



DUNLOP NATIONAL MINI CHALLENGE - SE7EN

Supported by Mini Spares

Rounds 7 & 8

Thruxton

3rd / 4th June 2023



Timing & Results Provided by Timing Solutions Ltd

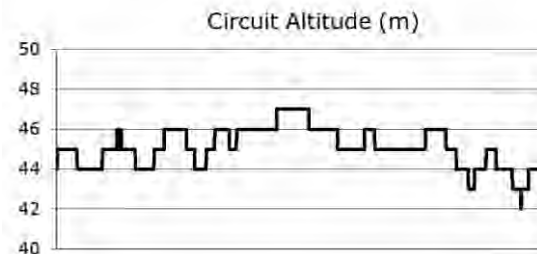
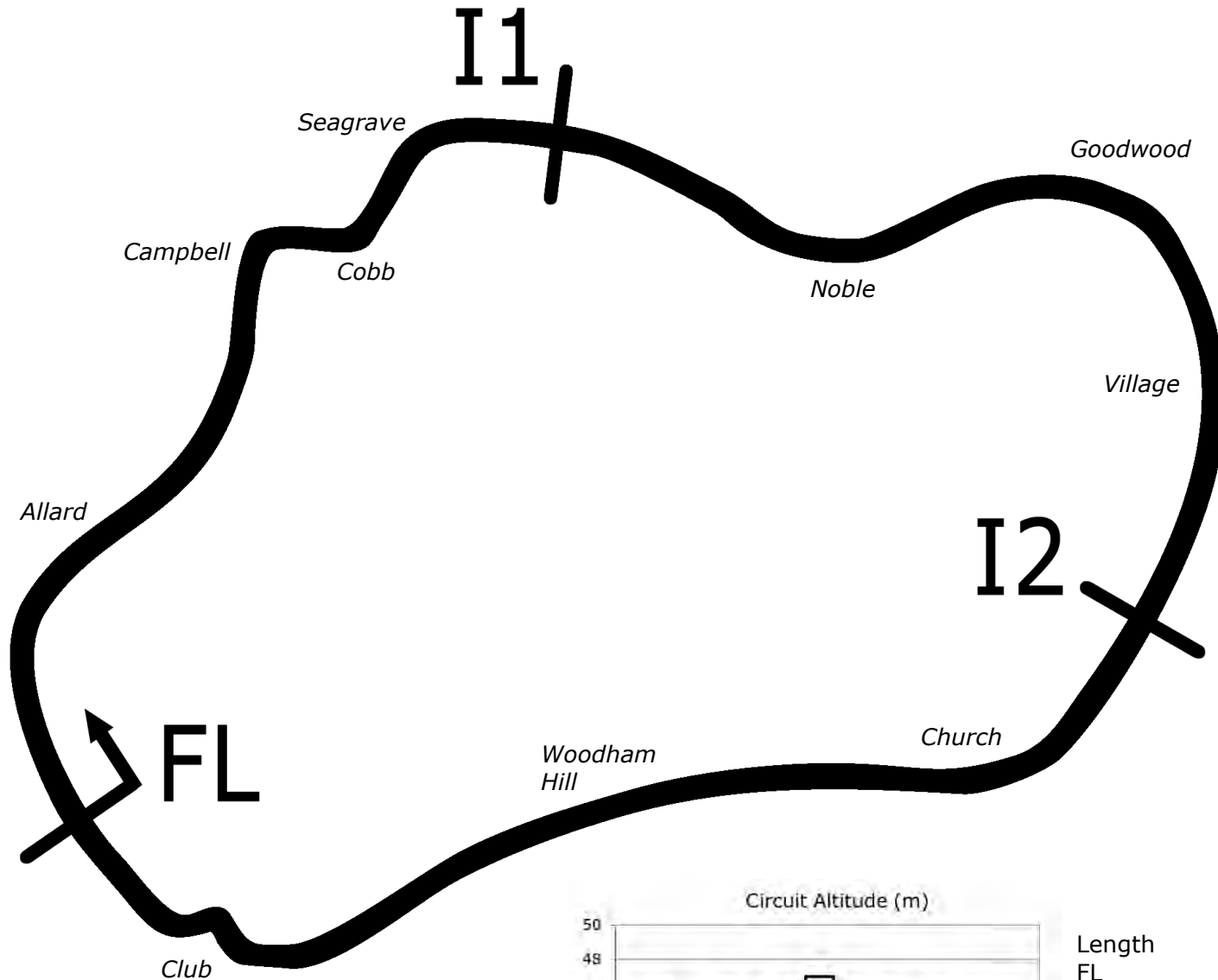
www.tsl-timing.com

Thruxton



SPORTS TIMING

TIMING SOLUTIONS LTD



Length	2.3560 miles	3791.6 m
FL		51.20766N 1.60897 W
I1	1128m	51.21418 N 1.60062 W
I2	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		

All results available at www.tsl-timing.com



2023 The Dunlop Mini Se7en Challenge supported by Mini Spares QUALIFYING - ROUND 7 - CLASSIFICATION

POS	NO	CL	PIC NAME	NAT	ENTRY	TIME	ON	LAPS	GAP	DIFF	MPH
1	88	7	1 Mike JORDAN	GBR	Revive / Motul	1:35.657	9	10			88.66
2	1	7	2 Connor O'BRIEN	GBR	Ball Trucking	1:36.133	4	8	0.476	0.476	88.22
3	80	7	3 Joe THOMPSON	GBR	Driver	1:36.460	12	12	0.803	0.327	87.92
4	29	7	4 Damien HARRINGTON	GBR	Driver	1:36.849	7	10	1.192	0.389	87.57
5	728	S	1 Michael WINKWORTH	GBR	Driver	1:36.897	6	9	1.240	0.048	87.53
6	703	S	2 Matthew PAGE	GBR	Driver	1:37.058	7	12	1.401	0.161	87.38
7	73	7	5 Spencer WANSTALL	GBR	Mini Spares	1:37.061	5	11	1.404	0.003	87.38
8	49	7	6 Ross BILLISON	GBR	Driver	1:37.197	4	8	1.540	0.136	87.26
9	706	S	3 Jonathon PAGE	GBR	Driver	1:37.374	3	12	1.717	0.177	87.10
10	5	7	7 Glen WOODBRIDGE	GBR	D&P Motors	1:37.719	4	7	2.062	0.345	86.79
11	725	S	4 Frazer HACK	GBR	Driver	1:37.834	11	11	2.177	0.115	86.69
12	66	7	8 Tom MILLS	GBR	Driver	1:37.963	4	12	2.306	0.129	86.57
13	714	S	5 Chris PRIOR	GBR	Driver	1:37.981	8	12	2.324	0.018	86.56
14	713	S	6 Lee POOLMAN	GBR	Apex Car Transport & Storage	1:38.098	5	12	2.441	0.117	86.46
15	8*	7	9 Paul WOODBRIDGE	GBR	D&P Motors	1:38.180	4	10	2.523	0.082	86.38
16	723	S	7 Andrew HACK	GBR	Driver	1:38.232	8	11	2.575	0.052	86.34
17	704	S	8 Giles PAGE	GBR	Driver	1:38.248	9	12	2.591	0.016	86.32
18	758	S	9 Matthew AYRES	GBR	NAPA / JT Motor MOT Station	1:38.435	7	11	2.778	0.187	86.16
19	20	7	10 Darren THOMAS	GBR	Clearsons / Roonspeed	1:38.452	3	5	2.795	0.017	86.14
20	742	S	10 Ben BUTLER	GBR	Driver	1:38.563	11	11	2.906	0.111	86.05
21	797	S	11 Jack VANNER	GBR	Driver	1:38.583	10	11	2.926	0.020	86.03
22	721	S	12 Kieran EDGECOMBE	GBR	Edgey Racing / Tara Construction	1:38.822	5	12	3.165	0.239	85.82
23	76	7	11 Jo POLLEY	GBR	Petrolhead Perfume / Polleysport / Ball Trucki	1:38.877	9	11	3.220	0.055	85.77
24	6	7	12 Graeme DAVIS	GBR	Driver	1:38.893	3	6	3.236	0.016	85.76
25	777*	S	13 Dave REES	GBR	BA Perkins / Pea Green / IMS	1:39.018	12	12	3.361	0.125	85.65
26	789	S	14 Arnold DUNCAN	GBR	Driver	1:39.483	4	11	3.826	0.465	85.25
27	16	7	13 Andrew KING	GBR	Increation / Rightline Motorsport	1:40.487	4	7	4.830	1.004	84.40
28	38	7	14 Steven HOPPER	GBR	Driver	1:41.058	3	6	5.401	0.571	83.92
29	731	S	15 Ben JOHNSON	GBR	Driver	1:42.544	4	12	6.887	1.486	82.71
30	14	7	15 Jamie PAYNE	GBR	Roonspeed / Marks Minis	1:45.680	8	9	10.023	3.136	80.25
31	778	S	16 Kate FRASER KER	GBR	Driver	1:49.541	6	7	13.884	3.861	77.42
32	57	7	16 Philip GILLIBRAND	GBR	Driver			1			

* Car 8 - Please fit a working transponder. Motorsport UK Regulation - Q12.8.1
No. 777 - 1 Lap time disallowed; exceeding track limits.

Weather / Track : Bright / Dry

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

Thruxton: 2.3560 miles

Date: 03/06/2023 Start: 09:00 Finish: 09:20

Clerk Of Course :

Mark Hulme

Stewards :

Timekeeper :

Craig Smith

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

Printed - 09:23 Saturday, 03 June 2023

mini spares



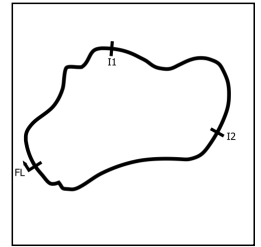
DUNLOP

PIPER CAMS

CURLEY SPECIALIST HOLDINGS

2023 The Dunlop Mini Se7en Challenge supported by Mini Spares

QUALIFYING - ROUND 7 - SECTOR ANALYSIS



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

P1		88 7		Mike JORDAN			Revive / Motul				
IDEAL LAP TIME : 1:35.181		BEST LAP TIME : 1:35.657			DIFFERENCE : 0.476						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	83.7	26.425	101.2	38.551	79.4				09:01:51.165	
2 -	32.670	84.4	26.338	101.9	38.210	79.1	1:37.218	87.24	1.561	09:03:28.383	
3 -	32.555	84.8	26.173	102.4	37.969	80.0	1:36.697 (3)	87.71	1.040	09:05:05.080	
4 -	32.471	85.0	25.958	102.4	37.840	81.3	1:36.269 (2)	88.10	0.612	09:06:41.349	
5 -	36.574	72.3	34.837	81.0	50.420	80.3	2:01.831	69.61	26.174	09:08:43.180	
6 -	32.208	85.2	26.468	103.4	38.602	80.6	1:37.278	87.18	1.621	09:10:20.458	
7 -	34.904	74.3	30.607	99.5	38.093	80.3	1:43.604	81.86	7.947	09:12:04.062	
8 -	31.962	86.1	26.081	100.4	43.877	80.5	1:41.920	83.21	6.263	09:13:45.982	
9 -	32.438	85.0	25.782	102.6	37.437	79.8	1:35.657 (1)	88.66		09:15:21.639	
10 -	34.146	83.2	26.228	101.9	IN PIT		1:38.340 P	86.24	2.683	09:16:59.979	

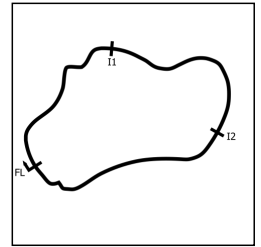
P2		1 7		Connor O'BRIEN			Ball Trucking				
IDEAL LAP TIME : 1:36.021		BEST LAP TIME : 1:36.133			DIFFERENCE : 0.112						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	80.4	31.971	77.2	43.742	79.6				09:02:07.131	
2 -	32.586	83.9	26.005	102.9	38.858	78.1	1:37.449 (3)	87.03	1.316	09:03:44.580	
3 -	35.604	77.9	27.012	93.8	39.460	79.6	1:42.076	83.09	5.943	09:05:26.656	
4 -	32.113	83.4	26.117	102.7	37.903	81.4	1:36.133 (1)	88.22		09:07:02.789	
5 -	33.997	75.6	27.300	98.5	42.291	79.3	1:43.588	81.87	7.455	09:08:46.377	
6 -	32.115	84.2	26.606	101.9	38.099	79.5	1:36.820 (2)	87.60	0.687	09:10:23.197	
7 -	32.225	84.0	26.338	101.6	38.928	77.3	1:37.491	86.99	1.358	09:12:00.688	
8 -	37.206	78.2	28.645	93.8	IN PIT		1:46.420 P	79.69	10.287	09:13:47.108	

P3		80 7		Joe THOMPSON			Driver				
IDEAL LAP TIME : 1:36.323		BEST LAP TIME : 1:36.460			DIFFERENCE : 0.137						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	79.6	27.065	95.5	44.677	79.1				09:02:33.911	
2 -	32.649	83.5	26.298	102.1	38.580	79.8	1:37.527	86.96	1.067	09:04:11.438	
3 -	32.437	85.0	26.119	102.6	39.489	68.2	1:38.045	86.50	1.585	09:05:49.483	
4 -	36.726	85.1	27.072	100.6	41.888	79.7	1:45.686	80.25	9.226	09:07:35.169	
5 -	32.433	85.5	25.788	102.9	38.941	79.7	1:37.162	87.29	0.702	09:09:12.331	
6 -	32.419	84.9	26.117	102.2	38.185	79.6	1:36.721 (3)	87.69	0.261	09:10:49.052	
7 -	32.350	83.2	26.506	100.0	40.027	79.8	1:38.883	85.77	2.423	09:12:27.935	
8 -	32.772	84.6	26.938	98.9	44.706	80.5	1:44.416	81.22	7.956	09:14:12.351	
9 -	32.370	83.8	26.386	100.6	41.527	80.7	1:40.283	84.57	3.823	09:15:52.634	
10 -	36.572	83.1	26.249	101.0	40.395	79.3	1:43.216	82.17	6.756	09:17:35.850	
11 -	32.423	84.7	25.915	101.9	38.358	80.5	1:36.696 (2)	87.71	0.236	09:19:12.546	
12 -	32.357	84.2	25.827	103.8	38.276	77.4	1:36.460 (1)	87.92		09:20:49.006	

P4		29 7		Damien HARRINGTON			Driver				
IDEAL LAP TIME : 1:36.369		BEST LAP TIME : 1:36.849			DIFFERENCE : 0.480						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	79.4	30.185	85.0	44.217	77.4				09:02:08.778	
2 -	32.892	82.5	26.394	101.3	38.628	78.3	1:37.914 (2)	86.62	1.065	09:03:46.692	
3 -	32.920	83.5	26.588	100.1	38.734	71.0	1:38.242 (3)	86.33	1.393	09:05:24.934	
4 -	34.230	84.4	25.945	103.7	38.310	79.5	1:38.485	86.12	1.636	09:07:03.419	
5 -	33.417	79.6	26.734	100.7	41.782	78.6	1:41.933	83.20	5.084	09:08:45.352	
6 -	32.669	82.6	26.686	100.3	39.008	79.9	1:38.363	86.22	1.514	09:10:23.715	
7 -	32.228	83.8	26.425	101.8	38.196	78.0	1:36.849 (1)	87.57		09:12:00.564	
8 -	32.942	71.7	33.638	83.7	42.722	77.4	1:49.302	77.59	12.453	09:13:49.866	
9 -	32.757	82.3	26.423	99.7	41.058	79.0	1:40.238	84.61	3.389	09:15:30.104	
10 -	35.512	70.7	32.735	70.1	IN PIT		1:58.408 P	71.63	21.559	09:17:28.512	

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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 728 S		Michael WINKWORTH					Driver			
IDEAL LAP TIME : 1:36.897		BEST LAP TIME : 1:36.897			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	70.9	32.902	72.3	IN PIT				09:02:59.544	
2 -	OUTLAP	83.0	26.420	101.0	39.237	78.2	2:45.196	51.34	1:08.299	09:05:44.740
3 -	33.302	82.6	26.645	99.4	39.067	77.9	1:39.014	85.66	2.117	09:07:23.754
4 -	35.673	84.0	29.701	61.7	44.418	79.7	1:49.792	77.25	12.895	09:09:13.546
5 -	33.817	81.1	26.569	101.3	38.403	78.8	1:38.789 (3)	85.85	1.892	09:10:52.335
6 -	32.627	84.6	26.076	101.2	38.194	79.2	1:36.897 (1)	87.53		09:12:29.232
7 -	32.772	84.3	26.228	102.6	38.626	77.6	1:37.626 (2)	86.87	0.729	09:14:06.858
8 -	39.165	71.5	27.113	101.3	39.186	79.5	1:45.464	80.42	8.567	09:15:52.322
9 -	36.841	72.7	28.330	90.4	IN PIT		1:49.771 P	77.26	12.874	09:17:42.093

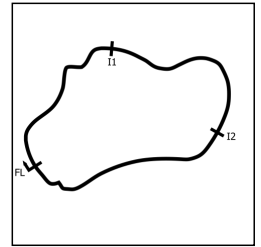
P6 703 S		Matthew PAGE					Driver			
IDEAL LAP TIME : 1:37.058		BEST LAP TIME : 1:37.058			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	78.4	28.842	97.3	44.141	77.8				09:02:30.179
2 -	33.516	83.8	26.692	101.5	44.108	78.9	1:44.316	81.30	7.258	09:04:14.495
3 -	32.990	84.0	26.707	99.5	39.364	78.4	1:39.061	85.62	2.003	09:05:53.556
4 -	32.875	85.3	26.149	103.5	38.835	79.1	1:37.859 (3)	86.67	0.801	09:07:31.415
5 -	32.659	84.4	26.070	100.4	38.899	78.4	1:37.628 (2)	86.87	0.570	09:09:09.043
6 -	33.673	82.6	26.451	100.1	40.745	78.9	1:40.869	84.08	3.811	09:10:49.912
7 -	32.570	84.2	25.878	101.9	38.610	79.0	1:37.058 (1)	87.38		09:12:26.970
8 -	33.231	78.3	29.503	99.7	38.673	78.2	1:41.407	83.63	4.349	09:14:08.377
9 -	32.661	83.3	26.866	99.1	39.520	77.7	1:39.047	85.63	1.989	09:15:47.424
10 -	37.796	82.9	27.617	99.1	39.354	78.8	1:44.767	80.95	7.709	09:17:32.191
11 -	32.863	83.2	26.513	100.6	38.858	76.9	1:38.234	86.34	1.176	09:19:10.425
12 -	33.041	82.4	26.641	100.1	40.596	77.6	1:40.278	84.58	3.220	09:20:50.703

P7 73 7		Spencer WANSTALL					Mini Spares			
IDEAL LAP TIME : 1:37.061		BEST LAP TIME : 1:37.061			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	74.7	32.551	70.7	50.340	79.5				09:03:02.740
2 -	33.528	84.9	26.759	96.6	39.912	78.8	1:40.199	84.64	3.138	09:04:42.939
3 -	32.906	83.5	26.580	99.1	39.248	78.8	1:38.734 (3)	85.90	1.673	09:06:21.673
4 -	36.199	81.5	27.441	90.8	39.755	80.9	1:43.395	82.03	6.334	09:08:05.068
5 -	32.468	83.6	25.949	103.0	38.644	78.6	1:37.061 (1)	87.38		09:09:42.129
6 -	35.391	72.4	28.697	92.4	IN PIT		1:44.965 P	80.80	7.904	09:11:27.094
7 -	OUTLAP	83.7	26.767	99.1	39.052	78.5	2:46.632	50.90	1:09.571	09:14:13.726
8 -	32.468	83.1	26.160	101.2	38.835	80.3	1:37.463 (2)	87.02	0.402	09:15:51.189
9 -	36.532	84.4	26.904	100.9	39.262	80.3	1:42.698	82.58	5.637	09:17:33.887
10 -	32.592	83.7	26.042	101.0	44.179	61.6	1:42.813	82.49	5.752	09:19:16.700
11 -	42.860	68.6	36.065	67.9	IN PIT		2:14.199 P	63.20	37.138	09:21:30.899

P8 49 7		Ross BILLISON					Driver			
IDEAL LAP TIME : 1:37.197		BEST LAP TIME : 1:37.197			DIFFERENCE : 0.000					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	83.0	29.687	96.2	42.736	78.9				09:02:14.677
2 -	32.890	84.2	26.172	100.9	39.024	79.4	1:38.086 (3)	86.47	0.889	09:03:52.763
3 -	32.677	83.7	26.177	99.5	38.840	79.4	1:37.694 (2)	86.81	0.497	09:05:30.457
4 -	32.555	84.2	26.072	100.4	38.570	79.2	1:37.197 (1)	87.26		09:07:07.654
5 -	33.509	81.7	27.161	97.5	41.369	79.3	1:42.039	83.12	4.842	09:08:49.693
6 -	34.094	82.7	26.222	100.0	40.236	78.2	1:40.552	84.35	3.355	09:10:30.245
7 -	33.920	81.3	27.465	98.1	IN PIT		1:40.841 P	84.10	3.644	09:12:11.086
8 -	OUTLAP	82.4	26.842	95.7	IN PIT		4:46.743 P	29.57	3:09.546	09:16:57.829

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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

P9		706 S		Jonathon PAGE			Driver				
IDEAL LAP TIME : 1:36.930		BEST LAP TIME : 1:37.374			DIFFERENCE : 0.444						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	77.3	30.487	78.9	46.587	77.0			09:02:29.586		
2 -	33.265	83.2	26.490	101.5	44.234	78.5	1:43.989	81.56	6.615	09:04:13.575	
3 -	32.815	84.3	26.110	103.5	38.449	79.4	1:37.374 (1)	87.10		09:05:50.949	
4 -	34.325	83.4	26.214	103.0	41.695	78.2	1:42.234	82.96	4.860	09:07:33.183	
5 -	33.486	84.2	25.994	103.4	41.281	79.2	1:40.761	84.17	3.387	09:09:13.944	
6 -	33.874	81.5	26.814	102.9	38.186	78.6	1:38.874	85.78	1.500	09:10:52.818	
7 -	33.107	84.4	26.769	102.7	38.342	79.2	1:38.218	86.35	0.844	09:12:31.036	
8 -	32.763	83.7	26.535	101.8	38.450	78.8	1:37.748	(3)	86.77	0.374	09:14:08.784
9 -	32.750	83.7	26.742	99.1	38.186	77.4	1:37.678	(2)	86.83	0.304	09:15:46.462
10 -	38.125	81.7	28.024	98.3	38.979	77.6	1:45.128	80.67	7.754	09:17:31.590	
11 -	33.059	82.1	26.760	100.3	39.528	78.8	1:39.347	85.37	1.973	09:19:10.937	
12 -	33.122	83.7	26.262	100.9	38.534	77.5	1:37.918	86.61	0.544	09:20:48.855	

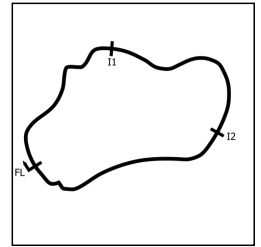
P10		5 7		Glen WOODBRIDGE			D&P Motors				
IDEAL LAP TIME : 1:37.683		BEST LAP TIME : 1:37.719			DIFFERENCE : 0.036						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	81.7	29.909	93.5	44.570	78.9			09:02:11.350		
2 -	33.471	82.9	26.480	101.0	42.457	79.8	1:42.408	82.82	4.689	09:03:53.758	
3 -	32.606	85.2	26.199	102.6	39.009	79.9	1:37.814	(2)	86.71	0.095	09:05:31.572
4 -	32.611	84.4	26.230	101.3	38.878	79.9	1:37.719 (1)	86.79		09:07:09.291	
5 -	32.905	84.7	26.373	102.9	40.590	79.8	1:39.868	(3)	84.92	2.149	09:08:49.159
6 -	32.872	83.4	26.327	101.6	IN PIT		1:37.563	P	86.93		09:10:26.722
7 -	OUTLAP	83.6	26.321	101.3	39.988	79.8	4:14.703	33.30	2:36.984	09:14:41.425	

P11		725 S		Frazer HACK			Driver				
IDEAL LAP TIME : 1:37.241		BEST LAP TIME : 1:37.834			DIFFERENCE : 0.593						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	80.3	32.403	71.3	48.880	75.9			09:03:01.519		
2 -	33.955	80.9	27.250	96.9	40.830	76.2	1:42.035	83.12	4.201	09:04:43.554	
3 -	33.626	81.9	27.225	101.6	37.976	77.7	1:38.827	(3)	85.82	0.993	09:06:22.381
4 -	32.799	81.7	26.799	97.9	38.725	77.3	1:38.323	(2)	86.26	0.489	09:08:00.704
5 -	32.847	80.5	27.312	97.2	39.497	78.1	1:39.656	85.10	1.822	09:09:40.360	
6 -	33.703	80.5	27.142	100.1	38.559	76.6	1:39.404	85.32	1.570	09:11:19.764	
7 -	32.892	81.0	26.958	97.5	40.878	77.3	1:40.728	84.20	2.894	09:13:00.492	
8 -	32.747	82.4	26.518	96.8	39.909	77.7	1:39.174	85.52	1.340	09:14:39.666	
9 -	37.469	56.0	41.221	63.0	1:02.269	56.6	2:20.959	60.17	43.125	09:17:00.625	
10 -	38.652	82.8	26.739	98.6	38.731	77.8	1:44.122	81.45	6.288	09:18:44.747	
11 -	33.015	82.3	26.578	99.8	38.241	77.0	1:37.834 (1)	86.69		09:20:22.581	

P12		66 7		Tom MILLS			Driver				
IDEAL LAP TIME : 1:37.792		BEST LAP TIME : 1:37.963			DIFFERENCE : 0.171						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	82.7	29.193	89.9	41.390	77.8			09:02:05.405		
2 -	33.291	81.7	26.965	99.8	39.721	77.8	1:39.977	84.83	2.014	09:03:45.382	
3 -	33.626	81.9	26.395	102.1	38.819	80.0	1:38.840	85.81	0.877	09:05:24.222	
4 -	32.803	84.0	26.393	100.0	38.767	79.2	1:37.963 (1)	86.57		09:07:02.185	
5 -	32.852	81.9	26.591	100.7	39.221	79.5	1:38.664	85.96	0.701	09:08:40.849	
6 -	32.808	82.9	26.740	99.7	38.849	78.6	1:38.397	(2)	86.19	0.434	09:10:19.246
7 -	34.271	79.9	29.131	99.1	39.294	78.7	1:42.696	82.58	4.733	09:12:01.942	
8 -	32.880	82.3	27.458	96.5	41.217	55.8	1:41.555	83.51	3.592	09:13:43.497	
9 -	35.797	82.3	26.414	100.7	39.161	77.4	1:41.372	83.66	3.409	09:15:24.869	
10 -	33.700	83.7	26.234	101.8	38.755	80.0	1:38.689	85.94	0.726	09:17:03.558	
11 -	33.102	83.3	26.454	102.6	38.997	78.3	1:38.553	(3)	86.06	0.590	09:18:42.111
12 -	35.176	79.0	27.743	100.9	38.934	65.2	1:41.853	83.27	3.890	09:20:23.964	

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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

P13		714 S		Chris PRIOR			Driver				
IDEAL LAP TIME : 1:37.672		BEST LAP TIME : 1:37.981			DIFFERENCE : 0.309						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	73.8	30.489	87.6	45.211	73.5			09:02:23.425		
2 -	34.985	81.1	27.016	99.2	39.900	78.4	1:41.901	83.23	3.920	09:04:05.326	
3 -	32.835	82.0	26.698	100.4	39.532	77.4	1:39.065	85.61	1.084	09:05:44.391	
4 -	34.266	81.1	26.675	100.7	38.815	78.7	1:39.756	85.02	1.775	09:07:24.147	
5 -	33.542	80.1	26.942	99.2	39.530	76.8	1:40.014	84.80	2.033	09:09:04.161	
6 -	33.281	80.5	26.986	98.6	43.350	48.7	1:43.617	81.85	5.636	09:10:47.778	
7 -	37.881	81.5	26.552	100.7	39.082	79.5	1:43.515	81.93	5.534	09:12:31.293	
8 -	33.020	82.0	26.494	102.1	38.467	78.6	1:37.981 (1)	86.56		09:14:09.274	
9 -	32.904	81.6	26.570	100.1	38.563	77.6	1:38.037 (2)	86.51	0.056	09:15:47.311	
10 -	37.648	80.3	28.443	100.0	39.290	78.8	1:45.381	80.48	7.400	09:17:32.692	
11 -	33.111	81.3	26.668	100.4	38.805	79.4	1:38.584	86.03	0.603	09:19:11.276	
12 -	33.163	81.7	26.701	102.6	38.343	76.9	1:38.207 (3)	86.36	0.226	09:20:49.483	

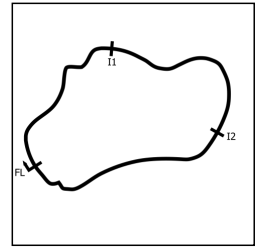
P14		713 S		Lee POOLMAN			Apex Car Transport & Storage				
IDEAL LAP TIME : 1:37.501		BEST LAP TIME : 1:38.098			DIFFERENCE : 0.597						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	79.0	29.552	95.7	43.640	76.9			09:02:26.244		
2 -	34.489	83.2	26.761	102.9	41.466	76.2	1:42.716	82.57	4.618	09:04:08.960	
3 -	33.153	82.2	26.505	101.0	IN PIT		1:37.030 P	87.41		09:05:45.990	
4 -	OUTLAP	82.0	26.414	100.3	39.273	77.0	2:18.498	61.23	40.400	09:08:04.488	
5 -	33.419	81.5	26.313	102.1	38.366	77.5	1:38.098 (1)	86.46		09:09:42.586	
6 -	33.431	81.2	26.665	100.4	38.590	77.3	1:38.686 (3)	85.94	0.588	09:11:21.272	
7 -	32.822	83.2	26.350	102.4	39.071	75.7	1:38.243 (2)	86.33	0.145	09:12:59.515	
8 -	33.200	81.5	27.786	93.0	39.389	77.6	1:40.375	84.49	2.277	09:14:39.890	
9 -	33.120	81.0	26.883	98.6	46.677	77.1	1:46.680	79.50	8.582	09:16:26.570	
10 -	36.729	75.4	34.326	87.3	39.817	76.6	1:50.872	76.49	12.774	09:18:17.442	
11 -	33.073	81.4	26.988	98.5	38.974	76.4	1:39.035	85.64	0.937	09:19:56.477	
12 -	41.478	76.9	31.100	83.2	41.094	58.0	1:53.672	74.61	15.574	09:21:50.149	

P15		8 7		Paul WOODBRIDGE			D&P Motors				
IDEAL LAP TIME :		BEST LAP TIME : 1:38.180			DIFFERENCE :						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -									09:02:12.484		
2 -							1:39.583	85.17	1.403	09:03:52.067	
3 -							1:39.994	84.82	1.814	09:05:32.061	
4 -							1:38.180 (1)	86.38		09:07:10.241	
5 -							1:38.564 (3)	86.05	0.384	09:08:48.805	
6 -					<i>IN PIT</i>		2:06.416 P	67.09	28.236	09:10:55.221	
7 -	<i>OUTLAP</i>						4:31.089	31.28	2:52.909	09:15:26.311	
8 -							1:47.801	78.67	9.621	09:17:14.112	
9 -							2:01.935	69.55	23.755	09:19:16.047	
10 -							1:38.529 (2)	86.08	0.349	09:20:54.576	

P16		723 S		Andrew HACK			Driver				
IDEAL LAP TIME : 1:38.195		BEST LAP TIME : 1:38.232			DIFFERENCE : 0.037						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	80.3	32.324	76.0	48.350				09:03:01.793		
2 -	34.289	83.4	27.140	92.6	40.168		1:41.597	83.48	3.365	09:04:43.390	
3 -	33.732	83.1	26.998	100.3	38.667		1:39.397	85.33	1.165	09:06:22.787	
4 -	33.365	82.2	26.454	101.0	38.923	77.7	1:38.742 (3)	85.89	0.510	09:08:01.529	
5 -	33.326	81.8	26.484	101.9	38.589		1:38.399 (2)	86.19	0.167	09:09:39.928	
6 -	33.687	80.5	27.240	98.9	39.263		1:40.190	84.65	1.958	09:11:20.118	
7 -	33.731	82.1	26.502	100.7	40.467		1:40.700	84.22	2.468	09:13:00.818	
8 -	33.181	83.0	26.425	99.1	38.626		1:38.232 (1)	86.34		09:14:39.050	
9 -	37.416	79.0	27.293	98.3	42.015		1:46.724	79.47	8.492	09:16:25.774	
10 -	37.144	74.2	35.858	82.6	40.689		1:53.691	74.60	15.459	09:18:19.465	
11 -	33.244	81.9	26.921	99.8	38.963		1:39.128	85.56	0.896	09:19:58.593	

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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

P17 704 S		Giles PAGE					Driver				
IDEAL LAP TIME : 1:38.137		BEST LAP TIME : 1:38.248					DIFFERENCE : 0.111				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	80.4	27.818	97.3	41.904	76.0				09:02:36.313	
2 -	33.499	82.3	26.536	101.0	39.282	78.3	1:39.317	85.39	1.069	09:04:15.630	
3 -	33.096	83.0	26.226	102.7	39.312	78.2	1:38.634 (2)	85.99	0.386	09:05:54.264	
4 -	33.556	82.8	26.218	102.7	39.588	78.8	1:39.362	85.36	1.114	09:07:33.626	
5 -	33.801	83.2	27.070	97.1	44.108	76.6	1:44.979	80.79	6.731	09:09:18.605	
6 -	33.157	82.2	27.061	98.1	41.794	77.1	1:42.012	83.14	3.764	09:11:00.617	
7 -	33.461	82.1	26.526	100.9	38.932	77.4	1:38.919	85.74	0.671	09:12:39.536	
8 -	33.165	82.5	26.397	100.1	39.157	76.9	1:38.719 (3)	85.91	0.471	09:14:18.255	
9 -	32.987	82.1	26.291	98.9	38.970	77.6	1:38.248 (1)	86.32		09:15:56.503	
10 -	36.209	78.2	29.460	91.5	41.785	77.9	1:47.454	78.93	9.206	09:17:43.957	
11 -	33.137	81.3	26.706	100.0	39.348	77.1	1:39.191	85.50	0.943	09:19:23.148	
12 -	33.192	81.6	26.729	99.5	39.429	77.0	1:39.350	85.37	1.102	09:21:02.498	

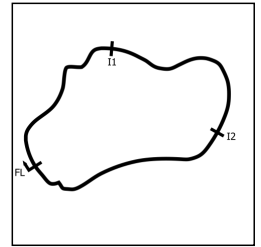
P18 758 S		Matthew AYRES					NAPA / JT Motor MOT Station				
IDEAL LAP TIME : 1:37.776		BEST LAP TIME : 1:38.435					DIFFERENCE : 0.659				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	80.2	27.190	97.3	41.138	76.0				09:02:30.900	
2 -	33.639	81.9	26.691	100.3	39.192	75.0	1:39.522	85.22	1.087	09:04:10.422	
3 -	33.321	83.1	26.492	102.1	39.594	75.1	1:39.407	85.32	0.972	09:05:49.829	
4 -	33.819	81.0	26.842	98.5	39.726	76.4	1:40.387	84.48	1.952	09:07:30.216	
5 -	33.343	81.5	27.151	99.2	38.762	77.4	1:39.256	85.45	0.821	09:09:09.472	
6 -	33.785	82.0	26.540	100.0	38.591	75.8	1:38.916 (3)	85.74	0.481	09:10:48.388	
7 -	33.555	82.0	26.675	101.0	38.205	76.3	1:38.435 (1)	86.16		09:12:26.823	
8 -	33.564	82.1	27.733	97.8	39.215	76.5	1:40.512	84.38	2.077	09:14:07.335	
9 -	33.528	81.7	27.514	96.6	38.357	76.7	1:39.399	85.32	0.964	09:15:46.734	
10 -	38.060	72.7	28.871	98.6	39.482	78.1	1:46.413	79.70	7.978	09:17:33.147	
11 -	33.079	82.8	26.655	100.4	38.794	77.9	1:38.528 (2)	86.08	0.093	09:19:11.675	

P19 20 7		Darren THOMAS					Clearsons / Roonspeed				
IDEAL LAP TIME : 1:37.962		BEST LAP TIME : 1:38.452					DIFFERENCE : 0.490				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	82.4	27.886	100.3	39.155	78.3				09:02:06.318	
2 -	33.322	83.1	26.450	102.9	39.242	79.2	1:39.014 (3)	85.66	0.562	09:03:45.332	
3 -	33.384	83.0	26.393	100.3	38.675	79.1	1:38.452 (1)	86.14		09:05:23.784	
4 -	32.894	83.9	26.469	100.1	39.238	80.9	1:38.601 (2)	86.01	0.149	09:07:02.385	
5 -	32.927	84.3	26.538	97.8	40.416		1:39.881	84.91	1.429	09:08:42.266	

P20 742 S		Ben BUTLER					Driver				
IDEAL LAP TIME : 1:38.327		BEST LAP TIME : 1:38.563					DIFFERENCE : 0.236				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	79.7	30.536	80.4	49.906	76.8				09:03:03.712	
2 -	33.911	82.6	27.361	98.8	41.170	76.7	1:42.442	82.79	3.879	09:04:46.154	
3 -	33.322	82.3	26.881	99.8	40.747	74.6	1:40.950	84.01	2.387	09:06:27.104	
4 -	33.612	81.2	26.663	100.1	40.193	76.6	1:40.468	84.42	1.905	09:08:07.572	
5 -	33.455	81.0	28.863	93.4	39.783	77.9	1:42.101	83.07	3.538	09:09:49.673	
6 -	38.362	64.5	39.288	62.4	55.298	77.7	2:12.948	63.79	34.385	09:12:02.621	
7 -	32.925	82.1	27.402	96.1	39.688	76.6	1:40.015 (3)	84.80	1.452	09:13:42.636	
8 -	33.696	81.0	26.961	97.8	41.490	74.3	1:42.147	83.03	3.584	09:15:24.783	
9 -	34.079	82.3	26.509	101.2	39.342	77.4	1:39.930 (2)	84.87	1.367	09:17:04.713	
10 -	34.220	79.9	26.907	99.1	39.752	78.2	1:40.879	84.07	2.316	09:18:45.592	
11 -	33.127	81.6	26.543	100.7	38.893	77.8	1:38.563 (1)	86.05		09:20:24.155	

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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

P21		797 S		Jack VANNER			Driver				
IDEAL LAP TIME : 1:38.079		BEST LAP TIME : 1:38.583			DIFFERENCE : 0.504						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	79.7	28.395	96.4	44.525	77.1			09:02:31.491		
2 -	33.439	82.5	26.458	102.2	39.916	77.0	1:39.813	84.97	1.230	09:04:11.304	
3 -	33.999	81.8	26.789	99.4	39.883	76.8	1:40.671	84.25	2.088	09:05:51.975	
4 -	33.841	82.8	26.501	100.7	40.276	78.3	1:40.618	84.29	2.035	09:07:32.593	
5 -	33.131	82.9	26.229	102.4	40.324	76.8	1:39.684	85.08	1.101	09:09:12.277	
6 -	35.979	79.0	33.174	76.6	IN PIT		1:55.682	P	73.31	17.099	09:11:07.959
7 -	OUTLAP	82.1	26.539	100.7	39.313	76.9	3:03.651	46.18	1:25.068	09:14:11.610	
8 -	33.627	81.3	26.600	101.3	39.074	76.6	1:39.301	(2)	85.41	0.718	09:15:50.911
9 -	36.530	81.2	27.431	100.7	39.782	77.6	1:43.743	81.75	5.160	09:17:34.654	
10 -	33.084	81.9	26.733	101.9	38.766	78.3	1:38.583	(1)	86.03		09:19:13.237
11 -	33.170	81.5	26.903	98.6	39.464	76.4	1:39.537	(3)	85.21	0.954	09:20:52.774

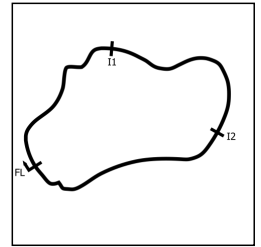
P22		721 S		Kieran EDGECOMBE			Edgery Racing / Tara Construction				
IDEAL LAP TIME : 1:38.599		BEST LAP TIME : 1:38.822			DIFFERENCE : 0.223						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	79.1	28.465	93.5	43.110	76.5			09:02:26.120		
2 -	34.191	81.0	26.857	101.0	41.738	74.7	1:42.786	82.51	3.964	09:04:08.906	
3 -	33.690	81.4	26.414	102.7	40.271	74.4	1:40.375	84.49	1.553	09:05:49.281	
4 -	34.732	80.5	26.761	100.6	41.480	76.4	1:42.973	82.36	4.151	09:07:32.254	
5 -	33.036	82.3	26.349	102.2	39.437	76.7	1:38.822	(1)	85.82		09:09:11.076
6 -	33.477	81.0	26.923	101.9	39.454	76.9	1:39.854	84.94	1.032	09:10:50.930	
7 -	33.407	81.0	26.898	95.5	39.588	76.6	1:39.893	84.90	1.071	09:12:30.823	
8 -	34.201	81.0	26.548	101.6	39.214	75.1	1:39.963	84.84	1.141	09:14:10.786	
9 -	33.347	80.2	27.436	100.0	42.511	75.6	1:43.294	82.11	4.472	09:15:54.080	
10 -	36.189	80.4	27.406	99.8	39.634	76.3	1:43.229	82.16	4.407	09:17:37.309	
11 -	33.243	81.0	26.844	99.5	39.419	77.1	1:39.506	(3)	85.23	0.684	09:19:16.815
12 -	33.340	81.3	26.874	100.6	39.228	76.7	1:39.442	(2)	85.29	0.620	09:20:56.257

P23		76 7		Jo POLLEY			Petrolhead Perfume / Polleysport / Ball Trucking				
IDEAL LAP TIME : 1:38.592		BEST LAP TIME : 1:38.877			DIFFERENCE : 0.285						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	81.4	30.157	91.4	43.791	75.9			09:02:15.705		
2 -	34.176	82.8	26.692	100.1	39.925	76.9	1:40.793	84.14	1.916	09:03:56.498	
3 -	33.689	82.8	26.515	100.3	39.148	77.5	1:39.352	85.36	0.475	09:05:35.850	
4 -	33.267	82.6	26.406	100.1	39.409	78.2	1:39.082	(2)	85.60	0.205	09:07:14.932
5 -	33.387	82.2	26.377	100.4	39.389	78.0	1:39.153	(3)	85.54	0.276	09:08:54.085
6 -	33.242	82.8	27.010	100.0	IN PIT		1:38.919	P	85.74	0.042	09:10:33.004
7 -	OUTLAP	66.3	36.940	91.9	40.302	76.6	3:10.802	44.45	1:31.925	09:13:43.806	
8 -	33.336	83.8	26.399	101.3	40.851	75.8	1:40.586	84.32	1.709	09:15:24.392	
9 -	33.411	82.7	26.301	100.7	39.165	78.0	1:38.877	(1)	85.77		09:17:03.269
10 -	33.143	81.9	26.484	100.0	39.595	79.0	1:39.222	85.48	0.345	09:18:42.491	
11 -	34.389	81.2	26.586	99.7	41.561	72.0	1:42.536	82.71	3.659	09:20:25.027	

P24		6 7		Graeme DAVIS			Driver				
IDEAL LAP TIME : 1:38.173		BEST LAP TIME : 1:38.893			DIFFERENCE : 0.720						
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	81.0	29.169	84.8	45.380	76.7			09:02:25.630		
2 -	33.599	84.5	26.917	101.2	38.783	77.9	1:39.299	(2)	85.41	0.406	09:04:04.929
3 -	32.924	82.9	26.579	101.2	39.390	77.7	1:38.893	(1)	85.76		09:05:43.822
4 -	35.513	84.0	26.466	100.1	39.012	79.0	1:40.991	(3)	83.98	2.098	09:07:24.813
5 -	33.398	83.6	26.994	93.3	48.157	78.5	1:48.549	78.13	9.656	09:09:13.362	
6 -	33.994	76.1	35.688	69.3	IN PIT		2:04.694	P	68.01	25.801	09:11:18.056

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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

P25 777 S		Dave REES					BA Perkins / Pea Green / IMS				
IDEAL LAP TIME : 1:38.841		BEST LAP TIME : 1:39.018					DIFFERENCE : 0.177				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	76.9	30.911	83.5	45.598	75.4				09:02:24.459	
2 -	34.252	82.7	27.825	99.8	40.401	76.3	1:42.478	82.76	3.460	09:04:06.937	
3 -	33.529	81.9	26.877	99.2	41.727	75.3	1:42.133	83.04	3.115	09:05:49.070	
4 -	34.413	82.2	26.827	98.6	40.939	76.6	1:42.179	83.00	3.161	09:07:31.249	
5 -	33.734	82.9	26.570	100.3	43.268	77.9	1:43.572	81.89	4.554	09:09:14.821	
6 -	33.655	81.5	27.378	100.0	39.880	76.5	1:40.913	84.04	1.895	09:10:55.734	
7 -	33.607	81.8	27.078	98.3	40.086	76.4	1:40.771	84.16	1.753	09:12:36.505	
8 -	33.675	82.3	26.746	98.3	40.237	75.8	1:40.658 (3)	84.26	1.640	09:14:17.163	
9 -	33.621	81.3	27.136	98.9	39.217	77.4	1:39.974 (2)	84.83	0.956	09:15:57.137	
10 -	35.926	79.9	29.793	90.8	42.395	76.6	1:48.114	78.45	9.096	09:17:45.251	
11 -	33.186	81.9	26.738	98.9	39.607	74.5	1:39.531 D	85.21	0.513	09:19:24.782	
12 -	33.253	81.8	26.680	98.5	39.085	76.6	1:39.018 (1)	85.65		09:21:03.800	

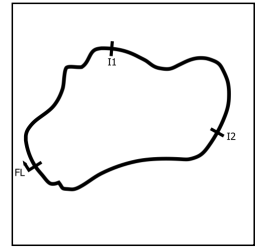
P26 789 S		Arnold DUNCAN					Driver				
IDEAL LAP TIME : 1:39.392		BEST LAP TIME : 1:39.483					DIFFERENCE : 0.091				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	74.7	32.282	73.1	48.839	76.6				09:03:00.569	
2 -	34.579	80.9	27.171	97.2	40.553	76.8	1:42.303	82.90	2.820	09:04:42.872	
3 -	33.949	80.9	26.941	99.7	39.886	78.4	1:40.776	84.16	1.293	09:06:23.648	
4 -	33.395	82.0	26.719	99.8	39.369	77.4	1:39.483 (1)	85.25		09:08:03.131	
5 -	33.304	80.8	26.875	100.4	40.563	76.9	1:40.742	84.19	1.259	09:09:43.873	
6 -	33.788	81.4	26.896	100.1	39.626	77.0	1:40.310	84.55	0.827	09:11:24.183	
7 -	33.529	81.4	27.047	98.9	39.687	77.5	1:40.263 (2)	84.59	0.780	09:13:04.446	
8 -	33.455	81.7	27.017	97.6	39.915	77.4	1:40.387	84.48	0.904	09:14:44.833	
9 -	33.349	81.5	26.930	99.7	40.023	74.3	1:40.302 (3)	84.56	0.819	09:16:25.135	
10 -	34.679	80.5	27.512	96.9	40.371	77.6	1:42.562	82.69	3.079	09:18:07.697	
11 -	33.646	80.3	27.280	98.2	IN PIT		1:40.338 P	84.53	0.855	09:19:48.035	

P27 16 7		Andrew KING					Increation / Rightline Motorsport				
IDEAL LAP TIME : 1:39.976		BEST LAP TIME : 1:40.487					DIFFERENCE : 0.511				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	78.3	31.397	80.3	50.918	77.3				09:03:05.348	
2 -	33.824	82.5	27.082	100.7	40.997	77.4	1:41.903	83.23	1.416	09:04:47.251	
3 -	33.903	83.7	26.460	101.5	40.342	78.3	1:40.705 (2)	84.22	0.218	09:06:27.956	
4 -	33.528	82.1	26.409	101.9	40.550	78.0	1:40.487 (1)	84.40		09:08:08.443	
5 -	33.440	83.5	27.414	97.6	40.127	77.1	1:40.981 (3)	83.99	0.494	09:09:49.424	
6 -	35.512	83.3	27.027	98.9	40.317	77.6	1:42.856	82.46	2.369	09:11:32.280	
7 -	34.887	80.6	27.441	97.2	IN PIT		1:45.109 P	80.69	4.622	09:13:17.389	

P28 38 7		Steven HOPPER					Driver				
IDEAL LAP TIME : 1:40.207		BEST LAP TIME : 1:41.058					DIFFERENCE : 0.851				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -	OUTLAP	78.5	28.151	96.0	43.556	73.2				09:02:39.118	
2 -	34.386	80.5	27.094	97.9	41.904	71.7	1:43.384 (3)	82.03	2.326	09:04:22.502	
3 -	34.022	81.0	26.852	99.2	40.184	76.1	1:41.058 (1)	83.92		09:06:03.560	
4 -	33.216	80.8	26.807	99.1	41.433	67.1	1:41.456 (2)	83.59	0.398	09:07:45.016	
5 -	41.253	71.7	31.016	81.9	IN PIT		2:01.332 P	69.90	20.274	09:09:46.348	
6 -	OUTLAP	67.7	33.159	76.9	IN PIT		4:48.153 P	29.43	3:07.095	09:14:34.501	

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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

P29		731 S		Ben JOHNSON			Driver			
IDEAL LAP TIME : 1:42.190		BEST LAP TIME : 1:42.544			DIFFERENCE : 0.354					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	76.2	30.962	89.4	45.415	72.8			09:02:23.252	
2 -	35.011	79.1	28.821	98.8	43.413	73.7	1:47.245	79.08	4.701	09:04:10.497
3 -	35.635	80.0	28.105	98.1	41.080	74.7	1:44.820	80.91	2.276	09:05:55.317
4 -	34.437	80.0	27.078	97.8	41.029	73.9	1:42.544 (1)	82.71		09:07:37.861
5 -	34.136	79.0	27.228	97.3	41.582	73.2	1:42.946 (2)	82.38	0.402	09:09:20.807
6 -	34.666	78.9	27.248	97.1	41.999	73.3	1:43.913	81.62	1.369	09:11:04.720
7 -	34.083	78.1	27.401	96.9	41.955	72.3	1:43.439	81.99	0.895	09:12:48.159
8 -	34.701	78.1	27.497	95.8	42.128	72.3	1:44.326	81.29	1.782	09:14:32.485
9 -	34.515	78.2	27.466	96.1	41.135	72.6	1:43.116 (3)	82.25	0.572	09:16:15.601
10 -	35.485	77.9	27.654	95.8	41.316	73.5	1:44.455	81.19	1.911	09:18:00.056
11 -	34.347	79.0	27.589	95.7	41.186	73.0	1:43.122	82.24	0.578	09:19:43.178
12 -	34.465	77.9	27.600	96.0	41.765	70.1	1:43.830	81.68	1.286	09:21:27.008

P30		14 7		Jamie PAYNE			Roonspeed / Marks Minis			
IDEAL LAP TIME : 1:44.406		BEST LAP TIME : 1:45.680			DIFFERENCE : 1.274					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	78.4	28.257	95.1	43.074	74.3			09:02:39.485	
2 -	51.590	78.3	30.045	92.0	44.498	73.3	2:06.133	67.24	20.453	09:04:45.618
3 -	35.480	71.0	29.306	95.1	43.030	75.2	1:47.816 (3)	78.66	2.136	09:06:33.434
4 -	34.509	80.0	28.066	94.5	45.851	74.7	1:48.426	78.22	2.746	09:08:21.860
5 -	35.035	79.7	28.179	94.1	IN PIT		1:48.228 P	78.36	2.548	09:10:10.088
6 -	OUTLAP	79.3	27.825	94.2	42.436	74.3	4:59.300	28.33	3:13.620	09:15:09.388
7 -	36.577	78.5	27.800	94.5	42.591	73.9	1:46.968 (2)	79.29	1.288	09:16:56.356
8 -	35.157	79.3	28.147	94.3	42.376	72.1	1:45.680 (1)	80.25		09:18:42.036
9 -	38.224	80.7	27.521	96.1	42.531	72.6	1:48.276	78.33	2.596	09:20:30.312

P31		778 S		Kate FRASER KER			Driver			
IDEAL LAP TIME : 1:49.300		BEST LAP TIME : 1:49.541			DIFFERENCE : 0.241					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	71.6	30.548	92.4	44.555	70.2			09:02:50.544	
2 -	38.027	75.3	33.708	83.0	47.029	72.7	1:58.764	71.41	9.223	09:04:49.308
3 -	36.936	75.0	29.778	93.4	44.711	71.7	1:51.425 (2)	76.11	1.884	09:06:40.733
4 -	38.289	74.8	32.271	85.8	45.584	71.3	1:56.144 (3)	73.02	6.603	09:08:36.877
5 -	36.682	74.8	32.915	82.5	46.653	70.2	1:56.250	72.96	6.709	09:10:33.127
6 -	36.923	76.0	29.471	93.4	43.147	71.6	1:49.541 (1)	77.42		09:12:22.668
7 -	37.389	74.3	35.344	80.9	IN PIT		1:57.362 P	72.26	7.821	09:14:20.030

P32		57 7		Philip GILLIBRAND			Driver			
IDEAL LAP TIME :		BEST LAP TIME :			DIFFERENCE :					
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	OUTLAP	76.9	28.759	95.5	IN PIT		P		09:04:21.097	

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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	1:35.181	
1	88	JORDAN	31.962	88	JORDAN	25.782	88	JORDAN	37.437	1	88	JORDAN	1:35.181	1:35.657	0.476
2	1	O'BRIEN	32.113	80	THOMPSON	25.788	1	O'BRIEN	37.903	2	1	O'BRIEN	1:36.021	1:36.133	0.112
3	29	HARRINGTON	32.228	703	PAGE	25.878	725	HACK	37.976	3	80	THOMPSON	1:36.323	1:36.460	0.137
4	80	THOMPSON	32.350	29	HARRINGTON	25.945	80	THOMPSON	38.185	4	29	HARRINGTON	1:36.369	1:36.849	0.480
5	73	WANSTALL	32.468	73	WANSTALL	25.949	706	PAGE	38.186	5	728	WINKWORTH	1:36.897	1:36.897	0.000
6	49	BILLISON	32.555	706	PAGE	25.994	728	WINKWORTH	38.194	6	706	PAGE	1:36.930	1:37.374	0.444
7	703	PAGE	32.570	1	O'BRIEN	26.005	29	HARRINGTON	38.196	7	703	PAGE	1:37.058	1:37.058	0.000
8	5	WOODBIDGE	32.606	49	BILLISON	26.072	758	AYRES	38.205	8	73	WANSTALL	1:37.061	1:37.061	0.000
9	728	WINKWORTH	32.627	728	WINKWORTH	26.076	714	PRIOR	38.343	9	49	BILLISON	1:37.197	1:37.197	0.000
10	725	HACK	32.747	5	WOODBIDGE	26.199	713	POOLMAN	38.366	10	725	HACK	1:37.241	1:37.834	0.593
11	706	PAGE	32.750	704	PAGE	26.218	49	BILLISON	38.570	11	713	POOLMAN	1:37.501	1:38.098	0.597
12	66	MILLS	32.803	797	VANNER	26.229	723	HACK	38.589	12	714	PRIOR	1:37.672	1:37.981	0.309
13	713	POOLMAN	32.822	66	MILLS	26.234	703	PAGE	38.610	13	5	WOODBIDGE	1:37.683	1:37.719	0.036
14	714	PRIOR	32.835	76	POLLEY	26.301	73	WANSTALL	38.644	14	758	AYRES	1:37.776	1:38.435	0.659
15	20	THOMAS	32.894	713	POOLMAN	26.313	20	THOMAS	38.675	15	66	MILLS	1:37.792	1:37.963	0.171
16	6	DAVIS	32.924	721	EDGECOMBE	26.349	66	MILLS	38.755	16	20	THOMAS	1:37.962	1:38.452	0.490
17	742	BUTLER	32.925	20	THOMAS	26.393	797	VANNER	38.766	17	797	VANNER	1:38.079	1:38.583	0.504
18	704	PAGE	32.987	16	KING	26.409	6	DAVIS	38.783	18	704	PAGE	1:38.137	1:38.248	0.111
19	721	EDGECOMBE	33.036	723	HACK	26.425	5	WOODBIDGE	38.878	19	6	DAVIS	1:38.173	1:38.893	0.720
20	758	AYRES	33.079	6	DAVIS	26.466	742	BUTLER	38.893	20	723	HACK	1:38.195	1:38.232	0.037
21	797	VANNER	33.084	758	AYRES	26.492	704	PAGE	38.932	21	742	BUTLER	1:38.327	1:38.563	0.236
22	76	POLLEY	33.143	714	PRIOR	26.494	777	REES	39.085	22	76	POLLEY	1:38.592	1:38.877	0.285
23	723	HACK	33.181	742	BUTLER	26.509	76	POLLEY	39.148	23	721	EDGECOMBE	1:38.599	1:38.822	0.223
24	777	REES	33.186	725	HACK	26.518	721	EDGECOMBE	39.214	24	777	REES	1:38.841	1:39.018	0.177
25	38	HOPPER	33.216	777	REES	26.570	789	DUNCAN	39.369	25	789	DUNCAN	1:39.392	1:39.483	0.091
26	789	DUNCAN	33.304	789	DUNCAN	26.719	16	KING	40.127	26	16	KING	1:39.976	1:40.487	0.511
27	16	KING	33.440	38	HOPPER	26.807	38	HOPPER	40.184	27	38	HOPPER	1:40.207	1:41.058	0.851
28	731	JOHNSON	34.083	731	JOHNSON	27.078	731	JOHNSON	41.029	28	731	JOHNSON	1:42.190	1:42.544	0.354
29	14	PAYNE	34.509	14	PAYNE	27.521	14	PAYNE	42.376	29	14	PAYNE	1:44.406	1:45.680	1.274
30	778	FRASER KER	36.682	57	GILLIBRAND	28.759	778	FRASER KER	43.147	30	778	FRASER KER	1:49.300	1:49.541	0.241
31				778	FRASER KER	29.471				31	57	GILLIBRAND			
32										32	8	WOODBIDGE		1:38.180	

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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	88	JORDAN	86.1	80	THOMPSON	103.8	1	O'BRIEN	81.4
2	80	THOMPSON	85.5	29	HARRINGTON	103.7	88	JORDAN	81.3
3	703	PAGE	85.3	703	PAGE	103.5	73	WANSTALL	80.9
4	5	WOODBIDGE	85.2	706	PAGE	103.5	20	THOMAS	80.9
5	73	WANSTALL	84.9	88	JORDAN	103.4	80	THOMPSON	80.7
6	728	WINKWORTH	84.6	73	WANSTALL	103.0	66	MILLS	80.0
7	6	DAVIS	84.5	1	O'BRIEN	102.9	29	HARRINGTON	79.9
8	29	HARRINGTON	84.4	5	WOODBIDGE	102.9	5	WOODBIDGE	79.9
9	706	PAGE	84.4	713	POOLMAN	102.9	728	WINKWORTH	79.7
10	20	THOMAS	84.3	20	THOMAS	102.9	714	PRIOR	79.5
11	1	O'BRIEN	84.2	704	PAGE	102.7	49	BILLISON	79.4
12	49	BILLISON	84.2	721	EDGEcombe	102.7	706	PAGE	79.4
13	66	MILLS	84.0	728	WINKWORTH	102.6	703	PAGE	79.1
14	76	POLLEY	83.8	66	MILLS	102.6	76	POLLEY	79.0
15	16	KING	83.7	714	PRIOR	102.6	6	DAVIS	79.0
16	723	HACK	83.4	797	VANNER	102.4	704	PAGE	78.8
17	713	POOLMAN	83.2	758	AYRES	102.1	789	DUNCAN	78.4
18	704	PAGE	83.2	723	HACK	101.9	16	KING	78.3
19	758	AYRES	83.1	16	KING	101.9	797	VANNER	78.3
20	797	VANNER	82.9	725	HACK	101.6	742	BUTLER	78.2
21	777	REES	82.9	76	POLLEY	101.3	725	HACK	78.1
22	725	HACK	82.8	742	BUTLER	101.2	758	AYRES	78.1
23	742	BUTLER	82.6	6	DAVIS	101.2	777	REES	77.9
24	721	EDGEcombe	82.3	49	BILLISON	100.9	723	HACK	77.7
25	714	PRIOR	82.0	789	DUNCAN	100.4	713	POOLMAN	77.6
26	789	DUNCAN	82.0	777	REES	100.3	721	EDGEcombe	77.1
27	38	HOPPER	81.0	38	HOPPER	99.2	38	HOPPER	76.1
28	14	PAYNE	80.7	731	JOHNSON	98.8	14	PAYNE	75.2
29	731	JOHNSON	80.0	14	PAYNE	96.1	731	JOHNSON	74.7
30	57	GILLIBRAND	76.9	57	GILLIBRAND	95.5	778	FRASER KER	72.7
31	778	FRASER KER	76.0	778	FRASER KER	93.4			
32									

2023 The Dunlop Mini Se7en Challenge supported by Mini Spares

QUALIFYING - ROUND 7 - STATISTICS

Competitors Started 32
Planned Start 2023-06-03 @ 09:00:00.000
Actual Start 2023-06-03 @ 09:00:00.341
Finish Time 2023-06-03 @ 09:20:01.094
Track Length 2.3560mi.
Total Laps 311
Total Distance Covered 732.7170mi.

Session Fastest Lap History

NO	CL	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
88	7	Mike JORDAN	1:37.218	09:03:28.404	2	Revive / Motul
88	7	Mike JORDAN	1:36.697	09:05:05.099	3	Revive / Motul
88	7	Mike JORDAN	1:36.269	09:06:41.367	4	Revive / Motul
1	7	Connor O'BRIEN	1:36.133	09:07:02.808	4	Ball Trucking
88	7	Mike JORDAN	1:35.657	09:15:21.661	9	Revive / Motul

Flag History

TYPE	TIME OF DAY
GREEN	09:00:00.341
FINISH	09:20:01.094

Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	1	12	22:40.090
Red	0	0	0.000
Safety Car	0	0	0.000
FCY	0	0	0.000

2023 The Dunlop Mini Se7en Challenge supported by Mini Spares

QUALIFYING - ROUND 7 - STATISTICS

CLASS : 7

16 Starters

Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
88	Mike JORDAN	1:37.218	09:03:28.404	2	Revive / Motul
88	Mike JORDAN	1:36.697	09:05:05.099	3	Revive / Motul
88	Mike JORDAN	1:36.269	09:06:41.367	4	Revive / Motul
1	Connor O'BRIEN	1:36.133	09:07:02.808	4	Ball Trucking
88	Mike JORDAN	1:35.657	09:15:21.661	9	Revive / Motul

2023 The Dunlop Mini Se7en Challenge supported by Mini Spares

QUALIFYING - ROUND 7 - STATISTICS

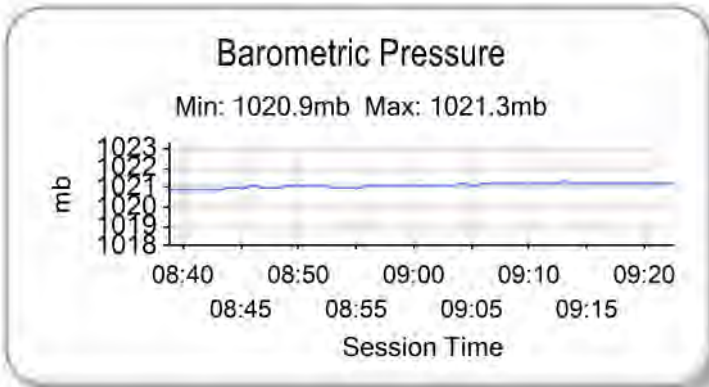
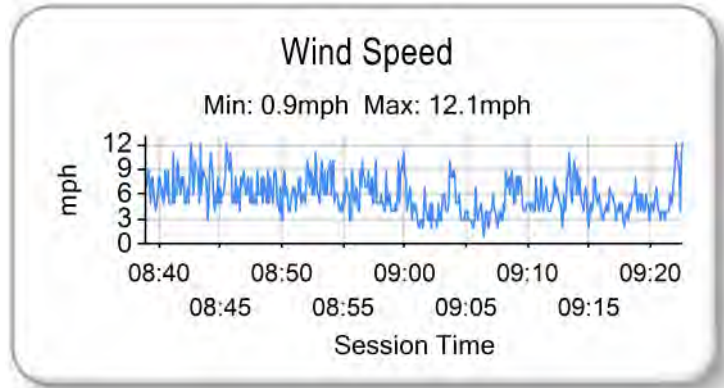
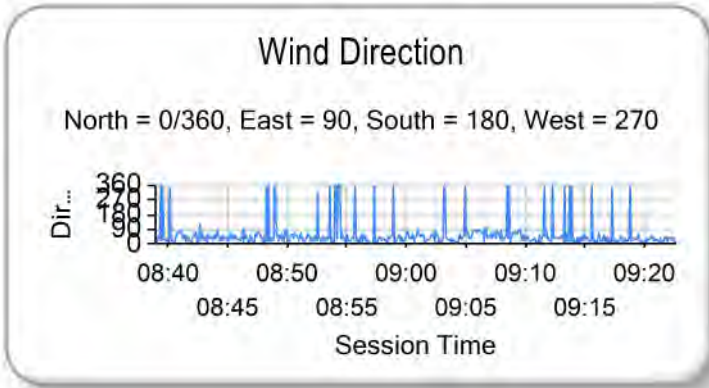
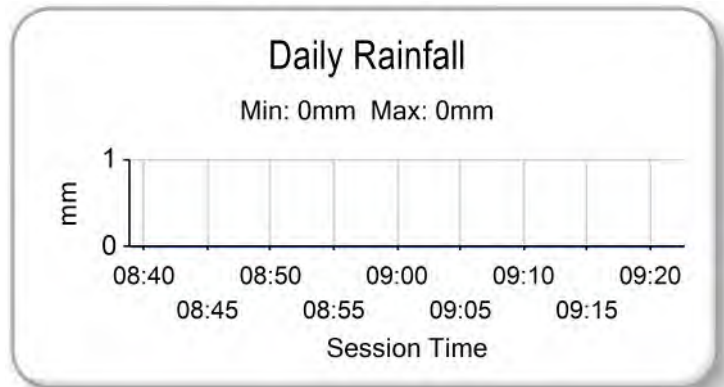
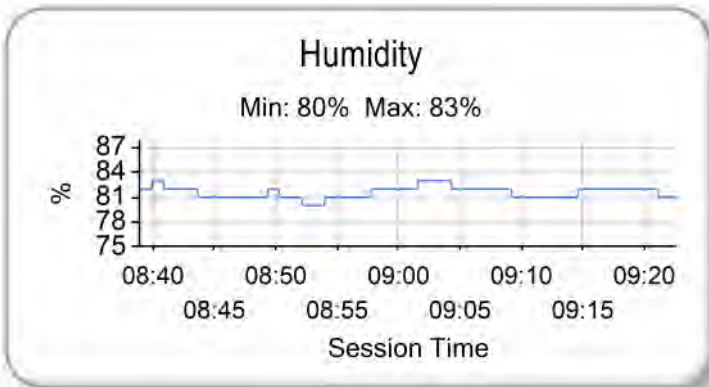
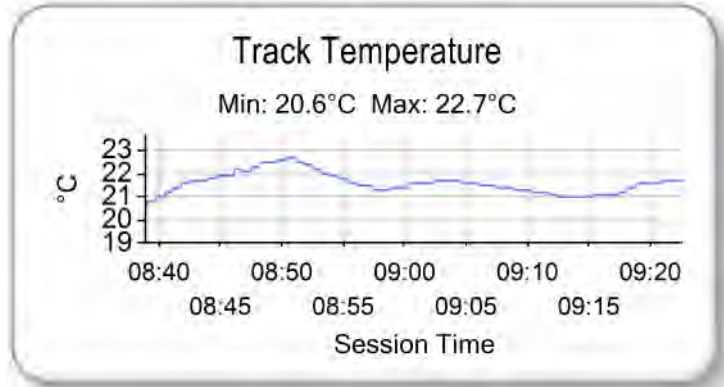
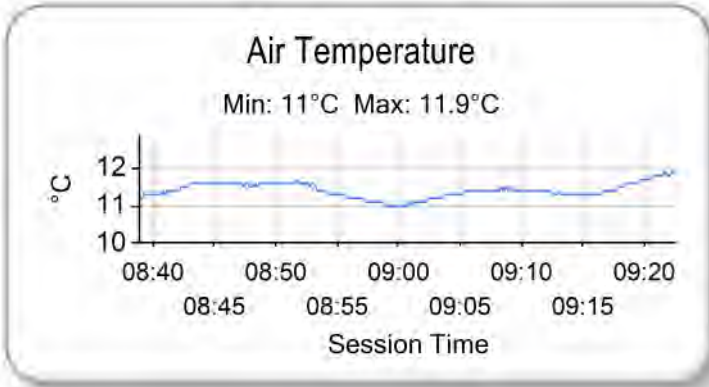
CLASS : S

16 Starters

Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
714	Chris PRIOR	1:41.901	09:04:05.344	2	Driver
758	Matthew AYRES	1:39.522	09:04:10.455	2	NAPA / JT Motor MOT Station
704	Giles PAGE	1:39.317	09:04:15.650	2	Driver
714	Chris PRIOR	1:39.065	09:05:44.409	3	Driver
706	Jonathon PAGE	1:37.374	09:05:50.969	3	Driver
703	Matthew PAGE	1:37.058	09:12:26.993	7	Driver
728	Michael WINKWORTH	1:36.897	09:12:29.254	6	Driver

2023 The Dunlop Mini Se7en Challenge supported by Mini Spares
QUALIFYING - ROUND 7 - WEATHER CONDITIONS





2023 The Dunlop Mini Se7en Challenge supported by Mini Spares

ROUND 7 - GRID (20 minutes)

ROW 18	35	731 1:42.544 Ben JOHNSON	36	778 1:49.541 Kate FRASER KER
ROW 17	33	777 1:39.018 Dave REES	34	789 1:39.483 Arnold DUNCAN
ROW 16	31	797 1:38.583 Jack VANNER	32	721 1:38.822 Kieran EDGECOMBE
ROW 15	29	758 1:38.435 Matthew AYRES	30	742 1:38.563 Ben BUTLER
ROW 14	27	723 1:38.232 Andrew HACK	28	704 1:38.248 Giles PAGE
ROW 13	25	714 1:37.981 Chris PRIOR	26	713 1:38.098 Lee POOLMAN
ROW 12	23	706 1:37.374 Jonathon PAGE	24	725 1:37.834 Frazer HACK
ROW 11	21	728 1:36.897 Michael WINKWORTH	22	703 1:37.058 Matthew PAGE
ROW 10				
ROW 9				
ROW 8	15	57 Philip GILLIBRAND	16	6 1:38.893 Graeme DAVIS
ROW 7	13	38 1:41.058 Steven HOPPER	14	14 1:45.680 Jamie PAYNE
ROW 6	11	76 1:38.877 Jo POLLEY	12	16 1:40.487 Andrew KING
ROW 5	9	8 1:38.180 Paul WOODBRIDGE	10	20 1:38.452 Darren THOMAS
ROW 4	7	5 1:37.719 Glen WOODBRIDGE	8	66 1:37.963 Tom MILLS
ROW 3	5	73 1:37.061 Spencer WANSTALL	6	49 1:37.197 Ross BILLISON
ROW 2	3	80 1:36.460 Joe THOMPSON	4	29 1:36.849 Damien HARRINGTON
ROW 1	1	88 1:35.657 Mike JORDAN	2	1 1:36.133 Connor O'BRIEN
Pole				

Car 6 - 5 Position Grid penalty Q12.21.4 from previous Round

Thrupton: 2.3560 miles

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

Clerk Of Course : <i>Mark Hulme</i>	Stewards :	Timekeeper : <i>Craig Smith</i>
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Results can be found at www.tsl-timing.com

Printed - 09:29 Saturday, 03 June 2023





2023 The Dunlop Mini Se7en Challenge supported by Mini Spares ROUND 7 - CLASSIFICATION - AMENDED

POS	NO	CL	PIC NAME	NAT	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	88	7	1 Mike JORDAN	GBR	Revive / Motul	13	21:06.189			87.08	1:36.185	10
2	1	7	2 Connor O'BRIEN	GBR	Ball Trucking	13	21:07.018	0.829	0.829	87.02	1:36.234	9
3	49	7	3 Ross BILLISON	GBR	Driver	13	21:14.247	8.058	7.229	86.53	1:36.113	4
4	73	7	4 Spencer WANSTALL	GBR	Mini Spares	13	21:28.153	21.964	13.906	85.59	1:36.637	2
5	29	7	5 Damien HARRINGTON	GBR	Driver	13	21:28.473	22.284	0.320	85.57	1:37.829	2
6	20	7	6 Darren THOMAS	GBR	Clearsons / Roonspeed	13	21:32.305	26.116	3.832	85.32	1:36.178	4
7	76	7	7 Jo POLLEY	GBR	Petrolhead Perfume / Polleysport / Ball Tru	13	21:37.391	31.202	5.086	84.98	1:37.874	4
8	6	7	8 Graeme DAVIS	GBR	Driver	13	21:42.517	36.328	5.126	84.65	1:38.670	4
9	725	S	1 Frazer HACK	GBR	Driver	13	21:58.820	52.631	16.303	83.60	1:38.211	9
10	706*	S	2 Jonathon PAGE	GBR	Driver	13	21:58.865	52.676	0.045	83.60	1:38.557	11
11	703	S	3 Matthew PAGE	GBR	Driver	13	21:59.047	52.858	0.182	83.59	1:37.771	9
12	742	S	4 Ben BUTLER	GBR	Driver	13	22:05.243	59.054	6.196	83.20	1:38.107	8
13	714	S	5 Chris PRIOR	GBR	Driver	13	22:05.498	59.309	0.255	83.18	1:38.773	7
14	758	S	6 Matthew AYRES	GBR	NAPA / JT Motor MOT Station	13	22:05.902	59.713	0.404	83.15	1:38.086	8
15	797	S	7 Jack VANNER	GBR	Driver	13	22:14.171	1:07.982	8.269	82.64	1:38.385	9
16	16	7	9 Andrew KING	GBR	Increation / Rightline Motorsport	13	22:16.502	1:10.313	2.331	82.49	1:40.686	6
17	721	S	8 Kieran EDGECOMBE	GBR	Edgey Racing / Tara Construction	13	22:19.866	1:13.677	3.364	82.29	1:39.736	6
18	789	S	9 Arnold DUNCAN	GBR	Driver	13	22:20.468	1:14.279	0.602	82.25	1:39.282	9
19	777	S	10 Dave REES	GBR	BA Perkins / Pea Green / IMS	13	22:43.330	1:37.141	22.862	80.87	1:40.777	3
20	731	S	11 Ben JOHNSON	GBR	Driver	13	22:49.283	1:43.094	5.953	80.52	1:42.029	3
21	14	7	10 Jamie PAYNE	GBR	Roonspeed / Marks Minis	13	22:49.833	1:43.644	0.550	80.49	1:43.955	2
22	778	S	12 Kate FRASER KER	GBR	Driver	12	22:55.853	1 Lap	1 Lap	73.97	1:46.573	6

NOT CLASSIFIED

DNF	38	7	Steven HOPPER	GBR	Driver	12	20:49.303	1 Lap		81.46	1:39.979	2
DNF	723	S	Andrew HACK	GBR	Driver	11	18:52.525	2 Laps	1 Lap	82.38	1:38.358	7
DNF	57	7	Philip GILLIBRAND	GBR	Driver	11	19:58.090	2 Laps	1:05.565	77.87	1:44.005	6
DNF	713	S	Lee POOLMAN	GBR	Apex Car Transport & Storage	8	14:14.690	5 Laps	3 Laps	79.38	1:38.790	7
DNF	5	7	Glen WOODBRIDGE	GBR	D&P Motors	6	9:59.930	7 Laps	2 Laps	84.82	1:37.989	2
DNF	728	S	Michael WINKWORTH	GBR	Driver	6	10:35.221	7 Laps	35.291	80.11	1:38.832	2
DNF	8	7	Paul WOODBRIDGE	GBR	D&P Motors	5	8:58.292	8 Laps	1 Lap	78.78	1:39.481	2
DNF	704	S	Giles PAGE	GBR	Driver	4	7:33.045	9 Laps	1 Lap	74.88	1:39.997	3
DNF	80	7	Joe THOMPSON	GBR	Driver	3	5:04.391	10 Laps	1 Lap	83.59	1:38.265	2
DNF	66	7	Tom MILLS	GBR	Driver	1	1:44.952	12 Laps	2 Laps	80.81	1:44.952	1

FASTEST LAP

49	7	Ross BILLISON	GBR	Driver	4	1:36.113	88.24 mph	142.01 kph
703	S	Matthew PAGE	GBR	Driver	9	1:37.771	86.74 mph	139.61 kph

Car 706 - 0.2 second penalty - C2.3

Weather / Track : Bright / Dry

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

Race Distance: 13 Laps / 30.62 miles

Thrupton: 2.3560 miles

Date: 03/06/2023 Start: 15:02 Finish: 15:23

Clerk Of Course :	Stewards :	Timekeeper :
<i>Mark Hulme</i>		<i>Craig Smith</i>

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

Printed - 16:37 Saturday, 03 June 2023



2023 The Dunlop Mini Se7en Challenge supported by Mini Spares

ROUND 7 - LAP CHART

LAP 1 @ 15:03:49.600			LAP 2 @ 15:05:26.639			LAP 3 @ 15:07:04.808			LAP 4 @ 15:08:41.377			LAP 5 @ 15:10:18.253		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
88		1:44.244	88		1:37.039	88		1:38.169	88		1:36.569	88		1:36.876
1	0.301	1:44.545	1	0.390	1:37.128	1	0.421	1:38.200	1	0.181	1:36.329	1	0.356	1:37.051
49	0.417	1:44.661	49	0.892	1:37.514	49	0.913	1:38.190	49	0.457	1:36.113	49	0.852	1:37.271
66	0.708	1:44.952	20	1.237	1:37.169	20	1.228	1:38.160	20	0.837	1:36.178	20	1.385	1:37.424
20	1.107	1:45.351	73	1.464	1:36.637	73	1.837	1:38.542	73	2.303	1:37.035	73	3.189	1:37.762
5	1.296	1:45.540	5	2.246	1:37.989	5	2.531	1:38.454	29	5.141	1:38.170	29	6.842	1:38.577
73	1.866	1:46.110	29	3.384	1:37.829	29	3.540	1:38.325	76	5.520	1:37.874	76	7.478	1:38.834
80	2.389	1:46.633	80	3.615	1:38.265	76	4.215	1:38.051	5	6.164	1:40.202	5	8.179	1:38.891
29	2.594	1:46.838	76	4.333	1:38.267	80	4.939	1:39.493	6	8.782	1:38.670	6	10.661	1:38.755
8	2.969	1:47.213	8	5.411	1:39.481	6	6.681	1:39.075	8	12.751	1:41.799	38	21.853	1:41.739
76	3.105	1:47.349	6	5.775	1:39.455	8	7.521	1:40.279	38	16.990	1:42.017	16	24.699	1:41.266
6	3.359	1:47.603	38	7.642	1:39.979	38	11.542	1:42.069	16	20.309	1:41.359	706	32.957	1:38.817
38	4.702	1:48.946	16	11.593	1:41.793	16	15.519	1:42.095	14	27.410	1:44.760	728	33.273	1:39.622
14	6.401	1:50.645	14	13.317	1:43.955	14	19.219	1:44.071	728	30.527	1:39.868	714	34.575	1:39.911
16	6.839	1:51.083	57	16.527	1:45.041	57	24.514	1:46.156	706	31.016	1:39.955	723	35.024	1:40.702
57	8.525	1:52.769	706	24.956	1:39.167	728	27.228	1:40.119	725	31.174	1:39.139	703	35.680	1:40.923
706	22.828	2:07.072	728	25.278	1:38.832	706	27.630	1:40.843	723	31.198	1:39.744	725	35.791	1:41.493
728	23.485	2:07.729	703	25.779	1:38.923	723	28.023	1:39.869	714	31.540	1:39.312	14	35.832	1:45.298
714	23.832	2:08.076	723	26.323	1:39.279	703	28.200	1:40.590	703	31.633	1:40.002	797	36.019	1:39.604
703	23.895	2:08.139	725	26.890	1:39.942	725	28.604	1:39.883	797	33.291	1:39.973	758	38.752	1:39.511
725	23.987	2:08.231	714	27.025	1:40.232	714	28.797	1:39.941	57	33.399	1:45.454	742	39.133	1:40.458
723	24.083	2:08.327	797	27.824	1:39.109	797	29.887	1:40.232	713	35.342	1:38.813	713	39.380	1:40.914
797	25.754	2:09.998	789	30.050	1:39.772	742	32.364	1:40.129	742	35.551	1:39.756	57	41.996	1:45.473
758	27.112	2:11.356	758	30.289	1:40.216	789	32.920	1:41.039	758	36.117	1:38.818	721	42.083	1:40.180
742	27.171	2:11.415	742	30.404	1:40.272	713	33.098	1:40.692	721	38.779	1:40.936	789	43.342	1:39.787
704	27.206	2:11.450	713	30.575	1:40.263	704	33.538	1:39.997	789	40.431	1:44.080	777	44.864	1:41.091
789	27.317	2:11.561	704	31.710	1:41.543	758	33.868	1:41.748	777	40.649	1:41.856	8	45.395	2:09.520 P
713	27.351	2:11.595	721	32.029	1:41.437	721	34.412	1:40.552	731	43.706	1:42.601	731	49.472	1:42.642
777	27.402	2:11.646	777	32.754	1:42.391	777	35.362	1:40.777	704	57.024	2:00.055 P	778	1:26.251	1:48.086
721	27.631	2:11.875	731	33.814	1:43.004	731	37.674	1:42.029	778	1:15.041	1:48.154			
731	27.849	2:12.093	778	51.648	1:51.614	778	1:03.456	1:49.977						
778	37.073	2:21.317												

2023 The Dunlop Mini Se7en Challenge supported by Mini Spares

ROUND 7 - LAP CHART

LAP 6 @ 15:11:54.686			LAP 7 @ 15:13:31.340			LAP 8 @ 15:15:07.874			LAP 9 @ 15:16:44.111			LAP 10 @ 15:18:20.296		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
88		1:36.433	88		1:36.654	88		1:36.534	88		1:36.237	88		1:36.185
1	0.242	1:36.319	1	0.201	1:36.613	1	0.155	1:36.488	1	0.152	1:36.234	1	0.209	1:36.242
49	0.794	1:36.375	49	0.580	1:36.440	49	0.792	1:36.746	49	1.104	1:36.549	49	2.315	1:37.396
20	2.359	1:37.407	20	3.553	1:37.848	20	5.521	1:38.502	20	7.875	1:38.591	20	10.165	1:38.475
73	4.202	1:37.446	73	4.883	1:37.335	73	6.662	1:38.313	73	8.085	1:37.660	73	10.475	1:38.575
29	8.506	1:38.097	29	9.933	1:38.081	29	11.341	1:37.942	29	13.528	1:38.424	29	15.754	1:38.411
76	9.478	1:38.433	76	11.035	1:38.211	76	12.937	1:38.436	76	14.944	1:38.244	76	17.539	1:38.780
5	10.600	1:38.854 P	6	16.113	1:39.702	778	1 Lap	1:52.556	6	22.597	1:39.612	6	25.884	1:39.472
6	13.065	1:38.837	38	31.380	1:40.941	6	19.222	1:39.643	778	1 Lap	1:46.820	778	1 Lap	1:47.653
38	27.093	1:41.673	16	33.439	1:41.141	16	39.139	1:42.234	706	43.655	1:39.096	725	46.342	1:38.751
16	28.952	1:40.686	706	38.325	1:39.160	706	40.796	1:39.005	725	43.776	1:38.211	706	46.469	1:38.999
706	35.819	1:39.295	725	39.838	1:38.505	725	41.802	1:38.498	16	44.566	1:41.664	703	46.762	1:37.949
725	37.987	1:38.629	714	40.516	1:38.773	714	42.933	1:38.951	703	44.998	1:37.771	723	48.196	1:38.362
714	38.397	1:40.255	723	40.571	1:38.358	723	43.410	1:39.373	714	45.567	1:38.871	714	48.652	1:39.270
723	38.867	1:40.276	703	41.160	1:38.848	703	43.464	1:38.838	797	45.909	1:38.385	758	48.813	1:38.186
703	38.966	1:39.719	797	41.446	1:38.876	797	43.761	1:38.849	723	46.019	1:38.846	742	49.233	1:38.237
797	39.224	1:39.638	758	43.298	1:38.455	758	44.850	1:38.086	758	46.812	1:38.199	797	50.156	1:40.432
758	41.497	1:39.178	742	43.651	1:38.554	742	45.224	1:38.107	742	47.181	1:38.194	16	52.176	1:43.795
742	41.751	1:39.051	713	44.168	1:38.790	38	47.791	1:52.945	38	52.439	1:40.885	38	57.014	1:40.760
713	42.032	1:39.085	721	48.537	1:39.805	721	52.912	1:40.909	721	56.652	1:39.977	721	1:00.441	1:39.974
721	45.386	1:39.736	789	50.251	1:39.466	789	53.726	1:40.009	789	56.771	1:39.282	789	1:00.871	1:40.285
14	45.724	1:46.325	14	53.733	1:44.663	777	1:00.055	1:41.718	777	1:05.377	1:41.559	777	1:10.828	1:41.636
728	45.891	1:49.051 P	777	54.871	1:41.558	14	1:01.560	1:44.361	14	1:09.332	1:44.009	14	1:17.601	1:44.454
789	47.439	1:40.530	57	57.132	1:44.218	57	1:04.869	1:44.271	57	1:13.621	1:44.989	731	1:22.419	1:43.284
57	49.568	1:44.005	731	1:02.849	1:43.476	731	1:08.909	1:42.594	731	1:15.320	1:42.648	57	1:35.395	1:57.959
777	49.967	1:41.536				713	1:12.172	2:04.538 P						
731	56.027	1:42.988												
778	1:36.391	1:46.573												

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ROUND 7 - LAP CHART

LAP 11 @ 15:19:56.519			LAP 12 @ 15:21:33.403			LAP 13 @ 15:23:11.545		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
88		1:36.223	88		1:36.884	88		1:38.142
1	0.234	1:36.248	1	0.204	1:36.854	1	0.829	1:38.767
49	4.227	1:38.135	49	5.992	1:38.649	49	8.058	1:40.208
20	12.377	1:38.435	73	18.911	1:43.271	73	21.964	1:41.195
73	12.524	1:38.272	29	20.078	1:39.055	29	22.284	1:40.348
29	17.907	1:38.376	76	22.330	1:39.318	20	26.116	1:40.765
76	19.896	1:38.580	20	23.493	1:48.000	76	31.202	1:47.014
6	28.650	1:38.989	57	1 Lap	2:07.755	6	36.328	1:42.297
706	48.803	1:38.557	6	32.173	1:40.407	706	52.476	1:39.299
725	49.011	1:38.892	725	50.753	1:38.626	725	52.631	1:40.020
703	49.147	1:38.608	706	51.319	1:39.400	703	52.858	1:39.482
758	53.331	1:40.741	703	51.518	1:39.255	742	59.054	1:40.165
714	53.560	1:41.131	714	56.386	1:39.710	714	59.309	1:41.065
742	55.216	1:42.206	758	56.662	1:40.215	758	59.713	1:41.193
797	56.436	1:42.503	742	57.031	1:38.699	797	1:07.982	1:42.503
16	57.114	1:41.161	16	1:03.167	1:42.937	16	1:10.313	1:45.288
723	1:01.362	1:49.389	797	1:03.621	1:44.069	721	1:13.677	1:42.474
38	1:02.785	1:41.994	721	1:09.345	1:41.373	789	1:14.279	1:42.778
721	1:04.856	1:40.638	789	1:09.643	1:41.161	777	1:37.141	1:46.802
789	1:05.366	1:40.718	38	1:21.256	1:55.355 P	731	1:43.094	1:43.999
778	1 Lap	2:12.843	777	1:28.481	1:48.818	14	1:43.644	1:46.321
777	1:16.547	1:41.942	778	1 Lap	1:56.662	778	1 Lap	1:53.598
14	1:26.799	1:45.421	14	1:35.465	1:45.550			
731	1:29.852	1:43.656	731	1:37.237	1:44.269			

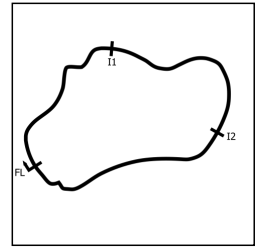
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ROUND 7 - POSITION CHART

No	Name	Lap Pos	Lap													
			1	2	3	4	5	6	7	8	9	10	11	12	13	
88	JORDAN	1	88	88	88	88	88	88	88	88	88	88	88	88	88	88
1	O'BRIEN	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1
80	THOMPSON	3	49	49	49	49	49	49	49	49	49	49	49	49	49	49
29	HARRINGTON	4	66	20	20	20	20	20	20	20	20	20	20	20	73	73
73	WANSTALL	5	20	73	73	73	73	73	73	73	73	73	73	73	29	29
49	BILLISON	6	5	5	5	29	29	29	29	29	29	29	29	29	76	20
5	WOODBIDGE	7	73	29	29	76	76	76	76	76	76	76	76	76	20	76
66	MILLS	8	80	80	76	5	5	5	6	6	6	6	6	6	6	6
8	WOODBIDGE	9	29	76	80	6	6	6	38	16	706	725	706	725	706	
20	THOMAS	10	8	8	6	8	38	38	16	706	725	706	725	706	725	
76	POLLEY	11	76	6	8	38	16	16	706	725	16	703	703	703	703	
16	KING	12	6	38	38	16	706	706	725	714	703	723	758	714	742	
38	HOPPER	13	38	16	16	14	728	725	714	723	714	714	714	758	714	
14	PAYNE	14	14	14	14	728	714	714	723	703	797	758	742	742	758	
57	GILLIBRAND	15	16	57	57	706	723	723	703	797	723	742	797	16	797	
6	DAVIS	16	57	706	728	725	703	703	797	758	758	797	16	797	16	
728	WINKWORTH	17	706	728	706	723	725	797	758	742	742	16	723	721	721	
703	PAGE	18	728	703	723	714	14	758	742	38	38	38	38	789	789	
706	PAGE	19	714	723	703	703	797	742	713	721	721	721	38	777		
725	HACK	20	703	725	725	797	758	713	721	789	789	789	789	777	731	
714	PRIOR	21	725	714	714	57	742	721	789	777	777	777	777	14	14	
713	POOLMAN	22	723	797	797	713	713	14	14	14	14	14	14	731		
723	HACK	23	797	789	742	742	57	728	777	57	57	731	731	778		
704	PAGE	24	758	758	789	758	721	789	57	731	731	57	57			
758	AYRES	25	742	742	713	721	789	57	731	713	778	778	778			
742	BUTLER	26	704	713	704	789	777	777	778	778						
797	VANNER	27	789	704	758	777	8	731								
721	EDGEcombe	28	713	721	721	731	731	778								
777	REES	29	777	777	777	704	778									
789	DUNCAN	30	721	731	731	778										
731	JOHNSON	31	731	778	778											
778	FRASER KER	32	778													

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ROUND 7 - SECTOR ANALYSIS



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

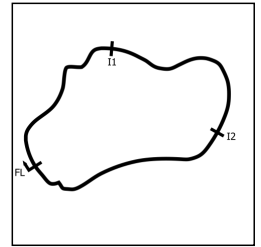
P1		88 7		Mike JORDAN			Revive / Motul						
IDEAL LAP TIME : 1:35.959		BEST LAP TIME : 1:36.185			DIFFERENCE : 0.226								
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY						
1 -		82.5	26.578	101.9	38.165	78.8	1:44.244	81.36	8.059	15:03:49.600			
2 -	32.750	84.8	26.504	100.1	37.785	80.0	1:37.039	87.40	0.854	15:05:26.639			
3 -	32.829	83.6	26.265	102.7	39.075	80.4	1:38.169	86.39	1.984	15:07:04.808			
4 -	32.348	83.4	26.387	101.3	37.834	80.7	1:36.569	87.82	0.384	15:08:41.377			
5 -	32.989	82.4	26.307	101.6	37.580	80.0	1:36.876	87.55	0.691	15:10:18.253			
6 -	32.509	83.3	26.238	102.1	37.686	80.4	1:36.433	87.95	0.248	15:11:54.686			
7 -	32.737	84.2	26.171	101.5	37.746	80.2	1:36.654	87.75	0.469	15:13:31.340			
8 -	32.482	84.0	26.112	101.3	37.940	80.4	1:36.534	87.86	0.349	15:15:07.874			
9 -	32.469	84.3	26.053	102.9	37.715	81.0	1:36.237 (3)	88.13	0.052	15:16:44.111			
10 -	32.450	84.7	26.033	101.2	37.702	81.2	1:36.185 (1)	88.18		15:18:20.296			
11 -	32.346	84.5	26.065	102.2	37.812	80.2	1:36.223 (2)	88.14	0.038	15:19:56.519			
12 -	32.654	82.2	26.250	101.3	37.980	80.0	1:36.884	87.54	0.699	15:21:33.403			
13 -	33.219	81.5	26.427	102.1	38.496	79.0	1:38.142	86.42	1.957	15:23:11.545			

P2		1 7		Connor O'BRIEN			Ball Trucking						
IDEAL LAP TIME : 1:35.911		BEST LAP TIME : 1:36.234			DIFFERENCE : 0.323								
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY						
1 -		82.1	26.655	100.4	38.515	79.4	1:44.545	81.12	8.311	15:03:49.901			
2 -	32.688	84.5	26.384	101.9	38.056	80.1	1:37.128	87.32	0.894	15:05:27.029			
3 -	32.659	83.7	26.137	104.0	39.404	80.1	1:38.200	86.37	1.966	15:07:05.229			
4 -	32.307	83.0	26.130	102.6	37.892	80.5	1:36.329	88.04	0.095	15:08:41.558			
5 -	33.067	82.0	26.223	102.4	37.761	79.7	1:37.051	87.39	0.817	15:10:18.609			
6 -	32.424	83.6	26.156	102.6	37.739	80.4	1:36.319	88.05	0.085	15:11:54.928			
7 -	32.775	83.5	26.116	102.6	37.722	80.2	1:36.613	87.78	0.379	15:13:31.541			
8 -	32.492	83.3	26.057	102.1	37.939	79.7	1:36.488	87.90	0.254	15:15:08.029			
9 -	32.602	84.2	25.892	102.7	37.740	80.3	1:36.234 (1)	88.13		15:16:44.263			
10 -	32.494	83.6	26.026	101.8	37.722	80.1	1:36.242 (2)	88.12	0.008	15:18:20.505			
11 -	32.297	84.6	26.053	102.7	37.898	78.7	1:36.248 (3)	88.12	0.014	15:19:56.753			
12 -	32.626	82.1	26.199	103.0	38.029	79.0	1:36.854	87.57	0.620	15:21:33.607			
13 -	33.332	81.5	26.236	103.0	39.199	74.2	1:38.767	85.87	2.533	15:23:12.374			

P3		49 7		Ross BILLISON			Driver						
IDEAL LAP TIME : 1:36.021		BEST LAP TIME : 1:36.113			DIFFERENCE : 0.092								
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY						
1 -		82.9	26.567	98.8	38.332	80.1	1:44.661	81.03	8.548	15:03:50.017			
2 -	33.308	84.2	26.141	100.7	38.065	80.4	1:37.514	86.97	1.401	15:05:27.531			
3 -	32.409	85.2	26.017	101.3	39.764	80.3	1:38.190	86.37	2.077	15:07:05.721			
4 -	32.440	83.8	25.951	101.2	37.722	80.6	1:36.113 (1)	88.24		15:08:41.834			
5 -	32.971	83.3	26.222	98.9	38.078	79.4	1:37.271	87.19	1.158	15:10:19.105			
6 -	32.534	83.5	26.063	101.8	37.778	80.0	1:36.375 (2)	88.00	0.262	15:11:55.480			
7 -	32.616	84.7	25.998	102.1	37.826	79.9	1:36.440 (3)	87.94	0.327	15:13:31.920			
8 -	32.684	83.7	25.986	100.9	38.076	79.4	1:36.746	87.66	0.633	15:15:08.666			
9 -	32.348	84.8	25.981	100.6	38.220	79.5	1:36.549	87.84	0.436	15:16:45.215			
10 -	32.737	83.3	26.224	100.4	38.435	79.0	1:37.396	87.08	1.283	15:18:22.611			
11 -	32.860	82.5	26.519	99.1	38.756	79.3	1:38.135	86.42	2.022	15:20:00.746			
12 -	33.108	82.2	26.553	98.5	38.988	78.5	1:38.649	85.97	2.536	15:21:39.395			
13 -	33.243	81.9	26.875	97.2	40.090	73.0	1:40.208	84.64	4.095	15:23:19.603			

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ROUND 7 - SECTOR ANALYSIS



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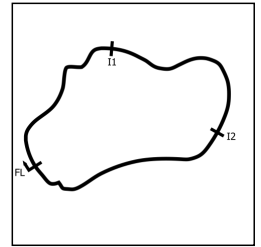
P4 73 7		Spencer WANSTALL					Mini Spares				
IDEAL LAP TIME : 1:36.098		BEST LAP TIME : 1:36.637					DIFFERENCE : 0.539				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.4	26.222	103.5	39.158	80.4	1:46.110	79.93	9.473	15:03:51.466	
2 -	32.832	85.2	25.988	103.8	37.817	81.4	1:36.637 (1)	87.76		15:05:28.103	
3 -	32.347	85.7	26.068	100.9	40.127	80.6	1:38.542	86.07	1.905	15:07:06.645	
4 -	32.293	83.7	26.133	101.9	38.609	78.8	1:37.035 (2)	87.40	0.398	15:08:43.680	
5 -	32.802	82.0	26.573	100.3	38.387	80.4	1:37.762	86.75	1.125	15:10:21.442	
6 -	32.502	82.6	26.374	101.8	38.570	80.3	1:37.446	87.03	0.809	15:11:58.888	
7 -	32.533	82.4	26.253	101.6	38.549	80.4	1:37.335 (3)	87.13	0.698	15:13:36.223	
8 -	33.151	81.4	26.389	100.6	38.773	79.6	1:38.313	86.27	1.676	15:15:14.536	
9 -	32.648	82.5	26.417	100.4	38.595	81.4	1:37.660	86.84	1.023	15:16:52.196	
10 -	32.683	83.3	26.501	96.0	39.391	80.6	1:38.575	86.04	1.938	15:18:30.771	
11 -	32.956	82.3	26.712	99.5	38.604	81.0	1:38.272	86.30	1.635	15:20:09.043	
12 -	32.859	82.3	26.765	100.4	43.647	67.3	1:43.271	82.12	6.634	15:21:52.314	
13 -	33.815	81.4	27.052	99.4	40.328	77.6	1:41.195	83.81	4.558	15:23:33.509	

P5 29 7		Damien HARRINGTON					Driver				
IDEAL LAP TIME : 1:37.154		BEST LAP TIME : 1:37.829					DIFFERENCE : 0.675				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.8	26.667	103.2	39.388	77.6	1:46.838	79.38	9.009	15:03:52.194	
2 -	33.025	83.6	26.089	102.7	38.715	75.4	1:37.829 (1)	86.69		15:05:30.023	
3 -	33.041	82.2	26.528	99.4	38.756	79.0	1:38.325	86.26	0.496	15:07:08.348	
4 -	32.671	81.6	26.652	100.1	38.847	76.0	1:38.170	86.39	0.341	15:08:46.518	
5 -	33.235	80.5	26.859	99.2	38.483	76.6	1:38.577	86.04	0.748	15:10:25.095	
6 -	32.949	81.2	26.754	99.5	38.394	76.7	1:38.097	86.46	0.268	15:12:03.192	
7 -	32.912	80.9	26.740	100.0	38.429	77.4	1:38.081 (3)	86.47	0.252	15:13:41.273	
8 -	32.869	79.9	26.669	99.1	38.404	77.7	1:37.942 (2)	86.59	0.113	15:15:19.215	
9 -	32.991	80.0	26.754	98.5	38.679	77.0	1:38.424	86.17	0.595	15:16:57.639	
10 -	32.936	80.7	26.783	98.8	38.692	77.7	1:38.411	86.18	0.582	15:18:36.050	
11 -	32.903	80.0	27.023	99.1	38.450	78.1	1:38.376	86.21	0.547	15:20:14.426	
12 -	33.028	80.5	27.033	99.1	38.994	77.7	1:39.055	85.62	1.226	15:21:53.481	
13 -	33.410	80.8	26.830	100.6	40.108	73.9	1:40.348	84.52	2.519	15:23:33.829	

P6 20 7		Darren THOMAS					Clearsons / Roonspeed				
IDEAL LAP TIME : 1:36.032		BEST LAP TIME : 1:36.178					DIFFERENCE : 0.146				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.6	26.062	103.2	38.323	80.0	1:45.351	80.50	9.173	15:03:50.707	
2 -	33.118	83.2	26.361	103.4	37.690	79.2	1:37.169 (2)	87.28	0.991	15:05:27.876	
3 -	32.310	84.6	26.209	102.7	39.641	80.3	1:38.160	86.40	1.982	15:07:06.036	
4 -	32.280	83.2	26.085	102.1	37.813	80.4	1:36.178 (1)	88.18		15:08:42.214	
5 -	32.740	82.3	26.277	103.0	38.407	79.7	1:37.424	87.05	1.246	15:10:19.638	
6 -	32.764	82.2	26.354	101.8	38.289	78.6	1:37.407 (3)	87.07	1.229	15:11:57.045	
7 -	32.837	82.9	26.328	101.6	38.683	78.2	1:37.848	86.68	1.670	15:13:34.893	
8 -	32.830	81.3	26.628	99.4	39.044	78.6	1:38.502	86.10	2.324	15:15:13.395	
9 -	33.051	82.3	26.619	99.1	38.921	79.0	1:38.591	86.02	2.413	15:16:51.986	
10 -	32.630	82.1	26.779	98.9	39.066	78.8	1:38.475	86.12	2.297	15:18:30.461	
11 -	33.509	82.7	26.616	101.9	38.310	79.8	1:38.435	86.16	2.257	15:20:08.896	
12 -	33.205	83.4	26.622	102.1	48.173	73.9	1:48.000	78.53	11.822	15:21:56.896	
13 -	34.090	79.2	27.239	98.3	39.436	77.3	1:40.765	84.17	4.587	15:23:37.661	

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ROUND 7 - SECTOR ANALYSIS



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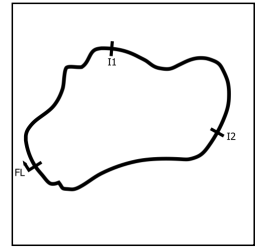
P7		76 7		Jo POLLEY		Petrolhead Perfume / Polleysport / Ball Trucking				
IDEAL LAP TIME : 1:37.162		BEST LAP TIME : 1:37.874		DIFFERENCE : 0.712						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		81.5	26.381	103.2	39.348	77.7	1:47.349	79.00	9.475	15:03:52.705
2 -	33.862	82.8	26.149	101.3	38.256	79.6	1:38.267	86.31	0.393	15:05:30.972
3 -	32.923	82.9	26.076	101.3	39.052	80.1	1:38.051 (2)	86.50	0.177	15:07:09.023
4 -	32.867	82.9	26.254	101.6	38.753	79.5	1:37.874 (1)	86.65		15:08:46.897
5 -	33.237	82.5	26.776	99.7	38.821	78.2	1:38.834	85.81	0.960	15:10:25.731
6 -	33.060	82.1	26.303	101.9	39.070	78.4	1:38.433	86.16	0.559	15:12:04.164
7 -	33.048	81.9	26.355	101.6	38.808	79.7	1:38.211 (3)	86.36	0.337	15:13:42.375
8 -	33.179	81.8	26.364	100.3	38.893	79.3	1:38.436	86.16	0.562	15:15:20.811
9 -	32.830	82.9	26.311	100.1	39.103	77.4	1:38.244	86.33	0.370	15:16:59.055
10 -	33.293	81.3	26.494	100.3	38.993	79.0	1:38.780	85.86	0.906	15:18:37.835
11 -	32.947	80.3	26.705	99.8	38.928	79.3	1:38.580	86.03	0.706	15:20:16.415
12 -	32.952	81.5	26.700	99.8	39.666	75.6	1:39.318	85.39	1.444	15:21:55.733
13 -	35.689	79.5	28.484	95.7	42.841	75.2	1:47.014	79.25	9.140	15:23:42.747

P8		6 7		Graeme DAVIS		Driver				
IDEAL LAP TIME : 1:38.018		BEST LAP TIME : 1:38.670		DIFFERENCE : 0.652						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		82.5	26.238	103.8	39.038	77.8	1:47.603	78.82	8.933	15:03:52.959
2 -	34.006	82.1	26.265	103.2	39.184	77.8	1:39.455	85.28	0.785	15:05:32.414
3 -	33.300	82.8	26.465	100.4	39.310	76.7	1:39.075	85.60	0.405	15:07:11.489
4 -	32.966	82.5	26.829	98.8	38.875	78.4	1:38.670 (1)	85.95		15:08:50.159
5 -	33.056	81.2	26.642	100.1	39.057	78.3	1:38.755 (2)	85.88	0.085	15:10:28.914
6 -	33.054	80.9	26.421	101.5	39.362	76.1	1:38.837 (3)	85.81	0.167	15:12:07.751
7 -	33.684	80.7	26.589	100.6	39.429	77.5	1:39.702	85.06	1.032	15:13:47.453
8 -	33.249	80.6	26.740	98.8	39.654	77.7	1:39.643	85.12	0.973	15:15:27.096
9 -	33.059	82.0	26.613	98.5	39.940	78.2	1:39.612	85.14	0.942	15:17:06.708
10 -	33.634	80.4	26.831	99.4	39.007	78.1	1:39.472	85.26	0.802	15:18:46.180
11 -	33.307	81.5	26.868	99.2	38.814	77.8	1:38.989	85.68	0.319	15:20:25.169
12 -	33.386	80.3	26.982	99.4	40.039	76.7	1:40.407	84.47	1.737	15:22:05.576
13 -	34.582	80.6	27.154	98.3	40.561	71.7	1:42.297	82.91	3.627	15:23:47.873

P9		706 S		Jonathon PAGE		Driver				
IDEAL LAP TIME : 1:38.169		BEST LAP TIME : 1:38.557		DIFFERENCE : 0.388						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY			
1 -		81.2	27.131	98.9	38.988	77.5	2:07.072	66.74	28.515	15:04:12.428
2 -	33.221	80.7	26.992	99.7	38.954	77.4	1:39.167	85.52	0.610	15:05:51.595
3 -	33.381	82.9	26.950	96.8	40.512	78.8	1:40.843	84.10	2.286	15:07:32.438
4 -	33.447	83.0	27.150	101.3	39.358	77.4	1:39.955	84.85	1.398	15:09:12.393
5 -	33.112	81.3	26.721	100.7	38.984	77.8	1:38.817 (2)	85.83	0.260	15:10:51.210
6 -	33.581	82.0	26.878	99.5	38.836	77.5	1:39.295	85.41	0.738	15:12:30.505
7 -	33.372	82.2	26.822	99.5	38.966	77.7	1:39.160	85.53	0.603	15:14:09.665
8 -	33.238	81.9	26.818	99.1	38.949	78.0	1:39.005	85.66	0.448	15:15:48.670
9 -	33.230	82.6	26.868	100.7	38.998	77.4	1:39.096	85.58	0.539	15:17:27.766
10 -	33.211	81.9	27.019	99.2	38.769	78.8	1:38.999 (3)	85.67	0.442	15:19:06.765
11 -	32.841	81.5	27.109	99.5	38.607	78.0	1:38.557 (1)	86.05		15:20:45.322
12 -	33.079	81.6	27.118	99.4	39.203	77.7	1:39.400	85.32	0.843	15:22:24.722
13 -	33.215	81.1	27.189	99.5	38.895	76.2	1:39.299	85.41	0.742	15:24:04.021

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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

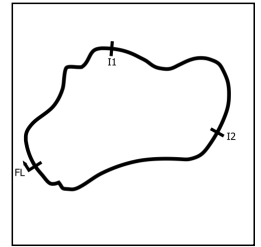
P10 725 S		Frazer HACK					Driver				
IDEAL LAP TIME : 1:37.395		BEST LAP TIME : 1:38.211					DIFFERENCE : 0.816				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.7	26.974	97.6	39.709	76.0	2:08.231	66.14	30.020	15:04:13.587	
2 -	33.953	80.9	27.005	101.9	38.984	77.4	1:39.942	84.86	1.731	15:05:53.529	
3 -	32.842	82.6	26.544	99.4	40.497	78.5	1:39.883	84.91	1.672	15:07:33.412	
4 -	33.417	81.8	26.402	101.0	39.320	74.9	1:39.139	85.55	0.928	15:09:12.551	
5 -	33.737	82.1	27.429	97.9	40.327	75.3	1:41.493	83.56	3.282	15:10:54.044	
6 -	33.161	82.1	26.667	97.9	38.801	75.4	1:38.629	85.99	0.418	15:12:32.673	
7 -	32.990	80.7	27.007	97.5	38.508	77.6	1:38.505 (3)	86.10	0.294	15:14:11.178	
8 -	32.991	80.9	26.952	98.1	38.555	77.7	1:38.498 (2)	86.10	0.287	15:15:49.676	
9 -	32.687	82.0	26.840	98.1	38.684	76.1	1:38.211 (1)	86.36		15:17:27.887	
10 -	33.466	81.7	26.944	98.5	38.341	76.9	1:38.751	85.88	0.540	15:19:06.638	
11 -	33.256	80.8	27.020	100.7	38.616	76.5	1:38.892	85.76	0.681	15:20:45.530	
12 -	33.229	81.4	27.091	98.3	38.306	76.1	1:38.626	85.99	0.415	15:22:24.156	
13 -	33.651	78.9	27.716	99.8	38.653	76.6	1:40.020	84.79	1.809	15:24:04.176	

P11 703 S		Matthew PAGE					Driver				
IDEAL LAP TIME : 1:37.278		BEST LAP TIME : 1:37.771					DIFFERENCE : 0.493				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		79.7	26.928	99.1	39.493	76.6	2:08.139	66.19	30.368	15:04:13.495	
2 -	33.374	81.8	26.377	101.8	39.172	78.6	1:38.923	85.73	1.152	15:05:52.418	
3 -	33.054	84.4	26.461	99.1	41.075	79.3	1:40.590	84.31	2.819	15:07:33.008	
4 -	33.548	83.6	26.727	98.9	39.727	78.2	1:40.002	84.81	2.231	15:09:13.010	
5 -	33.728	81.5	26.797	100.0	40.398	76.5	1:40.923	84.04	3.152	15:10:53.933	
6 -	32.994	82.7	26.909	97.2	39.816	72.7	1:39.719	85.05	1.948	15:12:33.652	
7 -	33.752	81.9	26.297	101.9	38.799	77.5	1:38.848	85.80	1.077	15:14:12.500	
8 -	33.272	82.8	26.416	99.5	39.150	77.3	1:38.838	85.81	1.067	15:15:51.338	
9 -	32.837	81.1	26.722	98.6	38.212	78.3	1:37.771 (1)	86.74		15:17:29.109	
10 -	32.769	82.9	26.584	99.2	38.596	79.0	1:37.949 (2)	86.59	0.178	15:19:07.058	
11 -	33.351	82.2	26.657	99.2	38.600	79.5	1:38.608 (3)	86.01	0.837	15:20:45.666	
12 -	33.543	81.8	26.825	101.6	38.887	76.6	1:39.255	85.45	1.484	15:22:24.921	
13 -	33.711	81.7	26.799	99.5	38.972	76.6	1:39.482	85.25	1.711	15:24:04.403	

P12 742 S		Ben BUTLER					Driver				
IDEAL LAP TIME : 1:37.735		BEST LAP TIME : 1:38.107					DIFFERENCE : 0.372				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.7	26.937	99.1	42.556	73.0	2:11.415	64.54	33.308	15:04:16.771	
2 -	34.072	81.8	26.457	101.2	39.743	77.9	1:40.272	84.58	2.165	15:05:57.043	
3 -	33.363	82.2	27.136	101.2	39.630	77.1	1:40.129	84.70	2.022	15:07:37.172	
4 -	33.145	81.5	27.173	98.3	39.438	78.3	1:39.756	85.02	1.649	15:09:16.928	
5 -	33.647	80.3	26.904	98.6	39.907	78.3	1:40.458	84.42	2.351	15:10:57.386	
6 -	33.063	81.7	26.885	100.3	39.103	78.9	1:39.051	85.62	0.944	15:12:36.437	
7 -	32.926	80.8	26.819	98.6	38.809	78.7	1:38.554	86.06	0.447	15:14:14.991	
8 -	32.848	81.6	26.457	100.0	38.802	78.6	1:38.107 (1)	86.45		15:15:53.098	
9 -	32.813	81.4	26.508	100.4	38.873	79.2	1:38.194 (2)	86.37	0.087	15:17:31.292	
10 -	33.217	81.6	26.555	101.9	38.465	78.9	1:38.237 (3)	86.33	0.130	15:19:09.529	
11 -	33.316	81.3	27.087	99.1	41.803	73.5	1:42.206	82.98	4.099	15:20:51.735	
12 -	33.276	80.7	26.753	100.7	38.670	78.1	1:38.699	85.93	0.592	15:22:30.434	
13 -	33.256	81.1	26.810	98.6	40.099	73.7	1:40.165	84.67	2.058	15:24:10.599	

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ROUND 7 - SECTOR ANALYSIS



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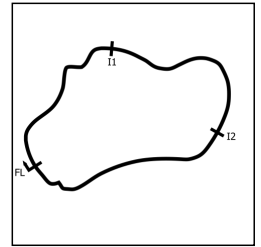
P13 714 S		Chris PRIOR					Driver			
IDEAL LAP TIME : 1:38.319		BEST LAP TIME : 1:38.773					DIFFERENCE : 0.454			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		79.9	27.102	98.5	39.545	76.2	2:08.076	66.22	29.303	15:04:13.432
2 -	33.894	80.5	26.735	100.4	39.603	77.4	1:40.232	84.61	1.459	15:05:53.664
3 -	33.259	81.7	26.806	99.7	39.876	78.6	1:39.941	84.86	1.168	15:07:33.605
4 -	33.622	81.5	26.593	101.3	39.097	77.4	1:39.312	85.40	0.539	15:09:12.917
5 -	33.685	81.1	26.927	97.2	39.299	76.6	1:39.911	84.89	1.138	15:10:52.828
6 -	33.661	79.6	27.499	97.8	39.095	76.6	1:40.255	84.60	1.482	15:12:33.083
7 -	33.221	80.4	26.896	99.8	38.656	76.5	1:38.773 (1)	85.86		15:14:11.856
8 -	33.777	81.0	26.582	100.7	38.592	77.5	1:38.951 (3)	85.71	0.178	15:15:50.807
9 -	33.291	79.6	27.064	100.3	38.516	78.1	1:38.871 (2)	85.78	0.098	15:17:29.678
10 -	33.360	79.4	27.189	101.0	38.721	77.8	1:39.270	85.43	0.497	15:19:08.948
11 -	33.809	79.2	27.377	100.0	39.945	76.1	1:41.131	83.86	2.358	15:20:50.079
12 -	33.514	80.1	27.074	97.8	39.122	76.4	1:39.710	85.06	0.937	15:22:29.789
13 -	33.248	79.0	27.222	98.8	40.595	73.4	1:41.065	83.92	2.292	15:24:10.854

P14 758 S		Matthew AYRES					NAPA / JT Motor MOT Station			
IDEAL LAP TIME : 1:37.572		BEST LAP TIME : 1:38.086					DIFFERENCE : 0.514			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		79.4	26.799	101.2	41.472	71.2	2:11.356	64.56	33.270	15:04:16.712
2 -	33.542	81.5	26.813	98.6	39.861	76.4	1:40.216	84.63	2.130	15:05:56.928
3 -	33.306	82.4	27.931	96.9	40.511	77.2	1:41.748	83.35	3.662	15:07:38.676
4 -	33.266	82.5	26.564	98.5	38.988	76.8	1:38.818	85.83	0.732	15:09:17.494
5 -	33.244	80.8	27.082	100.0	39.185	76.7	1:39.511	85.23	1.425	15:10:57.005
6 -	33.302	81.7	26.908	97.8	38.968	76.3	1:39.178	85.51	1.092	15:12:36.183
7 -	33.485	81.9	26.751	98.8	38.219	76.9	1:38.455	86.14	0.369	15:14:14.638
8 -	33.426	82.5	26.444	100.3	38.216	76.8	1:38.086 (1)	86.47		15:15:52.724
9 -	32.912	81.5	26.689	98.5	38.598	77.4	1:38.199 (3)	86.37	0.113	15:17:30.923
10 -	33.344	81.9	26.621	101.2	38.221	78.3	1:38.186 (2)	86.38	0.100	15:19:09.109
11 -	33.342	81.4	27.237	96.5	40.162	75.4	1:40.741	84.19	2.655	15:20:49.850
12 -	33.488	81.0	27.648	97.9	39.079	77.0	1:40.215	84.63	2.129	15:22:30.065
13 -	33.159	81.8	27.252	97.1	40.782	73.1	1:41.193	83.81	3.107	15:24:11.258

P15 797 S		Jack VANNER					Driver			
IDEAL LAP TIME : 1:38.184		BEST LAP TIME : 1:38.385					DIFFERENCE : 0.201			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		80.9	26.760	99.8	40.436	75.9	2:09.998	65.24	31.613	15:04:15.354
2 -	33.207	81.9	26.808	99.4	39.094	77.4	1:39.109	85.57	0.724	15:05:54.463
3 -	33.002	82.5	26.472	101.5	40.758	76.9	1:40.232	84.61	1.847	15:07:34.695
4 -	33.507	81.5	26.852	99.2	39.614	77.1	1:39.973	84.83	1.588	15:09:14.668
5 -	33.184	80.6	26.890	99.5	39.530	76.6	1:39.604	85.15	1.219	15:10:54.272
6 -	33.580	81.4	26.472	101.2	39.586	76.6	1:39.638	85.12	1.253	15:12:33.910
7 -	33.311	80.9	26.662	101.0	38.903	77.3	1:38.876 (3)	85.78	0.491	15:14:12.786
8 -	33.425	81.2	26.485	101.0	38.939	77.2	1:38.849 (2)	85.80	0.464	15:15:51.635
9 -	33.198	81.5	26.477	100.3	38.710	76.7	1:38.385 (1)	86.20		15:17:30.020
10 -	34.095	80.5	26.511	100.9	39.826	76.3	1:40.432	84.45	2.047	15:19:10.452
11 -	33.192	80.7	26.847	100.9	42.464	69.7	1:42.503	82.74	4.118	15:20:52.955
12 -	34.531	78.2	27.683	96.1	41.855	74.6	1:44.069	81.49	5.684	15:22:37.024
13 -	34.182	79.7	27.624	92.4	40.697	75.4	1:42.503	82.74	4.118	15:24:19.527

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ROUND 7 - SECTOR ANALYSIS



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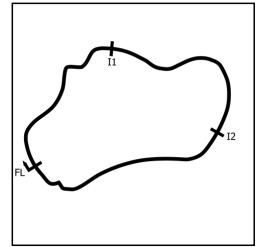
P16		16 7		Andrew KING			Increation / Rightline Motorsport				
IDEAL LAP TIME : 1:40.051		BEST LAP TIME : 1:40.686			DIFFERENCE : 0.635						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -		80.0	27.516	98.5	40.273	75.5	1:51.083	76.35	10.397	15:03:56.439	
2 -	34.217	80.9	27.363	97.6	40.213	76.7	1:41.793	83.32	1.107	15:05:38.232	
3 -	33.767	80.9	27.201	97.9	41.127	77.8	1:42.095	83.07	1.409	15:07:20.327	
4 -	33.785	81.5	27.103	98.1	40.471	76.6	1:41.359	83.67	0.673	15:09:01.686	
5 -	34.203	77.7	27.265	98.6	39.798	77.4	1:41.266	83.75	0.580	15:10:42.952	
6 -	33.594	80.8	27.021	98.5	40.071	76.6	1:40.686 (1)	84.23		15:12:23.638	
7 -	33.898	78.7	27.661	98.8	39.582	77.6	1:41.141 (2)	83.85	0.455	15:14:04.779	
8 -	33.678	81.0	26.875	97.9	41.681	74.6	1:42.234	82.96	1.548	15:15:47.013	
9 -	34.467	81.3	27.113	97.1	40.084	78.7	1:41.664	83.42	0.978	15:17:28.677	
10 -	35.923	78.8	27.361	101.5	40.511	75.0	1:43.795	81.71	3.109	15:19:12.472	
11 -	33.902	81.4	26.994	98.9	40.265	74.8	1:41.161 (3)	83.84	0.475	15:20:53.633	
12 -	34.603	81.1	27.247	97.9	41.087	76.6	1:42.937	82.39	2.251	15:22:36.570	
13 -	34.410	81.1	27.484	92.5	43.394	71.3	1:45.288	80.55	4.602	15:24:21.858	

P17		721 S		Kieran EDGEcombe			Edgey Racing / Tara Construction				
IDEAL LAP TIME : 1:38.342		BEST LAP TIME : 1:39.736			DIFFERENCE : 1.394						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -		78.4	27.058	99.7	41.192	73.5	2:11.875	64.31	32.139	15:04:17.231	
2 -	34.589	81.7	26.083	102.7	40.765	75.1	1:41.437	83.61	1.701	15:05:58.668	
3 -	33.189	80.9	26.477	98.1	40.886	77.4	1:40.552	84.35	0.816	15:07:39.220	
4 -	33.246	80.8	26.583	101.3	41.107	72.3	1:40.936	84.02	1.200	15:09:20.156	
5 -	33.820	77.6	27.290	98.5	39.070	76.0	1:40.180	84.66	0.444	15:11:00.336	
6 -	33.677	79.1	26.866	100.0	39.193	74.5	1:39.736 (1)	85.04		15:12:40.072	
7 -	33.422	79.3	27.043	98.9	39.340	75.0	1:39.805 (2)	84.98	0.069	15:14:19.877	
8 -	33.502	79.1	27.077	97.6	40.330	75.6	1:40.909	84.05	1.173	15:16:00.786	
9 -	33.619	79.4	27.028	97.5	39.330	76.0	1:39.977	84.83	0.241	15:17:40.763	
10 -	33.337	78.6	27.330	97.6	39.307	74.8	1:39.974 (3)	84.83	0.238	15:19:20.737	
11 -	33.491	78.3	27.195	98.3	39.952	73.5	1:40.638	84.27	0.902	15:21:01.375	
12 -	34.047	77.6	28.159	98.2	39.167	74.7	1:41.373	83.66	1.637	15:22:42.748	
13 -	33.949	78.1	27.477	97.9	41.048	73.3	1:42.474	82.76	2.738	15:24:25.222	

P18		789 S		Arnold DUNCAN			Driver				
IDEAL LAP TIME : 1:38.702		BEST LAP TIME : 1:39.282			DIFFERENCE : 0.580						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -		81.5	27.096	100.6	40.864	73.7	2:11.561	64.46	32.279	15:04:16.917	
2 -	33.676	82.4	26.520	100.6	39.576	77.5	1:39.772 (3)	85.00	0.490	15:05:56.689	
3 -	33.424	81.3	27.304	96.9	40.311	79.0	1:41.039	83.94	1.757	15:07:37.728	
4 -	33.119	82.2	26.780	98.9	44.181	76.5	1:44.080	81.49	4.798	15:09:21.808	
5 -	33.461	79.4	27.147	98.1	39.179	77.1	1:39.787	84.99	0.505	15:11:01.595	
6 -	33.790	79.6	27.458	100.6	39.282	77.5	1:40.530	84.36	1.248	15:12:42.125	
7 -	33.359	81.7	27.014	97.2	39.093	78.3	1:39.466 (2)	85.27	0.184	15:14:21.591	
8 -	33.224	79.5	27.168	97.5	39.617	78.1	1:40.009	84.80	0.727	15:16:01.600	
9 -	33.089	81.7	26.920	99.4	39.273	77.0	1:39.282 (1)	85.42		15:17:40.882	
10 -	33.920	80.3	27.115	98.3	39.250	77.8	1:40.285	84.57	1.003	15:19:21.167	
11 -	33.337	81.1	27.094	98.2	40.287	77.4	1:40.718	84.21	1.436	15:21:01.885	
12 -	33.635	79.6	27.590	97.1	39.936	77.1	1:41.161	83.84	1.879	15:22:43.046	
13 -	33.860	80.3	27.500	99.1	41.418	69.6	1:42.778	82.52	3.496	15:24:25.824	

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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

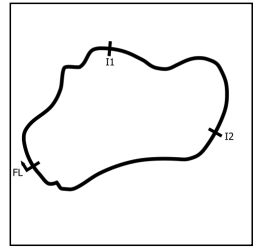
P19		777 S		Dave REES			BA Perkins / Pea Green / IMS						
IDEAL LAP TIME : 1:40.154		BEST LAP TIME : 1:40.777			DIFFERENCE : 0.623								
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY						
1 -		81.2	27.250	100.4	41.140	73.0	2:11.646	64.42	30.869	15:04:17.002			
2 -	35.242	82.6	26.576	99.7	40.573	77.3	1:42.391	82.83	1.614	15:05:59.393			
3 -	33.419	82.2	26.793	98.2	40.565	77.1	1:40.777 (1)	84.16		15:07:40.170			
4 -	33.765	81.8	27.073	97.2	41.018	75.4	1:41.856	83.27	1.079	15:09:22.026			
5 -	33.601	81.0	27.331	98.9	40.159	76.0	1:41.091 (2)	83.90	0.314	15:11:03.117			
6 -	33.921	80.4	27.169	98.5	40.446	76.0	1:41.536 (3)	83.53	0.759	15:12:44.653			
7 -	33.904	80.4	27.239	97.5	40.415	76.2	1:41.558	83.51	0.781	15:14:26.211			
8 -	33.849	81.1	27.230	96.1	40.639	75.7	1:41.718	83.38	0.941	15:16:07.929			
9 -	33.805	80.3	27.264	96.0	40.490	76.0	1:41.559	83.51	0.782	15:17:49.488			
10 -	33.858	80.5	27.416	96.5	40.362	76.7	1:41.636	83.45	0.859	15:19:31.124			
11 -	33.888	79.6	27.549	96.5	40.505	75.4	1:41.942	83.20	1.165	15:21:13.066			
12 -	34.738	79.8	28.786	94.9	45.294	73.7	1:48.818	77.94	8.041	15:23:01.884			
13 -	34.580	80.2	28.655	95.3	43.567	74.5	1:46.802	79.41	6.025	15:24:48.686			

P20		731 S		Ben JOHNSON			Driver						
IDEAL LAP TIME : 1:41.588		BEST LAP TIME : 1:42.029			DIFFERENCE : 0.441								
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY						
1 -		79.4	27.309	99.1	40.752	73.4	2:12.093	64.20	30.064	15:04:17.449			
2 -	35.285	79.7	27.135	98.5	40.584	74.6	1:43.004	82.34	0.975	15:06:00.453			
3 -	34.012	78.9	27.357	96.9	40.660	74.5	1:42.029 (1)	83.12		15:07:42.482			
4 -	34.109	78.7	27.736	95.8	40.756	73.3	1:42.601 (3)	82.66	0.572	15:09:25.083			
5 -	34.382	76.1	27.819	95.8	40.441	73.3	1:42.642	82.63	0.613	15:11:07.725			
6 -	34.682	77.7	27.665	95.5	40.641	72.7	1:42.988	82.35	0.959	15:12:50.713			
7 -	34.727	77.1	27.645	95.3	41.104	73.0	1:43.476	81.96	1.447	15:14:34.189			
8 -	34.339	76.7	27.589	95.8	40.666	73.3	1:42.594 (2)	82.67	0.565	15:16:16.783			
9 -	34.138	77.8	27.701	95.4	40.809	74.4	1:42.648	82.62	0.619	15:17:59.431			
10 -	34.713	77.9	27.876	94.6	40.695	73.7	1:43.284	82.11	1.255	15:19:42.715			
11 -	34.399	76.2	28.323	94.7	40.934	73.1	1:43.656	81.82	1.627	15:21:26.371			
12 -	34.977	76.8	28.057	94.9	41.235	74.3	1:44.269	81.34	2.240	15:23:10.640			
13 -	34.648	78.4	27.732	93.9	41.619	71.3	1:43.999	81.55	1.970	15:24:54.639			

P21		14 7		Jamie PAYNE			Roonspeed / Marks Minis						
IDEAL LAP TIME : 1:41.983		BEST LAP TIME : 1:43.955			DIFFERENCE : 1.972								
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY						
1 -		79.1	27.326	96.1	40.493	74.0	1:50.645	76.65	6.690	15:03:56.001			
2 -	34.427	79.1	28.177	95.3	41.351	74.6	1:43.955 (1)	81.58		15:05:39.956			
3 -	34.316	80.2	27.636	94.7	42.119	75.0	1:44.071 (3)	81.49	0.116	15:07:24.027			
4 -	35.159	80.1	27.763	94.3	41.838	75.1	1:44.760	80.96	0.805	15:09:08.787			
5 -	34.901	78.5	28.048	94.2	42.349	72.0	1:45.298	80.54	1.343	15:10:54.085			
6 -	35.401	79.6	28.318	84.3	42.606	76.2	1:46.325	79.77	2.370	15:12:40.410			
7 -	34.714	77.2	28.463	96.2	41.486	74.9	1:44.663	81.03	0.708	15:14:25.073			
8 -	34.862	78.2	28.002	96.5	41.497	74.3	1:44.361	81.27	0.406	15:16:09.434			
9 -	34.164	80.3	27.729	94.5	42.116	74.5	1:44.009 (2)	81.54	0.054	15:17:53.443			
10 -	34.577	79.9	27.934	94.1	41.943	75.4	1:44.454	81.19	0.499	15:19:37.897			
11 -	35.073	78.8	28.031	94.9	42.317	75.4	1:45.421	80.45	1.466	15:21:23.318			
12 -	35.646	79.4	27.944	94.7	41.960	74.5	1:45.550	80.35	1.595	15:23:08.868			
13 -	35.444	79.5	28.139	93.8	42.738	74.7	1:46.321	79.77	2.366	15:24:55.189			

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ROUND 7 - SECTOR ANALYSIS



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

P22 778 S		Kate FRASER KER					Driver			
IDEAL LAP TIME : 1:45.739		BEST LAP TIME : 1:46.573					DIFFERENCE : 0.834			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		74.6	30.334	93.3	42.879	72.4	2:21.317	60.01	34.744	15:04:26.673
2 -	36.953	75.0	29.727	93.9	44.934	71.9	1:51.614	75.99	5.041	15:06:18.287
3 -	37.147	75.7	28.876	94.6	43.954	70.7	1:49.977	77.12	3.404	15:08:08.264
4 -	37.113	76.0	28.735	95.5	42.306	70.6	1:48.154	78.42	1.581	15:09:56.418
5 -	37.008	73.8	28.926	95.1	42.152	70.8	1:48.086	78.47	1.513	15:11:44.504
6 -	36.038	75.6	28.568	95.8	41.967	70.4	1:46.573 (1)	79.58		15:13:31.077
7 -	39.609	74.8	28.399	96.2	44.548	71.0	1:52.556	75.35	5.983	15:15:23.633
8 -	36.635	70.7	28.828	95.4	41.357	72.6	1:46.820 (2)	79.40	0.247	15:17:10.453
9 -	36.563	73.9	29.269	95.1	41.821	72.3	1:47.653 (3)	78.78	1.080	15:18:58.106
10 -	35.983	74.1	28.668	95.8	1:08.192	60.6	2:12.843	63.84	26.270	15:21:10.949
11 -	41.412	66.4	30.717	94.2	44.533	65.7	1:56.662	72.70	10.089	15:23:07.611
12 -	40.672	73.2	29.102	93.5	43.824	70.4	1:53.598	74.66	7.025	15:25:01.209

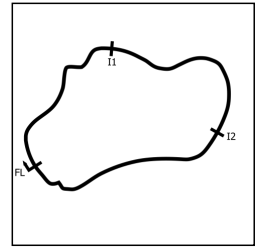
P23 38 7		Steven HOPPER					Driver			
IDEAL LAP TIME : 1:39.436		BEST LAP TIME : 1:39.979					DIFFERENCE : 0.543			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		81.3	26.635	101.6	40.510	76.0	1:48.946	77.85	8.967	15:03:54.302
2 -	33.485	80.5	26.817	99.4	39.677	75.8	1:39.979 (1)	84.83		15:05:34.281
3 -	33.124	81.9	26.989	98.6	41.956	70.9	1:42.069	83.09	2.090	15:07:16.350
4 -	33.380	80.9	27.328	97.6	41.309	75.8	1:42.017	83.13	2.038	15:08:58.367
5 -	33.924	80.0	27.376	97.8	40.439	76.0	1:41.739	83.36	1.760	15:10:40.106
6 -	33.646	80.3	27.339	97.5	40.688	75.8	1:41.673	83.42	1.694	15:12:21.779
7 -	33.403	80.0	27.293	97.5	40.245	75.7	1:40.941	84.02	0.962	15:14:02.720
8 -	33.600	79.5	27.242	97.3	52.103	75.3	1:52.945	75.09	12.966	15:15:55.665
9 -	33.528	80.3	27.105	97.3	40.252	76.0	1:40.885 (3)	84.07	0.906	15:17:36.550
10 -	33.503	80.7	27.144	97.3	40.113	75.9	1:40.760 (2)	84.17	0.781	15:19:17.310
11 -	33.233	79.7	27.298	98.1	41.463	74.7	1:41.994	83.15	2.015	15:20:59.304
12 -	34.662	77.1	33.036	79.6	IN PIT		1:55.355 P	73.52	15.376	15:22:54.659

P24 723 S		Andrew HACK					Driver			
IDEAL LAP TIME : 1:37.906		BEST LAP TIME : 1:38.358					DIFFERENCE : 0.452			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		80.4	26.862		38.914	78.2	2:08.327	66.09	29.969	15:04:13.683
2 -	33.873	81.6	26.875	101.3	38.531		1:39.279	85.43	0.921	15:05:52.962
3 -	33.095	82.7	26.673	99.2	40.101		1:39.869	84.92	1.511	15:07:32.831
4 -	33.551	82.6	26.640	99.8	39.553		1:39.744	85.03	1.386	15:09:12.575
5 -	33.757	80.0	27.190		39.755		1:40.702	84.22	2.344	15:10:53.277
6 -	33.492	81.8	27.215		39.569	74.8	1:40.276	84.58	1.918	15:12:33.553
7 -	33.409	80.9	26.493	101.9	38.456	76.8	1:38.358 (1)	86.23		15:14:11.911
8 -	33.586	81.6	26.448	100.6	39.339		1:39.373	85.35	1.015	15:15:51.284
9 -	33.297	82.0	27.119	98.8	38.430		1:38.846 (3)	85.80	0.488	15:17:30.130
10 -	33.295	82.0	26.704	99.1	38.363		1:38.362 (2)	86.22	0.004	15:19:08.492
11 -	33.804	80.3	27.457	95.1	48.128	32.7	1:49.389	77.53	11.031	15:20:57.881

P25 57 7		Philip GILLIBRAND					Driver			
IDEAL LAP TIME : 1:43.446		BEST LAP TIME : 1:44.005					DIFFERENCE : 0.559			
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		78.0	27.747	96.9	41.267	73.6	1:52.769	75.21	8.764	15:03:58.125
2 -	35.154	78.6	28.027	94.6	41.860	75.0	1:45.041	80.74	1.036	15:05:43.166
3 -	35.237	78.3	28.628	94.9	42.291	74.8	1:46.156	79.89	2.151	15:07:29.322
4 -	35.385	77.7	28.355	95.0	41.714	72.9	1:45.454	80.42	1.449	15:09:14.776
5 -	35.753	77.6	28.561	97.2	41.159	73.8	1:45.473	80.41	1.468	15:11:00.249
6 -	35.007	78.3	27.523	97.8	41.475	74.8	1:44.005 (1)	81.55		15:12:44.254
7 -	35.224	78.5	27.748	96.5	41.246	75.5	1:44.218 (2)	81.38	0.213	15:14:28.472
8 -	34.764	77.5	27.652	95.8	41.855	72.5	1:44.271 (3)	81.34	0.266	15:16:12.743
9 -	34.919	79.1	27.726	96.0	42.344	72.9	1:44.989	80.78	0.984	15:17:57.732
10 -	38.279	75.4	30.878	73.3	48.802	66.9	1:57.959	71.90	13.954	15:19:55.691
11 -	42.016	69.1	34.113	78.1	51.626	57.8	2:07.755	66.38	23.750	15:22:03.446

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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

P26		713 S		Lee POOLMAN			Apex Car Transport & Storage				
IDEAL LAP TIME : 1:37.962		BEST LAP TIME : 1:38.790			DIFFERENCE : 0.828						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		78.3	27.042	101.2	41.560	71.0	2:11.595	64.45	32.805	15:04:16.951	
2 -	34.240	81.9	26.185	100.3	39.838	76.1	1:40.263	84.59	1.473	15:05:57.214	
3 -	33.537	81.2	26.941	101.9	40.214	77.4	1:40.692	84.23	1.902	15:07:37.906	
4 -	33.102	82.5	26.763	98.2	38.948	76.1	1:38.813 (2)	85.83	0.023	15:09:16.719	
5 -	33.702	79.6	26.983	98.6	40.229	77.4	1:40.914	84.04	2.124	15:10:57.633	
6 -	33.491	80.3	26.919	99.5	38.675	77.4	1:39.085 (3)	85.59	0.295	15:12:36.718	
7 -	33.409	80.8	26.633	99.7	38.748	69.5	1:38.790 (1)	85.85		15:14:15.508	
8 -	41.605	69.3	35.111	78.9	IN PIT		2:04.538 P	68.10	25.748	15:16:20.046	

P27		5 7		Glen WOODBRIDGE			D&P Motors				
IDEAL LAP TIME : 1:36.887		BEST LAP TIME : 1:37.989			DIFFERENCE : 1.102						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		83.6	26.683	100.7	38.568	81.0	1:45.540	80.36	7.551	15:03:50.896	
2 -	33.075	84.9	26.733	101.9	38.181	80.7	1:37.989 (1)	86.55		15:05:28.885	
3 -	32.494	84.2	26.212	101.8	39.748	80.8	1:38.454 (2)	86.14	0.465	15:07:07.339	
4 -	32.716	82.9	27.124	93.9	40.362	78.3	1:40.202	84.64	2.213	15:08:47.541	
5 -	32.977	82.1	26.638	100.9	39.276	76.8	1:38.891 (3)	85.76	0.902	15:10:26.432	
6 -	33.526	80.3	27.151	98.2	IN PIT		1:38.854 P	85.79	0.865	15:12:05.286	

P28		728 S		Michael WINKWORTH			Driver				
IDEAL LAP TIME : 1:38.798		BEST LAP TIME : 1:38.832			DIFFERENCE : 0.034						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		81.6	26.900	98.2	39.104	77.2	2:07.729	66.40	28.897	15:04:13.085	
2 -	33.120	81.9	26.574	100.1	39.138	78.3	1:38.832 (1)	85.81		15:05:51.917	
3 -	33.331	83.2	26.685	97.3	40.103	77.2	1:40.119	84.71	1.287	15:07:32.036	
4 -	33.531	80.4	27.221	97.3	39.116	76.5	1:39.868 (3)	84.92	1.036	15:09:11.904	
5 -	33.875	81.8	26.642	100.3	39.105	77.9	1:39.622 (2)	85.13	0.790	15:10:51.526	
6 -	33.471	81.7	28.462	85.8	IN PIT		1:49.051 P	77.77	10.219	15:12:40.577	

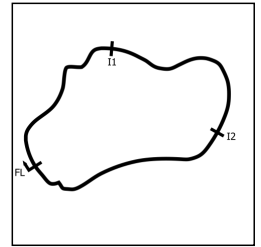
P29		8 7		Paul WOODBRIDGE			D&P Motors				
IDEAL LAP TIME : 1:38.407		BEST LAP TIME : 1:39.481			DIFFERENCE : 1.074						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		81.5	26.330	103.2	39.398	77.2	1:47.213	79.10	7.732	15:03:52.569	
2 -	33.713	82.0	26.726	103.7	39.042	78.4	1:39.481 (1)	85.25		15:05:32.050	
3 -	34.152	82.3	26.602	100.0	39.525	78.7	1:40.279 (2)	84.58	0.798	15:07:12.329	
4 -	33.035	81.7	27.081	96.2	41.683	67.8	1:41.799 (3)	83.31	2.318	15:08:54.128	
5 -	42.025	62.3	37.192	65.4	IN PIT		2:09.520 P	65.48	30.039	15:11:03.648	

P30		704 S		Giles PAGE			Driver				
IDEAL LAP TIME : 1:39.346		BEST LAP TIME : 1:39.997			DIFFERENCE : 0.651						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		81.4	27.048	101.3	42.165	70.7	2:11.450 (3)	64.52	31.453	15:04:16.806	
2 -	34.815	82.0	26.012	102.7	40.716	76.6	1:41.543 (2)	83.52	1.546	15:05:58.349	
3 -	33.164	81.9	26.663	100.3	40.170	78.6	1:39.997 (1)	84.81		15:07:38.346	
4 -	33.402	82.1	26.621	99.2	IN PIT		2:00.055 P	70.64	20.058	15:09:38.401	

P31		80 7		Joe THOMPSON			Driver				
IDEAL LAP TIME : 1:38.222		BEST LAP TIME : 1:38.265			DIFFERENCE : 0.043						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		81.7	26.155	103.2	39.358	77.7	1:46.633 (3)	79.53	8.368	15:03:51.989	
2 -	33.029	83.4	26.198	103.2	39.038	76.5	1:38.265 (1)	86.31		15:05:30.254	
3 -	33.040	82.8	26.708	96.8	39.745	77.8	1:39.493 (2)	85.24	1.228	15:07:09.747	

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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

P32 66 7		Tom MILLS		Driver				
IDEAL LAP TIME : 1:38.402		BEST LAP TIME : 1:44.952		DIFFERENCE : 6.550				
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY	
1 -	82.5	26.637	101.6	38.314	80.4	1:44.952 (1)	80.81	15:03:50.308

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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	1:35.752	
1	20	THOMAS	32.280	1	O'BRIEN	25.892	88	JORDAN	37.580	1	1	O'BRIEN	1:35.911	1:36.234	0.323
2	73	WANSTALL	32.293	49	BILLISON	25.951	20	THOMAS	37.690	2	88	JORDAN	1:35.959	1:36.185	0.226
3	1	O'BRIEN	32.297	73	WANSTALL	25.988	1	O'BRIEN	37.722	3	49	BILLISON	1:36.021	1:36.113	0.092
4	88	JORDAN	32.346	704	PAGE	26.012	49	BILLISON	37.722	4	20	THOMAS	1:36.032	1:36.178	0.146
5	49	BILLISON	32.348	88	JORDAN	26.033	73	WANSTALL	37.817	5	73	WANSTALL	1:36.098	1:36.637	0.539
6	5	WOODBIDGE	32.494	20	THOMAS	26.062	5	WOODBIDGE	38.181	6	5	WOODBIDGE	1:36.887	1:37.989	1.102
7	29	HARRINGTON	32.671	76	POLLEY	26.076	703	PAGE	38.212	7	29	HARRINGTON	1:37.154	1:37.829	0.675
8	725	HACK	32.687	721	EDGECOMBE	26.083	758	AYRES	38.216	8	76	POLLEY	1:37.162	1:37.874	0.712
9	703	PAGE	32.769	29	HARRINGTON	26.089	76	POLLEY	38.256	9	703	PAGE	1:37.278	1:37.771	0.493
10	742	BUTLER	32.813	80	THOMPSON	26.155	725	HACK	38.306	10	725	HACK	1:37.395	1:38.211	0.816
11	76	POLLEY	32.830	713	POOLMAN	26.185	66	MILLS	38.314	11	758	AYRES	1:37.572	1:38.086	0.514
12	706	PAGE	32.841	5	WOODBIDGE	26.212	723	HACK	38.363	12	742	BUTLER	1:37.735	1:38.107	0.372
13	758	AYRES	32.912	6	DAVIS	26.238	29	HARRINGTON	38.394	13	723	HACK	1:37.906	1:38.358	0.452
14	6	DAVIS	32.966	703	PAGE	26.297	742	BUTLER	38.465	14	713	POOLMAN	1:37.962	1:38.790	0.828
15	797	VANNER	33.002	8	WOODBIDGE	26.330	714	PRIOR	38.516	15	6	DAVIS	1:38.018	1:38.670	0.652
16	80	THOMPSON	33.029	725	HACK	26.402	706	PAGE	38.607	16	706	PAGE	1:38.169	1:38.557	0.388
17	8	WOODBIDGE	33.035	758	AYRES	26.444	713	POOLMAN	38.675	17	797	VANNER	1:38.184	1:38.385	0.201
18	789	DUNCAN	33.089	723	HACK	26.448	797	VANNER	38.710	18	80	THOMPSON	1:38.222	1:38.265	0.043
19	723	HACK	33.095	742	BUTLER	26.457	6	DAVIS	38.814	19	714	PRIOR	1:38.319	1:38.773	0.454
20	713	POOLMAN	33.102	797	VANNER	26.472	80	THOMPSON	39.038	20	721	EDGECOMBE	1:38.342	1:39.736	1.394
21	728	WINKWORTH	33.120	789	DUNCAN	26.520	8	WOODBIDGE	39.042	21	66	MILLS	1:38.402	1:44.952	6.550
22	38	HOPPER	33.124	728	WINKWORTH	26.574	721	EDGECOMBE	39.070	22	8	WOODBIDGE	1:38.407	1:39.481	1.074
23	704	PAGE	33.164	777	REES	26.576	789	DUNCAN	39.093	23	789	DUNCAN	1:38.702	1:39.282	0.580
24	721	EDGECOMBE	33.189	714	PRIOR	26.582	728	WINKWORTH	39.104	24	728	WINKWORTH	1:38.798	1:38.832	0.034
25	714	PRIOR	33.221	38	HOPPER	26.635	16	KING	39.582	25	704	PAGE	1:39.346	1:39.997	0.651
26	777	REES	33.419	66	MILLS	26.637	38	HOPPER	39.677	26	38	HOPPER	1:39.436	1:39.979	0.543
27	66	MILLS	33.451	706	PAGE	26.721	777	REES	40.159	27	16	KING	1:40.051	1:40.686	0.635
28	16	KING	33.594	16	KING	26.875	704	PAGE	40.170	28	777	REES	1:40.154	1:40.777	0.623
29	731	JOHNSON	34.012	731	JOHNSON	27.135	731	JOHNSON	40.441	29	731	JOHNSON	1:41.588	1:42.029	0.441
30	14	PAYNE	34.164	14	PAYNE	27.326	14	PAYNE	40.493	30	14	PAYNE	1:41.983	1:43.955	1.972
31	57	GILLIBRAND	34.764	57	GILLIBRAND	27.523	57	GILLIBRAND	41.159	31	57	GILLIBRAND	1:43.446	1:44.005	0.559
32	778	FRASER KER	35.983	778	FRASER KER	28.399	778	FRASER KER	41.357	32	778	FRASER KER	1:45.739	1:46.573	0.834

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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	73	WANSTALL	85.7	1	O'BRIEN	104.0	73	WANSTALL	81.4
2	49	BILLISON	85.2	73	WANSTALL	103.8	88	JORDAN	81.2
3	5	WOODBIDGE	84.9	6	DAVIS	103.8	5	WOODBIDGE	81.0
4	88	JORDAN	84.8	8	WOODBIDGE	103.7	49	BILLISON	80.6
5	1	O'BRIEN	84.6	20	THOMAS	103.4	1	O'BRIEN	80.5
6	20	THOMAS	84.6	29	HARRINGTON	103.2	20	THOMAS	80.4
7	703	PAGE	84.4	76	POLLEY	103.2	66	MILLS	80.4
8	29	HARRINGTON	83.6	80	THOMPSON	103.2	76	POLLEY	80.1
9	80	THOMPSON	83.4	88	JORDAN	102.9	703	PAGE	79.5
10	728	WINKWORTH	83.2	721	EDGEcombe	102.7	742	BUTLER	79.2
11	706	PAGE	83.0	704	PAGE	102.7	29	HARRINGTON	79.0
12	76	POLLEY	82.9	49	BILLISON	102.1	789	DUNCAN	79.0
13	6	DAVIS	82.8	725	HACK	101.9	706	PAGE	78.8
14	723	HACK	82.7	703	PAGE	101.9	16	KING	78.7
15	725	HACK	82.6	742	BUTLER	101.9	8	WOODBIDGE	78.7
16	777	REES	82.6	723	HACK	101.9	714	PRIOR	78.6
17	758	AYRES	82.5	713	POOLMAN	101.9	704	PAGE	78.6
18	797	VANNER	82.5	5	WOODBIDGE	101.9	725	HACK	78.5
19	713	POOLMAN	82.5	66	MILLS	101.9	6	DAVIS	78.4
20	66	MILLS	82.5	38	HOPPER	101.6	758	AYRES	78.3
21	789	DUNCAN	82.4	797	VANNER	101.5	728	WINKWORTH	78.3
22	8	WOODBIDGE	82.3	16	KING	101.5	723	HACK	78.2
23	742	BUTLER	82.2	706	PAGE	101.3	80	THOMPSON	77.8
24	704	PAGE	82.1	714	PRIOR	101.3	713	POOLMAN	77.4
25	38	HOPPER	81.9	758	AYRES	101.2	797	VANNER	77.4
26	714	PRIOR	81.7	789	DUNCAN	100.6	721	EDGEcombe	77.4
27	721	EDGEcombe	81.7	777	REES	100.4	777	REES	77.3
28	16	KING	81.5	728	WINKWORTH	100.3	14	PAYNE	76.2
29	14	PAYNE	80.3	731	JOHNSON	99.1	38	HOPPER	76.0
30	731	JOHNSON	79.7	57	GILLIBRAND	97.8	57	GILLIBRAND	75.5
31	57	GILLIBRAND	79.1	14	PAYNE	96.5	731	JOHNSON	74.6
32	778	FRASER KER	76.0	778	FRASER KER	96.2	778	FRASER KER	72.6

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ROUND 7 - STATISTICS

Competitors Started 32
Planned Start 2023-06-03 @ 14:55:00.000
Actual Start 2023-06-03 @ 15:02:05.355
Finish Time 2023-06-03 @ 15:23:11.224
Track Length 2.3560mi.
Total Laps 352
Total Distance Covered 829.3132mi.

Session Fastest Lap History

NO	CL	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
88	7	Mike JORDAN	1:44.244	15:03:49.620	1	Revive / Motul
88	7	Mike JORDAN	1:37.039	15:05:26.661	2	Revive / Motul
73	7	Spencer WANSTALL	1:36.637	15:05:28.124	2	Mini Spares
88	7	Mike JORDAN	1:36.569	15:08:41.397	4	Revive / Motul
1	7	Connor O'BRIEN	1:36.329	15:08:41.576	4	Ball Trucking
49	7	Ross BILLISON	1:36.113	15:08:41.873	4	Driver

Session Leader History

NO	CL	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
88	7	Mike JORDAN	1	13	30.62 miles	Revive / Motul

Flag History

TYPE	TIME OF DAY
GREEN	15:02:05.355
FINISH	15:23:11.224

Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	1	13	23:37.565
Red	0	0	0.000
Safety Car	0	0	0.000
FCY	0	0	0.000

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ROUND 7 - STATISTICS

CLASS : 7

16 Starters

Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
88	Mike JORDAN	1:44.244	15:03:49.620	1	Revive / Motul
88	Mike JORDAN	1:37.039	15:05:26.661	2	Revive / Motul
73	Spencer WANSTALL	1:36.637	15:05:28.124	2	Mini Spares
88	Mike JORDAN	1:36.569	15:08:41.397	4	Revive / Motul
1	Connor O'BRIEN	1:36.329	15:08:41.576	4	Ball Trucking
49	Ross BILLISON	1:36.113	15:08:41.873	4	Driver

Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
88	Mike JORDAN	1	13	30.62 miles	Revive / Motul

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ROUND 7 - STATISTICS

CLASS : S

16 Starters

Fastest Lap History

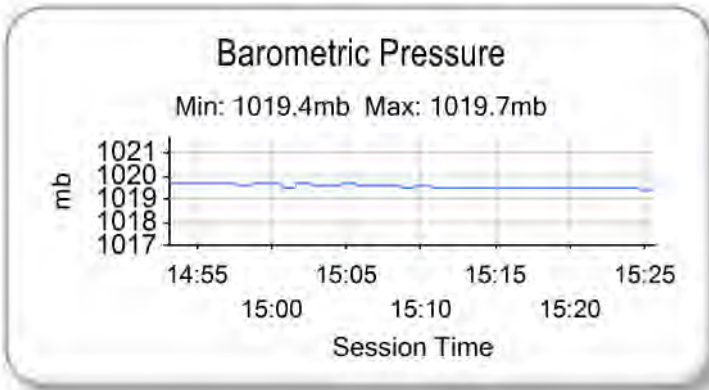
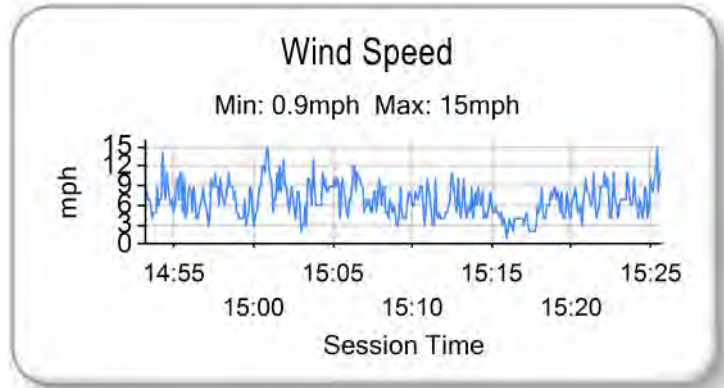
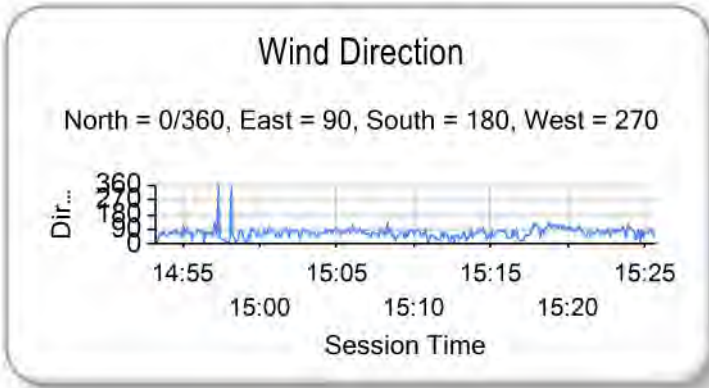
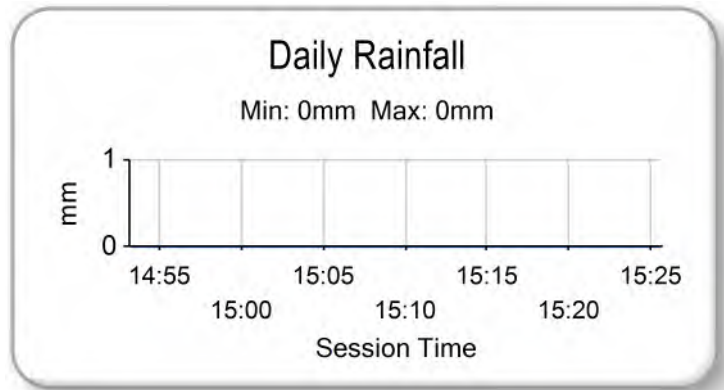
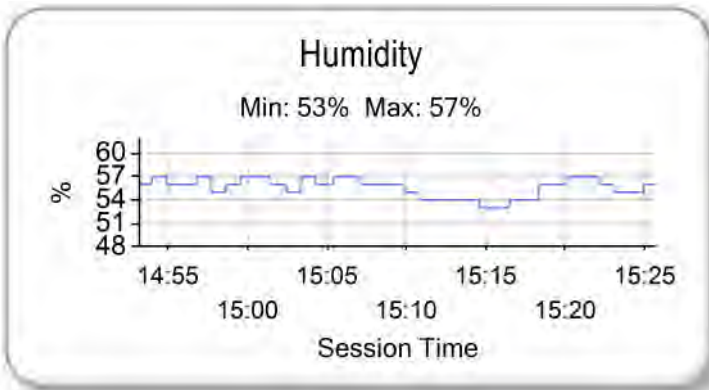
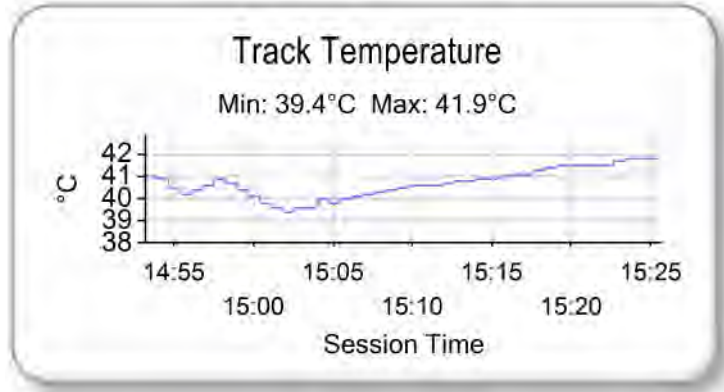
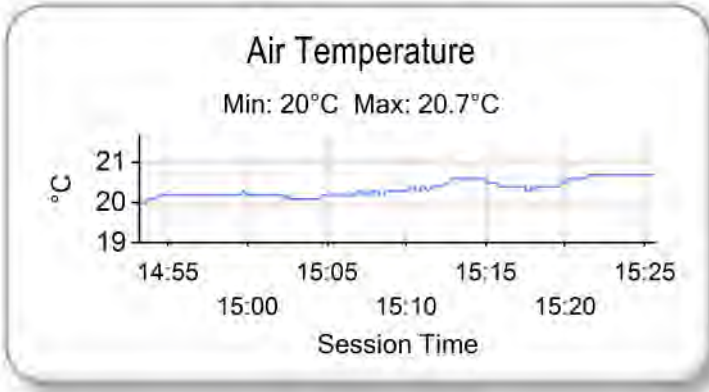
NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
706	Jonathon PAGE	2:07.072	15:04:12.448	1	Driver
706	Jonathon PAGE	1:39.167	15:05:51.616	2	Driver
728	Michael WINKWORTH	1:38.832	15:05:51.939	2	Driver
713	Lee POOLMAN	1:38.813	15:09:16.752	4	Apex Car Transport & Storage
725	Frazer HACK	1:38.629	15:12:32.694	6	Driver
725	Frazer HACK	1:38.505	15:14:11.198	7	Driver
723	Andrew HACK	1:38.358	15:14:11.911	7	Driver
758	Matthew AYRES	1:38.086	15:15:52.756	8	NAPA / JT Motor MOT Station
703	Matthew PAGE	1:37.771	15:17:29.132	9	Driver

Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
706	Jonathon PAGE	1	2	4.71 miles	Driver
728	Michael WINKWORTH	3	2	4.71 miles	Driver
706	Jonathon PAGE	5	5	11.78 miles	Driver
725	Frazer HACK	10	1	2.35 miles	Driver
706	Jonathon PAGE	11	1	2.35 miles	Driver
725	Frazer HACK	12	1	2.35 miles	Driver
706	Jonathon PAGE	13	1	2.35 miles	Driver

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ROUND 7 - WEATHER CONDITIONS





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ROUND 8 - GRID (20 minutes) - AMENDED

ROW 18	35	728 Michael WINKWORTH	36	704 Giles PAGE
ROW 17	33	723 Andrew HACK	34	713 Lee POOLMAN
ROW 16	31	731 Ben JOHNSON	32	778 Kate FRASER KER
ROW 15	29	789 Arnold DUNCAN	30	777 Dave REES
ROW 14	27	706 Jonathon PAGE	28	725 Frazer HACK
ROW 13	25	742 Ben BUTLER	26	703 Matthew PAGE
ROW 12	23	758 Matthew AYRES	24	714 Chris PRIOR
ROW 11	21	721 Kieran EDGECOMBE	22	797 Jack VANNER
ROW 10				
ROW 9				
ROW 8	15	80 Joe THOMPSON	16	66 Tom MILLS
ROW 7	13	5 Glen WOODBRIDGE	14	8 Paul WOODBRIDGE
ROW 6	11	38 Steven HOPPER	12	57 Philip GILLIBRAND
ROW 5	9	16 Andrew KING	10	14 Jamie PAYNE
ROW 4	7	1 Connor O'BRIEN	8	88 Mike JORDAN
ROW 3	5	73 Spencer WANSTALL	6	49 Ross BILLISON
ROW 2	3	20 Darren THOMAS	4	29 Damien HARRINGTON
ROW 1	1	6 Graeme DAVIS	2	76 Jo POLLEY
Pole				

Thruxton: 2.3560 miles

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

Clerk Of Course : <i>Mark Hulme</i>	Stewards :	Timekeeper : <i>Craig Smith</i>
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Results can be found at www.tsl-timing.com

Printed - 16:44 Saturday, 03 June 2023





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ROUND 8 - CLASSIFICATION

POS	NO	CL	PIC NAME	NAT	ENTRY	LAPS	TIME	GAP	DIFF	MPH	BEST	ON
1	88	7	1 Mike JORDAN	GBR	Revive / Motul	13	21:06.610			87.05	1:36.040	5
2	49	7	2 Ross BILLISON	GBR	Driver	13	21:07.106	0.496	0.496	87.01	1:36.202	7
3	73	7	3 Spencer WANSTALL	GBR	Mini Spares	13	21:10.656	4.046	3.550	86.77	1:36.367	5
4	80	7	4 Joe THOMPSON	GBR	Driver	13	21:27.894	21.284	17.238	85.61	1:37.291	2
5	29	7	5 Damien HARRINGTON	GBR	Driver	13	21:27.945	21.335	0.051	85.60	1:37.640	4
6	5	7	6 Glen WOODBRIDGE	GBR	D&P Motors	13	21:28.252	21.642	0.307	85.58	1:37.796	13
7	76	7	7 Jo POLLEY	GBR	Petrolhead Perfume / Polleysport / Ball Tru	13	21:30.209	23.599	1.957	85.45	1:37.711	13
8	6	7	8 Graeme DAVIS	GBR	Driver	13	21:31.784	25.174	1.575	85.35	1:37.685	4
9	8	7	9 Paul WOODBRIDGE	GBR	D&P Motors	13	21:52.315	45.705	20.531	84.02	1:39.109	2
10	706	S	1 Jonathon PAGE	GBR	Driver	13	21:57.382	50.772	5.067	83.69	1:37.517	6
11	714	S	2 Chris PRIOR	GBR	Driver	13	21:58.179	51.569	0.797	83.64	1:38.042	11
12	758	S	3 Matthew AYRES	GBR	NAPA / JT Motor MOT Station	13	21:58.421	51.811	0.242	83.63	1:38.075	4
13	742	S	4 Ben BUTLER	GBR	Driver	13	21:58.530	51.920	0.109	83.62	1:37.693	9
14	725	S	5 Frazer HACK	GBR	Driver	13	21:58.537	51.927	0.007	83.62	1:37.347	5
15	713	S	6 Lee POOLMAN	GBR	Apex Car Transport & Storage	13	21:58.682	52.072	0.145	83.61	1:37.998	4
16	789	S	7 Arnold DUNCAN	GBR	Driver	13	22:02.115	55.505	3.433	83.39	1:38.649	11
17	797	S	8 Jack VANNER	GBR	Driver	13	22:03.541	56.931	1.426	83.30	1:38.700	9
18	704	S	9 Giles PAGE	GBR	Driver	13	22:07.026	1:00.416	3.485	83.08	1:38.822	7
19	721	S	10 Kieran EDGECOMBE	GBR	Edgey Racing / Tara Construction	13	22:07.130	1:00.520	0.104	83.08	1:38.599	4
20	16	7	10 Andrew KING	GBR	Increation / Rightline Motorsport	13	22:12.740	1:06.130	5.610	82.73	1:40.525	11
21	777	S	11 Dave REES	GBR	BA Perkins / Pea Green / IMS	13	22:19.704	1:13.094	6.964	82.30	1:39.926	4
22	14	7	11 Jamie PAYNE	GBR	Roonspeed / Marks Minis	13	22:27.366	1:20.756	7.662	81.83	1:41.948	3
23	57	7	12 Philip GILLIBRAND	GBR	Driver	13	22:45.120	1:38.510	17.754	80.77	1:43.133	4
24	731	S	12 Ben JOHNSON	GBR	Driver	12	21:06.995	1 Lap	1 Lap	80.33	1:41.614	2
25	778	S	13 Kate FRASER KER	GBR	Driver	12	21:48.806	1 Lap	41.811	77.76	1:45.525	5
NOT CLASSIFIED												
DNF	703	S	Matthew PAGE	GBR	Driver	13	22:01.151	54.541	0.000	83.45	1:38.246	6
DNF	1	7	Connor O'BRIEN	GBR	Ball Trucking	10	16:15.930	3 Laps	3 Laps	86.90	1:36.459	10
DNF	728	S	Michael WINKWORTH	GBR	Driver	6	10:25.577	7 Laps	4 Laps	81.34	1:37.682	4
DNF	723	S	Andrew HACK	GBR	Driver	4	7:06.396	9 Laps	2 Laps	79.56	1:38.061	4
DNF	38	7	Steven HOPPER	GBR	Driver	2	3:29.954	11 Laps	2 Laps	80.79	1:48.828	1
DNF	20	7	Darren THOMAS	GBR	Clearsons / Roonspeed	1	1:44.537	12 Laps	1 Lap	81.13		
FASTEST LAP												
	88	7	Mike JORDAN	GBR	Revive / Motul	5	1:36.040			88.31 mph	142.12 kph	
	725	S	Frazer HACK	GBR	Driver	5	1:37.347			87.12 mph	140.21 kph	

Weather / Track : Bright / Dry

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

Race Distance: 13 Laps / 30.62 miles

Thrupton: 2.3560 miles

Date: 04/06/2023 Start: 12:29 Finish: 12:50

Clerk Of Course :

Mark Hulme

Stewards :

Timekeeper :

Craig Smith

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

Printed - 12:53 Sunday, 04 June 2023



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ROUND 8 - LAP CHART

LAP 1 @ 12:31:03.608			LAP 2 @ 12:32:40.536			LAP 3 @ 12:34:17.803			LAP 4 @ 12:35:54.563			LAP 5 @ 12:37:31.447		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
20		1:44.537 P	1		1:36.869	1		1:37.267	1		1:36.760	1		1:36.884
1	0.059	1:44.596	49	0.351	1:37.047	49	0.497	1:37.413	49	0.552	1:36.815	88	0.400	1:36.040
49	0.232	1:44.769	88	0.908	1:36.275	88	0.887	1:37.246	88	1.244	1:37.117	49	0.945	1:37.277
73	0.857	1:45.394	73	1.127	1:37.198	73	1.082	1:37.222	73	1.916	1:37.594	73	1.399	1:36.367
88	1.561	1:46.098	80	3.078	1:37.291	5	4.893	1:38.718	80	5.862	1:37.597	80	6.370	1:37.392
29	2.106	1:46.643	5	3.442	1:37.975	80	5.025	1:39.214	5	5.959	1:37.826	5	6.984	1:37.909
5	2.395	1:46.932	29	3.998	1:38.820	29	5.302	1:38.571	29	6.182	1:37.640	29	7.233	1:37.935
80	2.715	1:47.252	6	4.741	1:38.243	6	5.739	1:38.265	6	6.664	1:37.685	6	7.540	1:37.760
76	3.127	1:47.664	76	4.899	1:38.700	76	6.760	1:39.128	76	8.032	1:38.032	76	9.198	1:38.050
6	3.426	1:47.963	8	6.214	1:39.109	8	8.139	1:39.192	8	11.358	1:39.979	8	14.619	1:40.145
8	4.033	1:48.570	38	8.489	1:41.126 P	16	16.188	1:42.001	16	21.534	1:42.106	16	26.397	1:41.747
38	4.291	1:48.828	16	11.454	1:41.651	14	16.702	1:41.948	14	22.074	1:42.132	14	27.546	1:42.356
14	5.940	1:50.477	14	12.021	1:43.009	57	21.344	1:43.494	57	27.717	1:43.133	725	30.459	1:37.347
16	6.731	1:51.268	57	15.117	1:43.675	703	27.309	1:39.222	703	28.990	1:38.441	703	30.932	1:38.826
57	8.370	1:52.907	703	25.354	1:38.418	725	28.787	1:39.160	725	29.996	1:37.969	758	31.914	1:38.275
721	22.610	2:07.147	714	26.313	1:40.442	714	29.003	1:39.957	758	30.523	1:38.075	706	33.274	1:38.645
714	22.799	2:07.336	721	26.727	1:41.045	758	29.208	1:39.104	723	30.904	1:38.061	728	34.182	1:39.106
758	23.327	2:07.864	725	26.894	1:40.251	723	29.603	1:38.798	714	31.444	1:39.201	714	34.289	1:39.729
725	23.571	2:08.108	758	27.371	1:40.972	721	29.959	1:40.499	706	31.513	1:38.003	797	34.561	1:39.185
703	23.864	2:08.401	797	27.566	1:40.310	797	30.190	1:39.891	721	31.798	1:38.599	721	35.082	1:40.168
797	24.184	2:08.721	723	28.072	1:40.220	706	30.270	1:38.943	728	31.960	1:37.682	742	35.117	1:38.983
742	24.552	2:09.089	789	28.152	1:40.090	728	31.038	1:39.364	797	32.260	1:38.830	713	35.284	1:39.764
723	24.780	2:09.317	706	28.594	1:40.005	713	31.166	1:39.096	713	32.404	1:37.998	789	36.004	1:38.855
789	24.990	2:09.527	742	28.757	1:41.133	742	31.726	1:40.236	742	33.018	1:38.052	57	37.572	1:46.739
706	25.517	2:10.054	728	28.941	1:40.234	789	32.107	1:41.222	789	34.033	1:38.686	704	38.200	1:39.180
713	25.633	2:10.170	713	29.337	1:40.632	777	32.892	1:40.474	704	35.904	1:39.241	777	40.670	1:41.496
728	25.635	2:10.172	777	29.685	1:40.723	704	33.423	1:40.288	777	36.058	1:39.926	731	48.583	1:43.137
777	25.890	2:10.427	704	30.402	1:40.601	731	36.369	1:42.514	731	42.330	1:42.721	778	1:06.021	1:45.525
731	26.436	2:10.973	731	31.122	1:41.614	778	48.160	1:46.008	778	57.380	1:45.980			
704	26.729	2:11.266	778	39.419	1:46.202									
778	30.145	2:14.682												

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ROUND 8 - LAP CHART

LAP 6 @ 12:39:08.154			LAP 7 @ 12:40:44.386			LAP 8 @ 12:42:21.412			LAP 9 @ 12:43:58.321			LAP 10 @ 12:45:34.646		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
88		1:36.307	88		1:36.232	88		1:37.026	88		1:36.909	88		1:36.325
1	0.142	1:36.849	1	0.392	1:36.482	1	0.560	1:37.194	1	0.221	1:36.570	1	0.355	1:36.459
49	0.679	1:36.441	49	0.649	1:36.202	49	0.659	1:37.036	49	0.613	1:36.863	49	0.882	1:36.594
73	1.115	1:36.423	73	1.315	1:36.432	73	0.777	1:36.488	73	1.508	1:37.640	73	2.435	1:37.252
80	7.530	1:37.867	80	9.412	1:38.114	5	11.165	1:38.293	80	13.173	1:38.742	778	1 Lap	1:47.801
5	8.165	1:37.888	5	9.898	1:37.965	80	11.340	1:38.954	29	13.264	1:38.636	29	15.655	1:38.716
29	8.355	1:37.829	29	10.268	1:38.145	29	11.537	1:38.295	5	13.364	1:39.108	5	16.117	1:39.078
6	8.787	1:37.954	6	10.820	1:38.265	6	11.731	1:37.937	6	13.736	1:38.914	80	16.274	1:39.426
76	10.540	1:38.049	76	12.644	1:38.336	76	13.849	1:38.231	76	15.432	1:38.492	6	16.855	1:39.444
8	18.821	1:40.909	8	23.236	1:40.647	8	27.015	1:40.805	8	30.610	1:40.504	76	17.418	1:38.311
16	31.984	1:42.294	706	35.859	1:38.007	725	38.507	1:39.421	758	40.696	1:38.574	8	34.942	1:40.657
725	32.225	1:38.473	703	35.957	1:39.718	758	39.031	1:39.467	725	41.021	1:39.423	725	43.400	1:38.704
703	32.471	1:38.246	725	36.112	1:40.119	703	39.032	1:40.101	703	41.834	1:39.711	758	43.730	1:39.359
14	33.493	1:42.654	758	36.590	1:38.453	706	39.388	1:40.555	706	42.133	1:39.654	706	44.083	1:38.275
706	34.084	1:37.517	16	38.149	1:42.397	714	41.333	1:39.282	713	43.782	1:39.085	703	44.480	1:38.971
758	34.369	1:39.162	714	39.077	1:38.850	713	41.606	1:38.589	742	43.916	1:37.693	742	46.467	1:38.876
714	36.459	1:38.877	713	40.043	1:38.843	16	43.043	1:41.920	714	44.120	1:39.696	714	46.615	1:38.820
728	36.494	1:39.019	797	40.948	1:39.780	742	43.132	1:38.707	797	45.047	1:38.700	713	46.725	1:39.268
797	37.400	1:39.546	789	41.351	1:39.489	797	43.256	1:39.334	789	45.688	1:38.682	797	47.441	1:38.719
713	37.432	1:38.855	742	41.451	1:38.936	789	43.915	1:39.590	704	48.913	1:40.238	789	48.092	1:38.729
789	38.094	1:38.797	14	42.290	1:45.029	721	45.420	1:39.167	721	49.191	1:40.680	721	52.159	1:39.293
742	38.747	1:40.337	721	43.279	1:40.078	704	45.584	1:38.822	16	49.773	1:43.639	704	52.616	1:40.028
721	39.433	1:41.058	704	43.788	1:38.822	14	47.940	1:42.676	14	53.575	1:42.544	16	53.995	1:40.547
704	41.198	1:39.705	777	49.675	1:41.486	777	52.973	1:40.324	777	56.946	1:40.882	14	1:01.035	1:43.785
57	44.304	1:43.439	57	52.478	1:44.406	57	59.065	1:43.613	57	1:06.494	1:44.338	777	1:01.323	1:40.702
777	44.421	1:40.458	731	1:03.249	1:43.809	731	1:09.419	1:43.196	731	1:16.727	1:44.217	57	1:14.951	1:44.782
731	55.672	1:43.796	778	1:26.056	1:47.442	778	1:36.681	1:47.651				731	1:24.578	1:44.176
778	1:14.846	1:45.532												

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ROUND 8 - LAP CHART

LAP 11 @ 12:47:11.976			LAP 12 @ 12:48:49.004			LAP 13 @ 12:50:25.681		
NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME	NO	BEHIND	LAP TIME
88		1:37.330	88		1:37.028	88		1:36.677
49	0.359	1:36.807	49	0.579	1:37.248	731	1 Lap	1:43.592
73	2.317	1:37.212	73	2.460	1:37.171	49	0.496	1:36.594
29	17.320	1:38.995	29	19.296	1:39.004	73	4.046	1:38.263
5	17.993	1:39.206	80	19.401	1:38.228	80	21.284	1:38.560
80	18.201	1:39.257	5	20.523	1:39.558	29	21.335	1:38.716
76	19.546	1:39.458	6	22.465	1:39.814	5	21.642	1:37.796
6	19.679	1:40.154	76	22.565	1:40.047	76	23.599	1:37.711
778	1 Lap	1:49.367	778	1 Lap	1:45.807	6	25.174	1:39.386
8	38.506	1:40.894	8	41.688	1:40.210	778	1 Lap	1:46.809
758	45.002	1:38.602	706	48.360	1:38.971	8	45.705	1:40.694
725	45.316	1:39.246	725	48.500	1:40.212	706	50.772	1:39.089
703	46.149	1:38.999	714	48.606	1:38.307	714	51.569	1:39.640
706	46.417	1:39.664	758	48.806	1:40.832	758	51.811	1:39.682
742	47.000	1:37.863	713	48.941	1:38.470	742	51.920	1:39.578
714	47.327	1:38.042	742	49.019	1:39.047	725	51.927	1:40.104
713	47.499	1:38.104	703	49.086	1:39.965	713	52.072	1:39.808
789	49.411	1:38.649	789	52.646	1:40.263	703	54.541	1:42.132 P
797	49.531	1:39.420	797	53.481	1:40.978	789	55.505	1:39.536
704	54.494	1:39.208	704	57.252	1:39.786	797	56.931	1:40.127
721	55.076	1:40.247	721	57.785	1:39.737	704	1:00.416	1:39.841
16	57.190	1:40.525	16	1:01.343	1:41.181	721	1:00.520	1:39.412
777	1:04.848	1:40.855	777	1:08.936	1:41.116	16	1:06.130	1:41.464
14	1:06.738	1:43.033	14	1:13.147	1:43.437	777	1:13.094	1:40.835
57	1:22.292	1:44.671	57	1:29.826	1:44.562	14	1:20.756	1:44.286
731	1:30.498	1:43.250				57	1:38.510	1:45.361

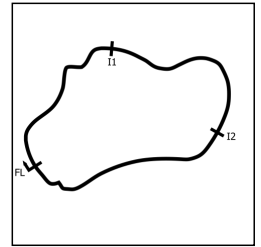
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ROUND 8 - POSITION CHART

No	Name	Lap Pos	Lap													
			1	2	3	4	5	6	7	8	9	10	11	12	13	
6	DAVIS	1	20	1	1	1	1	88	88	88	88	88	88	88	88	88
76	POLLEY	2	1	49	49	49	88	1	1	1	1	1	49	49	49	
20	THOMAS	3	49	88	88	88	49	49	49	49	49	49	73	73	73	
29	HARRINGTON	4	73	73	73	73	73	73	73	73	73	29	29	80		
73	WANSTALL	5	88	80	5	80	80	80	80	5	80	29	5	80	29	
49	BILLISON	6	29	5	80	5	5	5	5	80	29	5	80	5	5	
1	O'BRIEN	7	5	29	29	29	29	29	29	29	5	80	76	6	76	
88	JORDAN	8	80	6	6	6	6	6	6	6	6	6	6	76	6	
16	KING	9	76	76	76	76	76	76	76	76	76	76	8	8	8	
14	PAYNE	10	6	8	8	8	8	8	8	8	8	8	758	706	706	
38	HOPPER	11	8	38	16	16	16	16	706	725	758	725	725	725	714	
57	GILLIBRAND	12	38	16	14	14	14	725	703	758	725	758	703	714	758	
5	WOODBRIDGE	13	14	14	57	57	725	703	725	703	703	706	706	758	742	
8	WOODBRIDGE	14	16	57	703	703	703	14	758	706	706	703	742	713	725	
80	THOMPSON	15	57	703	725	725	758	706	16	714	713	742	714	742	713	
721	EDGECOMBE	16	721	714	714	758	706	758	714	713	742	714	713	703	703	
797	VANNER	17	714	721	758	723	728	714	713	16	714	713	789	789	789	
758	AYRES	18	758	725	723	714	714	728	797	742	797	797	797	797	797	
714	PRIOR	19	725	758	721	706	797	797	789	797	789	789	704	704	704	
742	BUTLER	20	703	797	797	721	721	713	742	789	704	721	721	721	721	
703	PAGE	21	797	723	706	728	742	789	14	721	721	704	16	16	16	
706	PAGE	22	742	789	728	797	713	742	721	704	16	16	777	777	777	
725	HACK	23	723	706	713	713	789	721	704	14	14	14	14	14	14	
789	DUNCAN	24	789	742	742	742	57	704	777	777	777	777	57	57	57	
777	REES	25	706	728	789	789	704	57	57	57	57	57	731	731		
731	JOHNSON	26	713	713	777	704	777	777	731	731	731	731	778	778		
778	FRASER KER	27	728	777	704	777	731	731	778	778	778	778				
723	HACK	28	777	704	731	731	778	778								
713	POOLMAN	29	731	731	778	778										
728	WINKWORTH	30	704	778												
704	PAGE	31	778													

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ROUND 8 - SECTOR ANALYSIS



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

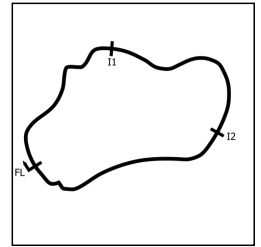
P1		88 7		Mike JORDAN			Revive / Motul				
IDEAL LAP TIME : 1:35.465		BEST LAP TIME : 1:36.040			DIFFERENCE : 0.575						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		82.7	26.373	101.8	38.683	80.2	1:46.098	79.94	10.058	12:31:05.169	
2 -	32.131	84.6	25.764	103.4	38.380	81.5	1:36.275 (3)	88.09	0.235	12:32:41.444	
3 -	32.327	83.5	26.063	101.0	38.856	81.8	1:37.246	87.21	1.206	12:34:18.690	
4 -	32.994	79.4	26.517	101.2	37.606	81.1	1:37.117	87.33	1.077	12:35:55.807	
5 -	32.095	84.3	25.901	99.8	38.044	81.6	1:36.040 (1)	88.31		12:37:31.847	
6 -	32.472	83.7	26.177	101.0	37.658	81.2	1:36.307	88.06	0.267	12:39:08.154	
7 -	32.415	83.9	25.980	102.6	37.837	79.9	1:36.232 (2)	88.13	0.192	12:40:44.386	
8 -	32.666	84.2	26.164	101.9	38.196	79.8	1:37.026	87.41	0.986	12:42:21.412	
9 -	32.821	83.7	26.367	100.9	37.721	80.9	1:36.909	87.52	0.869	12:43:58.321	
10 -	32.630	83.9	26.088	102.7	37.607	80.7	1:36.325	88.05	0.285	12:45:34.646	
11 -	32.697	83.4	26.355	100.9	38.278	79.9	1:37.330	87.14	1.290	12:47:11.976	
12 -	32.463	84.0	26.249	100.4	38.316	79.1	1:37.028	87.41	0.988	12:48:49.004	
13 -	32.639	83.5	26.132	101.0	37.906	78.8	1:36.677	87.73	0.637	12:50:25.681	

P2		49 7		Ross BILLISON			Driver				
IDEAL LAP TIME : 1:35.724		BEST LAP TIME : 1:36.202			DIFFERENCE : 0.478						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		82.4	26.680	97.6	38.548	79.7	1:44.769	80.95	8.567	12:31:03.840	
2 -	32.591	84.0	25.903	101.0	38.553	80.6	1:37.047	87.39	0.845	12:32:40.887	
3 -	32.730	83.4	26.005	100.1	38.678	80.8	1:37.413	87.06	1.211	12:34:18.300	
4 -	32.442	83.5	26.012	99.2	38.361	79.9	1:36.815	87.60	0.613	12:35:55.115	
5 -	32.598	83.3	25.846	100.1	38.833	80.2	1:37.277	87.19	1.075	12:37:32.392	
6 -	32.722	84.5	25.701	98.3	38.018	79.9	1:36.441 (2)	87.94	0.239	12:39:08.833	
7 -	32.345	84.9	25.652	102.2	38.205	80.3	1:36.202 (1)	88.16		12:40:45.035	
8 -	32.765	84.3	25.627	101.6	38.644	79.6	1:37.036	87.40	0.834	12:42:22.071	
9 -	33.201	84.2	25.910	103.4	37.752	80.3	1:36.863	87.56	0.661	12:43:58.934	
10 -	32.639	84.2	25.806	102.1	38.149	79.9	1:36.594 (3)	87.80	0.392	12:45:35.528	
11 -	32.464	84.7	26.041	99.2	38.302	79.7	1:36.807	87.61	0.605	12:47:12.335	
12 -	32.518	84.4	26.182	100.9	38.548	78.7	1:37.248	87.21	1.046	12:48:49.583	
13 -	32.545	83.3	26.017	100.7	38.032	78.9	1:36.594 (3)	87.80	0.392	12:50:26.177	

P3		73 7		Spencer WANSTALL			Mini Spares				
IDEAL LAP TIME : 1:35.872		BEST LAP TIME : 1:36.367			DIFFERENCE : 0.495						
LAP	SECTOR 1		SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY	
1 -		82.3	26.086	101.8	38.950	80.8	1:45.394	80.47	9.027	12:31:04.465	
2 -	32.261	84.3	25.744	101.6	39.193	82.0	1:37.198	87.26	0.831	12:32:41.663	
3 -	32.455	83.4	25.910	103.4	38.857	82.4	1:37.222	87.23	0.855	12:34:18.885	
4 -	32.727	79.2	26.757	99.5	38.110	80.6	1:37.594	86.90	1.227	12:35:56.479	
5 -	32.192	83.5	25.887	101.9	38.288	81.6	1:36.367 (1)	88.01		12:37:32.846	
6 -	32.412	85.2	25.691	102.4	38.320	81.6	1:36.423 (2)	87.96	0.056	12:39:09.269	
7 -	32.264	84.7	25.737	103.2	38.431	80.1	1:36.432 (3)	87.95	0.065	12:40:45.701	
8 -	32.286	85.7	25.570	103.5	38.632	82.3	1:36.488	87.90	0.121	12:42:22.189	
9 -	33.333	84.5	25.735	103.0	38.572	80.0	1:37.640	86.86	1.273	12:43:59.829	
10 -	32.471	83.7	26.087	101.8	38.694	80.6	1:37.252	87.21	0.885	12:45:37.081	
11 -	32.434	83.3	26.228	100.7	38.550	81.1	1:37.212	87.24	0.845	12:47:14.293	
12 -	32.353	83.7	26.311	100.4	38.507	80.6	1:37.171	87.28	0.804	12:48:51.464	
13 -	32.541	82.4	26.240	100.7	39.482	71.0	1:38.263	86.31	1.896	12:50:29.727	

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ROUND 8 - SECTOR ANALYSIS



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

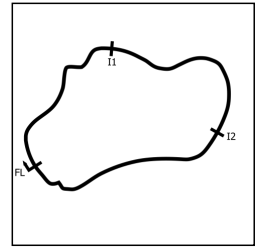
P4		80 7		Joe THOMPSON			Driver				
IDEAL LAP TIME : 1:36.699		BEST LAP TIME : 1:37.291			DIFFERENCE : 0.592						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -		81.7	26.325	102.4	39.401	79.7	1:47.252	79.08	9.961	12:31:06.323	
2 -	32.491	83.9	26.071	102.1	38.729	78.9	1:37.291 (1)	87.17		12:32:43.614	
3 -	33.980	82.3	26.472	101.6	38.762	78.7	1:39.214	85.48	1.923	12:34:22.828	
4 -	32.544	84.5	26.323	101.8	38.730	78.3	1:37.597 (3)	86.90	0.306	12:36:00.425	
5 -	32.902	83.1	26.353	101.6	38.137	79.1	1:37.392 (2)	87.08	0.101	12:37:37.817	
6 -	32.857	82.2	26.809	101.0	38.201	78.5	1:37.867	86.66	0.576	12:39:15.684	
7 -	32.788	82.1	26.832	101.2	38.494	78.1	1:38.114	86.44	0.823	12:40:53.798	
8 -	33.056	82.2	26.746	99.7	39.152	77.9	1:38.954	85.71	1.663	12:42:32.752	
9 -	32.808	84.0	26.682	97.9	39.252	76.6	1:38.742	85.89	1.451	12:44:11.494	
10 -	32.989	82.2	26.761	99.5	39.676	79.9	1:39.426	85.30	2.135	12:45:50.920	
11 -	33.268	82.1	27.045	97.6	38.944	79.6	1:39.257	85.45	1.966	12:47:30.177	
12 -	32.757	83.3	26.414	101.3	39.057	77.4	1:38.228	86.34	0.937	12:49:08.405	
13 -	33.709	82.7	26.478	101.3	38.373	77.4	1:38.560	86.05	1.269	12:50:46.965	

P5		29 7		Damien HARRINGTON			Driver				
IDEAL LAP TIME : 1:37.222		BEST LAP TIME : 1:37.640			DIFFERENCE : 0.418						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -		81.2	26.311	101.6	39.478	77.2	1:46.643	79.53	9.003	12:31:05.714	
2 -	32.541	82.4	26.487	99.4	39.792	78.8	1:38.820	85.82	1.180	12:32:44.534	
3 -	33.363	82.6	26.366	100.3	38.842	79.5	1:38.571	86.04	0.931	12:34:23.105	
4 -	32.746	83.6	26.050	102.4	38.844	79.5	1:37.640 (1)	86.86		12:36:00.745	
5 -	33.067	83.1	26.061	101.5	38.807	80.4	1:37.935 (3)	86.60	0.295	12:37:38.680	
6 -	32.823	81.8	26.357	101.0	38.649	80.1	1:37.829 (2)	86.69	0.189	12:39:16.509	
7 -	32.768	82.1	26.260	102.4	39.117	79.0	1:38.145	86.41	0.505	12:40:54.654	
8 -	32.968	83.2	26.263	102.4	39.064	79.3	1:38.295	86.28	0.655	12:42:32.949	
9 -	33.045	82.7	26.458	101.8	39.133	75.4	1:38.636	85.98	0.996	12:44:11.585	
10 -	33.441	82.9	26.339	98.9	38.936	76.7	1:38.716	85.91	1.076	12:45:50.301	
11 -	33.842	79.3	26.522	99.4	38.631	78.3	1:38.995	85.67	1.355	12:47:29.296	
12 -	32.938	80.6	26.622	99.5	39.444	76.0	1:39.004	85.66	1.364	12:49:08.300	
13 -	33.378	80.9	26.697	99.8	38.641	74.2	1:38.716	85.91	1.076	12:50:47.016	

P6		5 7		Glen WOODBRIDGE			D&P Motors				
IDEAL LAP TIME : 1:36.986		BEST LAP TIME : 1:37.796			DIFFERENCE : 0.810						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -		82.4	26.327	103.7	39.326	78.8	1:46.932	79.31	9.136	12:31:06.003	
2 -	32.599	84.6	26.164	98.6	39.212	80.6	1:37.975	86.56	0.179	12:32:43.978	
3 -	33.466	83.1	26.466	100.1	38.786	79.0	1:38.718	85.91	0.922	12:34:22.696	
4 -	32.492	84.5	26.371	99.8	38.963	78.3	1:37.826 (2)	86.70	0.030	12:36:00.522	
5 -	32.522	83.1	26.422	100.0	38.965	81.0	1:37.909	86.62	0.113	12:37:38.431	
6 -	32.555	84.0	26.311	99.1	39.022	80.1	1:37.888 (3)	86.64	0.092	12:39:16.319	
7 -	32.519	84.3	26.355	100.0	39.091	79.8	1:37.965	86.57	0.169	12:40:54.284	
8 -	33.022	82.2	26.409	99.8	38.862	79.7	1:38.293	86.28	0.497	12:42:32.577	
9 -	32.788	82.9	26.862	99.7	39.458	79.6	1:39.108	85.57	1.312	12:44:11.685	
10 -	33.764	83.7	26.182	102.1	39.132	79.1	1:39.078	85.60	1.282	12:45:50.763	
11 -	33.523	79.6	26.896	99.8	38.787	79.0	1:39.206	85.49	1.410	12:47:29.969	
12 -	32.716	82.3	26.470	100.3	40.372	72.8	1:39.558	85.19	1.762	12:49:09.527	
13 -	33.302	83.3	26.016	103.0	38.478	77.9	1:37.796 (1)	86.72		12:50:47.323	

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ROUND 8 - SECTOR ANALYSIS



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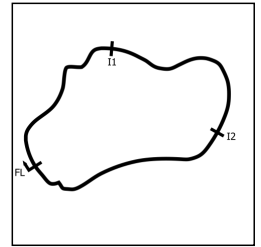
P7		76 7		Jo POLLEY			Petrolhead Perfume / Polleysport / Ball Trucking				
IDEAL LAP TIME : 1:37.266		BEST LAP TIME : 1:37.711			DIFFERENCE : 0.445						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -		81.7	26.927	103.7	39.947	78.1	1:47.664	78.77	9.953	12:31:06.735	
2 -	32.858	83.1	25.851	103.0	39.991	78.6	1:38.700	85.93	0.989	12:32:45.435	
3 -	33.610	82.5	26.409	100.3	39.109	79.7	1:39.128	85.56	1.417	12:34:24.563	
4 -	32.765	83.1	26.195	100.3	39.072	79.1	1:38.032 (2)	86.51	0.321	12:36:02.595	
5 -	32.862	83.0	26.156	100.9	39.032	78.3	1:38.050	86.50	0.339	12:37:40.645	
6 -	32.953	82.8	26.267	100.3	38.829	79.7	1:38.049 (3)	86.50	0.338	12:39:18.694	
7 -	32.941	83.0	26.465	100.3	38.930	79.1	1:38.336	86.25	0.625	12:40:57.030	
8 -	33.099	83.1	26.482	100.6	38.650	80.1	1:38.231	86.34	0.520	12:42:35.261	
9 -	33.083	83.3	26.414	101.2	38.995	78.3	1:38.492	86.11	0.781	12:44:13.753	
10 -	32.912	83.1	26.369	101.0	39.030	79.1	1:38.311	86.27	0.600	12:45:52.064	
11 -	33.019	83.5	26.312	101.0	40.127	76.6	1:39.458	85.27	1.747	12:47:31.522	
12 -	33.732	81.0	26.737	101.8	39.578	77.5	1:40.047	84.77	2.336	12:49:11.569	
13 -	32.893	83.0	26.060	101.5	38.758	76.8	1:37.711 (1)	86.80		12:50:49.280	

P8		6 7		Graeme DAVIS			Driver				
IDEAL LAP TIME : 1:37.176		BEST LAP TIME : 1:37.685			DIFFERENCE : 0.509						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -		82.6	26.581	101.3	39.988	76.8	1:47.963	78.55	10.278	12:31:07.034	
2 -	32.765	84.4	25.820	104.0	39.658	78.3	1:38.243	86.33	0.558	12:32:45.277	
3 -	33.015	82.6	26.151	100.7	39.099	79.7	1:38.265	86.31	0.580	12:34:23.542	
4 -	32.872	83.6	26.079	102.4	38.734	79.4	1:37.685 (1)	86.82		12:36:01.227	
5 -	32.972	83.6	25.998	102.2	38.790	80.6	1:37.760 (2)	86.75	0.075	12:37:38.987	
6 -	33.301	82.6	26.062	102.1	38.591	79.8	1:37.954	86.58	0.269	12:39:16.941	
7 -	32.870	81.9	26.129	102.9	39.266	78.5	1:38.265	86.31	0.580	12:40:55.206	
8 -	33.045	82.9	26.097	102.6	38.795	79.7	1:37.937 (3)	86.60	0.252	12:42:33.143	
9 -	33.389	83.0	26.161	102.1	39.364	78.8	1:38.914	85.74	1.229	12:44:12.057	
10 -	33.723	83.6	26.032	101.5	39.689	78.3	1:39.444	85.29	1.759	12:45:51.501	
11 -	33.220	82.0	26.528	99.5	40.406	76.2	1:40.154	84.68	2.469	12:47:31.655	
12 -	33.753	82.0	26.488	100.3	39.573	76.0	1:39.814	84.97	2.129	12:49:11.469	
13 -	33.529	82.8	26.150	101.5	39.707	68.9	1:39.386	85.34	1.701	12:50:50.855	

P9		8 7		Paul WOODBRIDGE			D&P Motors				
IDEAL LAP TIME : 1:38.686		BEST LAP TIME : 1:39.109			DIFFERENCE : 0.423						
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY				
1 -		82.4	26.552	102.2	40.218	76.0	1:48.570	78.12	9.461	12:31:07.641	
2 -	33.080	82.0	26.851	100.0	39.178	78.9	1:39.109 (1)	85.57		12:32:46.750	
3 -	32.973	82.8	26.679	100.6	39.540	78.4	1:39.192 (2)	85.50	0.083	12:34:25.942	
4 -	32.956	82.6	27.180	98.3	39.843	78.1	1:39.979 (3)	84.83	0.870	12:36:05.921	
5 -	33.252	80.8	27.236	98.3	39.657	78.3	1:40.145	84.69	1.036	12:37:46.066	
6 -	33.705	82.1	27.214	98.1	39.990	78.0	1:40.909	84.05	1.800	12:39:26.975	
7 -	33.553	80.8	27.435	98.5	39.659	77.0	1:40.647	84.27	1.538	12:41:07.622	
8 -	33.861	80.5	27.574	98.5	39.370	78.0	1:40.805	84.13	1.696	12:42:48.427	
9 -	33.378	80.0	27.437	98.6	39.689	78.2	1:40.504	84.39	1.395	12:44:28.931	
10 -	33.576	81.1	27.500	98.5	39.581	78.4	1:40.657	84.26	1.548	12:46:09.588	
11 -	33.662	80.8	27.262	98.8	39.970	77.5	1:40.894	84.06	1.785	12:47:50.482	
12 -	33.388	81.0	27.310	98.5	39.512	77.4	1:40.210	84.63	1.101	12:49:30.692	
13 -	33.733	81.2	27.294	98.5	39.667	76.6	1:40.694	84.23	1.585	12:51:11.386	

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ROUND 8 - SECTOR ANALYSIS



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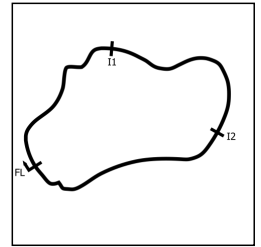
P10 706 S		Jonathon PAGE					Driver				
IDEAL LAP TIME : 1:37.108		BEST LAP TIME : 1:37.517					DIFFERENCE : 0.409				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.6	26.657	100.4	41.359	76.2	2:10.054	65.21	32.537	12:31:29.125	
2 -	32.794	84.4	26.316	100.4	40.895	77.8	1:40.005	84.81	2.488	12:33:09.130	
3 -	33.937	82.1	26.454	100.7	38.552	76.9	1:38.943	85.72	1.426	12:34:48.073	
4 -	33.273	83.6	25.998	102.2	38.732	77.4	1:38.003 (2)	86.54	0.486	12:36:26.076	
5 -	33.070	82.9	27.135	95.1	38.440	78.3	1:38.645	85.98	1.128	12:38:04.721	
6 -	32.719	83.6	26.407	100.1	38.391	78.9	1:37.517 (1)	86.97		12:39:42.238	
7 -	32.956	83.0	26.408	100.1	38.643	76.6	1:38.007 (3)	86.54	0.490	12:41:20.245	
8 -	33.642	81.8	27.219	98.3	39.694	79.3	1:40.555	84.34	3.038	12:43:00.800	
9 -	33.119	83.6	26.731	101.3	39.804	78.9	1:39.654	85.11	2.137	12:44:40.454	
10 -	32.720	83.7	26.659	97.3	38.896	79.2	1:38.275	86.30	0.758	12:46:18.729	
11 -	32.765	83.8	26.658	100.1	40.241	78.0	1:39.664	85.10	2.147	12:47:58.393	
12 -	32.745	83.2	26.209	100.3	40.017	71.3	1:38.971	85.69	1.454	12:49:37.364	
13 -	33.299	82.5	26.977	98.8	38.813	76.4	1:39.089	85.59	1.572	12:51:16.453	

P11 714 S		Chris PRIOR					Driver				
IDEAL LAP TIME : 1:37.342		BEST LAP TIME : 1:38.042					DIFFERENCE : 0.700				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.5	27.097	97.9	39.356	77.1	2:07.336	66.60	29.294	12:31:26.407	
2 -	33.655	79.7	27.251	96.9	39.536	77.7	1:40.442	84.44	2.400	12:33:06.849	
3 -	33.671	79.5	27.146	100.9	39.140	78.0	1:39.957	84.85	1.915	12:34:46.806	
4 -	33.022	81.9	26.260	101.3	39.919	76.9	1:39.201	85.49	1.159	12:36:26.007	
5 -	34.001	79.4	26.897	99.4	38.831	77.9	1:39.729	85.04	1.687	12:38:05.736	
6 -	33.380	79.2	27.091	100.0	38.406	76.4	1:38.877	85.77	0.835	12:39:44.613	
7 -	33.376	80.2	26.976	99.8	38.498	77.6	1:38.850	85.80	0.808	12:41:23.463	
8 -	33.179	79.5	27.413	98.6	38.690	77.5	1:39.282	85.42	1.240	12:43:02.745	
9 -	33.763	78.5	27.008	99.2	38.925	77.7	1:39.696	85.07	1.654	12:44:42.441	
10 -	33.601	80.4	26.825	101.3	38.394	76.8	1:38.820 (3)	85.82	0.778	12:46:21.261	
11 -	33.105	80.9	26.870	100.3	38.067	78.2	1:38.042 (1)	86.50		12:47:59.303	
12 -	33.015	80.3	26.628	100.4	38.664	76.8	1:38.307 (2)	86.27	0.265	12:49:37.610	
13 -	33.652	80.9	26.634	101.0	39.354	74.5	1:39.640	85.12	1.598	12:51:17.250	

P12 758 S		Matthew AYRES					NAPA / JT Motor MOT Station				
IDEAL LAP TIME : 1:37.341		BEST LAP TIME : 1:38.075					DIFFERENCE : 0.734				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.3	26.968	98.6	39.350	77.0	2:07.864	66.33	29.789	12:31:26.935	
2 -	33.370	82.6	27.147	98.6	40.455	76.6	1:40.972	83.99	2.897	12:33:07.907	
3 -	33.461	82.4	26.416	100.0	39.227	76.5	1:39.104	85.58	1.029	12:34:47.011	
4 -	33.124	83.2	26.196	100.1	38.755	76.8	1:38.075 (1)	86.48		12:36:25.086	
5 -	32.867	81.2	26.831	96.1	38.577	76.8	1:38.275 (2)	86.30	0.200	12:38:03.361	
6 -	32.970	81.8	26.997	96.1	39.195	77.3	1:39.162	85.53	1.087	12:39:42.523	
7 -	33.195	82.0	26.844	99.1	38.414	78.0	1:38.453 (3)	86.14	0.378	12:41:20.976	
8 -	33.325	81.5	26.986	101.5	39.156	75.7	1:39.467	85.27	1.392	12:43:00.443	
9 -	33.136	82.0	26.770	97.5	38.668	76.0	1:38.574	86.04	0.499	12:44:39.017	
10 -	33.210	80.7	27.453	96.2	38.696	77.5	1:39.359	85.36	1.284	12:46:18.376	
11 -	33.052	81.5	27.272	97.9	38.278	76.6	1:38.602	86.01	0.527	12:47:56.978	
12 -	32.993	80.2	27.220	97.6	40.619	73.1	1:40.832	84.11	2.757	12:49:37.810	
13 -	33.687	82.7	26.529	101.2	39.466	73.5	1:39.682	85.08	1.607	12:51:17.492	

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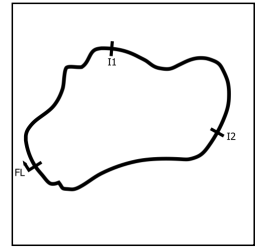
P13		742 S Ben BUTLER					Driver				
IDEAL LAP TIME : 1:37.507		BEST LAP TIME : 1:37.693					DIFFERENCE : 0.186				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.1	26.746	97.8	40.997	77.4	2:09.089	65.70	31.396	12:31:28.160	
2 -	32.820	81.8	26.693	98.8	41.620	77.0	1:41.133	83.86	3.440	12:33:09.293	
3 -	34.395	80.7	26.474	101.2	39.367	77.9	1:40.236	84.61	2.543	12:34:49.529	
4 -	32.813	83.2	26.420	100.1	38.819	79.0	1:38.052 (3)	86.50	0.359	12:36:27.581	
5 -	33.030	83.0	26.952	99.4	39.001	78.3	1:38.983	85.68	1.290	12:38:06.564	
6 -	33.257	82.3	26.698	102.7	40.382	76.9	1:40.337	84.53	2.644	12:39:46.901	
7 -	33.158	81.4	26.985	100.9	38.793	78.5	1:38.936	85.72	1.243	12:41:25.837	
8 -	33.180	82.3	26.840	102.2	38.687	76.7	1:38.707	85.92	1.014	12:43:04.544	
9 -	32.752	82.0	26.432	98.9	38.509	78.0	1:37.693 (1)	86.81		12:44:42.237	
10 -	33.418	81.7	26.657	101.3	38.801	77.5	1:38.876	85.78	1.183	12:46:21.113	
11 -	32.800	81.8	26.562	99.5	38.501	77.9	1:37.863 (2)	86.66	0.170	12:47:58.976	
12 -	32.626	82.7	26.380	100.3	40.041	76.0	1:39.047	85.63	1.354	12:49:38.023	
13 -	34.410	80.8	26.650	102.6	38.518	76.5	1:39.578	85.17	1.885	12:51:17.601	

P14		725 S Frazer HACK					Driver				
IDEAL LAP TIME : 1:37.223		BEST LAP TIME : 1:37.347					DIFFERENCE : 0.124				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.1	26.998	96.4	39.607	77.5	2:08.108	66.20	30.761	12:31:27.179	
2 -	32.891	82.0	27.244	96.1	40.116	76.1	1:40.251	84.60	2.904	12:33:07.430	
3 -	33.520	81.3	26.401	97.2	39.239	76.0	1:39.160	85.53	1.813	12:34:46.590	
4 -	32.765	82.2	26.658	98.1	38.546	77.9	1:37.969 (2)	86.57	0.622	12:36:24.559	
5 -	32.774	81.5	26.516	98.6	38.057	76.7	1:37.347 (1)	87.12		12:38:01.906	
6 -	33.045	81.7	26.760	98.5	38.668	77.3	1:38.473 (3)	86.13	1.126	12:39:40.379	
7 -	33.028	79.3	27.334	97.3	39.757	77.4	1:40.119	84.71	2.772	12:41:20.498	
8 -	34.037	82.0	26.846	99.5	38.538	76.5	1:39.421	85.31	2.074	12:42:59.919	
9 -	33.225	80.4	27.356	96.9	38.842	77.4	1:39.423	85.30	2.076	12:44:39.342	
10 -	33.115	81.5	27.095	96.9	38.494	76.6	1:38.704	85.92	1.357	12:46:18.046	
11 -	32.886	80.7	27.167	96.6	39.193	77.4	1:39.246	85.46	1.899	12:47:57.292	
12 -	32.852	81.2	27.193	96.9	40.167	73.2	1:40.212	84.63	2.865	12:49:37.504	
13 -	34.108	82.0	26.520	101.6	39.476	73.5	1:40.104	84.72	2.757	12:51:17.608	

P15		713 S Lee POOLMAN					Apex Car Transport & Storage				
IDEAL LAP TIME : 1:37.409		BEST LAP TIME : 1:37.998					DIFFERENCE : 0.589				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.3	26.849	100.3	39.870	75.4	2:10.170	65.15	32.172	12:31:29.241	
2 -	33.772	82.3	26.346	102.1	40.514	76.6	1:40.632	84.28	2.634	12:33:09.873	
3 -	34.099	81.9	26.348	101.8	38.649	76.6	1:39.096	85.58	1.098	12:34:48.969	
4 -	33.107	83.1	26.591	100.1	38.300	77.5	1:37.998 (1)	86.54		12:36:26.967	
5 -	33.539	82.1	26.944	97.2	39.281	77.0	1:39.764	85.01	1.766	12:38:06.731	
6 -	32.970	81.6	26.624	101.0	39.261	76.2	1:38.855	85.79	0.857	12:39:45.586	
7 -	33.504	81.4	26.759	98.8	38.580	77.3	1:38.843	85.80	0.845	12:41:24.429	
8 -	33.607	80.8	26.889	99.7	38.093	77.7	1:38.589	86.03	0.591	12:43:03.018	
9 -	33.606	78.3	26.991	98.9	38.488	76.2	1:39.085	85.59	1.087	12:44:42.103	
10 -	33.281	80.6	26.772	99.7	39.215	76.9	1:39.268	85.44	1.270	12:46:21.371	
11 -	33.310	81.8	26.351	98.6	38.443	76.2	1:38.104 (2)	86.45	0.106	12:47:59.475	
12 -	33.118	81.7	26.467	98.9	38.885	76.5	1:38.470 (3)	86.13	0.472	12:49:37.945	
13 -	34.214	81.3	26.729	101.8	38.865	75.4	1:39.808	84.97	1.810	12:51:17.753	

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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

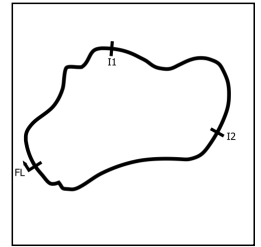
P16 789 S		Arnold DUNCAN					Driver				
IDEAL LAP TIME : 1:37.923		BEST LAP TIME : 1:38.649					DIFFERENCE : 0.726				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.2	26.603	100.0	40.565	77.7	2:09.527	65.48	30.878	12:31:28.598	
2 -	33.162	82.5	26.311	101.9	40.617	76.4	1:40.090	84.73	1.441	12:33:08.688	
3 -	34.737	81.4	26.536	102.1	39.949	77.7	1:41.222	83.79	2.573	12:34:49.910	
4 -	33.039	81.7	26.723	100.3	38.924	77.6	1:38.686 (3)	85.94	0.037	12:36:28.596	
5 -	33.428	80.5	26.838	99.5	38.589	78.2	1:38.855	85.79	0.206	12:38:07.451	
6 -	33.264	82.3	26.486	103.0	39.047	76.8	1:38.797	85.84	0.148	12:39:46.248	
7 -	33.662	79.7	26.980	101.3	38.847	78.2	1:39.489	85.25	0.840	12:41:25.737	
8 -	34.069	80.7	26.836	100.9	38.685	77.6	1:39.590	85.16	0.941	12:43:05.327	
9 -	33.368	80.1	26.741	101.3	38.573	77.8	1:38.682 (2)	85.94	0.033	12:44:44.009	
10 -	33.185	80.7	26.861	101.3	38.683	77.6	1:38.729	85.90	0.080	12:46:22.738	
11 -	33.252	80.9	26.708	101.0	38.689	75.9	1:38.649 (1)	85.97		12:48:01.387	
12 -	33.704	81.2	27.134	97.8	39.425	78.3	1:40.263	84.59	1.614	12:49:41.650	
13 -	33.104	80.8	27.114	98.9	39.318	76.5	1:39.536	85.21	0.887	12:51:21.186	

P17 797 S		Jack VANNER					Driver				
IDEAL LAP TIME : 1:37.655		BEST LAP TIME : 1:38.700					DIFFERENCE : 1.045				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		79.7	27.756	94.9	40.507	77.7	2:08.721	65.89	30.021	12:31:27.792	
2 -	32.939	82.6	26.832	99.2	40.539	77.8	1:40.310	84.55	1.610	12:33:08.102	
3 -	33.646	81.4	26.524	100.0	39.721	76.6	1:39.891	84.90	1.191	12:34:47.993	
4 -	33.689	82.3	26.683	100.7	38.458	78.3	1:38.830 (3)	85.82	0.130	12:36:26.823	
5 -	33.499	80.6	26.515	97.9	39.171	77.8	1:39.185	85.51	0.485	12:38:06.008	
6 -	34.538	81.6	26.258	101.5	38.750	75.3	1:39.546	85.20	0.846	12:39:45.554	
7 -	34.371	82.4	26.841	100.3	38.568	77.4	1:39.780	85.00	1.080	12:41:25.334	
8 -	33.508	80.6	26.865	100.4	38.961	76.9	1:39.334	85.38	0.634	12:43:04.668	
9 -	33.330	79.0	26.872	100.0	38.498	77.4	1:38.700 (1)	85.93		12:44:43.368	
10 -	32.964	81.8	26.545	97.8	39.210	77.3	1:38.719 (2)	85.91	0.019	12:46:22.087	
11 -	33.152	80.5	26.651	100.1	39.617	75.5	1:39.420	85.31	0.720	12:48:01.507	
12 -	33.811	80.8	26.915	96.2	40.252	77.4	1:40.978	83.99	2.278	12:49:42.485	
13 -	33.286	81.1	26.847	99.1	39.994	77.0	1:40.127	84.70	1.427	12:51:22.612	

P18 704 S		Giles PAGE					Driver				
IDEAL LAP TIME : 1:38.211		BEST LAP TIME : 1:38.822					DIFFERENCE : 0.611				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.2	27.736	97.8	39.738	78.4	2:11.266	64.61	32.444	12:31:30.337	
2 -	34.274	81.4	27.359	98.6	38.968	77.8	1:40.601	84.30	1.779	12:33:10.938	
3 -	33.707	82.3	26.730	101.0	39.851	76.6	1:40.288	84.57	1.466	12:34:51.226	
4 -	33.190	81.8	26.384	101.2	39.667	76.2	1:39.241	85.46	0.419	12:36:30.467	
5 -	33.192	81.4	26.626	98.9	39.362	76.6	1:39.180 (3)	85.51	0.358	12:38:09.647	
6 -	33.487	79.9	26.854	98.6	39.364	76.6	1:39.705	85.06	0.883	12:39:49.352	
7 -	33.428	80.9	26.757	100.1	38.637	78.8	1:38.822 (1)	85.82		12:41:28.174	
8 -	33.348	81.7	26.645	100.3	38.829	77.6	1:38.822 (1)	85.82		12:43:06.996	
9 -	33.627	81.0	26.903	97.9	39.708	75.4	1:40.238	84.61	1.416	12:44:47.234	
10 -	33.446	79.7	26.887	99.7	39.695	75.7	1:40.028	84.79	1.206	12:46:27.262	
11 -	33.280	79.9	26.770	98.1	39.158	76.8	1:39.208	85.49	0.386	12:48:06.470	
12 -	33.399	80.7	26.878	98.6	39.509	76.0	1:39.786	84.99	0.964	12:49:46.256	
13 -	33.415	79.3	27.133	98.6	39.293	76.1	1:39.841	84.95	1.019	12:51:26.097	

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ROUND 8 - SECTOR ANALYSIS



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

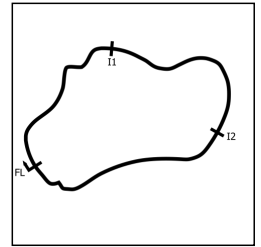
P19 721 S		Kieran EDGECOMBE					Edgey Racing / Tara Construction				
IDEAL LAP TIME : 1:38.053		BEST LAP TIME : 1:38.599					DIFFERENCE : 0.546				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		79.5	27.094	96.2	39.365	75.1	2:07.147	66.70	28.548	12:31:26.218	
2 -	33.584	79.2	27.018	97.2	40.443	76.1	1:41.045	83.93	2.446	12:33:07.263	
3 -	33.932	81.4	26.515	96.4	40.052	77.4	1:40.499	84.39	1.900	12:34:47.762	
4 -	33.053	81.2	26.551	99.8	38.995	77.1	1:38.599 (1)	86.02		12:36:26.361	
5 -	33.579	78.9	27.381	101.2	39.208	76.6	1:40.168	84.67	1.569	12:38:06.529	
6 -	33.758	80.6	26.753	102.1	40.547	73.5	1:41.058	83.92	2.459	12:39:47.587	
7 -	34.079	78.7	27.107	100.0	38.892	76.4	1:40.078	84.75	1.479	12:41:27.665	
8 -	34.097	80.1	26.585	101.2	38.485	76.6	1:39.167 (2)	85.52	0.568	12:43:06.832	
9 -	34.103	79.7	26.739	97.8	39.838	75.6	1:40.680	84.24	2.081	12:44:47.512	
10 -	33.463	79.7	26.774	100.0	39.056	74.5	1:39.293 (3)	85.42	0.694	12:46:26.805	
11 -	33.949	80.4	26.857	98.9	39.441	76.6	1:40.247	84.60	1.648	12:48:07.052	
12 -	33.440	79.2	26.815	99.2	39.482	75.2	1:39.737	85.03	1.138	12:49:46.789	
13 -	33.486	80.0	26.757	100.0	39.169	75.7	1:39.412	85.31	0.813	12:51:26.201	

P20 16 7		Andrew KING					Increation / Rightline Motorsport				
IDEAL LAP TIME : 1:40.274		BEST LAP TIME : 1:40.525					DIFFERENCE : 0.251				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.1	27.274	99.7	40.566	77.9	1:51.268	76.22	10.743	12:31:10.339	
2 -	33.730	81.2	27.179	99.1	40.742	77.1	1:41.651	83.43	1.126	12:32:51.990	
3 -	34.108	80.3	27.196	97.6	40.697	77.8	1:42.001	83.15	1.476	12:34:33.991	
4 -	34.044	81.4	27.166	96.8	40.896	77.3	1:42.106	83.06	1.581	12:36:16.097	
5 -	33.890	81.0	27.472	97.3	40.385	78.7	1:41.747	83.35	1.222	12:37:57.844	
6 -	34.360	82.0	27.663	96.4	40.271	77.5	1:42.294	82.91	1.769	12:39:40.138	
7 -	34.855	81.9	27.407	99.4	40.135	77.8	1:42.397	82.83	1.872	12:41:22.535	
8 -	34.063	80.0	27.662	98.8	40.195	77.2	1:41.920	83.21	1.395	12:43:04.455	
9 -	35.895	79.5	27.186	98.9	40.558	79.2	1:43.639	81.83	3.114	12:44:48.094	
10 -	33.667	81.5	26.782	100.7	40.098	77.3	1:40.547 (2)	84.35	0.022	12:46:28.641	
11 -	33.446	81.7	26.730	99.7	40.349	76.9	1:40.525 (1)	84.37		12:48:09.166	
12 -	34.140	80.9	26.918	98.5	40.123	78.2	1:41.181 (3)	83.82	0.656	12:49:50.347	
13 -	33.846	81.1	26.962	98.2	40.656	77.2	1:41.464	83.59	0.939	12:51:31.811	

P21 777 S		Dave REES					BA Perkins / Pea Green / IMS				
IDEAL LAP TIME : 1:39.334		BEST LAP TIME : 1:39.926					DIFFERENCE : 0.592				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		79.6	27.486	100.1	39.837	77.3	2:10.427	65.02	30.501	12:31:29.498	
2 -	33.931	82.0	27.022	97.6	39.770	77.9	1:40.723	84.20	0.797	12:33:10.221	
3 -	34.034	82.4	26.494	100.6	39.946	76.0	1:40.474	84.41	0.548	12:34:50.695	
4 -	33.187	81.7	26.709	97.5	40.030	75.8	1:39.926 (1)	84.87		12:36:30.621	
5 -	33.446	82.0	26.970	96.2	41.080	76.3	1:41.496	83.56	1.570	12:38:12.117	
6 -	33.575	80.7	27.074	97.8	39.809	75.8	1:40.458 (3)	84.42	0.532	12:39:52.575	
7 -	33.815	80.4	27.275	96.4	40.396	76.1	1:41.486	83.57	1.560	12:41:34.061	
8 -	33.384	80.6	27.287	96.2	39.653	76.6	1:40.324 (2)	84.54	0.398	12:43:14.385	
9 -	33.744	80.4	27.207	97.3	39.931	76.7	1:40.882	84.07	0.956	12:44:55.267	
10 -	33.658	80.7	27.159	97.3	39.885	76.9	1:40.702	84.22	0.776	12:46:35.969	
11 -	33.397	81.3	27.294	96.0	40.164	76.4	1:40.855	84.09	0.929	12:48:16.824	
12 -	33.774	80.9	27.251	95.7	40.091	76.6	1:41.116	83.88	1.190	12:49:57.940	
13 -	33.758	79.7	27.286	96.2	39.791	76.3	1:40.835	84.11	0.909	12:51:38.775	

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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

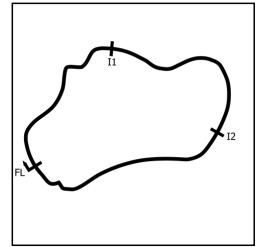
P22 14 7		Jamie PAYNE					Roonspeed / Marks Minis				
IDEAL LAP TIME : 1:41.558		BEST LAP TIME : 1:41.948					DIFFERENCE : 0.390				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		80.4	27.214	96.4	40.568	75.6	1:50.477	76.77	8.529	12:31:09.548	
2 -	34.141	79.4	27.457	96.2	41.411	76.3	1:43.009	82.33	1.061	12:32:52.557	
3 -	33.894	81.1	27.149	96.4	40.905	76.0	1:41.948 (1)	83.19		12:34:34.505	
4 -	33.954	81.5	27.096	96.8	41.082	75.9	1:42.132 (2)	83.04	0.184	12:36:16.637	
5 -	33.964	80.3	27.343	95.4	41.049	75.5	1:42.356 (3)	82.86	0.408	12:37:58.993	
6 -	34.187	80.5	27.557	94.7	40.910	75.0	1:42.654	82.62	0.706	12:39:41.647	
7 -	35.341	80.0	27.461	95.8	42.227	76.3	1:45.029	80.75	3.081	12:41:26.676	
8 -	34.167	80.0	27.577	89.8	40.932	76.1	1:42.676	82.60	0.728	12:43:09.352	
9 -	34.268	79.7	27.429	96.1	40.847	75.4	1:42.544	82.71	0.596	12:44:51.896	
10 -	34.303	79.5	27.727	95.0	41.755	75.1	1:43.785	81.72	1.837	12:46:35.681	
11 -	34.572	81.1	27.331	96.1	41.130	74.8	1:43.033	82.31	1.085	12:48:18.714	
12 -	34.375	80.8	27.652	94.5	41.410	75.9	1:43.437	81.99	1.489	12:50:02.151	
13 -	34.397	80.2	27.904	94.5	41.985	75.3	1:44.286	81.33	2.338	12:51:46.437	

P23 57 7		Philip GILLIBRAND					Driver				
IDEAL LAP TIME : 1:42.501		BEST LAP TIME : 1:43.133					DIFFERENCE : 0.632				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		78.3	27.537	97.5	41.504	75.2	1:52.907	75.12	9.774	12:31:11.978	
2 -	34.215	78.9	27.949	96.0	41.511	75.2	1:43.675	81.80	0.542	12:32:55.653	
3 -	34.546	79.0	27.748	95.5	41.200	75.3	1:43.494 (3)	81.95	0.361	12:34:39.147	
4 -	34.290	78.8	27.673	95.4	41.170	74.2	1:43.133 (1)	82.23		12:36:22.280	
5 -	34.366	78.8	31.029	84.0	41.344	75.6	1:46.739	79.46	3.606	12:38:09.019	
6 -	35.111	78.8	27.512	95.8	40.816	74.0	1:43.439 (2)	81.99	0.306	12:39:52.458	
7 -	35.461	79.7	27.614	96.0	41.331	75.2	1:44.406	81.23	1.273	12:41:36.864	
8 -	35.092	79.3	27.747	95.5	40.774	75.4	1:43.613	81.85	0.480	12:43:20.477	
9 -	34.414	78.8	28.051	95.5	41.873	73.9	1:44.338	81.28	1.205	12:45:04.815	
10 -	34.650	78.3	28.239	95.5	41.893	74.6	1:44.782	80.94	1.649	12:46:49.597	
11 -	34.901	78.4	28.102	95.3	41.668	75.4	1:44.671	81.03	1.538	12:48:34.268	
12 -	34.656	79.5	27.787	95.3	42.119	73.4	1:44.562	81.11	1.429	12:50:18.830	
13 -	35.137	79.2	27.971	96.1	42.253	75.2	1:45.361	80.50	2.228	12:52:04.191	

P24 731 S		Ben JOHNSON					Driver				
IDEAL LAP TIME : 1:41.374		BEST LAP TIME : 1:41.614					DIFFERENCE : 0.240				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		78.0	27.679	98.5	40.127	75.9	2:10.973	64.75	29.359	12:31:30.044	
2 -	34.032	79.3	27.215	98.1	40.367	75.6	1:41.614 (1)	83.46		12:33:11.658	
3 -	34.256	78.0	27.542	95.7	40.716	75.2	1:42.514 (2)	82.73	0.900	12:34:54.172	
4 -	34.132	77.8	27.518	95.1	41.071	73.7	1:42.721 (3)	82.56	1.107	12:36:36.893	
5 -	34.384	76.4	28.106	93.8	40.647	72.8	1:43.137	82.23	1.523	12:38:20.030	
6 -	34.748	77.6	27.780	94.6	41.268	72.5	1:43.796	81.71	2.182	12:40:03.826	
7 -	34.858	76.8	28.012	94.5	40.939	73.5	1:43.809	81.70	2.195	12:41:47.635	
8 -	34.574	76.5	27.987	94.5	40.635	73.5	1:43.196	82.18	1.582	12:43:30.831	
9 -	34.581	76.9	27.968	94.3	41.668	72.6	1:44.217	81.38	2.603	12:45:15.048	
10 -	34.631	77.3	28.045	94.5	41.500	72.4	1:44.176	81.41	2.562	12:46:59.224	
11 -	34.297	78.6	27.728	94.3	41.225	71.3	1:43.250	82.14	1.636	12:48:42.474	
12 -	34.561	77.2	27.802	94.7	41.229	69.8	1:43.592	81.87	1.978	12:50:26.066	

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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

P25 778 S		Kate FRASER KER					Driver				
IDEAL LAP TIME : 1:44.771		BEST LAP TIME : 1:45.525					DIFFERENCE : 0.754				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		77.3	27.951	97.1	41.491	72.4	2:14.682	62.97	29.157	12:31:33.753	
2 -	35.678	75.7	28.334	95.3	42.190	72.6	1:46.202	79.86	0.677	12:33:19.955	
3 -	35.647	75.9	28.541	95.1	41.820	72.0	1:46.008	80.00	0.483	12:35:05.963	
4 -	35.483	77.3	28.138	96.0	42.359	70.1	1:45.980	80.03	0.455	12:36:51.943	
5 -	35.770	76.7	28.056	95.8	41.699	71.9	1:45.525 (1)	80.37		12:38:37.468	
6 -	35.536	76.1	28.290	95.4	41.706	72.3	1:45.532 (2)	80.37	0.007	12:40:23.000	
7 -	35.775	75.0	28.626	96.2	43.041	66.1	1:47.442	78.94	1.917	12:42:10.442	
8 -	36.800	75.5	28.537	95.3	42.314	71.0	1:47.651	78.78	2.126	12:43:58.093	
9 -	37.593	75.7	28.314	96.5	41.894	72.3	1:47.801	78.67	2.276	12:45:45.894	
10 -	35.728	74.6	31.216	91.3	42.423	71.3	1:49.367	77.55	3.842	12:47:35.261	
11 -	35.449	76.2	27.831	95.8	42.527	69.5	1:45.807 (3)	80.16	0.282	12:49:21.068	
12 -	36.554	74.6	28.282	96.0	41.973	74.3	1:46.809	79.40	1.284	12:51:07.877	

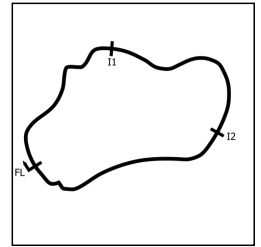
P26 703 S		Matthew PAGE					Driver				
IDEAL LAP TIME : 1:37.632		BEST LAP TIME : 1:38.246					DIFFERENCE : 0.614				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.2	26.751	99.1	39.815	78.1	2:08.401	66.05	30.155	12:31:27.472	
2 -	32.972	83.5	26.748	99.2	38.698	78.1	1:38.418 (2)	86.17	0.172	12:33:05.890	
3 -	33.184	81.5	26.843	98.1	39.195	77.8	1:39.222	85.48	0.976	12:34:45.112	
4 -	33.165	82.8	26.578	98.9	38.698	78.3	1:38.441 (3)	86.15	0.195	12:36:23.553	
5 -	33.152	81.3	26.827	98.6	38.847	78.3	1:38.826	85.82	0.580	12:38:02.379	
6 -	33.014	83.7	26.466	99.4	38.766	78.3	1:38.246 (1)	86.33		12:39:40.625	
7 -	33.445	82.0	26.774	98.6	39.499	76.2	1:39.718	85.05	1.472	12:41:20.343	
8 -	34.196	81.6	26.978	100.3	38.927	77.8	1:40.101	84.73	1.855	12:43:00.444	
9 -	33.238	82.5	26.955	96.2	39.518	77.1	1:39.711	85.06	1.465	12:44:40.155	
10 -	32.815	83.0	26.948	98.8	39.208	77.9	1:38.971	85.69	0.725	12:46:19.126	
11 -	32.901	83.1	26.519	99.7	39.579	76.9	1:38.999	85.67	0.753	12:47:58.125	
12 -	32.770	82.1	26.541	97.2	40.654	75.5	1:39.965	84.84	1.719	12:49:38.090	
13 -	34.388	82.4	26.164	102.4	IN PIT		1:42.132 P	83.04	3.886	12:51:20.222	

P27 1 7		Connor O'BRIEN					Ball Trucking				
IDEAL LAP TIME : 1:35.713		BEST LAP TIME : 1:36.459					DIFFERENCE : 0.746				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.3	26.143	102.4	37.906	78.9	1:44.596	81.08	8.137	12:31:03.667	
2 -	32.186	82.8	26.421	100.9	38.262	79.2	1:36.869	87.55	0.410	12:32:40.536	
3 -	32.283	82.2	26.709	100.3	38.275	79.5	1:37.267	87.19	0.808	12:34:17.803	
4 -	32.266	82.7	26.529	98.9	37.965	79.0	1:36.760	87.65	0.301	12:35:54.563	
5 -	32.522	82.1	26.385	100.9	37.977	79.9	1:36.884	87.54	0.425	12:37:31.447	
6 -	33.193	84.3	26.024	102.4	37.632	80.3	1:36.849	87.57	0.390	12:39:08.296	
7 -	32.502	84.4	25.895	102.6	38.085	79.8	1:36.482 (2)	87.90	0.023	12:40:44.778	
8 -	32.481	84.6	26.023	102.9	38.690	79.0	1:37.194	87.26	0.735	12:42:21.972	
9 -	32.729	83.7	26.089	103.2	37.752	80.3	1:36.570 (3)	87.82	0.111	12:43:58.542	
10 -	32.654	84.3	25.948	102.6	37.857	79.5	1:36.459 (1)	87.92		12:45:35.001	

P28 728 S		Michael WINKWORTH					Driver				
IDEAL LAP TIME : 1:37.682		BEST LAP TIME : 1:37.682					DIFFERENCE : 0.000				
LAP	SECTOR 1	SECTOR 2		SECTOR 3		LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.3	26.468	102.2	40.482	75.6	2:10.172	65.15	32.490	12:31:29.243	
2 -	33.487	82.9	26.447	100.9	40.300	78.5	1:40.234	84.61	2.552	12:33:09.477	
3 -	34.056	82.0	26.484	102.2	38.824	77.7	1:39.364	85.35	1.682	12:34:48.841	
4 -	32.927	83.4	26.431	99.4	38.324	79.1	1:37.682 (1)	86.82		12:36:26.523	
5 -	33.774	80.7	26.610	99.2	38.722	77.2	1:39.106 (3)	85.58	1.424	12:38:05.629	
6 -	33.061	82.8	26.879	97.6	39.079	74.0	1:39.019 (2)	85.65	1.337	12:39:44.648	

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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

P29		723 S		Andrew HACK			Driver		
IDEAL LAP TIME : 1:37.950		BEST LAP TIME : 1:38.061			DIFFERENCE : 0.111				
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.6	26.624	101.6	40.122	2:09.317	65.58	31.256	12:31:28.388
2 -	32.927	83.2	26.570	100.6	40.723	1:40.220 (3)	84.62	2.159	12:33:08.608
3 -	33.615	82.5	26.449	100.7	38.734	1:38.798 (2)	85.84	0.737	12:34:47.406
4 -	32.941	83.8	26.289	102.4	38.831	1:38.061 (1)	86.49		12:36:25.467

P30		38 7		Steven HOPPER			Driver		
IDEAL LAP TIME : 1:40.112		BEST LAP TIME : 1:48.828			DIFFERENCE : 8.716				
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		81.3	26.688	100.6	39.949	76.9	1:48.828 (1)	77.93	12:31:07.899
2 -	33.475	81.3	27.139	95.4	IN PIT	1:41.126 P	83.87		12:32:49.025

P31		20 7		Darren THOMAS			Clearsons / Roospeed		
IDEAL LAP TIME :		BEST LAP TIME :			DIFFERENCE :				
LAP	SECTOR 1	SECTOR 2	SECTOR 3	LAP TIME	MPH	DIFF	TIME OF DAY		
1 -		82.2	26.830	100.1	IN PIT	1:44.537 P	81.13		12:31:03.608

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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
1	88	JORDAN	32.095	73	WANSTALL	25.570	88	JORDAN	37.606	1	88	JORDAN	1:35.465	1:36.040	0.575
2	1	O'BRIEN	32.186	49	BILLISON	25.627	1	O'BRIEN	37.632	2	1	O'BRIEN	1:35.713	1:36.459	0.746
3	73	WANSTALL	32.192	88	JORDAN	25.764	49	BILLISON	37.752	3	49	BILLISON	1:35.724	1:36.202	0.478
4	49	BILLISON	32.345	6	DAVIS	25.820	725	HACK	38.057	4	73	WANSTALL	1:35.872	1:36.367	0.495
5	80	THOMPSON	32.491	76	POLLEY	25.851	714	PRIOR	38.067	5	80	THOMPSON	1:36.699	1:37.291	0.592
6	5	WOODBIDGE	32.492	1	O'BRIEN	25.895	713	POOLMAN	38.093	6	5	WOODBIDGE	1:36.986	1:37.796	0.810
7	29	HARRINGTON	32.541	706	PAGE	25.998	73	WANSTALL	38.110	7	706	PAGE	1:37.108	1:37.517	0.409
8	742	BUTLER	32.626	5	WOODBIDGE	26.016	80	THOMPSON	38.137	8	6	DAVIS	1:37.176	1:37.685	0.509
9	706	PAGE	32.719	29	HARRINGTON	26.050	758	AYRES	38.278	9	29	HARRINGTON	1:37.222	1:37.640	0.418
10	76	POLLEY	32.765	80	THOMPSON	26.071	728	WINKWORTH	38.324	10	725	HACK	1:37.223	1:37.347	0.124
11	6	DAVIS	32.765	703	PAGE	26.164	706	PAGE	38.391	11	76	POLLEY	1:37.266	1:37.711	0.445
12	725	HACK	32.765	758	AYRES	26.196	797	VANNER	38.458	12	758	AYRES	1:37.341	1:38.075	0.734
13	703	PAGE	32.770	797	VANNER	26.258	5	WOODBIDGE	38.478	13	714	PRIOR	1:37.342	1:38.042	0.700
14	758	AYRES	32.867	714	PRIOR	26.260	721	EDGECOMBE	38.485	14	713	POOLMAN	1:37.409	1:37.998	0.589
15	728	WINKWORTH	32.927	723	HACK	26.289	742	BUTLER	38.501	15	742	BUTLER	1:37.507	1:37.693	0.186
16	723	HACK	32.927	789	DUNCAN	26.311	789	DUNCAN	38.573	16	703	PAGE	1:37.632	1:38.246	0.614
17	797	VANNER	32.939	713	POOLMAN	26.346	6	DAVIS	38.591	17	797	VANNER	1:37.655	1:38.700	1.045
18	8	WOODBIDGE	32.956	742	BUTLER	26.380	29	HARRINGTON	38.631	18	728	WINKWORTH	1:37.682	1:37.682	0.000
19	713	POOLMAN	32.970	704	PAGE	26.384	704	PAGE	38.637	19	789	DUNCAN	1:37.923	1:38.649	0.726
20	714	PRIOR	33.015	725	HACK	26.401	76	POLLEY	38.650	20	723	HACK	1:37.950	1:38.061	0.111
21	789	DUNCAN	33.039	728	WINKWORTH	26.431	703	PAGE	38.698	21	721	EDGECOMBE	1:38.053	1:38.599	0.546
22	721	EDGECOMBE	33.053	777	REES	26.494	723	HACK	38.734	22	704	PAGE	1:38.211	1:38.822	0.611
23	777	REES	33.187	721	EDGECOMBE	26.515	8	WOODBIDGE	39.178	23	8	WOODBIDGE	1:38.686	1:39.109	0.423
24	704	PAGE	33.190	8	WOODBIDGE	26.552	777	REES	39.653	24	777	REES	1:39.334	1:39.926	0.592
25	16	KING	33.446	38	HOPPER	26.688	38	HOPPER	39.949	25	38	HOPPER	1:40.112	1:48.828	8.716
26	38	HOPPER	33.475	16	KING	26.730	16	KING	40.098	26	16	KING	1:40.274	1:40.525	0.251
27	14	PAYNE	33.894	20	THOMAS	26.830	731	JOHNSON	40.127	27	731	JOHNSON	1:41.374	1:41.614	0.240
28	731	JOHNSON	34.032	14	PAYNE	27.096	14	PAYNE	40.568	28	14	PAYNE	1:41.558	1:41.948	0.390
29	57	GILLIBRAND	34.215	731	JOHNSON	27.215	57	GILLIBRAND	40.774	29	57	GILLIBRAND	1:42.501	1:43.133	0.632
30	778	FRASER KER	35.449	57	GILLIBRAND	27.512	778	FRASER KER	41.491	30	778	FRASER KER	1:44.771	1:45.525	0.754
31				778	FRASER KER	27.831				31	20	THOMAS			

PERFECT LAP 1:35.271

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ROUND 8 - BEST SPEEDS

POS	INTERMEDIATE 1			INTERMEDIATE 2			FINISH LINE		
	NO	NAME	MPH	NO	NAME	MPH	NO	NAME	MPH
1	73	WANSTALL	85.7	6	DAVIS	104.0	73	WANSTALL	82.4
2	49	BILLISON	84.9	5	WOODBIDGE	103.7	88	JORDAN	81.8
3	88	JORDAN	84.6	76	POLLEY	103.7	5	WOODBIDGE	81.0
4	5	WOODBIDGE	84.6	73	WANSTALL	103.5	49	BILLISON	80.8
5	1	O'BRIEN	84.6	88	JORDAN	103.4	6	DAVIS	80.6
6	80	THOMPSON	84.5	49	BILLISON	103.4	29	HARRINGTON	80.4
7	6	DAVIS	84.4	1	O'BRIEN	103.2	1	O'BRIEN	80.3
8	706	PAGE	84.4	789	DUNCAN	103.0	76	POLLEY	80.1
9	723	HACK	83.8	742	BUTLER	102.7	80	THOMPSON	79.9
10	703	PAGE	83.7	80	THOMPSON	102.4	706	PAGE	79.3
11	29	HARRINGTON	83.6	29	HARRINGTON	102.4	16	KING	79.2
12	76	POLLEY	83.5	703	PAGE	102.4	728	WINKWORTH	79.1
13	728	WINKWORTH	83.4	723	HACK	102.4	742	BUTLER	79.0
14	758	AYRES	83.2	8	WOODBIDGE	102.2	8	WOODBIDGE	78.9
15	742	BUTLER	83.2	706	PAGE	102.2	704	PAGE	78.8
16	713	POOLMAN	83.1	728	WINKWORTH	102.2	789	DUNCAN	78.3
17	8	WOODBIDGE	82.8	713	POOLMAN	102.1	797	VANNER	78.3
18	797	VANNER	82.6	721	EDGECOMBE	102.1	703	PAGE	78.3
19	789	DUNCAN	82.5	725	HACK	101.6	714	PRIOR	78.2
20	777	REES	82.4	758	AYRES	101.5	758	AYRES	78.0
21	704	PAGE	82.3	797	VANNER	101.5	725	HACK	77.9
22	725	HACK	82.2	714	PRIOR	101.3	777	REES	77.9
23	20	THOMAS	82.2	704	PAGE	101.2	713	POOLMAN	77.7
24	16	KING	82.0	16	KING	100.7	721	EDGECOMBE	77.4
25	714	PRIOR	81.9	777	REES	100.6	38	HOPPER	76.9
26	14	PAYNE	81.5	38	HOPPER	100.6	14	PAYNE	76.3
27	721	EDGECOMBE	81.4	20	THOMAS	100.1	731	JOHNSON	75.9
28	38	HOPPER	81.3	731	JOHNSON	98.5	57	GILLIBRAND	75.6
29	57	GILLIBRAND	79.7	57	GILLIBRAND	97.5	778	FRASER KER	74.3
30	731	JOHNSON	79.3	778	FRASER KER	97.1			
31	778	FRASER KER	77.3	14	PAYNE	96.8			

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ROUND 8 - STATISTICS

Competitors Started 31
Planned Start 2023-06-04 @ 12:25:00.000
Actual Start 2023-06-04 @ 12:29:19.070
Finish Time 2023-06-04 @ 12:50:24.362
Track Length 2.3560mi.
Total Laps 359
Total Distance Covered 845.8052mi.

Session Fastest Lap History

NO	CL	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
1	7	Connor O'BRIEN	1:44.596	12:31:03.686	1	Ball Trucking
1	7	Connor O'BRIEN	1:36.869	12:32:40.555	2	Ball Trucking
88	7	Mike JORDAN	1:36.275	12:32:41.463	2	Revive / Motul
88	7	Mike JORDAN	1:36.040	12:37:31.866	5	Revive / Motul

Session Leader History

NO	CL	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
20	7	Darren THOMAS	1	1	2.35 miles	Clearsons / Roonspeed
1	7	Connor O'BRIEN	2	4	9.42 miles	Ball Trucking
88	7	Mike JORDAN	6	8	18.84 miles	Revive / Motul

Flag History

TYPE	TIME OF DAY
GREEN	12:29:19.070
FINISH	12:50:24.362

Flag Statistics

TYPE	COUNT	TOTAL LAPS	TOTAL TIME
Green	1	13	22:47.443
Red	0	0	0.000
Safety Car	0	0	0.000
FCY	0	0	0.000

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ROUND 8 - STATISTICS

CLASS : 7

15 Starters

Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
1	Connor O'BRIEN	1:44.596	12:31:03.686	1	Ball Trucking
1	Connor O'BRIEN	1:36.869	12:32:40.555	2	Ball Trucking
88	Mike JORDAN	1:36.275	12:32:41.463	2	Revive / Motul
88	Mike JORDAN	1:36.040	12:37:31.866	5	Revive / Motul

Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
20	Darren THOMAS	1	1	2.35 miles	Clearsons / Roonspeed
1	Connor O'BRIEN	2	4	9.42 miles	Ball Trucking
88	Mike JORDAN	6	8	18.84 miles	Revive / Motul

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ROUND 8 - STATISTICS

CLASS : S

16 Starters

Fastest Lap History

NO	NAME	LAP TIME	TIME OF DAY	LAP	VEHICLE
721	Kieran EDGECOMBE	2:07.147	12:31:26.249	1	Edgey Racing / Tara Construction
703	Matthew PAGE	1:38.418	12:33:05.914	2	Driver
725	Frazer HACK	1:37.969	12:36:24.579	4	Driver
728	Michael WINKWORTH	1:37.682	12:36:26.545	4	Driver
725	Frazer HACK	1:37.347	12:38:01.927	5	Driver

Leader History

NO	NAME	FROM LAP	LAPS LED	DISTANCE	VEHICLE
721	Kieran EDGECOMBE	1	1	2.35 miles	Edgey Racing / Tara Construction
703	Matthew PAGE	2	3	7.06 miles	Driver
725	Frazer HACK	5	2	4.71 miles	Driver
706	Jonathon PAGE	7	1	2.35 miles	Driver
725	Frazer HACK	8	1	2.35 miles	Driver
758	Matthew AYRES	9	1	2.35 miles	NAPA / JT Motor MOT Station
725	Frazer HACK	10	1	2.35 miles	Driver
758	Matthew AYRES	11	1	2.35 miles	NAPA / JT Motor MOT Station
706	Jonathon PAGE	12	2	4.71 miles	Driver

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ROUND 8 - WEATHER CONDITIONS

