / Swiftune | 3 | 1:27.914 | | | 96.47 mph | | | 155.26 kph | |
| 474 | L | | | Josh EVANS | GBR | nme electrical Ltd/midshires | 3 | 1:29.497 | | | 94.76 mph | | | 152.51 kph | |

Weather / Track : Cloudy / Dry

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

Date: 09/06/2024 Start: 16:50 Finish: 16:58

Thrupton: 2.3560 miles

| | | | |
|--|-----------|-----------------------------------|--|
| Clerk Of Course: <i>Luke Caudle</i> | Stewards: | Timekeeper: <i>Craig Smith</i> | |
|--|-----------|-----------------------------------|--|

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

Printed - 17:03 Sunday, 09 June 2024



2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - LAP CHART

| LAP 1 @ 16:54:09.995 | | | LAP 2 @ 16:55:38.752 | | | LAP 3 @ 16:57:07.375 | | | LAP 4 @ 16:58:36.101 | | |
|----------------------|--------|------------|----------------------|--------|----------|----------------------|--------|----------|----------------------|--------|----------|
| NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME | NO | BEHIND | LAP TIME |
| 77 | | 3:19.995 | 77 | | 1:28.757 | 77 | | 1:28.623 | 77 | | 1:28.726 |
| 1 | 0.362 | 3:20.357 | 1 | 0.250 | 1:28.645 | 1 | 0.248 | 1:28.621 | 1 | 0.330 | 1:28.808 |
| 49 | 1.194 | 3:21.189 | 11 | 1.317 | 1:28.695 | 23 | 1.544 | 1:27.914 | 23 | 1.372 | 1:28.554 |
| 11 | 1.379 | 3:21.374 | 46 | 1.741 | 1:28.588 | 49 | 1.881 | 1:28.568 | 46 | 1.566 | 1:28.185 |
| 46 | 1.910 | 3:21.905 | 49 | 1.936 | 1:29.499 | 46 | 2.107 | 1:28.989 | 49 | 1.682 | 1:28.527 |
| 23 | 2.907 | 3:22.902 | 23 | 2.253 | 1:28.103 | 11 | 2.366 | 1:29.672 | 11 | 1.966 | 1:28.326 |
| 98 | 3.721 | 3:23.716 | 98 | 4.090 | 1:29.126 | 98 | 4.718 | 1:29.251 | 98 | 5.577 | 1:29.585 |
| 76 | 4.832 | 3:24.827 | 76 | 6.219 | 1:30.144 | 8 | 7.347 | 1:29.576 | 8 | 9.040 | 1:30.419 |
| 8 | 4.925 | 3:24.920 | 8 | 6.394 | 1:30.226 | 76 | 7.624 | 1:30.028 | 76 | 9.594 | 1:30.696 |
| 5 | 5.686 | 3:25.681 | 5 | 6.765 | 1:29.836 | 5 | 8.513 | 1:30.371 | 5 | 9.860 | 1:30.073 |
| 78 | 6.001 | 3:25.996 | 78 | 6.934 | 1:29.690 | 78 | 8.625 | 1:30.314 | 78 | 10.183 | 1:30.284 |
| 29 | 6.530 | 3:26.525 | 29 | 7.393 | 1:29.620 | 29 | 8.746 | 1:29.976 | 29 | 10.337 | 1:30.317 |
| 22 | 7.882 | 3:27.877 | 84 | 9.033 | 1:29.545 | 84 | 10.638 | 1:30.228 | 84 | 12.572 | 1:30.660 |
| 84 | 8.245 | 3:28.240 | 22 | 9.239 | 1:30.114 | 22 | 10.875 | 1:30.259 | 22 | 13.013 | 1:30.864 |
| 36 | 9.368 | 3:29.363 | 36 | 10.270 | 1:29.659 | 36 | 11.055 | 1:29.408 | 36 | 13.190 | 1:30.861 |
| 89 | 10.026 | 3:30.021 | 474 | 11.549 | 1:29.607 | 474 | 12.423 | 1:29.497 | 474 | 13.335 | 1:29.638 |
| 474 | 10.699 | 3:30.694 | 89 | 11.852 | 1:30.583 | 89 | 12.937 | 1:29.708 | 89 | 14.285 | 1:30.074 |
| 53 | 11.546 | 3:31.541 | 53 | 12.865 | 1:30.076 | 53 | 14.103 | 1:29.861 | 53 | 16.087 | 1:30.710 |
| 127 | 12.610 | 3:32.605 | 126 | 16.122 | 1:31.780 | 126 | 18.603 | 1:31.104 | 126 | 22.615 | 1:32.738 |
| 126 | 13.099 | 3:33.094 | 595 | 16.277 | 1:30.990 | 595 | 19.047 | 1:31.393 | 595 | 22.835 | 1:32.514 |
| 71 | 13.492 | 3:33.487 | 969 | 16.579 | 1:30.759 | 969 | 19.339 | 1:31.383 | 969 | 23.213 | 1:32.600 |
| 595 | 14.044 | 3:34.039 | 71 | 16.770 | 1:32.035 | 71 | 19.655 | 1:31.508 | 71 | 23.525 | 1:32.596 |
| 969 | 14.577 | 3:34.572 | 123 | 20.530 | 1:32.160 | 123 | 24.086 | 1:32.179 | 123 | 27.985 | 1:32.625 |
| 133 | 16.570 | 3:36.565 | 133 | 20.980 | 1:33.167 | 133 | 24.358 | 1:32.001 | 133 | 28.445 | 1:32.813 |
| 123 | 17.127 | 3:37.122 | 127 | 30.454 | 1:46.601 | 127 | 35.707 | 1:33.876 | 127 | 39.577 | 1:32.596 |
| 219 | 23.904 | 3:43.899 P | | | | | | | | | |

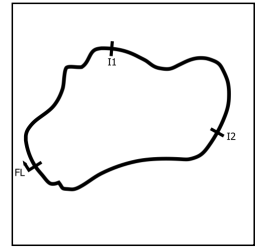
2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - POSITION CHART

| No | Name | Lap Pos | Lap | | | |
|-----|--------------|------------|-----|-----|-----|-----|
| | | | 1 | 2 | 3 | 4 |
| 1 | SMITH | 1 | 77 | 77 | 77 | 77 |
| 77 | JORDAN | 2 | 1 | 1 | 1 | 1 |
| 49 | WAGER | 3 | 49 | 11 | 23 | 23 |
| 46 | SMITH | 4 | 11 | 46 | 49 | 46 |
| 11 | ASTIN | 5 | 46 | 49 | 46 | 49 |
| 23 | DEETH | 6 | 23 | 23 | 11 | 11 |
| 98 | CURLEY | 7 | 98 | 98 | 98 | 98 |
| 76 | POLLEY | 8 | 76 | 76 | 8 | 8 |
| 8 | PEACOCK | 9 | 8 | 8 | 76 | 76 |
| 5 | BULLEN-BROWN | 10 | 5 | 5 | 5 | 5 |
| 78 | KENDALL | 11 | 78 | 78 | 78 | 78 |
| 29 | HARRINGTON | 12 | 29 | 29 | 29 | 29 |
| 22 | EDGECOMBE | 13 | 22 | 84 | 84 | 84 |
| 36 | CANNING | 14 | 84 | 22 | 22 | 22 |
| 84 | TAYLOR | 15 | 36 | 36 | 36 | 36 |
| 89 | KING | 16 | 89 | 474 | 474 | 474 |
| 53 | LEES | 17 | 474 | 89 | 89 | 89 |
| 71 | WARR | 18 | 53 | 53 | 53 | 53 |
| 474 | EVANS | 19 | 127 | 126 | 126 | 126 |
| 127 | FRASER | 20 | 126 | 595 | 595 | 595 |
| 126 | HILLS | 21 | 71 | 969 | 969 | 969 |
| 595 | PROCTOR | 22 | 595 | 71 | 71 | 71 |
| 969 | TRENCH | 23 | 969 | 123 | 123 | 123 |
| 133 | STANTON | 24 | 133 | 133 | 133 | 133 |
| 123 | TURNER | 25 | 123 | 127 | 127 | 127 |
| 113 | HARVEY | 26 | 219 | | | |
| 219 | COLBURN | 27 | | | | |
| 86 | PADDY | 28 | | | | |
| 12 | OWENS | 29 | | | | |
| 55 | COLBURN | 30 | | | | |

2024 The Dunlop Mini Miglia 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

| P1 | | 77 M | | Andrew JORDAN | | REVIVE / AUTOGLYM / MOTUL / JRT | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|---------------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:28.545 | | BEST LAP TIME : 1:28.623 | | DIFFERENCE : 0.078 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | | 3:19.995 | 42.40 | 1:51.372 | 16:54:09.995 |
| 2 - | 29.792 | 93.8 | 23.652 | 109.6 | 35.313 | 87.6 | 1:28.757 (3) | 95.55 | 0.134 | 16:55:38.752 |
| 3 - | 29.669 | 93.9 | 23.669 | 110.5 | 35.285 | 87.7 | 1:28.623 (1) | 95.70 | | 16:57:07.375 |
| 4 - | 29.750 | 93.4 | 23.752 | 110.7 | 35.224 | 87.4 | 1:28.726 (2) | 95.59 | 0.103 | 16:58:36.101 |

| P2 | | 1 M | | Aaron SMITH | | Triple AAA racing / KAD / MiniSport | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:28.613 | | BEST LAP TIME : 1:28.621 | | DIFFERENCE : 0.008 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | | 3:20.357 | 42.33 | 1:51.736 | 16:54:10.357 |
| 2 - | 29.603 | 93.0 | 23.616 | 110.0 | 35.426 | 88.0 | 1:28.645 (2) | 95.68 | 0.024 | 16:55:39.002 |
| 3 - | 29.611 | 93.5 | 23.605 | 110.0 | 35.405 | 87.7 | 1:28.621 (1) | 95.70 | | 16:57:07.623 |
| 4 - | 29.719 | 92.1 | 23.653 | 110.1 | 35.436 | 86.4 | 1:28.808 (3) | 95.50 | 0.187 | 16:58:36.431 |

| P3 | | 23 M | | Rupert DEETH | | Mini Spares / Swiftune | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|------------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:27.665 | | BEST LAP TIME : 1:27.914 | | DIFFERENCE : 0.249 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 88.3 | 3:22.902 | 41.80 | 1:54.988 | 16:54:12.902 |
| 2 - | 29.372 | 93.4 | 23.499 | 111.1 | 35.232 | 89.8 | 1:28.103 (2) | 96.26 | 0.189 | 16:55:41.005 |
| 3 - | 29.621 | 93.4 | 23.391 | 113.1 | 34.902 | 88.1 | 1:27.914 (1) | 96.47 | | 16:57:08.919 |
| 4 - | 29.665 | 92.4 | 23.589 | 111.6 | 35.300 | 87.9 | 1:28.554 (3) | 95.77 | 0.640 | 16:58:37.473 |

| P4 | | 46 M | | Jeff SMITH | | Pyro Motorsport | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-----------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:27.747 | | BEST LAP TIME : 1:28.185 | | DIFFERENCE : 0.438 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 86.9 | 3:21.905 | 42.00 | 1:53.720 | 16:54:11.905 |
| 2 - | 29.521 | 93.5 | 23.328 | 112.7 | 35.739 | 87.2 | 1:28.588 (2) | 95.74 | 0.403 | 16:55:40.493 |
| 3 - | 29.373 | 94.3 | 23.309 | 112.5 | 36.307 | 88.8 | 1:28.989 (3) | 95.31 | 0.804 | 16:57:09.482 |
| 4 - | 29.646 | 94.1 | 23.474 | 111.4 | 35.065 | 88.4 | 1:28.185 (1) | 96.17 | | 16:58:37.667 |

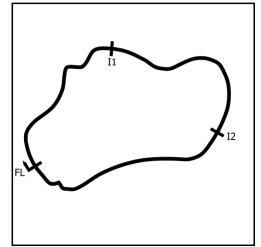
| P5 | | 49 M | | Martin WAGER | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:28.081 | | BEST LAP TIME : 1:28.527 | | DIFFERENCE : 0.446 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 87.1 | 3:21.189 | 42.15 | 1:52.662 | 16:54:11.189 |
| 2 - | 29.575 | 92.3 | 23.560 | 109.6 | 36.364 | 89.7 | 1:29.499 (3) | 94.76 | 0.972 | 16:55:40.688 |
| 3 - | 29.326 | 95.0 | 23.476 | 110.7 | 35.766 | 88.8 | 1:28.568 (2) | 95.76 | 0.041 | 16:57:09.256 |
| 4 - | 29.738 | 93.0 | 23.510 | 111.4 | 35.279 | 89.9 | 1:28.527 (1) | 95.80 | | 16:58:37.783 |

| P6 | | 11 M | | Kane ASTIN | | One Broker Insurance | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|----------------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:28.180 | | BEST LAP TIME : 1:28.326 | | DIFFERENCE : 0.146 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 87.6 | 3:21.374 | 42.11 | 1:53.048 | 16:54:11.374 |
| 2 - | 29.557 | 94.3 | 23.495 | 113.7 | 35.643 | 88.5 | 1:28.695 (2) | 95.62 | 0.369 | 16:55:40.069 |
| 3 - | 29.408 | 93.2 | 23.603 | 110.1 | 36.661 | 89.7 | 1:29.672 (3) | 94.58 | 1.346 | 16:57:09.741 |
| 4 - | 29.554 | 95.0 | 23.495 | 113.9 | 35.277 | 88.0 | 1:28.326 (1) | 96.02 | | 16:58:38.067 |

| P7 | | 98 M | | Ian CURLEY | | Curley UK Ltd | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|---------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:29.009 | | BEST LAP TIME : 1:29.126 | | DIFFERENCE : 0.117 | | | | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 86.3 | 3:23.716 | 41.63 | 1:54.590 | 16:54:13.716 |
| 2 - | 29.655 | 92.6 | 23.774 | 108.7 | 35.697 | 87.0 | 1:29.126 (1) | 95.16 | | 16:55:42.842 |
| 3 - | 29.538 | 92.5 | 23.801 | 108.9 | 35.912 | 86.9 | 1:29.251 (2) | 95.03 | 0.125 | 16:57:12.093 |
| 4 - | 29.677 | 91.6 | 23.858 | 109.1 | 36.050 | 85.8 | 1:29.585 (3) | 94.67 | 0.459 | 16:58:41.678 |

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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

| P8 | | 8 M | | Colin PEACOCK | | Bill Sollis Racing | | | | |
|---------------------------|----------|--------------------------|--------|--------------------|--------|--------------------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:29.058 | | BEST LAP TIME : 1:29.576 | | DIFFERENCE : 0.518 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 88.7 | 3:24.920 | 41.38 | 1:55.344 | 16:54:14.920 |
| 2 - | 30.387 | 93.2 | 23.707 | 110.5 | 36.132 | 88.7 | 1:30.226 (2) | 94.00 | 0.650 | 16:55:45.146 |
| 3 - | 29.853 | 93.0 | 24.225 | 109.8 | 35.498 | 87.6 | 1:29.576 (1) | 94.68 | | 16:57:14.722 |
| 4 - | 30.420 | 92.0 | 24.394 | 108.4 | 35.605 | 87.4 | 1:30.419 (3) | 93.80 | 0.843 | 16:58:45.141 |

| P9 | | 76 M | | Jo POLLEY | | Pyro Motorsport | | | | |
|---------------------------|----------|--------------------------|--------|--------------------|--------|-----------------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:29.168 | | BEST LAP TIME : 1:30.028 | | DIFFERENCE : 0.860 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 86.4 | 3:24.827 | 41.40 | 1:54.799 | 16:54:14.827 |
| 2 - | 30.797 | 92.0 | 23.490 | 112.4 | 35.857 | 85.7 | 1:30.144 (2) | 94.08 | 0.116 | 16:55:44.971 |
| 3 - | 29.821 | 89.7 | 24.187 | 107.8 | 36.020 | 88.1 | 1:30.028 (1) | 94.21 | | 16:57:14.999 |
| 4 - | 30.052 | 89.7 | 24.326 | 108.2 | 36.318 | 86.0 | 1:30.696 (3) | 93.51 | 0.668 | 16:58:45.695 |

| P10 | | 5 M | | Phil BULLEN-BROWN | | DH Thomas Eyecare | | | | |
|---------------------------|----------|--------------------------|--------|--------------------|--------|-------------------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:29.465 | | BEST LAP TIME : 1:29.836 | | DIFFERENCE : 0.371 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 86.3 | 3:25.681 | 41.23 | 1:55.845 | 16:54:15.681 |
| 2 - | 30.201 | 93.3 | 23.843 | 111.2 | 35.792 | 86.7 | 1:29.836 (1) | 94.41 | | 16:55:45.517 |
| 3 - | 30.325 | 92.1 | 23.896 | 112.5 | 36.150 | 84.8 | 1:30.371 (3) | 93.85 | 0.535 | 16:57:15.888 |
| 4 - | 29.830 | 93.0 | 23.901 | 105.3 | 36.342 | 87.7 | 1:30.073 (2) | 94.16 | 0.237 | 16:58:45.961 |

| P11 | | 78 M | | Scott KENDALL | | Driver | | | | |
|---------------------------|----------|--------------------------|--------|--------------------|--------|----------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:29.119 | | BEST LAP TIME : 1:29.690 | | DIFFERENCE : 0.571 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 87.4 | 3:25.996 | 41.17 | 1:56.306 | 16:54:15.996 |
| 2 - | 30.060 | 93.5 | 23.787 | 113.1 | 35.843 | 87.7 | 1:29.690 (1) | 94.56 | | 16:55:45.686 |
| 3 - | 29.489 | 92.3 | 24.243 | 110.5 | 36.582 | 85.1 | 1:30.314 (3) | 93.91 | 0.624 | 16:57:16.000 |
| 4 - | 29.832 | 93.2 | 24.046 | 111.2 | 36.406 | 86.4 | 1:30.284 (2) | 93.94 | 0.594 | 16:58:46.284 |

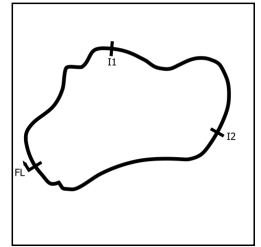
| P12 | | 29 M | | Damien HARRINGTON | | Driver | | | | |
|---------------------------|----------|--------------------------|--------|--------------------|--------|----------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:29.570 | | BEST LAP TIME : 1:29.620 | | DIFFERENCE : 0.050 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 87.8 | 3:26.525 | 41.06 | 1:56.905 | 16:54:16.525 |
| 2 - | 29.973 | 92.9 | 23.789 | 110.7 | 35.858 | 87.2 | 1:29.620 (1) | 94.63 | | 16:55:46.145 |
| 3 - | 29.923 | 92.3 | 23.989 | 112.5 | 36.064 | 86.2 | 1:29.976 (2) | 94.26 | 0.356 | 16:57:16.121 |
| 4 - | 30.219 | 92.4 | 23.890 | 111.6 | 36.208 | 88.5 | 1:30.317 (3) | 93.90 | 0.697 | 16:58:46.438 |

| P13 | | 84 M | | Ryan TAYLOR | | Driver | | | | |
|---------------------------|----------|--------------------------|--------|--------------------|--------|----------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:29.545 | | BEST LAP TIME : 1:29.545 | | DIFFERENCE : 0.000 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 87.2 | 3:28.240 | 40.72 | 1:58.695 | 16:54:18.240 |
| 2 - | 30.081 | 91.6 | 23.801 | 110.7 | 35.663 | 86.1 | 1:29.545 (1) | 94.71 | | 16:55:47.785 |
| 3 - | 30.115 | 90.6 | 24.154 | 104.2 | 35.959 | 85.7 | 1:30.228 (2) | 94.00 | 0.683 | 16:57:18.013 |
| 4 - | 30.209 | 90.8 | 24.155 | 107.7 | 36.296 | 85.1 | 1:30.660 (3) | 93.55 | 1.115 | 16:58:48.673 |

| P14 | | 22 M | | Declan EDGEcombe | | Tara Construction | | | | |
|---------------------------|----------|--------------------------|--------|--------------------|--------|-------------------|--------------|-------|-------------|--------------|
| IDEAL LAP TIME : 1:29.910 | | BEST LAP TIME : 1:30.114 | | DIFFERENCE : 0.204 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 86.1 | 3:27.877 | 40.80 | 1:57.763 | 16:54:17.877 |
| 2 - | 30.005 | 90.8 | 24.043 | 107.0 | 36.066 | 87.2 | 1:30.114 (1) | 94.12 | | 16:55:47.991 |
| 3 - | 30.216 | 92.8 | 23.839 | 109.4 | 36.204 | 86.8 | 1:30.259 (2) | 93.96 | 0.145 | 16:57:18.250 |
| 4 - | 30.338 | 91.8 | 23.912 | 107.3 | 36.614 | 85.5 | 1:30.864 (3) | 93.34 | 0.750 | 16:58:49.114 |

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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

| P15 36 M | | Josh CANNING | | | | | Driver | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:29.177 | | BEST LAP TIME : 1:29.408 | | | | | DIFFERENCE : 0.231 | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 87.1 | 3:29.363 | 40.51 | 1:59.955 | 16:54:19.363 |
| 2 - | 29.907 | 92.4 | 23.794 | 110.0 | 35.958 | 87.7 | 1:29.659 (2) | 94.59 | 0.251 | 16:55:49.022 |
| 3 - | 29.626 | 93.9 | 23.593 | 106.6 | 36.189 | 89.4 | 1:29.408 (1) | 94.86 | | 16:57:18.430 |
| 4 - | 30.253 | 92.0 | 23.966 | 107.7 | 36.642 | 88.6 | 1:30.861 (3) | 93.34 | 1.453 | 16:58:49.291 |

| P16 474 L | | Josh EVANS | | | | | nme electrical Ltd/midshires | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|------------------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:29.157 | | BEST LAP TIME : 1:29.497 | | | | | DIFFERENCE : 0.340 | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 89.5 | 3:30.694 | 40.25 | 2:01.197 | 16:54:20.694 |
| 2 - | 29.828 | 93.7 | 23.806 | 108.4 | 35.973 | 88.8 | 1:29.607 (2) | 94.65 | 0.110 | 16:55:50.301 |
| 3 - | 29.772 | 93.0 | 23.778 | 110.3 | 35.947 | 89.1 | 1:29.497 (1) | 94.76 | | 16:57:19.798 |
| 4 - | 29.537 | 93.2 | 23.673 | 113.3 | 36.428 | 88.0 | 1:29.638 (3) | 94.62 | 0.141 | 16:58:49.436 |

| P17 89 M | | Shaun KING | | | | | Driver | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:29.568 | | BEST LAP TIME : 1:29.708 | | | | | DIFFERENCE : 0.140 | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 87.1 | 3:30.021 | 40.38 | 2:00.313 | 16:54:20.021 |
| 2 - | 29.983 | 92.6 | 24.064 | 108.5 | 36.536 | 88.0 | 1:30.583 (3) | 93.63 | 0.875 | 16:55:50.604 |
| 3 - | 30.123 | 92.5 | 23.947 | 109.1 | 35.638 | 87.6 | 1:29.708 (1) | 94.54 | | 16:57:20.312 |
| 4 - | 30.134 | 91.6 | 24.059 | 109.8 | 35.881 | 87.6 | 1:30.074 (2) | 94.16 | 0.366 | 16:58:50.386 |

| P18 53 M | | Jody LEES | | | | | Midland VW | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:29.845 | | BEST LAP TIME : 1:29.861 | | | | | DIFFERENCE : 0.016 | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 87.6 | 3:31.541 | 40.09 | 2:01.680 | 16:54:21.541 |
| 2 - | 29.893 | 91.6 | 24.072 | 108.4 | 36.111 | 87.1 | 1:30.076 (2) | 94.16 | 0.215 | 16:55:51.617 |
| 3 - | 29.909 | 92.1 | 24.022 | 109.1 | 35.930 | 87.0 | 1:29.861 (1) | 94.38 | | 16:57:21.478 |
| 4 - | 30.169 | 90.3 | 24.288 | 108.7 | 36.253 | 86.5 | 1:30.710 (3) | 93.50 | 0.849 | 16:58:52.188 |

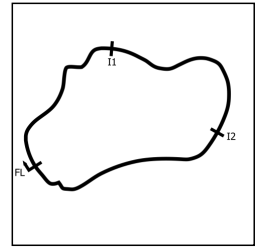
| P19 126 L | | Peter HILLS | | | | | Driver | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:31.104 | | BEST LAP TIME : 1:31.104 | | | | | DIFFERENCE : 0.000 | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 87.2 | 3:33.094 | 39.80 | 2:01.990 | 16:54:23.094 |
| 2 - | 30.558 | 91.6 | 24.121 | 109.6 | 37.101 | 83.7 | 1:31.780 (2) | 92.41 | 0.676 | 16:55:54.874 |
| 3 - | 30.503 | 90.3 | 23.999 | 108.5 | 36.602 | 86.0 | 1:31.104 (1) | 93.09 | | 16:57:25.978 |
| 4 - | 30.852 | 91.0 | 24.586 | 109.2 | 37.300 | 84.2 | 1:32.738 (3) | 91.45 | 1.634 | 16:58:58.716 |

| P20 595 L | | Julian PROCTOR | | | | | Roonspeed Racing | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:30.830 | | BEST LAP TIME : 1:30.990 | | | | | DIFFERENCE : 0.160 | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 85.9 | 3:34.039 | 39.62 | 2:03.049 | 16:54:24.039 |
| 2 - | 30.379 | 90.4 | 24.069 | 110.0 | 36.542 | 83.4 | 1:30.990 (1) | 93.21 | | 16:55:55.029 |
| 3 - | 30.627 | 88.4 | 24.239 | 106.6 | 36.527 | 85.7 | 1:31.393 (2) | 92.80 | 0.403 | 16:57:26.422 |
| 4 - | 30.234 | 88.8 | 24.737 | 104.8 | 37.543 | 84.4 | 1:32.514 (3) | 91.67 | 1.524 | 16:58:58.936 |

| P21 969 L | | Steve TRENCH | | | | | Driver | | | |
|---------------------------|---------------|--------------------------|---------------|--------------|---------------|-------------|---------------------|--------------|----------|---------------------|
| IDEAL LAP TIME : 1:30.756 | | BEST LAP TIME : 1:30.759 | | | | | DIFFERENCE : 0.003 | | | |
| LAP | SECTOR 1 | | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY |
| 1 - | | | | | | 85.2 | 3:34.572 | 39.52 | 2:03.813 | 16:54:24.572 |
| 2 - | 30.316 | 90.9 | 24.160 | 108.7 | 36.283 | 83.8 | 1:30.759 (1) | 93.45 | | 16:55:55.331 |
| 3 - | 30.623 | 90.1 | 24.157 | 104.5 | 36.603 | 85.5 | 1:31.383 (2) | 92.81 | 0.624 | 16:57:26.714 |
| 4 - | 30.496 | 89.3 | 24.475 | 107.5 | 37.629 | 84.6 | 1:32.600 (3) | 91.59 | 1.841 | 16:58:59.314 |

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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

| P22 | | 71 M | | Larry WARR | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:31.056 | | BEST LAP TIME : 1:31.508 | | DIFFERENCE : 0.452 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 3:33.487 | 39.72 | 2:01.979 | 16:54:23.487 | |
| 2 - | 30.482 | 91.5 | 24.149 | 110.1 | 37.404 | 82.4 | 1:32.035 (2) | 92.15 | 0.527 | 16:55:55.522 |
| 3 - | 30.624 | 91.6 | 24.459 | 108.5 | 36.425 | 86.4 | 1:31.508 (1) | 92.68 | | 16:57:27.030 |
| 4 - | 30.514 | 90.8 | 24.323 | 107.3 | 37.759 | 85.0 | 1:32.596 (3) | 91.59 | 1.088 | 16:58:59.626 |

| P23 | | 123 L | | Huw TURNER | | Westbourne Motorsport | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-----------------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:31.890 | | BEST LAP TIME : 1:32.160 | | DIFFERENCE : 0.270 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 3:37.122 | 39.06 | 2:04.962 | 16:54:27.122 | |
| 2 - | 30.520 | 93.8 | 24.794 | 107.0 | 36.846 | 85.7 | 1:32.160 (1) | 92.03 | | 16:55:59.282 |
| 3 - | 30.535 | 92.0 | 24.524 | 107.2 | 37.120 | 86.8 | 1:32.179 (2) | 92.01 | 0.019 | 16:57:31.461 |
| 4 - | 30.544 | 92.6 | 25.102 | 106.8 | 36.979 | 87.1 | 1:32.625 (3) | 91.56 | 0.465 | 16:59:04.086 |

| P24 | | 133 L | | Les STANTON | | Custom Minis/Extreme Minis | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|----------------------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:32.001 | | BEST LAP TIME : 1:32.001 | | DIFFERENCE : 0.000 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 3:36.565 | 39.16 | 2:04.564 | 16:54:26.565 | |
| 2 - | 30.762 | 88.1 | 24.570 | 103.7 | 37.835 | 83.9 | 1:33.167 (3) | 91.03 | 1.166 | 16:55:59.732 |
| 3 - | 30.453 | 90.1 | 24.366 | 106.0 | 37.182 | 83.2 | 1:32.001 (1) | 92.19 | | 16:57:31.733 |
| 4 - | 30.760 | 89.4 | 24.780 | 105.6 | 37.273 | 84.4 | 1:32.813 (2) | 91.38 | 0.812 | 16:59:04.546 |

| P25 | | 127 L | | Ian FRASER | | Driver | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|-------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:32.378 | | BEST LAP TIME : 1:32.596 | | DIFFERENCE : 0.218 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | 3:32.605 | 39.89 | 2:00.009 | 16:54:22.605 | |
| 2 - | 30.768 | 93.2 | 24.111 | 110.9 | 51.722 | 76.8 | 1:46.601 (3) | 79.56 | 14.005 | 16:56:09.206 |
| 3 - | 31.562 | 91.3 | 24.815 | 108.9 | 37.499 | 85.3 | 1:33.876 (2) | 90.34 | 1.280 | 16:57:43.082 |
| 4 - | 30.825 | 91.9 | 24.258 | 110.3 | 37.513 | 88.6 | 1:32.596 (1) | 91.59 | | 16:59:15.678 |

| P26 | | 219 L | | Richard COLBURN | | Westbourne Motorsport | | | | |
|------------------|----------|-----------------|--|-----------------|--|-----------------------|------------|-------|-------------|--------------|
| IDEAL LAP TIME : | | BEST LAP TIME : | | DIFFERENCE : | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | | | | | | IN PIT | 3:43.899 P | 37.88 | | 16:54:33.899 |

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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 |
| | | | | | | | | | | | | | PERFECT LAP | 1:27.537 | |
| 1 | 49 | WAGER | 29.326 | 46 | SMITH | 23.309 | 23 | DEETH | 34.902 | 1 | 23 | DEETH | 1:27.665 | 1:27.914 | 0.249 |
| 2 | 23 | DEETH | 29.372 | 23 | DEETH | 23.391 | 46 | SMITH | 35.065 | 2 | 46 | SMITH | 1:27.747 | 1:28.185 | 0.438 |
| 3 | 46 | SMITH | 29.373 | 49 | WAGER | 23.476 | 77 | JORDAN | 35.224 | 3 | 49 | WAGER | 1:28.081 | 1:28.527 | 0.446 |
| 4 | 11 | ASTIN | 29.408 | 76 | POLLEY | 23.490 | 11 | ASTIN | 35.277 | 4 | 11 | ASTIN | 1:28.180 | 1:28.326 | 0.146 |
| 5 | 78 | KENDALL | 29.489 | 11 | ASTIN | 23.495 | 49 | WAGER | 35.279 | 5 | 77 | JORDAN | 1:28.545 | 1:28.623 | 0.078 |
| 6 | 474 | EVANS | 29.537 | 36 | CANNING | 23.593 | 1 | SMITH | 35.405 | 6 | 1 | SMITH | 1:28.613 | 1:28.621 | 0.008 |
| 7 | 98 | CURLEY | 29.538 | 1 | SMITH | 23.605 | 8 | PEACOCK | 35.498 | 7 | 98 | CURLEY | 1:29.009 | 1:29.126 | 0.117 |
| 8 | 1 | SMITH | 29.603 | 77 | JORDAN | 23.652 | 89 | KING | 35.638 | 8 | 8 | PEACOCK | 1:29.058 | 1:29.576 | 0.518 |
| 9 | 36 | CANNING | 29.626 | 474 | EVANS | 23.673 | 84 | TAYLOR | 35.663 | 9 | 78 | KENDALL | 1:29.119 | 1:29.690 | 0.571 |
| 10 | 77 | JORDAN | 29.669 | 8 | PEACOCK | 23.707 | 98 | CURLEY | 35.697 | 10 | 474 | EVANS | 1:29.157 | 1:29.497 | 0.340 |
| 11 | 76 | POLLEY | 29.821 | 98 | CURLEY | 23.774 | 5 | BULLEN-BROWN | 35.792 | 11 | 76 | POLLEY | 1:29.168 | 1:30.028 | 0.860 |
| 12 | 5 | BULLEN-BROWN | 29.830 | 78 | KENDALL | 23.787 | 78 | KENDALL | 35.843 | 12 | 36 | CANNING | 1:29.177 | 1:29.408 | 0.231 |
| 13 | 8 | PEACOCK | 29.853 | 29 | HARRINGTON | 23.789 | 76 | POLLEY | 35.857 | 13 | 5 | BULLEN-BROWN | 1:29.465 | 1:29.836 | 0.371 |
| 14 | 53 | LEES | 29.893 | 84 | TAYLOR | 23.801 | 29 | HARRINGTON | 35.858 | 14 | 84 | TAYLOR | 1:29.545 | 1:29.545 | 0.000 |
| 15 | 29 | HARRINGTON | 29.923 | 22 | EDGECOMBE | 23.839 | 53 | LEES | 35.930 | 15 | 89 | KING | 1:29.568 | 1:29.708 | 0.140 |
| 16 | 89 | KING | 29.983 | 5 | BULLEN-BROWN | 23.843 | 474 | EVANS | 35.947 | 16 | 29 | HARRINGTON | 1:29.570 | 1:29.620 | 0.050 |
| 17 | 22 | EDGECOMBE | 30.005 | 89 | KING | 23.947 | 36 | CANNING | 35.958 | 17 | 53 | LEES | 1:29.845 | 1:29.861 | 0.016 |
| 18 | 84 | TAYLOR | 30.081 | 126 | HILLS | 23.999 | 22 | EDGECOMBE | 36.066 | 18 | 22 | EDGECOMBE | 1:29.910 | 1:30.114 | 0.204 |
| 19 | 595 | PROCTOR | 30.234 | 53 | LEES | 24.022 | 969 | TRENCH | 36.283 | 19 | 969 | TRENCH | 1:30.756 | 1:30.759 | 0.003 |
| 20 | 969 | TRENCH | 30.316 | 595 | PROCTOR | 24.069 | 71 | WARR | 36.425 | 20 | 595 | PROCTOR | 1:30.830 | 1:30.990 | 0.160 |
| 21 | 133 | STANTON | 30.453 | 127 | FRASER | 24.111 | 595 | PROCTOR | 36.527 | 21 | 71 | WARR | 1:31.056 | 1:31.508 | 0.452 |
| 22 | 71 | WARR | 30.482 | 71 | WARR | 24.149 | 126 | HILLS | 36.602 | 22 | 126 | HILLS | 1:31.104 | 1:31.104 | 0.000 |
| 23 | 126 | HILLS | 30.503 | 969 | TRENCH | 24.157 | 123 | TURNER | 36.846 | 23 | 123 | TURNER | 1:31.890 | 1:32.160 | 0.270 |
| 24 | 123 | TURNER | 30.520 | 133 | STANTON | 24.366 | 133 | STANTON | 37.182 | 24 | 133 | STANTON | 1:32.001 | 1:32.001 | 0.000 |
| 25 | 127 | FRASER | 30.768 | 123 | TURNER | 24.524 | 127 | FRASER | 37.499 | 25 | 127 | FRASER | 1:32.378 | 1:32.596 | 0.218 |
| 26 | | | | | | | | | | 26 | 219 | COLBURN | | | |
| 27 | | | | | | | | | | | | | | | |
| 28 | | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | |
| 30 | | | | | | | | | | | | | | | |

2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - BEST SPEEDS

| POS | INTERMEDIATE 1 | | | INTERMEDIATE 2 | | | FINISH LINE | | |
|-----|----------------|--------------|------|----------------|--------------|-------|-------------|--------------|------|
| | NO | NAME | MPH | NO | NAME | MPH | NO | NAME | MPH |
| 1 | 49 | WAGER | 95.0 | 11 | ASTIN | 113.9 | 49 | WAGER | 89.9 |
| 2 | 11 | ASTIN | 95.0 | 474 | EVANS | 113.3 | 23 | DEETH | 89.8 |
| 3 | 46 | SMITH | 94.3 | 23 | DEETH | 113.1 | 11 | ASTIN | 89.7 |
| 4 | 77 | JORDAN | 93.9 | 78 | KENDALL | 113.1 | 474 | EVANS | 89.5 |
| 5 | 36 | CANNING | 93.9 | 46 | SMITH | 112.7 | 36 | CANNING | 89.4 |
| 6 | 123 | TURNER | 93.8 | 5 | BULLEN-BROWN | 112.5 | 46 | SMITH | 88.8 |
| 7 | 474 | EVANS | 93.7 | 29 | HARRINGTON | 112.5 | 8 | PEACOCK | 88.7 |
| 8 | 1 | SMITH | 93.5 | 76 | POLLEY | 112.4 | 127 | FRASER | 88.6 |
| 9 | 78 | KENDALL | 93.5 | 49 | WAGER | 111.4 | 29 | HARRINGTON | 88.5 |
| 10 | 23 | DEETH | 93.4 | 127 | FRASER | 110.9 | 76 | POLLEY | 88.1 |
| 11 | 5 | BULLEN-BROWN | 93.3 | 77 | JORDAN | 110.7 | 1 | SMITH | 88.0 |
| 12 | 8 | PEACOCK | 93.2 | 84 | TAYLOR | 110.7 | 89 | KING | 88.0 |
| 13 | 127 | FRASER | 93.2 | 8 | PEACOCK | 110.5 | 77 | JORDAN | 87.7 |
| 14 | 29 | HARRINGTON | 92.9 | 1 | SMITH | 110.1 | 5 | BULLEN-BROWN | 87.7 |
| 15 | 22 | EDGEcombe | 92.8 | 71 | WARR | 110.1 | 78 | KENDALL | 87.7 |
| 16 | 98 | CURLEY | 92.6 | 36 | CANNING | 110.0 | 53 | LEES | 87.6 |
| 17 | 89 | KING | 92.6 | 595 | PROCTOR | 110.0 | 84 | TAYLOR | 87.2 |
| 18 | 53 | LEES | 92.1 | 89 | KING | 109.8 | 22 | EDGEcombe | 87.2 |
| 19 | 76 | POLLEY | 92.0 | 126 | HILLS | 109.6 | 126 | HILLS | 87.2 |
| 20 | 84 | TAYLOR | 91.6 | 22 | EDGEcombe | 109.4 | 123 | TURNER | 87.1 |
| 21 | 126 | HILLS | 91.6 | 98 | CURLEY | 109.1 | 98 | CURLEY | 87.0 |
| 22 | 71 | WARR | 91.6 | 53 | LEES | 109.1 | 71 | WARR | 86.4 |
| 23 | 969 | TRENCH | 90.9 | 969 | TRENCH | 108.7 | 595 | PROCTOR | 85.9 |
| 24 | 595 | PROCTOR | 90.4 | 123 | TURNER | 107.2 | 969 | TRENCH | 85.5 |
| 25 | 133 | STANTON | 90.1 | 133 | STANTON | 106.0 | 133 | STANTON | 84.4 |
| 26 | | | | | | | | | |
| 27 | | | | | | | | | |
| 28 | | | | | | | | | |
| 29 | | | | | | | | | |
| 30 | | | | | | | | | |



2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - RED - FIRST PART RED FLAG STOP - INFORMATION SHEET

Race Distance: 2 Laps / 4.71 miles

| POS | NO | CL | PIC | NAME | NAT | ENTRY | LAPS | TIME | GAP | DIFF | MPH | BEST | ON | GRD | ↑↓ |
|-----|-----|----|-----|-------------------|-----|-------------------------------------|------|----------|--------|-------|-------|----------|----|-----|----|
| 1 | 1 | M | 1 | Aaron SMITH | GBR | Triple AAA racing / KAD / MiniSport | 2 | 3:05.396 | | | 91.49 | 1:28.022 | 2 | 4 | 3 |
| 2 | 77 | M | 2 | Andrew JORDAN | GBR | REVIVE / AUTOGLYM / MOTUL / JRT | 2 | 3:06.032 | 0.636 | 0.636 | 91.18 | 1:30.080 | 2 | 13 | 11 |
| 3 | 49 | M | 3 | Martin WAGER | GBR | Driver | 2 | 3:06.207 | 0.811 | 0.175 | 91.09 | 1:29.027 | 2 | 3 | 0 |
| 4 | 46 | M | 4 | Jeff SMITH | GBR | Pyro Motorsport | 2 | 3:06.378 | 0.982 | 0.171 | 91.01 | 1:30.012 | 2 | 5 | 1 |
| 5 | 11 | M | 5 | Kane ASTIN | GBR | One Broker Insurance | 2 | 3:06.403 | 1.007 | 0.025 | 91.00 | 1:28.831 | 2 | 2 | -3 |
| 6 | 23 | M | 6 | Rupert DEETH | GBR | Mini Spares / Swifttune | 2 | 3:06.936 | 1.540 | 0.533 | 90.74 | 1:28.547 | 2 | 1 | -5 |
| 7 | 98 | M | 7 | Ian CURLEY | GBR | Curley UK Ltd | 2 | 3:07.310 | 1.914 | 0.374 | 90.56 | 1:29.110 | 2 | 7 | 0 |
| 8 | 12 | M | 8 | Endaf OWENS | GBR | Owens Fabrications | 2 | 3:07.540 | 2.144 | 0.230 | 90.45 | 1:29.718 | 2 | 11 | 3 |
| 9 | 76 | M | 9 | Jo POLLEY | GBR | Pyro Motorsport | 2 | 3:08.047 | 2.651 | 0.507 | 90.20 | 1:29.181 | 2 | 14 | 5 |
| 10 | 8 | M | 10 | Colin PEACOCK | GBR | Bill Sollis Racing | 2 | 3:08.346 | 2.950 | 0.299 | 90.06 | 1:29.713 | 2 | 6 | -4 |
| 11 | 5 | M | 11 | Phil BULLEN-BROWN | GBR | DH Thomas Eyecare | 2 | 3:08.685 | 3.289 | 0.339 | 89.90 | 1:29.519 | 2 | 12 | 1 |
| 12 | 78 | M | 12 | Scott KENDALL | GBR | Driver | 2 | 3:08.961 | 3.565 | 0.276 | 89.77 | 1:29.646 | 2 | 9 | -3 |
| 13 | 29 | M | 13 | Damien HARRINGTON | GBR | Driver | 2 | 3:09.217 | 3.821 | 0.256 | 89.64 | 1:30.224 | 2 | 8 | -5 |
| 14 | 22 | M | 14 | Declan EDGECOMBE | GBR | Tara Construction | 2 | 3:10.774 | 5.378 | 1.557 | 88.91 | 1:30.525 | 2 | 15 | 1 |
| 15 | 36 | M | 15 | Josh CANNING | GBR | Driver | 2 | 3:10.800 | 5.404 | 0.026 | 88.90 | 1:30.764 | 2 | 22 | 7 |
| 16 | 84 | M | 16 | Ryan TAYLOR | GBR | Driver | 2 | 3:11.026 | 5.630 | 0.226 | 88.80 | 1:30.643 | 2 | 18 | 2 |
| 17 | 89 | M | 17 | Shaun KING | GBR | Driver | 2 | 3:11.326 | 5.930 | 0.300 | 88.66 | 1:30.431 | 2 | 19 | 2 |
| 18 | 474 | L | 1 | Josh EVANS | GBR | nme electrical Ltd/midshires | 2 | 3:12.123 | 6.727 | 0.797 | 88.29 | 1:30.557 | 2 | 24 | 6 |
| 19 | 53 | M | 18 | Jody LEES | GBR | Midland VW | 2 | 3:12.228 | 6.832 | 0.105 | 88.24 | 1:30.984 | 2 | 23 | 4 |
| 20 | 127 | L | 2 | Ian FRASER | GBR | Driver | 2 | 3:12.439 | 7.043 | 0.211 | 88.14 | 1:30.238 | 2 | 29 | 9 |
| 21 | 126 | L | 3 | Peter HILLS | GBR | Driver | 2 | 3:13.007 | 7.611 | 0.568 | 87.88 | 1:31.067 | 2 | 27 | 6 |
| 22 | 71 | M | 19 | Larry WARR | GBR | Driver | 2 | 3:14.260 | 8.864 | 1.253 | 87.32 | 1:31.460 | 2 | 20 | -2 |
| 23 | 595 | L | 4 | Julian PROCTOR | GBR | Roonspeed Racing | 2 | 3:15.287 | 9.891 | 1.027 | 86.86 | 1:32.242 | 2 | 31 | 8 |
| 24 | 969 | L | 5 | Steve TRENCH | GBR | Driver | 2 | 3:15.469 | 10.073 | 0.182 | 86.78 | 1:32.162 | 2 | 25 | 1 |
| 25 | 133 | L | 6 | Les STANTON | GBR | Custom Minis/Extreme Minis | 2 | 3:16.163 | 10.767 | 0.694 | 86.47 | 1:32.453 | 2 | 28 | 3 |
| 26 | 123 | L | 7 | Huw TURNER | GBR | Westbourne Motorsport | 2 | 3:16.455 | 11.059 | 0.292 | 86.34 | 1:32.415 | 2 | 32 | 6 |
| 27 | 113 | L | 8 | Philip HARVEY | GBR | Cheltenham Motor Club | 2 | 3:24.422 | 19.026 | 7.967 | 82.98 | 1:36.244 | 2 | 30 | 3 |

NOT CLASSIFIED

| | | | | | | | | | | | | | | | |
|-----|-----|---|--|-----------------|-----|---------------------------|---|----------|--------|-------|-------|----------|---|----|----|
| DNF | 219 | L | | Richard COLBURN | GBR | Westbourne Motorsport | 2 | 3:21.799 | 16.403 | | 84.05 | | | | 26 |
| DNF | 86 | M | | Nick PADDY | GBR | Playmini / Sanwa Trading. | 1 | 1:39.683 | 1 Lap | 1 Lap | 85.08 | 1:39.683 | 1 | 16 | |
| DNF | 55 | M | | Ben COLBURN | GBR | Westbourne Motorsport | 0 | | | | | | | | 10 |

FASTEST LAP

| | | | | | | | | | | | | | | | |
|--|-----|---|--|-------------|-----|-------------------------------------|---|----------|--|--|-----------|--|--|--|------------|
| | 1 | M | | Aaron SMITH | GBR | Triple AAA racing / KAD / MiniSport | 2 | 1:28.022 | | | 96.35 mph | | | | 155.07 kph |
| | 127 | L | | Ian FRASER | GBR | Driver | 2 | 1:30.238 | | | 93.99 mph | | | | 151.26 kph |

Red Flag (end of session): 16:37

Weather / Track : Cloudy / Dry

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

Date: 09/06/2024 Start: 16:31 Finish: 16:35

Thrupton: 2.3560 miles

| | | | |
|------------------------------|-----------|-------------------------|---|
| Clerk Of Course: Luke Caudle | Stewards: | Timekeeper: Craig Smith |  |
|------------------------------|-----------|-------------------------|---|

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

Printed - 16:49 Sunday, 09 June 2024



2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - STATISTICS

| | |
|-------------------------------|---------------------------|
| Competitors Started | 27 |
| Planned Start | 2024-06-09 @ 15:56:00.000 |
| Actual Start | 2024-06-09 @ 16:50:50.000 |
| Finish Time | 2024-06-09 @ 16:58:33.080 |
| Track Length | 2.3560mi. |
| Total Laps | 101 |
| Total Distance Covered | 237.9563mi. |

Session Fastest Lap History

| NO | CL | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|----|---------------|-----------------|--------------|-----|---------------------------|
| 77 | M | Andrew JORDAN | 3:19.995 | 16:54:09.995 | 1 | REVIVE / AUTOGLYM / |
| 77 | M | Andrew JORDAN | 1:28.757 | 16:55:38.752 | 2 | REVIVE / AUTOGLYM / |
| 1 | M | Aaron SMITH | 1:28.645 | 16:55:39.002 | 2 | Triple AAA racing / KAD / |
| 46 | M | Jeff SMITH | 1:28.588 | 16:55:40.493 | 2 | Pyro Motorsport |
| 23 | M | Rupert DEETH | 1:28.103 | 16:55:41.005 | 2 | Mini Spares / Swiftune |
| 23 | M | Rupert DEETH | 1:27.914 | 16:57:08.919 | 3 | Mini Spares / Swiftune |

Session Leader History

| NO | CL | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|----|---------------|----------|----------|------------|---------------------|
| 77 | M | Andrew JORDAN | 1 | 4 | 9.42 miles | REVIVE / AUTOGLYM / |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 16:50:50.000 |
| SAFETY | 16:51:51.691 |
| GREEN | 16:54:05.847 |
| FINISH | 16:58:33.080 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 2 | 4 | 6:13.819 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 1 | 0 | 2:14.156 |
| FCY | 0 | 0 | 0.000 |

2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - STATISTICS

CLASS : M

18 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|---------------|-----------------|--------------|-----|-------------------------------------|
| 77 | Andrew JORDAN | 3:19.995 | 16:54:09.995 | 1 | REVIVE / AUTOGLYM / MOTUL / JRT |
| 77 | Andrew JORDAN | 1:28.757 | 16:55:38.752 | 2 | REVIVE / AUTOGLYM / MOTUL / JRT |
| 1 | Aaron SMITH | 1:28.645 | 16:55:39.002 | 2 | Triple AAA racing / KAD / MiniSport |
| 46 | Jeff SMITH | 1:28.588 | 16:55:40.493 | 2 | Pyro Motorsport |
| 23 | Rupert DEETH | 1:28.103 | 16:55:41.005 | 2 | Mini Spares / Swiftune |
| 23 | Rupert DEETH | 1:27.914 | 16:57:08.919 | 3 | Mini Spares / Swiftune |

Leader History

| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|----|---------------|----------|----------|------------|---------------------------------|
| 77 | Andrew JORDAN | 1 | 4 | 9.42 miles | REVIVE / AUTOGLYM / MOTUL / JRT |

2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - STATISTICS

CLASS : L

9 Starters

Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|-----|------------|----------|--------------|-----|------------------------------|
| 474 | Josh EVANS | 3:30.694 | 16:54:20.694 | 1 | nme electrical Ltd/midshires |
| 474 | Josh EVANS | 1:29.607 | 16:55:50.301 | 2 | nme electrical Ltd/midshires |
| 474 | Josh EVANS | 1:29.497 | 16:57:19.798 | 3 | nme electrical Ltd/midshires |

Leader History

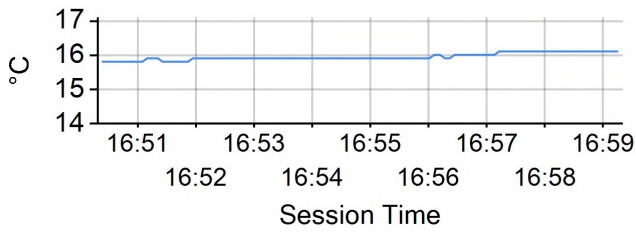
| NO | NAME | FROM LAP | LAPS LED | DISTANCE | VEHICLE |
|-----|------------|----------|----------|------------|------------------------------|
| 474 | Josh EVANS | 1 | 4 | 9.42 miles | nme electrical Ltd/midshires |

2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - WEATHER CONDITIONS

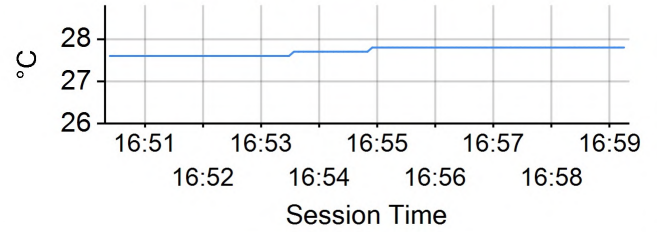
Air Temperature

Min: 15.8°C Max: 16.1°C



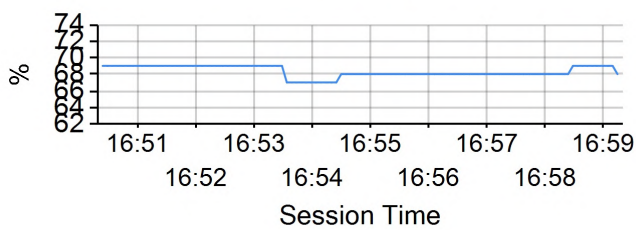
Track Temperature

Min: 27.6°C Max: 27.8°C



Humidity

Min: 67% Max: 69%



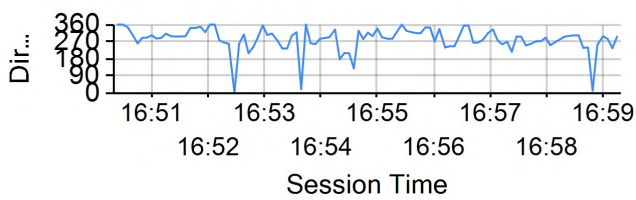
Daily Rainfall

Min: 0mm Max: 0mm



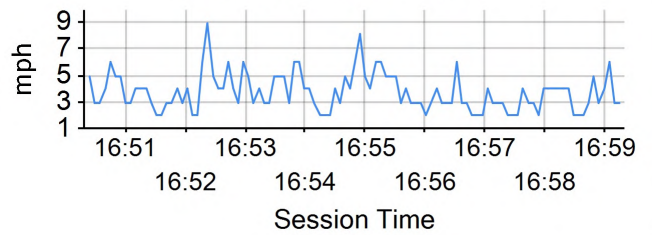
Wind Direction

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



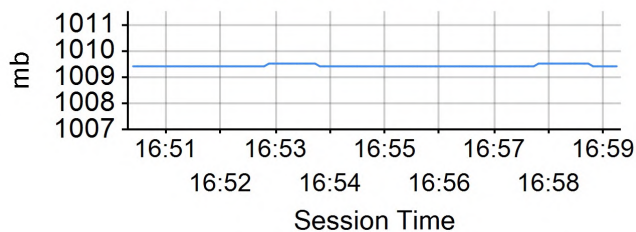
Wind Speed

Min: 2mph Max: 8.9mph



Barometric Pressure

Min: 1009.4mb Max: 1009.5mb





2024 The Dunlop Mini Miglia Challenge supported by Mini Spares

ROUND 8 - GRID - RESTART

| | | | | | | | |
|-------------|----|-----|------------------|---------------|-----|-------------------|-------------------|
| ROW 15 | 29 | 219 | Richard COLBURN | 1 | | | |
| ROW 14 | | 27 | 123 | Huw TURNER | 28 | 113 | Philip HARVEY |
| ROW 13 | 25 | 969 | Steve TRENCH | 26 | 133 | Les STANTON | |
| ROW 12 | | 23 | 126 | Peter HILLS | 24 | 595 | Julian PROCTOR |
| ROW 11 | 21 | 474 | Josh EVANS | 22 | 127 | Ian FRASER | |
| ROW 10 | | 19 | | 20 | | | |
| ROW 9 | 17 | 53 | Jody LEES | 18 | 71 | Larry WARR | |
| ROW 8 | | 15 | 84 | Ryan TAYLOR | 16 | 89 | Shaun KING |
| ROW 7 | 13 | 22 | Declan EDGECOMBE | 14 | 36 | Josh CANNING | |
| ROW 6 | | 11 | 78 | Scott KENDALL | 12 | 29 | Damien HARRINGTON |
| ROW 5 | 9 | 8 | Colin PEACOCK | 10 | 5 | Phil BULLEN-BROWN | |
| ROW 4 | | 7 | 98 | Ian CURLEY | 8 | 76 | Jo POLLEY |
| ROW 3 | 5 | 11 | Kane ASTIN | 6 | 23 | Rupert DEETH | |
| ROW 2 | | 3 | 49 | Martin WAGER | 4 | 46 | Jeff SMITH |
| ROW 1 | 1 | 1 | Aaron SMITH | 2 | 77 | Andrew JORDAN | |
| Pole | | | | | | | |
| | | | | | | | |

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

Thruxton: 2.3560 miles

| | | | |
|------------------------------|-----------|-------------------------|--|
| Clerk Of Course: Luke Caudle | Stewards: | Timekeeper: Craig Smith | |
|------------------------------|-----------|-------------------------|--|

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

Printed - 16:47 Sunday, 09 June 2024

