



# EXPRESS TYRE SERVICE BRITISH SIDECAR CHAMPIONSHIP



Round 3

Knockhill

14<sup>th</sup> – 16<sup>th</sup> June 2024



Timing & Results Provided by Timing Solutions Ltd

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

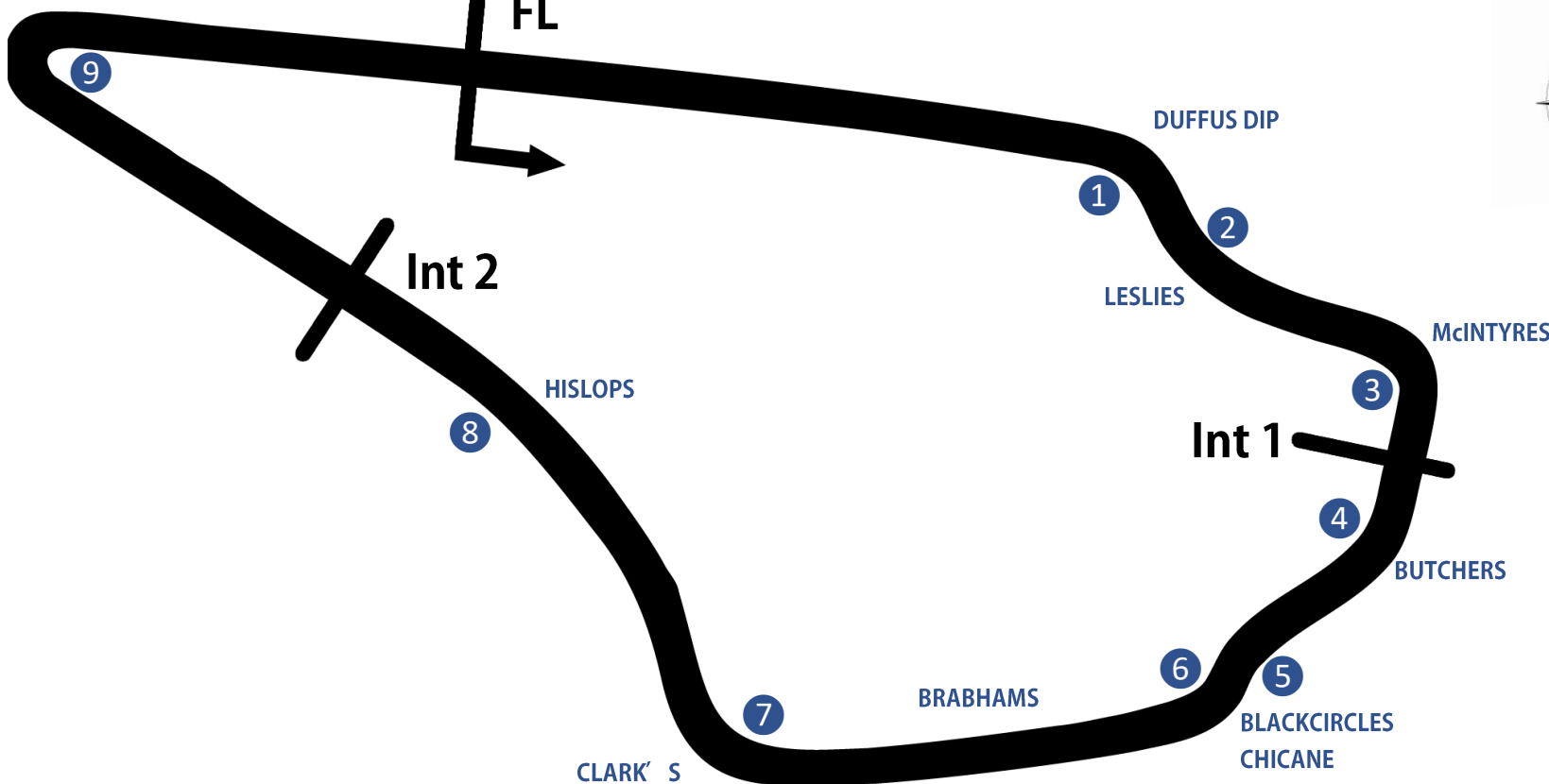


# Knockhill Circuit

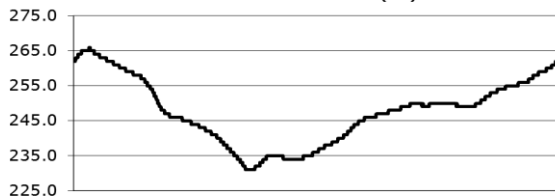
Dunfermline, Fife, UK



TAYLOR'S  
HAIRPIN



Circuit Altitude (m)



| Race Lap Records  |        | Best Sector Information (Any Session)                        |        |        |        |        |
|-------------------|--------|--------------------------------------------------------------|--------|--------|--------|--------|
|                   |        | S1                                                           | S2     | S2 Mph | S3     | FL Mph |
| Superbike         | 47.126 | 15.523                                                       | 18.445 | 151.1  | 12.789 | 146.5  |
| Superstock(1000)  | 48.092 | 15.912                                                       | 18.805 | 148.4  | 13.206 | 143.3  |
| Supersport/ GP2   | 49.025 | 16.110                                                       | 19.139 | 138.3  | 13.477 | 132.6  |
| Sidecar 600       | 51.450 | 16.475                                                       | 19.639 | 117.3  | 14.699 | 110.0  |
| BTC 2020          | 53.702 | 17.575                                                       | 20.624 | 113.7  | 14.979 | 108.4  |
| Sportbike         | TBE    | TBE                                                          | TBE    | TBE    | TBE    | TBE    |
| Superteen         | TBE    | TBE                                                          | TBE    | TBE    | TBE    | TBE    |
| BMW F900 R Cup    | TBE    | TBE                                                          | TBE    | TBE    | TBE    | TBE    |
| BSB Best Lap Ever | 47.126 | Rory Skinner - Cheshire Mouldings FS3 Kawasaki - (R219/6/22) |        |        |        |        |

| Length               |                                    | 1.2713 miles   2.046 km   2046m |           |
|----------------------|------------------------------------|---------------------------------|-----------|
| FL                   |                                    | 56.13099 N                      | 3.50816 W |
| Int 1                | 697m                               | 56.12864 N                      | 3.49941 W |
| Int 2                | 1508m                              | 56.12969 N                      | 3.50906 W |
| Pit Entry            | 2046m                              | 56.13098 N                      | 3.50793 W |
| Pit Exit             | 183m after FL                      | 56.13080 N                      | 3.50519 W |
| Pit Entry - Pit Exit | 175m, 12.6s @ 50kph, 10.5s @ 60kph |                                 |           |

Results & Live Timing available at – [www.tsl-timing.com](http://www.tsl-timing.com)

Updated - 26/01/2024 14:20

## START LIST



| NO | CL  | NAME                |       | ENTRY                                                   |
|----|-----|---------------------|-------|---------------------------------------------------------|
| 2  | GP  | J.HOLDEN / CONIL    | J.HOL | LCR Yamaha - John Holden Racing                         |
| 4  | CUP | PEACH / EDWARDS     | PEA   | LCR Yamaha - Life Safety Motorsport                     |
| 5  | GP  | BIGGS / SEGERS      | BIG   | LCR Yamaha - Express Tyre Service/Santander Salt        |
| 8  | CUP | M.BELL / COLBROOK   | M.BEL | LCR Yamaha - Bell Marin Racing/HFF                      |
| 17 | CUP | CLARKE / ENSOR      | CLA   | LCR Honda - Centurion Packaging / Fineline Sealants / C |
| 18 | CUP | P.BELL / HYDE       | P.BEL | LCR Yamaha - Marin Motorsports / HFF Civil Engineering  |
| 26 | CUP | ATKINSON / SMITH    | ATK   | Adolf RS Yamaha - Mecsia/RAF Engineering                |
| 29 | GP  | KERSHAW / SHARPE    | KER   | LCR Yamaha - Blinkbonny Quarry                          |
| 38 | CUP | MOSS / HOPE         | MOS   | LCR Yamaha - LifeSafety Motorsport - CMR                |
| 73 | WC  | PRING / PARKIN      | PRI   | Shand Yamaha - KCP Environmental Services/R&M Appl      |
| 84 | CUP | LAIDLOW / LAIDLOW   | LAI   | LCR Yamaha - Express Tyre Service / Pendragon Service   |
| 93 | GP  | G.HOLDEN / LAWRENCE | G.HOL | LCR Kawasaki - Holden Racing                            |
| 95 | GP  | BLACKSTOCK / ROSNEY | BLA   | LCR Yamaha - Dave Holden Racing                         |

Total Competitors: 13

Knockhill: 1.2669 miles

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

Printed - 10:52 Thursday, 13 June 2024



2024 British Sidecar Championship  
RIDER PERFORMANCE CHART



| GP CLASS |                                       | 13th / 14th April<br>Pembrey |     |     | 17th - 19th May<br>Donington Park GP |     | 14th - 16th June<br>Knockhill |   | 5th - 7th July<br>Snetterton 300 |   | 3rd / 4th August<br>Cadwell Park |    |    | 13th - 13th October<br>Brands Hatch GP |    |
|----------|---------------------------------------|------------------------------|-----|-----|--------------------------------------|-----|-------------------------------|---|----------------------------------|---|----------------------------------|----|----|----------------------------------------|----|
| #        | NAME / BIKE                           | 1                            | 2   | 3   | 4                                    | 5   | 6                             | 7 | 8                                | 9 | 10                               | 11 | 12 | 13                                     | 14 |
| 2        | J.HOLDEN / GORDON (Adolf RS Kawasaki) | 4                            | 4   | 4   |                                      |     |                               |   |                                  |   |                                  |    |    |                                        |    |
| 5        | BIGGS / SEGERS (LCR Yamaha)           | 3                            | 5   | 1   | 5                                    | 5   |                               |   |                                  |   |                                  |    |    |                                        |    |
| 29       | KERSHAW / CHARLWOOD (LCR Yamaha)      |                              |     |     | 2 *                                  | 3   |                               |   |                                  |   |                                  |    |    |                                        |    |
| 34       | CHRISTIE / CHRISTIE (LCR Yamaha)      |                              |     |     | 1                                    | 2 * |                               |   |                                  |   |                                  |    |    |                                        |    |
| 77       | REEVES / WILKES (Adolf RS Yamaha)     |                              |     |     | DNF                                  | DNF |                               |   |                                  |   |                                  |    |    |                                        |    |
| 91       | WILLIAMS / PITT (LCR Yamaha)          | 5                            | 2 * | 2 * | DNF                                  | DNF |                               |   |                                  |   |                                  |    |    |                                        |    |
| 93       | G.HOLDEN / LAWRENCE (LCR Kawasaki)    | 2                            | 3   | 3   | 4                                    | 4   |                               |   |                                  |   |                                  |    |    |                                        |    |
| 95       | BLACKSTOCK / ROSNEY (LCR Yamaha)      | 1 *                          | 1   | DNS | 3                                    | 1   |                               |   |                                  |   |                                  |    |    |                                        |    |
| 111      | CABLE / RICHARDSON (LCR Yamaha)       |                              |     |     | 6                                    | 6   |                               |   |                                  |   |                                  |    |    |                                        |    |

| CUP CLASS |                                       |     |     |     |     |     |   |   |   |   |    |    |    |    |    |
|-----------|---------------------------------------|-----|-----|-----|-----|-----|---|---|---|---|----|----|----|----|----|
| #         | NAME / BIKE                           | 1   | 2   | 3   | 4   | 5   | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 4         | PEACH / EDWARDS (LCR Yamaha)          | 6   | DNS | DNS | 7   | 7   |   |   |   |   |    |    |    |    |    |
| 8         | M.BELL / COLBROOK (LCR Yamaha)        |     |     |     | 6   | 6   |   |   |   |   |    |    |    |    |    |
| 17        | CLARKE / ENSOR (LCR Honda)            | 4   | 4   | 4   | 4   | 4   |   |   |   |   |    |    |    |    |    |
| 18        | P.BELL / HYDE (LCR Yamaha)            |     |     |     | 2   | 2   |   |   |   |   |    |    |    |    |    |
| 26        | ATKINSON / SMITH (Adolf RS Yamaha)    | 7   | 5   | 5   | 5   | 5   |   |   |   |   |    |    |    |    |    |
| 27        | KIRBY / KIRBY (Adolf RS Yamaha)       | 2   | 3   | 2   | 3   | 3   |   |   |   |   |    |    |    |    |    |
| 38        | MOSS / HOPE (LCR Yamaha)              | 8   | DNF | DNS | DNF | 8   |   |   |   |   |    |    |    |    |    |
| 84        | LAIDLAW / LAIDLAW (LCR Yamaha)        | 1 * | 1 * | 1 * | 1 * | 1 * |   |   |   |   |    |    |    |    |    |
| 88        | NICOL / CONIL (LCR Yamaha)            | 5   | DNF | DNS |     |     |   |   |   |   |    |    |    |    |    |
| 89        | HAUXWELL / HAUXWELL (Adolf RS Yamaha) | DNF | DNF | DNS | 8   | DNF |   |   |   |   |    |    |    |    |    |
| 100       | STEVENS / STEVENS (Ryde Yamaha)       | 3   | 2   | 3   |     |     |   |   |   |   |    |    |    |    |    |

| F2 CLASS |                                 |     |     |     |     |     |   |   |   |   |    |    |    |    |    |
|----------|---------------------------------|-----|-----|-----|-----|-----|---|---|---|---|----|----|----|----|----|
| #        | NAME / BIKE                     | 1   | 2   | 3   | 4   | 5   | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 3        | CROWE / CROWE (LCR Yamaha)      | 1 * | DNF | 1 * |     |     |   |   |   |   |    |    |    |    |    |
| 44       | FOUNDERS / GIBBONS (LCR Yamaha) | 2   | 1 * | DNF |     |     |   |   |   |   |    |    |    |    |    |
| 76       | PEARSON / RESTALL (LCR Suzuki)  | 3   | 2   | DNF | 1 * | 1 * |   |   |   |   |    |    |    |    |    |

\* Denotes Fastest Lap | DNF = Did Not Finish | DNQ = Did Not Qualify | DNS = Did Not Start |  
NC = Finished but Not Classified | DQ - Disqualified | Change of Team/Machine ||

Denotes Pole Position

Wildcard / None Points Scorer

2024 British Sidecar Championship

LAPS LED



| GP CLASS |                                  | 13th / 14th April<br>Pembrey |    |    | 17th - 19th May<br>Donington Park GP |   | 14th - 16th June<br>Knockhill |   | 5th - 7th July<br>Snetterton 300 |   | 3rd / 4th August<br>Cadwell Park |    |    | 11th - 13th October<br>Brands Hatch GP |    | TOTAL |
|----------|----------------------------------|------------------------------|----|----|--------------------------------------|---|-------------------------------|---|----------------------------------|---|----------------------------------|----|----|----------------------------------------|----|-------|
| #        | NAME / BIKE                      | 1                            | 2  | 3  | 4                                    | 5 | 6                             | 7 | 8                                | 9 | 10                               | 11 | 12 | 13                                     | 14 |       |
| 96       | BLACKSTOCK / ROSNEY (LCR Yamaha) | 15                           | 14 |    |                                      | 1 |                               |   |                                  |   |                                  |    |    |                                        |    | 30    |
| 5        | BIGGS / SEGERS (LCR Yamaha)      |                              |    | 10 |                                      |   |                               |   |                                  |   |                                  |    |    |                                        |    | 10    |
| 34       | CHRISTIE / CHRISTIE (LCR Yamaha) |                              |    |    | 10                                   |   |                               |   |                                  |   |                                  |    |    |                                        |    | 10    |
| 29       | KERSHAW / CHARLWOOD (LCR Yamaha) |                              |    |    |                                      | 9 |                               |   |                                  |   |                                  |    |    |                                        |    | 9     |
| 91       | WILLIAMS / PITT (LCR Yamaha)     |                              |    | 4  |                                      |   |                               |   |                                  |   |                                  |    |    |                                        |    | 4     |

| CUP CLASS |                   | 1  | 2  | 3  | 4  | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | TOTAL |
|-----------|-------------------|----|----|----|----|----|---|---|---|---|----|----|----|----|----|-------|
| 84        | LAIDLAW / LAIDLAW | 15 | 14 | 14 | 10 | 10 |   |   |   |   |    |    |    |    |    | 63    |
|           |                   |    |    |    |    |    |   |   |   |   |    |    |    |    |    | 0     |

| F2 CLASS |                                | 1  | 2  | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | TOTAL |
|----------|--------------------------------|----|----|----|---|---|---|---|---|---|----|----|----|----|----|-------|
| 3        | CROWE / CROWE                  | 14 | 1  | 14 |   |   |   |   |   |   |    |    |    |    |    | 29    |
| 76       | PEARSON / RESTALL (LCR Suzuki) |    |    |    | 9 | 9 |   |   |   |   |    |    |    |    |    | 18    |
| 44       | FOUND'S / GIBBONS              | 1  | 13 |    |   |   |   |   |   |   |    |    |    |    |    | 14    |

BOLD NUMBER INDICATES RACE WINNER

MCRCB BULLETIN TK025

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

FREE PRACTICE - CLASSIFICATION



| POS | NO | CL  | PIC | NAME                | ENTRY                                               | TIME     | ON | LAPS | GAP   | DIFF  | MPH   |
|-----|----|-----|-----|---------------------|-----------------------------------------------------|----------|----|------|-------|-------|-------|
| 1   | 5  | GP  | 1   | BIGGS / SEGERS      | LCR Yamaha - Express Tyre Service/Santander Salt    | 57.041   | 15 | 16   |       |       | 79.96 |
| 2   | 2  | GP  | 2   | J.HOLDEN / CONIL    | LCR Yamaha - John Holden Racing                     | 57.683   | 12 | 16   | 0.642 | 0.642 | 79.07 |
| 3   | 95 | GP  | 3   | BLACKSTOCK / ROSNEY | LCR Yamaha - Dave Holden Racing                     | 58.002   | 10 | 12   | 0.961 | 0.319 | 78.63 |
| 4   | 29 | GP  | 4   | KERSHAW / SHARPE    | LCR Yamaha - Blinkbonny Quarry                      | 58.460   | 9  | 10   | 1.419 | 0.458 | 78.02 |
| 5   | 84 | CUP | 1   | LAIDLAW / LAIDLAW   | LCR Yamaha - Express Tyre Service / Pendragon Sen   | 58.937   | 11 | 12   | 1.896 | 0.477 | 77.38 |
| 6   | 4  | CUP | 2   | PEACH / EDWARDS     | LCR Yamaha - Life Safety Motorsport                 | 59.502   | 13 | 16   | 2.461 | 0.565 | 76.65 |
| 7   | 17 | CUP | 3   | CLARKE / ENSOR      | LCR Honda - Centurion Packaging / Fineline Sealants | 59.595   | 9  | 10   | 2.554 | 0.093 | 76.53 |
| 8   | 18 | CUP | 4   | P.BELL / HYDE       | LCR Yamaha - Marin Motorsports / HFF Civil Engineer | 59.664   | 9  | 10   | 2.623 | 0.069 | 76.44 |
| 9   | 8  | CUP | 5   | M.BELL / COLBROOK   | LCR Yamaha - Bell Marin Racing/HFF                  | 59.982   | 11 | 13   | 2.941 | 0.318 | 76.04 |
| 10  | 26 | CUP | 6   | ATKINSON / SMITH    | Adolf RS Yamaha - Mecsis/RAF Engineering            | 1:00.414 | 13 | 15   | 3.373 | 0.432 | 75.49 |
| 11  | 93 | GP  | 5   | G.HOLDEN / LAWRENCE | LCR Kawasaki - Holden Racing                        | 1:00.781 | 8  | 10   | 3.740 | 0.367 | 75.04 |
| 12  | 38 | CUP | 7   | MOSS / HOPE         | LCR Yamaha - LifeSafety Motorsport - CMR            | 1:03.847 | 10 | 12   | 6.806 | 3.066 | 71.43 |

QUALIFYING LAPTIME (115.0% of 57.041) = 1:05.597

|    |     |    |   |                |                                                 |          |   |    |       |       |       |
|----|-----|----|---|----------------|-------------------------------------------------|----------|---|----|-------|-------|-------|
| 13 | 73* | WC | 1 | PRING / PARKIN | Shand Yamaha - KCP Environmental Services/R&M A | 1:06.213 | 8 | 10 | 9.172 | 2.366 | 68.88 |
|----|-----|----|---|----------------|-------------------------------------------------|----------|---|----|-------|-------|-------|

Comments:

\* #73 - Warning - Crossed blend line at Pit Exit when joining track

Weather / Track : Cloudy / Wet

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

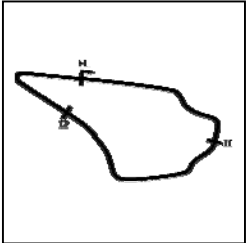
Race Director: Stuart Higgs

Stewards:

Timekeeper: Sam Jones

Date: 14/06/2024 Start: 11:32 Finish: 11:52

Knockhill: 1.2669 miles

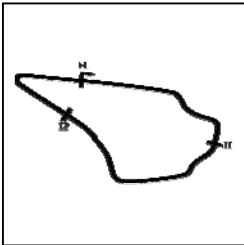


SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P1 5 GP BIGGS / SEGERS  |          | LCR Yamaha - Express Tyre Service/Santander Salt |       |                    |       |            |       |          |              |
|-------------------------|----------|--------------------------------------------------|-------|--------------------|-------|------------|-------|----------|--------------|
| IDEAL LAP TIME : 56.828 |          | BEST LAP TIME : 57.041                           |       | DIFFERENCE : 0.213 |       |            |       |          |              |
| LAP                     | SECTOR 1 | SECTOR 2                                         |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF     | TIME OF DAY  |
| 1 -                     | OUTLAP   | 26.708                                           | 105.6 | 18.397             | 101.3 |            |       |          | 11:33:44.242 |
| 2 -                     | 20.907   | 25.005                                           | 108.0 | 16.935             | 102.4 | 1:02.847   | 72.57 | 5.806    | 11:34:47.089 |
| 3 -                     | 20.326   | 24.482                                           | 108.9 | 16.727             | 103.2 | 1:01.535   | 74.12 | 4.494    | 11:35:48.624 |
| 4 -                     | 20.394   | 24.383                                           | 108.9 | 16.699             | 102.9 | 1:01.476   | 74.19 | 4.435    | 11:36:50.100 |
| 5 -                     | 20.632   | 24.025                                           | 109.6 | 16.637             | 102.6 | 1:01.294   | 74.41 | 4.253    | 11:37:51.394 |
| 6 -                     | 19.937   | 23.896                                           | 109.4 | 16.338             | 102.6 | 1:00.171   | 75.80 | 3.130    | 11:38:51.565 |
| 7 -                     | 19.971   | 23.491                                           | 109.4 | 16.590             | 102.6 | 1:00.052   | 75.95 | 3.011    | 11:39:51.617 |
| 8 -                     | 19.951   | 24.178                                           | 104.3 | 21.371             | 41.0  | 1:05.500   | 69.63 | 8.459    | 11:40:57.117 |
| 9 -                     | OUTLAP   | 23.678                                           | 110.5 | 16.449             | 102.1 | 4:24.393   | 17.25 | 3:27.352 | 11:45:21.510 |
| 10 -                    | 19.739   | 22.769                                           | 110.5 | 15.852             | 102.6 | 58.360     | 78.15 | 1.319    | 11:46:19.870 |
| 11 -                    | 19.564   | 22.664                                           | 110.3 | 16.183             | 102.6 | 58.411     | 78.08 | 1.370    | 11:47:18.281 |
| 12 -                    | 19.261   | 22.462                                           | 110.5 | 16.094             | 102.7 | 57.817     | 78.88 | 0.776    | 11:48:16.098 |
| 13 -                    | 18.957   | 22.549                                           | 110.1 | 16.149             | 102.6 | 57.655 (3) | 79.11 | 0.614    | 11:49:13.753 |
| 14 -                    | 18.949   | 22.420                                           | 110.1 | 16.043             | 102.2 | 57.412 (2) | 79.44 | 0.371    | 11:50:11.165 |
| 15 -                    | 18.710   | 22.266                                           | 110.0 | 16.065             | 102.6 | 57.041 (1) | 79.96 |          | 11:51:08.206 |
| 16 -                    | 18.752   | 23.254                                           | 103.7 | 23.513             | 27.7  | 1:05.519   | 69.61 | 8.478    | 11:52:13.725 |

| P2 2 GP J.HOLDEN / CONIL |          | LCR Yamaha - John Holden Racing |       |                    |       |            |       |          |              |
|--------------------------|----------|---------------------------------|-------|--------------------|-------|------------|-------|----------|--------------|
| IDEAL LAP TIME : 57.579  |          | BEST LAP TIME : 57.683          |       | DIFFERENCE : 0.104 |       |            |       |          |              |
| LAP                      | SECTOR 1 | SECTOR 2                        |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF     | TIME OF DAY  |
| 1 -                      | OUTLAP   | 27.061                          | 106.8 | 18.974             | 99.1  |            |       |          | 11:33:53.284 |
| 2 -                      | 22.034   | 25.493                          | 109.2 | 17.511             | 102.1 | 1:05.038   | 70.12 | 7.355    | 11:34:58.322 |
| 3 -                      | 21.720   | 24.986                          | 110.0 | 17.161             | 104.0 | 1:03.867   | 71.41 | 6.184    | 11:36:02.189 |
| 4 -                      | 21.160   | 24.792                          | 109.8 | 16.990             | 101.2 | 1:02.942   | 72.46 | 5.259    | 11:37:05.131 |
| 5 -                      | 20.789   | 24.713                          | 109.6 | 17.882             | 102.4 | 1:03.384   | 71.96 | 5.701    | 11:38:08.515 |
| 6 -                      | 20.395   | 24.021                          | 110.0 | 16.197             | 102.7 | 1:00.613   | 75.24 | 2.930    | 11:39:09.128 |
| 7 -                      | 20.320   | 23.806                          | 111.6 | 20.713             | 37.8  | 1:04.839   | 70.34 | 7.156    | 11:40:13.967 |
| 8 -                      | OUTLAP   | 24.017                          | 111.1 | 16.115             | 103.7 | 2:05.371   | 36.38 | 1:07.688 | 11:42:19.338 |
| 9 -                      | 19.511   | 23.235                          | 111.1 | 16.029             | 103.8 | 58.775     | 77.60 | 1.092    | 11:43:18.113 |
| 10 -                     | 19.420   | 23.313                          | 111.2 | 15.972             | 103.5 | 58.705     | 77.69 | 1.022    | 11:44:16.818 |
| 11 -                     | 19.112   | 22.734                          | 111.6 | 15.949             | 103.0 | 57.795 (2) | 78.91 | 0.112    | 11:45:14.613 |
| 12 -                     | 18.977   | 22.690                          | 112.4 | 16.016             | 103.0 | 57.683 (1) | 79.07 |          | 11:46:12.296 |
| 13 -                     | 19.213   | 22.653                          | 112.4 | 16.203             | 102.6 | 58.069 (3) | 78.54 | 0.386    | 11:47:10.365 |
| 14 -                     | 19.197   | 23.326                          | 110.9 | 16.642             | 103.0 | 59.165     | 77.09 | 1.482    | 11:48:09.530 |
| 15 -                     | 19.112   | 22.952                          | 110.7 | 21.372             | 36.8  | 1:03.436   | 71.90 | 5.753    | 11:49:12.966 |
| 16 -                     | OUTLAP   | 27.564                          | 98.8  | 25.315             | 25.4  | 3:31.466   | 21.56 | 2:33.783 | 11:52:44.432 |

| P3 95 GP BLACKSTOCK / ROSNEY |          | LCR Yamaha - Dave Holden Racing |       |                    |       |            |       |       |              |
|------------------------------|----------|---------------------------------|-------|--------------------|-------|------------|-------|-------|--------------|
| IDEAL LAP TIME : 57.800      |          | BEST LAP TIME : 58.002          |       | DIFFERENCE : 0.202 |       |            |       |       |              |
| LAP                          | SECTOR 1 | SECTOR 2                        |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF  | TIME OF DAY  |
| 1 -                          | OUTLAP   | 28.550                          | 100.4 | 18.318             | 101.6 |            |       |       | 11:33:58.609 |
| 2 -                          | 21.441   | 25.473                          | 108.4 | 17.057             | 101.8 | 1:03.971   | 71.29 | 5.969 | 11:35:02.580 |
| 3 -                          | 20.379   | 24.530                          | 110.3 | 17.291             | 103.0 | 1:02.200   | 73.32 | 4.198 | 11:36:04.780 |
| 4 -                          | 20.062   | 23.584                          | 110.7 | 16.875             | 103.7 | 1:00.521   | 75.36 | 2.519 | 11:37:05.301 |
| 5 -                          | 19.841   | 24.372                          | 109.1 | 16.459             | 102.4 | 1:00.672   | 75.17 | 2.670 | 11:38:05.973 |
| 6 -                          | 19.759   | 23.307                          | 109.4 | 16.331             | 102.6 | 59.397     | 76.79 | 1.395 | 11:39:05.370 |
| 7 -                          | 19.711   | 23.311                          | 110.7 | 16.282             | 102.6 | 59.304     | 76.91 | 1.302 | 11:40:04.674 |
| 8 -                          | 19.359   | 22.964                          | 110.3 | 16.317             | 102.2 | 58.640     | 77.78 | 0.638 | 11:41:03.314 |
| 9 -                          | 19.237   | 22.815                          | 110.5 | 16.242             | 103.0 | 58.294 (2) | 78.24 | 0.292 | 11:42:01.608 |
| 10 -                         | 19.431   | 22.604                          | 111.1 | 15.967             | 102.4 | 58.002 (1) | 78.63 |       | 11:42:59.610 |
| 11 -                         | 19.456   | 22.613                          | 111.2 | 16.324             | 102.6 | 58.393 (3) | 78.11 | 0.391 | 11:43:58.003 |
| 12 -                         | 19.356   | 22.596                          | 108.0 | 23.934             | 27.1  | 1:05.886   | 69.22 | 7.884 | 11:45:03.889 |

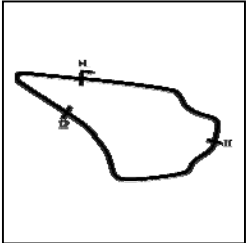


SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P4 29 GP                |          | KERSHAW / SHARPE       |       |                    |       | LCR Yamaha - Blinkbonny Quarry |       |       |              |
|-------------------------|----------|------------------------|-------|--------------------|-------|--------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 57.997 |          | BEST LAP TIME : 58.460 |       | DIFFERENCE : 0.463 |       |                                |       |       |              |
| LAP                     | SECTOR 1 | SECTOR 2               |       | SECTOR 3           |       | LAP TIME                       | MPH   | DIFF  | TIME OF DAY  |
| 1 -                     | OUTLAP   | 26.575                 | 104.8 | 18.213             | 102.2 |                                |       |       | 11:33:43.580 |
| 2 -                     | 20.860   | 24.581                 | 108.9 | 16.874             | 102.2 | 1:02.315                       | 73.19 | 3.855 | 11:34:45.895 |
| 3 -                     | 20.267   | 24.139                 | 109.1 | 16.694             | 103.7 | 1:01.100                       | 74.64 | 2.640 | 11:35:46.995 |
| 4 -                     | 19.933   | 23.548                 | 109.4 | 16.507             | 103.8 | 59.988                         | 76.03 | 1.528 | 11:36:46.983 |
| 5 -                     | 19.564   | 23.500                 | 110.0 | 16.319             | 101.9 | 59.383                         | 76.80 | 0.923 | 11:37:46.366 |
| 6 -                     | 19.359   | 23.075                 | 109.6 | 16.268             | 101.9 | 58.702 (2)                     | 77.69 | 0.242 | 11:38:45.068 |
| 7 -                     | 19.439   | 23.445                 | 110.7 | 16.176             | 102.6 | 59.060 (3)                     | 77.22 | 0.600 | 11:39:44.128 |
| 8 -                     | 19.392   | 23.436                 | 110.7 | 16.361             | 102.4 | 59.189                         | 77.06 | 0.729 | 11:40:43.317 |
| 9 -                     | 19.414   | 22.851                 | 111.1 | 16.195             | 102.9 | 58.460 (1)                     | 78.02 |       | 11:41:41.777 |
| 10 -                    | 19.065   | 22.756                 | 111.1 | 19.604             | 34.7  | 1:01.425                       | 74.25 | 2.965 | 11:42:43.202 |

| P5 84 CUP               |          | LAIDLAW / LAIDLAW      |       |                    |       | LCR Yamaha - Express Tyre Service / Pendragon Services Inc. |       |       |              |
|-------------------------|----------|------------------------|-------|--------------------|-------|-------------------------------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 58.154 |          | BEST LAP TIME : 58.937 |       | DIFFERENCE : 0.783 |       |                                                             |       |       |              |
| LAP                     | SECTOR 1 | SECTOR 2               |       | SECTOR 3           |       | LAP TIME                                                    | MPH   | DIFF  | TIME OF DAY  |
| 1 -                     | OUTLAP   | 28.813                 | 93.5  | 19.591             | 96.5  |                                                             |       |       | 11:33:51.311 |
| 2 -                     | 22.150   | 25.711                 | 106.8 | 17.445             | 100.0 | 1:05.306                                                    | 69.84 | 6.369 | 11:34:56.617 |
| 3 -                     | 20.957   | 24.526                 | 108.5 | 17.073             | 101.6 | 1:02.556                                                    | 72.91 | 3.619 | 11:35:59.173 |
| 4 -                     | 20.671   | 23.972                 | 108.7 | 16.874             | 101.5 | 1:01.517                                                    | 74.14 | 2.580 | 11:37:00.690 |
| 5 -                     | 19.970   | 23.621                 | 109.2 | 16.647             | 101.9 | 1:00.238                                                    | 75.71 | 1.301 | 11:38:00.928 |
| 6 -                     | 19.705   | 23.454                 | 109.1 | 16.640             | 101.3 | 59.799                                                      | 76.27 | 0.862 | 11:39:00.727 |
| 7 -                     | 20.034   | 23.515                 | 109.6 | 16.590             | 101.8 | 1:00.139                                                    | 75.84 | 1.202 | 11:40:00.866 |
| 8 -                     | 19.705   | 23.220                 | 109.1 | 16.328             | 101.8 | 59.253                                                      | 76.97 | 0.316 | 11:41:00.119 |
| 9 -                     | 19.771   | 23.018                 | 109.8 | 16.419             | 102.1 | 59.208 (3)                                                  | 77.03 | 0.271 | 11:41:59.327 |
| 10 -                    | 19.655   | 22.901                 | 109.8 | 16.644             | 101.8 | 59.200 (2)                                                  | 77.04 | 0.263 | 11:42:58.527 |
| 11 -                    | 19.791   | 22.761                 | 110.0 | 16.385             | 101.6 | 58.937 (1)                                                  | 77.38 |       | 11:43:57.464 |
| 12 -                    | 19.245   | 22.581                 | 109.4 | 23.430             | 29.7  | 1:05.256                                                    | 69.89 | 6.319 | 11:45:02.720 |

| P6 4 CUP                |          | PEACH / EDWARDS        |       |                    |      | LCR Yamaha - Life Safety Motorsport |       |       |              |
|-------------------------|----------|------------------------|-------|--------------------|------|-------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 59.450 |          | BEST LAP TIME : 59.502 |       | DIFFERENCE : 0.052 |      |                                     |       |       |              |
| LAP                     | SECTOR 1 | SECTOR 2               |       | SECTOR 3           |      | LAP TIME                            | MPH   | DIFF  | TIME OF DAY  |
| 1 -                     | OUTLAP   | 29.298                 | 86.3  | 19.335             | 81.4 |                                     |       |       | 11:33:58.098 |
| 2 -                     | 23.168   | 25.945                 | 92.3  | 18.362             | 84.6 | 1:07.475                            | 67.59 | 7.973 | 11:35:05.573 |
| 3 -                     | 22.186   | 26.011                 | 94.3  | 17.829             | 88.0 | 1:06.026                            | 69.08 | 6.524 | 11:36:11.599 |
| 4 -                     | 21.860   | 25.287                 | 95.0  | 17.554             | 88.4 | 1:04.701                            | 70.49 | 5.199 | 11:37:16.300 |
| 5 -                     | 21.328   | 26.114                 | 94.7  | 17.487             | 90.4 | 1:04.929                            | 70.24 | 5.427 | 11:38:21.229 |
| 6 -                     | 20.872   | 24.772                 | 101.5 | 17.012             | 90.1 | 1:02.656                            | 72.79 | 3.154 | 11:39:23.885 |
| 7 -                     | 20.264   | 24.475                 | 100.0 | 17.047             | 91.4 | 1:01.786                            | 73.82 | 2.284 | 11:40:25.671 |
| 8 -                     | 20.199   | 24.257                 | 101.0 | 16.705             | 93.8 | 1:01.161                            | 74.57 | 1.659 | 11:41:26.832 |
| 9 -                     | 19.825   | 24.032                 | 102.4 | 16.496             | 94.9 | 1:00.353 (3)                        | 75.57 | 0.851 | 11:42:27.185 |
| 10 -                    | 19.599   | 24.112                 | 102.4 | 16.644             | 93.4 | 1:00.355                            | 75.57 | 0.853 | 11:43:27.540 |
| 11 -                    | 19.957   | 24.041                 | 104.2 | 16.572             | 92.9 | 1:00.570                            | 75.30 | 1.068 | 11:44:28.110 |
| 12 -                    | 20.030   | 24.018                 | 104.2 | 16.637             | 93.5 | 1:00.685                            | 75.16 | 1.183 | 11:45:28.795 |
| 13 -                    | 19.617   | 23.431                 | 105.3 | 16.454             | 93.8 | 59.502 (1)                          | 76.65 |       | 11:46:28.297 |
| 14 -                    | 20.391   | 25.121                 | 100.1 | 17.198             | 95.3 | 1:02.710                            | 72.73 | 3.208 | 11:47:31.007 |
| 15 -                    | 19.776   | 23.603                 | 105.6 | 16.420             | 95.8 | 59.799 (2)                          | 76.27 | 0.297 | 11:48:30.806 |
| 16 -                    | 20.428   | 24.513                 | 103.4 | 20.078             | 34.0 | 1:05.019                            | 70.15 | 5.517 | 11:49:35.825 |

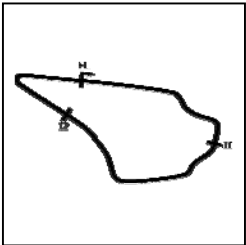


SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

|                         |               |                        |              |                                                               |             |                     |              |          |                     |
|-------------------------|---------------|------------------------|--------------|---------------------------------------------------------------|-------------|---------------------|--------------|----------|---------------------|
| <b>P7 17 CUP</b>        |               | <b>CLARKE / ENSOR</b>  |              | LCR Honda - Centurion Packaging / Fineline Sealants / CYB Fib |             |                     |              |          |                     |
| IDEAL LAP TIME : 58.915 |               | BEST LAP TIME : 59.595 |              | DIFFERENCE : 0.680                                            |             |                     |              |          |                     |
| LAP                     | SECTOR 1      | SECTOR 2               |              | SECTOR 3                                                      |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                     | OUTLAP        | 28.378                 | 102.4        | 18.262                                                        | 98.8        |                     |              |          | 11:33:54.522        |
| 2 -                     | 21.664        | 26.739                 | 103.5        | 17.608                                                        | 99.2        | 1:06.011            | 69.09        | 6.416    | 11:35:00.533        |
| 3 -                     | 21.068        | 25.379                 | 106.5        | 17.490                                                        | <b>99.5</b> | 1:03.937            | 71.33        | 4.342    | 11:36:04.470        |
| 4 -                     | 21.369        | 24.950                 | 106.6        | 16.938                                                        | 98.9        | 1:03.257            | 72.10        | 3.662    | 11:37:07.727        |
| 5 -                     | 21.275        | 25.422                 | 106.1        | 17.602                                                        | 98.9        | 1:04.299            | 70.93        | 4.704    | 11:38:12.026        |
| 6 -                     | 21.436        | 24.904                 | 106.6        | 16.853                                                        | 98.6        | 1:03.193 <b>(3)</b> | 72.17        | 3.598    | 11:39:15.219        |
| 7 -                     | 20.567        | 24.507                 | 107.0        | 20.483                                                        | 28.0        | 1:05.557            | 69.57        | 5.962    | 11:40:20.776        |
| 8 -                     | OUTLAP        | 25.064                 | 105.6        | 16.838                                                        | 99.1        | 4:44.993            | 16.00        | 3:45.398 | 11:45:05.769        |
| 9 -                     | 19.630        | 23.775                 | 106.8        | <b>16.190</b>                                                 | 98.6        | <b>59.595 (1)</b>   | <b>76.53</b> |          | <b>11:46:05.364</b> |
| 10 -                    | <b>19.379</b> | <b>23.346</b>          | <b>108.0</b> | 20.106                                                        | 36.9        | 1:02.831 <b>(2)</b> | 72.59        | 3.236    | 11:47:08.195        |

|                         |               |                        |              |                                                        |              |                     |              |       |                     |
|-------------------------|---------------|------------------------|--------------|--------------------------------------------------------|--------------|---------------------|--------------|-------|---------------------|
| <b>P8 18 CUP</b>        |               | <b>P.BELL / HYDE</b>   |              | LCR Yamaha - Marin Motorsports / HFF Civil Engineering |              |                     |              |       |                     |
| IDEAL LAP TIME : 59.167 |               | BEST LAP TIME : 59.664 |              | DIFFERENCE : 0.497                                     |              |                     |              |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2               |              | SECTOR 3                                               |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                     | OUTLAP        | 27.305                 | 103.0        | 17.970                                                 | 99.7         |                     |              |       | 11:33:45.679        |
| 2 -                     | 21.497        | 25.018                 | 107.0        | 17.161                                                 | 99.5         | 1:03.676            | 71.63        | 4.012 | 11:34:49.355        |
| 3 -                     | 20.661        | 24.111                 | 108.5        | 16.616                                                 | 100.6        | 1:01.388            | 74.29        | 1.724 | 11:35:50.743        |
| 4 -                     | 20.389        | 23.784                 | 108.5        | <b>16.318</b>                                          | 100.4        | 1:00.491            | 75.40        | 0.827 | 11:36:51.234        |
| 5 -                     | 20.441        | 23.825                 | 108.2        | 16.493                                                 | <b>101.0</b> | 1:00.759            | 75.06        | 1.095 | 11:37:51.993        |
| 6 -                     | 20.189        | 23.609                 | 108.9        | 16.497                                                 | 100.9        | 1:00.295            | 75.64        | 0.631 | 11:38:52.288        |
| 7 -                     | 20.088        | 23.251                 | 109.4        | 16.555                                                 | 100.9        | 59.894 <b>(2)</b>   | 76.15        | 0.230 | 11:39:52.182        |
| 8 -                     | 19.986        | 23.556                 | <b>110.0</b> | 16.679                                                 | 100.0        | 1:00.221 <b>(3)</b> | 75.73        | 0.557 | 11:40:52.403        |
| 9 -                     | <b>19.756</b> | 23.501                 | 108.2        | 16.407                                                 | 100.6        | <b>59.664 (1)</b>   | <b>76.44</b> |       | <b>11:41:52.067</b> |
| 10 -                    | 19.778        | <b>23.093</b>          | 109.2        | 22.236                                                 | 38.4         | 1:05.107            | 70.05        | 5.443 | 11:42:57.174        |

|                         |               |                          |              |                                    |             |                     |              |       |                     |
|-------------------------|---------------|--------------------------|--------------|------------------------------------|-------------|---------------------|--------------|-------|---------------------|
| <b>P9 8 CUP</b>         |               | <b>M.BELL / COLBROOK</b> |              | LCR Yamaha - Bell Marin Racing/HFF |             |                     |              |       |                     |
| IDEAL LAP TIME : 59.835 |               | BEST LAP TIME : 59.982   |              | DIFFERENCE : 0.147                 |             |                     |              |       |                     |
| LAP                     | SECTOR 1      | SECTOR 2                 |              | SECTOR 3                           |             | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                     | OUTLAP        | 26.513                   | 103.7        | 18.142                             | 98.1        |                     |              |       | 11:34:08.338        |
| 2 -                     | 20.793        | 26.294                   | 104.0        | 17.460                             | 98.2        | 1:04.547            | 70.66        | 4.565 | 11:35:12.885        |
| 3 -                     | 21.107        | 24.944                   | 106.1        | 17.327                             | 97.9        | 1:03.378            | 71.96        | 3.396 | 11:36:16.263        |
| 4 -                     | 20.300        | 24.148                   | 106.1        | 17.046                             | 98.1        | 1:01.494            | 74.17        | 1.512 | 11:37:17.757        |
| 5 -                     | 20.412        | 24.680                   | 104.5        | 16.899                             | 98.2        | 1:01.991            | 73.57        | 2.009 | 11:38:19.748        |
| 6 -                     | 20.337        | 24.013                   | 105.5        | 16.725                             | 98.6        | 1:01.075            | 74.68        | 1.093 | 11:39:20.823        |
| 7 -                     | 20.265        | 23.707                   | 106.1        | 16.710                             | 98.5        | 1:00.682            | 75.16        | 0.700 | 11:40:21.505        |
| 8 -                     | 19.943        | 23.875                   | 106.0        | <b>16.507</b>                      | 98.9        | 1:00.325 <b>(3)</b> | 75.60        | 0.343 | 11:41:21.830        |
| 9 -                     | 19.792        | 23.818                   | 106.5        | 16.790                             | <b>99.7</b> | 1:00.400            | 75.51        | 0.418 | 11:42:22.230        |
| 10 -                    | 20.572        | 24.163                   | 106.3        | 16.819                             | 99.1        | 1:01.554            | 74.09        | 1.572 | 11:43:23.784        |
| 11 -                    | <b>19.726</b> | 23.720                   | <b>106.8</b> | 16.536                             | <b>99.7</b> | <b>59.982 (1)</b>   | <b>76.04</b> |       | <b>11:44:23.766</b> |
| 12 -                    | 19.979        | <b>23.602</b>            | 106.6        | 16.525                             | 98.9        | 1:00.106 <b>(2)</b> | 75.88        | 0.124 | 11:45:23.872        |
| 13 -                    | 19.861        | 23.646                   | 105.8        | 21.813                             | 36.4        | 1:05.320            | 69.82        | 5.338 | 11:46:29.192        |



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 26 CUP                |          | ATKINSON / SMITH         |       | Adolf RS Yamaha - Mecsia/RAF Engineering |       |              |       |        |              |
|---------------------------|----------|--------------------------|-------|------------------------------------------|-------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:00.182 |          | BEST LAP TIME : 1:00.414 |       | DIFFERENCE : 0.232                       |       |              |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3                                 |       | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 28.231                   | 96.6  | 19.495                                   | 100.4 |              |       |        | 11:34:03.817 |
| 2 -                       | 24.328   | 27.948                   | 100.4 | 18.881                                   | 101.6 | 1:11.157     | 64.09 | 10.743 | 11:35:14.974 |
| 3 -                       | 21.908   | 25.832                   | 107.0 | 18.029                                   | 102.4 | 1:05.769     | 69.35 | 5.355  | 11:36:20.743 |
| 4 -                       | 22.142   | 25.391                   | 106.1 | 17.979                                   | 103.0 | 1:05.512     | 69.62 | 5.098  | 11:37:26.255 |
| 5 -                       | 21.887   | 25.488                   | 107.8 | 17.355                                   | 103.2 | 1:04.730     | 70.46 | 4.316  | 11:38:30.985 |
| 6 -                       | 21.255   | 24.716                   | 109.6 | 16.894                                   | 103.4 | 1:02.865     | 72.55 | 2.451  | 11:39:33.850 |
| 7 -                       | 20.982   | 24.435                   | 109.6 | 16.700                                   | 103.5 | 1:02.117     | 73.42 | 1.703  | 11:40:35.967 |
| 8 -                       | 20.719   | 24.457                   | 108.0 | 16.753                                   | 104.0 | 1:01.929     | 73.65 | 1.515  | 11:41:37.896 |
| 9 -                       | 20.461   | 24.015                   | 110.1 | 16.458                                   | 103.5 | 1:00.934     | 74.85 | 0.520  | 11:42:38.830 |
| 10 -                      | 20.443   | 24.135                   | 110.0 | 16.471                                   | 103.8 | 1:01.049     | 74.71 | 0.635  | 11:43:39.879 |
| 11 -                      | 20.404   | 23.953                   | 109.6 | 16.512                                   | 103.5 | 1:00.869     | 74.93 | 0.455  | 11:44:40.748 |
| 12 -                      | 20.410   | 23.795                   | 110.0 | 16.447                                   | 103.7 | 1:00.652 (3) | 75.20 | 0.238  | 11:45:41.400 |
| 13 -                      | 19.987   | 23.748                   | 110.1 | 16.679                                   | 102.7 | 1:00.414 (1) | 75.49 |        | 11:46:41.814 |
| 14 -                      | 20.069   | 23.841                   | 110.1 | 16.521                                   | 102.4 | 1:00.431 (2) | 75.47 | 0.017  | 11:47:42.245 |
| 15 -                      | 20.224   | 24.338                   | 107.5 | 27.037                                   | 21.7  | 1:11.599     | 63.70 | 11.185 | 11:48:53.844 |

| P11 93 GP               |          | G.HOLDEN / LAWRENCE      |       | LCR Kawasaki - Holden Racing |       |              |       |          |              |
|-------------------------|----------|--------------------------|-------|------------------------------|-------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 59.788 |          | BEST LAP TIME : 1:00.781 |       | DIFFERENCE : 0.993           |       |              |       |          |              |
| LAP                     | SECTOR 1 | SECTOR 2                 |       | SECTOR 3                     |       | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                     | OUTLAP   | 26.872                   | 103.4 | 18.559                       | 103.5 |              |       |          | 11:33:51.708 |
| 2 -                     | 22.490   | 25.806                   | 110.9 | 17.533                       | 103.0 | 1:05.829     | 69.28 | 5.048    | 11:34:57.537 |
| 3 -                     | 21.691   | 25.034                   | 109.4 | 16.947                       | 104.0 | 1:03.672     | 71.63 | 2.891    | 11:36:01.209 |
| 4 -                     | 21.142   | 24.449                   | 111.1 | 16.845                       | 103.7 | 1:02.436 (2) | 73.05 | 1.655    | 11:37:03.645 |
| 5 -                     | 20.980   | 25.353                   | 103.4 | 20.373                       | 43.6  | 1:06.706     | 68.37 | 5.925    | 11:38:10.351 |
| 6 -                     | OUTLAP   | 25.287                   | 110.7 | 17.029                       | 104.3 | 3:08.556     | 24.18 | 2:07.775 | 11:41:18.907 |
| 7 -                     | 21.055   | 24.747                   | 111.8 | 16.742                       | 104.8 | 1:02.544 (3) | 72.92 | 1.763    | 11:42:21.451 |
| 8 -                     | 20.845   | 23.236                   | 112.4 | 16.700                       | 104.6 | 1:00.781 (1) | 75.04 |          | 11:43:22.232 |
| 9 -                     | 19.890   | 23.198                   | 112.7 | 20.898                       | 30.9  | 1:03.986     | 71.28 | 3.205    | 11:44:26.218 |
| 10 -                    | OUTLAP   | 25.788                   | 101.3 | 22.967                       | 26.9  | 2:32.767     | 29.85 | 1:31.986 | 11:46:58.985 |

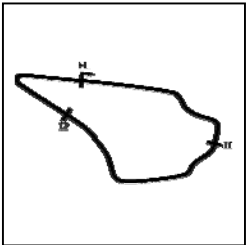
| P12 38 CUP                |          | MOSS / HOPE              |      | LCR Yamaha - LifeSafety Motorsport - CMR |      |              |       |          |              |
|---------------------------|----------|--------------------------|------|------------------------------------------|------|--------------|-------|----------|--------------|
| IDEAL LAP TIME : 1:03.550 |          | BEST LAP TIME : 1:03.847 |      | DIFFERENCE : 0.297                       |      |              |       |          |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |      | SECTOR 3                                 |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 29.486                   | 83.7 | 20.780                                   | 81.7 |              |       |          | 11:33:59.200 |
| 2 -                       | 23.291   | 27.804                   | 90.8 | 18.767                                   | 87.9 | 1:09.862     | 65.28 | 6.015    | 11:35:09.062 |
| 3 -                       | 22.192   | 27.182                   | 92.5 | 18.889                                   | 89.0 | 1:08.263     | 66.81 | 4.416    | 11:36:17.325 |
| 4 -                       | 21.827   | 27.021                   | 91.6 | 18.798                                   | 88.6 | 1:07.646     | 67.42 | 3.799    | 11:37:24.971 |
| 5 -                       | 21.949   | 26.859                   | 95.1 | 18.616                                   | 89.2 | 1:07.424     | 67.64 | 3.577    | 11:38:32.395 |
| 6 -                       | 21.763   | 26.708                   | 91.5 | 18.700                                   | 90.3 | 1:07.171     | 67.90 | 3.324    | 11:39:39.566 |
| 7 -                       | 21.393   | 26.541                   | 95.0 | 20.131                                   | 41.2 | 1:08.065     | 67.01 | 4.218    | 11:40:47.631 |
| 8 -                       | OUTLAP   | 27.041                   | 94.3 | 18.108                                   | 90.5 | 5:13.393     | 14.55 | 4:09.546 | 11:46:01.024 |
| 9 -                       | 21.166   | 25.412                   | 98.8 | 17.825                                   | 91.4 | 1:04.403 (2) | 70.82 | 0.556    | 11:47:05.427 |
| 10 -                      | 20.926   | 25.591                   | 98.9 | 17.330                                   | 93.2 | 1:03.847 (1) | 71.43 |          | 11:48:09.274 |
| 11 -                      | 20.987   | 25.393                   | 98.3 | 18.859                                   | 92.0 | 1:05.239 (3) | 69.91 | 1.392    | 11:49:14.513 |
| 12 -                      | 20.827   | 25.764                   | 98.2 | 22.132                                   | 33.8 | 1:08.723     | 66.36 | 4.876    | 11:50:23.236 |

MCRCB BULLETIN TK026

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

FREE PRACTICE - 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 73 WC                 |          | PRING / PARKIN           |       | Shand Yamaha - KCP Environmental Services/R&M Appleby Ltr |      |              |       |          |              |
| IDEAL LAP TIME : 1:06.011 |          | BEST LAP TIME : 1:06.213 |       | DIFFERENCE : 0.202                                        |      |              |       |          |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3                                                  |      | LAP TIME     | MPH   | DIFF     | TIME OF DAY  |
| 1 -                       | OUTLAP   | 29.843                   | 96.6  | 20.039                                                    | 94.6 |              |       |          | 11:34:03.112 |
| 2 -                       | 23.972   | 28.300                   | 101.3 | 19.484                                                    | 95.7 | 1:11.756     | 63.56 | 5.543    | 11:35:14.868 |
| 3 -                       | 24.010   | 28.107                   | 100.6 | 18.695                                                    | 95.3 | 1:10.812     | 64.41 | 4.599    | 11:36:25.680 |
| 4 -                       | 22.357   | 27.200                   | 101.8 | 18.047                                                    | 96.8 | 1:07.604     | 67.46 | 1.391    | 11:37:33.284 |
| 5 -                       | 21.790   | 26.374                   | 101.0 | 18.615                                                    | 96.4 | 1:06.779 (3) | 68.30 | 0.566    | 11:38:40.063 |
| 6 -                       | 22.353   | 29.144                   | 90.5  | 25.722                                                    | 31.6 | 1:17.219     | 59.06 | 11.006   | 11:39:57.282 |
| 7 -                       | OUTLAP   | 26.408                   | 102.7 | 18.199                                                    | 93.9 | 8:41.196     | 8.75  | 7:34.983 | 11:48:38.478 |
| 8 -                       | 21.992   | 26.178                   | 102.2 | 18.043                                                    | 97.1 | 1:06.213 (1) | 68.88 |          | 11:49:44.691 |
| 9 -                       | 21.943   | 26.291                   | 102.6 | 18.145                                                    | 95.7 | 1:06.379 (2) | 68.71 | 0.166    | 11:50:51.070 |
| 10 -                      | 22.071   | 26.208                   | 102.6 | 22.236                                                    | 25.3 | 1:10.515     | 64.68 | 4.302    | 11:52:01.585 |

MCRCB BULLETIN TK027

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

FREE PRACTICE - 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             | 56.828   |          |       |
| 1        | 5  | BIGGS / SEGERS      | 18.710 | 5        | BIGGS / SEGERS      | 22.266 | 5  | BIGGS / SEGERS      | 15.852 | 1   | 5  | BIGGS / SEGERS          | 56.828   | 57.041   | 0.213 |
| 2        | 2  | J.HOLDEN / CONIL    | 18.977 | 84       | LAIDLLOW / LAIDLLOW | 22.581 | 2  | J.HOLDEN / CONIL    | 15.949 | 2   | 2  | J.HOLDEN / CONIL        | 57.579   | 57.683   | 0.104 |
| 3        | 29 | KERSHAW / SHARPE    | 19.065 | 95       | BLACKSTOCK / ROSNEY | 22.596 | 95 | BLACKSTOCK / ROSNEY | 15.967 | 3   | 95 | BLACKSTOCK / ROSNEY     | 57.800   | 58.002   | 0.202 |
| 4        | 95 | BLACKSTOCK / ROSNEY | 19.237 | 2        | J.HOLDEN / CONIL    | 22.653 | 29 | KERSHAW / SHARPE    | 16.176 | 4   | 29 | KERSHAW / SHARPE        | 57.997   | 58.460   | 0.463 |
| 5        | 84 | LAIDLLOW / LAIDLLOW | 19.245 | 29       | KERSHAW / SHARPE    | 22.756 | 17 | CLARKE / ENSOR      | 16.190 | 5   | 84 | LAIDLLOW / LAIDLLOW     | 58.154   | 58.937   | 0.783 |
| 6        | 17 | CLARKE / ENSOR      | 19.379 | 18       | P.BELL / HYDE       | 23.093 | 18 | P.BELL / HYDE       | 16.318 | 6   | 17 | CLARKE / ENSOR          | 58.915   | 59.595   | 0.680 |
| 7        | 4  | PEACH / EDWARDS     | 19.599 | 93       | G.HOLDEN / LAWRENCE | 23.198 | 84 | LAIDLLOW / LAIDLLOW | 16.328 | 7   | 18 | P.BELL / HYDE           | 59.167   | 59.664   | 0.497 |
| 8        | 8  | M.BELL / COLBROOK   | 19.726 | 17       | CLARKE / ENSOR      | 23.346 | 4  | PEACH / EDWARDS     | 16.420 | 8   | 4  | PEACH / EDWARDS         | 59.450   | 59.502   | 0.052 |
| 9        | 18 | P.BELL / HYDE       | 19.756 | 4        | PEACH / EDWARDS     | 23.431 | 26 | ATKINSON / SMITH    | 16.447 | 9   | 93 | G.HOLDEN / LAWRENCE     | 59.788   | 1:00.781 | 0.993 |
| 10       | 93 | G.HOLDEN / LAWRENCE | 19.890 | 8        | M.BELL / COLBROOK   | 23.602 | 8  | M.BELL / COLBROOK   | 16.507 | 10  | 8  | M.BELL / COLBROOK       | 59.835   | 59.982   | 0.147 |
| 11       | 26 | ATKINSON / SMITH    | 19.987 | 26       | ATKINSON / SMITH    | 23.748 | 93 | G.HOLDEN / LAWRENCE | 16.700 | 11  | 26 | ATKINSON / SMITH        | 1:00.182 | 1:00.414 | 0.232 |
| 12       | 38 | MOSS / HOPE         | 20.827 | 38       | MOSS / HOPE         | 25.393 | 38 | MOSS / HOPE         | 17.330 | 12  | 38 | MOSS / HOPE             | 1:03.550 | 1:03.847 | 0.297 |
| 13       | 73 | PRING / PARKIN      | 21.790 | 73       | PRING / PARKIN      | 26.178 | 73 | PRING / PARKIN      | 18.043 | 13  | 73 | PRING / PARKIN          | 1:06.011 | 1:06.213 | 0.202 |

MCRCB BULLETIN TK028

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

FREE PRACTICE - BEST SPEEDS

| INTERMEDIATE 1 |    |      |     | INTERMEDIATE 2 |                     |       | FINISH LINE |                     |       |
|----------------|----|------|-----|----------------|---------------------|-------|-------------|---------------------|-------|
| POS            | NO | NAME | MPH | NO             | NAME                | MPH   | NO          | NAME                | MPH   |
| 1              |    |      |     | 93             | G.HOLDEN / LAWRENCE | 112.7 | 93          | G.HOLDEN / LAWRENCE | 104.8 |
| 2              |    |      |     | 2              | J.HOLDEN / CONIL    | 112.4 | 2           | J.HOLDEN / CONIL    | 104.0 |
| 3              |    |      |     | 95             | BLACKSTOCK / ROSNEY | 111.2 | 26          | ATKINSON / SMITH    | 104.0 |
| 4              |    |      |     | 29             | KERSHAW / SHARPE    | 111.1 | 29          | KERSHAW / SHARPE    | 103.8 |
| 5              |    |      |     | 5              | BIGGS / SEGERS      | 110.5 | 95          | BLACKSTOCK / ROSNEY | 103.7 |
| 6              |    |      |     | 26             | ATKINSON / SMITH    | 110.1 | 5           | BIGGS / SEGERS      | 103.2 |
| 7              |    |      |     | 84             | LAIDLOW / LAIDLOW   | 110.0 | 84          | LAIDLOW / LAIDLOW   | 102.1 |
| 8              |    |      |     | 18             | P.BELL / HYDE       | 110.0 | 18          | P.BELL / HYDE       | 101.0 |
| 9              |    |      |     | 17             | CLARKE / ENSOR      | 108.0 | 8           | M.BELL / COLBROOK   | 99.7  |
| 10             |    |      |     | 8              | M.BELL / COLBROOK   | 106.8 | 17          | CLARKE / ENSOR      | 99.5  |
| 11             |    |      |     | 4              | PEACH / EDWARDS     | 105.6 | 73          | PRING / PARKIN      | 97.1  |
| 12             |    |      |     | 73             | PRING / PARKIN      | 102.7 | 4           | PEACH / EDWARDS     | 95.8  |
| 13             |    |      |     | 38             | MOSS / HOPE         | 98.9  | 38          | MOSS / HOPE         | 93.2  |

MCRCB BULLETIN TK030

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

FREE PRACTICE - SESSION NOTES

| TIME     | MESSAGE                                                         |
|----------|-----------------------------------------------------------------|
| 11:48:17 | #73 WARNING - CROSSED BLEND LINE AT PIT EXIT WHEN JOINING TRACK |

MCRCB BULLETIN TK029

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

FREE PRACTICE - STATISTICS

Competitors Started 13

Planned Start 2024-06-14 @ 11:30:00.000

Actual Start 2024-06-14 @ 11:32:31.127

Finish Time 2024-06-14 @ 11:52:31.127

Track Length 1.2669mi.

Total Laps 162

Total Distance Covered 205.2500mi.

Session Fastest Lap History

| NO | CL | NAME                | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|----|---------------------|----------|--------------|-----|------------|
| 29 | GP | KERSHAW / SHARPE    | 1:02.315 | 11:34:45.895 | 2   | LCR Yamaha |
| 29 | GP | KERSHAW / SHARPE    | 1:01.100 | 11:35:46.995 | 3   | LCR Yamaha |
| 29 | GP | KERSHAW / SHARPE    | 59.988   | 11:36:46.983 | 4   | LCR Yamaha |
| 29 | GP | KERSHAW / SHARPE    | 59.383   | 11:37:46.366 | 5   | LCR Yamaha |
| 29 | GP | KERSHAW / SHARPE    | 58.702   | 11:38:45.068 | 6   | LCR Yamaha |
| 95 | GP | BLACKSTOCK / ROSNEY | 58.640   | 11:41:03.314 | 8   | LCR Yamaha |
| 29 | GP | KERSHAW / SHARPE    | 58.460   | 11:41:41.777 | 9   | LCR Yamaha |
| 95 | GP | BLACKSTOCK / ROSNEY | 58.294   | 11:42:01.608 | 9   | LCR Yamaha |
| 95 | GP | BLACKSTOCK / ROSNEY | 58.002   | 11:42:59.610 | 10  | LCR Yamaha |
| 2  | GP | J.HOLDEN / CONIL    | 57.795   | 11:45:14.613 | 11  | LCR Yamaha |
| 2  | GP | J.HOLDEN / CONIL    | 57.683   | 11:46:12.296 | 12  | LCR Yamaha |
| 5  | GP | BIGGS / SEGERS      | 57.655   | 11:49:13.753 | 13  | LCR Yamaha |
| 5  | GP | BIGGS / SEGERS      | 57.412   | 11:50:11.165 | 14  | LCR Yamaha |
| 5  | GP | BIGGS / SEGERS      | 57.041   | 11:51:08.206 | 15  | LCR Yamaha |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 11:32:31.127 |
| FINISH | 11:52:31.127 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 16         | 20:27.450  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

# MCRCB BULLETIN TK029

## 2024 Bennetts British Superbike Championship - Round 4

## 2024 Express Tyre Service British Sidecar Championship

### FREE PRACTICE - STATISTICS

CLASS : CUP

7 Starters

#### Fastest Lap History

| NO | NAME              | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|-------------------|----------|--------------|-----|------------|
| 18 | P.BELL / HYDE     | 1:03.676 | 11:34:49.355 | 2   | LCR Yamaha |
| 18 | P.BELL / HYDE     | 1:01.388 | 11:35:50.743 | 3   | LCR Yamaha |
| 18 | P.BELL / HYDE     | 1:00.491 | 11:36:51.234 | 4   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 1:00.238 | 11:38:00.928 | 5   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.799   | 11:39:00.727 | 6   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.253   | 11:41:00.119 | 8   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.208   | 11:41:59.327 | 9   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.200   | 11:42:58.527 | 10  | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 58.937   | 11:43:57.464 | 11  | LCR Yamaha |

# MCRCB BULLETIN TK029

## 2024 Bennetts British Superbike Championship - Round 4

## 2024 Express Tyre Service British Sidecar Championship

## FREE PRACTICE - STATISTICS

CLASS : GP

5 Starters

### Fastest Lap History

| NO | NAME                | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|---------------------|----------|--------------|-----|------------|
| 29 | KERSHAW / SHARPE    | 1:02.315 | 11:34:45.895 | 2   | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 1:01.100 | 11:35:46.995 | 3   | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 59.988   | 11:36:46.983 | 4   | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 59.383   | 11:37:46.366 | 5   | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 58.702   | 11:38:45.068 | 6   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 58.640   | 11:41:03.314 | 8   | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 58.460   | 11:41:41.777 | 9   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 58.294   | 11:42:01.608 | 9   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 58.002   | 11:42:59.610 | 10  | LCR Yamaha |
| 2  | J.HOLDEN / CONIL    | 57.795   | 11:45:14.613 | 11  | LCR Yamaha |
| 2  | J.HOLDEN / CONIL    | 57.683   | 11:46:12.296 | 12  | LCR Yamaha |
| 5  | BIGGS / SEGERS      | 57.655   | 11:49:13.753 | 13  | LCR Yamaha |
| 5  | BIGGS / SEGERS      | 57.412   | 11:50:11.165 | 14  | LCR Yamaha |
| 5  | BIGGS / SEGERS      | 57.041   | 11:51:08.206 | 15  | LCR Yamaha |

MCRCB BULLETIN TK029

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

FREE PRACTICE - STATISTICS

CLASS : WC 1 Starters

Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----------------|----------|--------------|-----|--------------|
| 73 | PRING / PARKIN | 1:11.756 | 11:35:14.868 | 2   | Shand Yamaha |
| 73 | PRING / PARKIN | 1:10.812 | 11:36:25.680 | 3   | Shand Yamaha |
| 73 | PRING / PARKIN | 1:07.604 | 11:37:33.284 | 4   | Shand Yamaha |
| 73 | PRING / PARKIN | 1:06.779 | 11:38:40.063 | 5   | Shand Yamaha |
| 73 | PRING / PARKIN | 1:06.213 | 11:49:44.691 | 8   | Shand Yamaha |

MCRCB BULLETIN TK079

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

QUALIFYING - CLASSIFICATION



| POS                                              | NO | CL  | PIC | NAME                | ENTRY                                               | TIME     | ON | LAPS | GAP   | DIFF  | MPH   |
|--------------------------------------------------|----|-----|-----|---------------------|-----------------------------------------------------|----------|----|------|-------|-------|-------|
| 1                                                | 84 | CUP | 1   | LAILOW / LAIDLOW    | LCR Yamaha - Express Tyre Service / Pendragon Sen   | 57.700   | 19 | 19   |       |       | 79.04 |
| 2                                                | 29 | GP  | 1   | KERSHAW / SHARPE    | LCR Yamaha - Blinkbonny Quarry                      | 57.777   | 20 | 21   | 0.077 | 0.077 | 78.94 |
| 3                                                | 95 | GP  | 2   | BLACKSTOCK / ROSNEY | LCR Yamaha - Dave Holden Racing                     | 57.975   | 20 | 20   | 0.275 | 0.198 | 78.67 |
| 4                                                | 18 | CUP | 2   | P.BELL / HYDE       | LCR Yamaha - Marin Motorsports / HFF Civil Engineer | 58.427   | 20 | 20   | 0.727 | 0.452 | 78.06 |
| 5                                                | 5  | GP  | 3   | BIGGS / SEGERS      | LCR Yamaha - Express Tyre Service/Santander Salt    | 58.827   | 10 | 15   | 1.127 | 0.400 | 77.53 |
| 6                                                | 93 | GP  | 4   | G.HOLDEN / LAWRENCE | LCR Kawasaki - Holden Racing                        | 58.931   | 16 | 19   | 1.231 | 0.104 | 77.39 |
| 7                                                | 2  | GP  | 5   | J.HOLDEN / CONIL    | LCR Yamaha - John Holden Racing                     | 59.680   | 11 | 17   | 1.980 | 0.749 | 76.42 |
| 8                                                | 8  | CUP | 3   | M.BELL / COLBROOK   | LCR Yamaha - Bell Marin Racing/HFF                  | 1:00.461 | 14 | 19   | 2.761 | 0.781 | 75.43 |
| 9                                                | 17 | CUP | 4   | CLARKE / ENSOR      | LCR Honda - Centurion Packaging / Finline Sealants  | 1:00.641 | 11 | 12   | 2.941 | 0.180 | 75.21 |
| 10                                               | 26 | CUP | 5   | ATKINSON / SMITH    | Adolf RS Yamaha - Mecsis/RAF Engineering            | 1:00.815 | 12 | 13   | 3.115 | 0.174 | 74.99 |
| 11                                               | 38 | CUP | 6   | MOSS / HOPE         | LCR Yamaha - LifeSafety Motorsport - CMR            | 1:04.953 | 5  | 9    | 7.253 | 4.138 | 70.22 |
| 12                                               | 73 | WC  | 1   | PRING / PARKIN      | Shand Yamaha - KCP Environmental Services/R&M A     | 1:05.969 | 14 | 18   | 8.269 | 1.016 | 69.14 |
| QUALIFYING LAPTIME (115.0% of 57.700) = 1:06.355 |    |     |     |                     |                                                     |          |    |      |       |       |       |
| 13                                               | 4  | CUP | 7   | PEACH / EDWARDS     | LCR Yamaha - Life Safety Motorsport                 |          |    | 1    |       |       |       |

Weather / Track : Cloudy / Wet

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

Race Director: Stuart Higgs

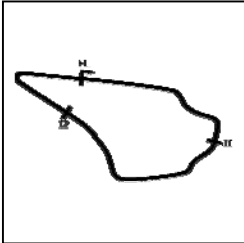
Stewards:

Timekeeper: Sam Jones

Date: 14/06/2024 Start: 17:30 Finish: 17:50

Knockhill: 1.2669 miles

QUALIFYING - SECTOR ANALYSIS

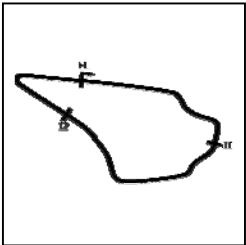


SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P1 84 CUP LAIDLAW / LAIDLAW |          | LCR Yamaha - Express Tyre Service / Pendragon Services Inc. |       |                    |       |            |       |          |              |
|-----------------------------|----------|-------------------------------------------------------------|-------|--------------------|-------|------------|-------|----------|--------------|
| IDEAL LAP TIME : 57.661     |          | BEST LAP TIME : 57.700                                      |       | DIFFERENCE : 0.039 |       |            |       |          |              |
| LAP                         | SECTOR 1 | SECTOR 2                                                    |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF     | TIME OF DAY  |
| 1 -                         | OUTLAP   | 26.102                                                      | 104.8 | 17.423             | 100.4 |            |       |          | 17:31:53.843 |
| 2 -                         | 21.267   | 24.571                                                      | 106.8 | 16.886             | 101.5 | 1:02.724   | 72.71 | 5.024    | 17:32:56.567 |
| 3 -                         | 20.118   | 24.010                                                      | 107.8 | 16.803             | 101.3 | 1:00.931   | 74.85 | 3.231    | 17:33:57.498 |
| 4 -                         | 19.834   | 23.868                                                      | 108.5 | 16.619             | 101.5 | 1:00.321   | 75.61 | 2.621    | 17:34:57.819 |
| 5 -                         | 19.933   | 24.962                                                      | 107.2 | 16.564             | 101.3 | 1:01.459   | 74.21 | 3.759    | 17:35:59.278 |
| 6 -                         | 19.715   | 23.961                                                      | 108.4 | 17.071             | 101.5 | 1:00.747   | 75.08 | 3.047    | 17:37:00.025 |
| 7 -                         | 19.792   | 23.768                                                      | 107.5 | 16.467             | 101.5 | 1:00.027   | 75.98 | 2.327    | 17:38:00.052 |
| 8 -                         | 19.480   | 23.688                                                      | 108.2 | 16.388             | 101.5 | 59.556     | 76.58 | 1.856    | 17:38:59.608 |
| 9 -                         | 19.589   | 23.743                                                      | 108.2 | 16.296             | 101.8 | 59.628     | 76.49 | 1.928    | 17:39:59.236 |
| 10 -                        | 19.297   | 23.511                                                      | 107.7 | 16.309             | 101.3 | 59.117     | 77.15 | 1.417    | 17:40:58.353 |
| 11 -                        | 19.543   | 23.321                                                      | 109.1 | 16.239             | 102.4 | 59.103     | 77.17 | 1.403    | 17:41:57.456 |
| 12 -                        | 19.916   | 24.051                                                      | 108.5 | 16.649             | 102.6 | 1:00.616   | 75.24 | 2.916    | 17:42:58.072 |
| 13 -                        | 20.123   | 24.142                                                      | 108.9 | 19.503             | 42.1  | 1:03.768   | 71.52 | 6.068    | 17:44:01.840 |
| 14 -                        | OUTLAP   | 23.587                                                      | 107.8 | 16.270             | 101.8 | 2:02.538   | 37.22 | 1:04.838 | 17:46:04.378 |
| 15 -                        | 20.037   | 23.087                                                      | 108.0 | 16.251             | 101.3 | 59.375     | 76.81 | 1.675    | 17:47:03.753 |
| 16 -                        | 19.291   | 22.878                                                      | 108.0 | 16.125             | 102.1 | 58.294     | 78.24 | 0.594    | 17:48:02.047 |
| 17 -                        | 19.155   | 23.006                                                      | 108.2 | 16.104             | 102.2 | 58.265 (3) | 78.28 | 0.565    | 17:49:00.312 |
| 18 -                        | 19.085   | 22.732                                                      | 108.4 | 16.093             | 101.9 | 57.910 (2) | 78.76 | 0.210    | 17:49:58.222 |
| 19 -                        | 18.938   | 22.771                                                      | 108.9 | 15.991             | 102.1 | 57.700 (1) | 79.04 |          | 17:50:55.922 |

| P2 29 GP KERSHAW / SHARPE |          | LCR Yamaha - Blinkbonny Quarry |       |                    |       |            |       |       |              |
|---------------------------|----------|--------------------------------|-------|--------------------|-------|------------|-------|-------|--------------|
| IDEAL LAP TIME : 57.554   |          | BEST LAP TIME : 57.777         |       | DIFFERENCE : 0.223 |       |            |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                       |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   | 25.065                         | 107.2 | 17.191             | 102.2 |            |       |       | 17:31:14.211 |
| 2 -                       | 20.111   | 23.743                         | 108.9 | 16.334             | 103.2 | 1:00.188   | 75.78 | 2.411 | 17:32:14.399 |
| 3 -                       | 19.780   | 25.032                         | 102.6 | 17.715             | 99.7  | 1:02.527   | 72.94 | 4.750 | 17:33:16.926 |
| 4 -                       | 20.005   | 23.444                         | 110.0 | 16.279             | 103.0 | 59.728     | 76.36 | 1.951 | 17:34:16.654 |
| 5 -                       | 19.319   | 23.396                         | 109.2 | 16.629             | 103.0 | 59.344     | 76.85 | 1.567 | 17:35:15.998 |
| 6 -                       | 19.934   | 23.521                         | 109.6 | 16.526             | 103.0 | 59.981     | 76.04 | 2.204 | 17:36:15.979 |
| 7 -                       | 19.783   | 23.689                         | 110.5 | 16.256             | 103.4 | 59.728     | 76.36 | 1.951 | 17:37:15.707 |
| 8 -                       | 19.443   | 23.366                         | 110.0 | 16.384             | 102.4 | 59.193     | 77.05 | 1.416 | 17:38:14.900 |
| 9 -                       | 19.485   | 23.416                         | 109.4 | 16.147             | 102.2 | 59.048     | 77.24 | 1.271 | 17:39:13.948 |
| 10 -                      | 19.466   | 23.477                         | 109.4 | 16.515             | 103.2 | 59.458     | 76.71 | 1.681 | 17:40:13.406 |
| 11 -                      | 19.247   | 23.034                         | 110.0 | 16.033             | 102.2 | 58.314     | 78.21 | 0.537 | 17:41:11.720 |
| 12 -                      | 19.516   | 22.926                         | 110.0 | 16.177             | 102.4 | 58.619     | 77.80 | 0.842 | 17:42:10.339 |
| 13 -                      | 19.457   | 23.217                         | 109.6 | 16.761             | 102.6 | 59.435     | 76.74 | 1.658 | 17:43:09.774 |
| 14 -                      | 19.264   | 22.895                         | 110.0 | 16.021             | 102.4 | 58.180     | 78.39 | 0.403 | 17:44:07.954 |
| 15 -                      | 19.263   | 23.028                         | 109.6 | 15.877             | 102.4 | 58.168     | 78.41 | 0.391 | 17:45:06.122 |
| 16 -                      | 19.312   | 23.615                         | 93.3  | 17.387             | 102.1 | 1:00.314   | 75.62 | 2.537 | 17:46:06.436 |
| 17 -                      | 19.576   | 24.376                         | 109.6 | 16.383             | 103.5 | 1:00.335   | 75.59 | 2.558 | 17:47:06.771 |
| 18 -                      | 19.152   | 22.914                         | 110.7 | 15.864             | 103.0 | 57.930 (2) | 78.73 | 0.153 | 17:48:04.701 |
| 19 -                      | 19.099   | 22.907                         | 110.3 | 16.025             | 103.2 | 58.031     | 78.59 | 0.254 | 17:49:02.732 |
| 20 -                      | 19.146   | 22.818                         | 110.3 | 15.813             | 102.9 | 57.777 (1) | 78.94 |       | 17:50:00.509 |
| 21 -                      | 18.923   | 23.188                         | 110.7 | 15.905             | 102.2 | 58.016 (3) | 78.61 | 0.239 | 17:50:58.525 |

QUALIFYING - SECTOR ANALYSIS

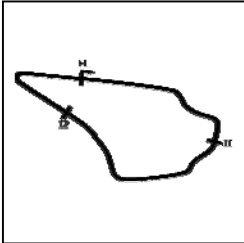


SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P3 95 GP                |          | BLACKSTOCK / ROSNEY    |       |          |       | LCR Yamaha - Dave Holden Racing |       |        |              |
|-------------------------|----------|------------------------|-------|----------|-------|---------------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 57.816 |          | BEST LAP TIME : 57.975 |       |          |       | DIFFERENCE : 0.159              |       |        |              |
| LAP                     | SECTOR 1 | SECTOR 2               |       | SECTOR 3 |       | LAP TIME                        | MPH   | DIFF   | TIME OF DAY  |
| 1 -                     | OUTLAP   | 25.098                 | 107.8 | 17.717   | 101.8 |                                 |       |        | 17:31:15.671 |
| 2 -                     | 20.138   | 23.697                 | 108.4 | 16.559   | 102.1 | 1:00.394                        | 75.52 | 2.419  | 17:32:16.065 |
| 3 -                     | 19.541   | 23.639                 | 108.2 | 16.366   | 102.6 | 59.546                          | 76.59 | 1.571  | 17:33:15.611 |
| 4 -                     | 19.456   | 24.034                 | 108.2 | 16.299   | 102.7 | 59.789                          | 76.28 | 1.814  | 17:34:15.400 |
| 5 -                     | 19.661   | 23.482                 | 107.5 | 16.358   | 102.2 | 59.501                          | 76.65 | 1.526  | 17:35:14.901 |
| 6 -                     | 19.322   | 23.494                 | 108.4 | 16.287   | 102.6 | 59.103                          | 77.17 | 1.128  | 17:36:14.004 |
| 7 -                     | 19.419   | 23.598                 | 108.2 | 16.233   | 103.0 | 59.250                          | 76.98 | 1.275  | 17:37:13.254 |
| 8 -                     | 19.142   | 24.756                 | 102.4 | 17.783   | 100.6 | 1:01.681                        | 73.94 | 3.706  | 17:38:14.935 |
| 9 -                     | 20.738   | 24.940                 | 108.0 | 16.624   | 102.4 | 1:02.302                        | 73.20 | 4.327  | 17:39:17.237 |
| 10 -                    | 19.360   | 23.430                 | 108.9 | 16.210   | 102.6 | 59.000                          | 77.30 | 1.025  | 17:40:16.237 |
| 11 -                    | 19.306   | 23.151                 | 109.2 | 16.097   | 102.4 | 58.554                          | 77.89 | 0.579  | 17:41:14.791 |
| 12 -                    | 19.161   | 23.267                 | 108.9 | 16.229   | 102.2 | 58.657                          | 77.75 | 0.682  | 17:42:13.448 |
| 13 -                    | 20.648   | 25.745                 | 108.2 | 16.194   | 102.9 | 1:02.587                        | 72.87 | 4.612  | 17:43:16.035 |
| 14 -                    | 19.165   | 23.145                 | 108.5 | 16.071   | 102.2 | 58.381                          | 78.12 | 0.406  | 17:44:14.416 |
| 15 -                    | 18.975   | 23.331                 | 108.2 | 16.416   | 101.3 | 58.722                          | 77.67 | 0.747  | 17:45:13.138 |
| 16 -                    | 24.953   | 27.563                 | 93.8  | 16.993   | 101.9 | 1:09.509                        | 65.61 | 11.534 | 17:46:22.647 |
| 17 -                    | 18.925   | 23.081                 | 108.7 | 16.091   | 102.4 | 58.097 (2)                      | 78.50 | 0.122  | 17:47:20.744 |
| 18 -                    | 19.012   | 23.147                 | 108.7 | 16.099   | 102.2 | 58.258 (3)                      | 78.29 | 0.283  | 17:48:19.002 |
| 19 -                    | 19.234   | 23.298                 | 108.2 | 16.015   | 101.9 | 58.547                          | 77.90 | 0.572  | 17:49:17.549 |
| 20 -                    | 18.720   | 23.139                 | 108.9 | 16.116   | 103.2 | 57.975 (1)                      | 78.67 |        | 17:50:15.524 |

| P4 18 CUP               |          | P.BELL / HYDE          |       |          |       | LCR Yamaha - Marin Motorsports / HFF Civil Engineering |       |       |              |
|-------------------------|----------|------------------------|-------|----------|-------|--------------------------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 58.386 |          | BEST LAP TIME : 58.427 |       |          |       | DIFFERENCE : 0.041                                     |       |       |              |
| LAP                     | SECTOR 1 | SECTOR 2               |       | SECTOR 3 |       | LAP TIME                                               | MPH   | DIFF  | TIME OF DAY  |
| 1 -                     | OUTLAP   | 25.471                 | 106.3 | 17.396   | 100.1 |                                                        |       |       | 17:31:16.522 |
| 2 -                     | 20.740   | 24.301                 | 106.8 | 16.523   | 100.9 | 1:01.564                                               | 74.08 | 3.137 | 17:32:18.086 |
| 3 -                     | 20.276   | 24.057                 | 107.0 | 16.402   | 100.1 | 1:00.735                                               | 75.09 | 2.308 | 17:33:18.821 |
| 4 -                     | 19.952   | 23.655                 | 107.3 | 16.354   | 100.3 | 59.961                                                 | 76.06 | 1.534 | 17:34:18.782 |
| 5 -                     | 19.867   | 23.605                 | 106.6 | 16.540   | 99.4  | 1:00.012                                               | 76.00 | 1.585 | 17:35:18.794 |
| 6 -                     | 20.081   | 23.530                 | 107.0 | 16.274   | 100.0 | 59.885                                                 | 76.16 | 1.458 | 17:36:18.679 |
| 7 -                     | 19.828   | 23.692                 | 107.3 | 16.345   | 99.7  | 59.865                                                 | 76.18 | 1.438 | 17:37:18.544 |
| 8 -                     | 20.051   | 23.943                 | 106.5 | 16.411   | 99.8  | 1:00.405                                               | 75.50 | 1.978 | 17:38:18.949 |
| 9 -                     | 20.481   | 24.706                 | 106.8 | 16.674   | 100.1 | 1:01.861                                               | 73.73 | 3.434 | 17:39:20.810 |
| 10 -                    | 19.762   | 23.471                 | 106.5 | 16.219   | 100.1 | 59.452                                                 | 76.71 | 1.025 | 17:40:20.262 |
| 11 -                    | 19.635   | 23.461                 | 106.6 | 16.304   | 99.4  | 59.400                                                 | 76.78 | 0.973 | 17:41:19.662 |
| 12 -                    | 19.607   | 23.434                 | 106.6 | 16.239   | 99.4  | 59.280                                                 | 76.94 | 0.853 | 17:42:18.942 |
| 13 -                    | 19.473   | 23.186                 | 107.2 | 16.313   | 99.4  | 58.972 (3)                                             | 77.34 | 0.545 | 17:43:17.914 |
| 14 -                    | 19.652   | 23.221                 | 107.3 | 16.209   | 100.7 | 59.082                                                 | 77.19 | 0.655 | 17:44:16.996 |
| 15 -                    | 19.456   | 23.473                 | 107.2 | 16.241   | 100.3 | 59.170                                                 | 77.08 | 0.743 | 17:45:16.166 |
| 16 -                    | 19.536   | 23.323                 | 107.5 | 16.211   | 100.1 | 59.070                                                 | 77.21 | 0.643 | 17:46:15.236 |
| 17 -                    | 19.202   | 23.303                 | 107.0 | 16.286   | 100.3 | 58.791 (2)                                             | 77.58 | 0.364 | 17:47:14.027 |
| 18 -                    | 19.683   | 24.547                 | 106.8 | 16.461   | 99.7  | 1:00.691                                               | 75.15 | 2.264 | 17:48:14.718 |
| 19 -                    | 19.873   | 23.579                 | 107.5 | 16.118   | 99.2  | 59.570                                                 | 76.56 | 1.143 | 17:49:14.288 |
| 20 -                    | 19.124   | 23.227                 | 107.0 | 16.076   | 99.2  | 58.427 (1)                                             | 78.06 |       | 17:50:12.715 |

QUALIFYING - SECTOR ANALYSIS



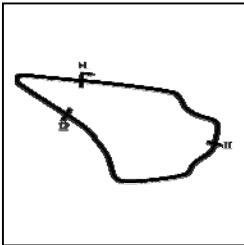
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P5 5 GP BIGGS / SEGERS  |          | LCR Yamaha - Express Tyre Service/Santander Salt |       |                    |       |            |       |          |              |
|-------------------------|----------|--------------------------------------------------|-------|--------------------|-------|------------|-------|----------|--------------|
| IDEAL LAP TIME : 58.672 |          | BEST LAP TIME : 58.827                           |       | DIFFERENCE : 0.155 |       |            |       |          |              |
| LAP                     | SECTOR 1 | SECTOR 2                                         |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF     | TIME OF DAY  |
| 1 -                     | OUTLAP   | 25.862                                           | 107.3 | 17.516             | 101.2 |            |       |          | 17:31:11.881 |
| 2 -                     | 20.411   | 24.475                                           | 108.5 | 16.811             | 102.2 | 1:01.697   | 73.92 | 2.870    | 17:32:13.578 |
| 3 -                     | 20.059   | 24.150                                           | 108.9 | 16.634             | 102.6 | 1:00.843   | 74.96 | 2.016    | 17:33:14.421 |
| 4 -                     | 19.954   | 24.068                                           | 108.7 | 16.464             | 102.6 | 1:00.486   | 75.40 | 1.659    | 17:34:14.907 |
| 5 -                     | 19.537   | 24.374                                           | 108.5 | 17.128             | 100.6 | 1:01.039   | 74.72 | 2.212    | 17:35:15.946 |
| 6 -                     | 19.534   | 23.498                                           | 109.4 | 16.424             | 102.7 | 59.456     | 76.71 | 0.629    | 17:36:15.402 |
| 7 -                     | 19.306   | 23.945                                           | 108.4 | 19.179             | 42.9  | 1:02.430   | 73.05 | 3.603    | 17:37:17.832 |
| 8 -                     | OUTLAP   | 23.955                                           | 108.5 | 16.897             | 101.3 | 6:15.283   | 12.15 | 5:16.456 | 17:43:33.115 |
| 9 -                     | 19.777   | 23.591                                           | 109.1 | 16.262             | 102.9 | 59.630     | 76.49 | 0.803    | 17:44:32.745 |
| 10 -                    | 19.162   | 23.562                                           | 108.4 | 16.103             | 103.0 | 58.827 (1) | 77.53 |          | 17:45:31.572 |
| 11 -                    | 19.229   | 23.744                                           | 108.7 | 16.299             | 103.2 | 59.272     | 76.95 | 0.445    | 17:46:30.844 |
| 12 -                    | 19.162   | 23.666                                           | 108.9 | 16.300             | 103.0 | 59.128 (3) | 77.13 | 0.301    | 17:47:29.972 |
| 13 -                    | 19.375   | 23.991                                           | 108.5 | 16.132             | 103.4 | 59.498     | 76.65 | 0.671    | 17:48:29.470 |
| 14 -                    | 19.071   | 23.547                                           | 109.2 | 16.283             | 104.0 | 58.901 (2) | 77.43 | 0.074    | 17:49:28.371 |
| 15 -                    | 19.963   | 23.958                                           | 107.3 | 23.520             | 26.7  | 1:07.441   | 67.63 | 8.614    | 17:50:35.812 |

| P6 93 GP G.HOLDEN / LAWRENCE |          | LCR Kawasaki - Holden Racing |       |                    |       |            |       |          |              |
|------------------------------|----------|------------------------------|-------|--------------------|-------|------------|-------|----------|--------------|
| IDEAL LAP TIME : 58.715      |          | BEST LAP TIME : 58.931       |       | DIFFERENCE : 0.216 |       |            |       |          |              |
| LAP                          | SECTOR 1 | SECTOR 2                     |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF     | TIME OF DAY  |
| 1 -                          | OUTLAP   | 26.247                       | 108.4 | 17.571             | 103.0 |            |       |          | 17:31:18.951 |
| 2 -                          | 20.842   | 24.427                       | 109.6 | 16.805             | 104.3 | 1:02.074   | 73.47 | 3.143    | 17:32:21.025 |
| 3 -                          | 20.360   | 24.371                       | 109.6 | 16.630             | 104.0 | 1:01.361   | 74.33 | 2.430    | 17:33:22.386 |
| 4 -                          | 20.532   | 23.936                       | 110.3 | 16.676             | 104.5 | 1:01.144   | 74.59 | 2.213    | 17:34:23.530 |
| 5 -                          | 19.945   | 23.790                       | 109.8 | 16.416             | 104.3 | 1:00.151   | 75.82 | 1.220    | 17:35:23.681 |
| 6 -                          | 20.092   | 23.659                       | 110.0 | 16.262             | 104.0 | 1:00.013   | 76.00 | 1.082    | 17:36:23.694 |
| 7 -                          | 19.763   | 23.980                       | 110.0 | 16.350             | 104.5 | 1:00.093   | 75.90 | 1.162    | 17:37:23.787 |
| 8 -                          | 19.817   | 23.506                       | 110.0 | 16.297             | 104.0 | 59.620     | 76.50 | 0.689    | 17:38:23.407 |
| 9 -                          | 19.583   | 23.570                       | 110.7 | 17.022             | 104.3 | 1:00.175   | 75.79 | 1.244    | 17:39:23.582 |
| 10 -                         | 19.793   | 23.466                       | 110.7 | 16.439             | 104.0 | 59.698     | 76.40 | 0.767    | 17:40:23.280 |
| 11 -                         | 19.511   | 23.437                       | 110.3 | 16.318             | 104.2 | 59.266     | 76.96 | 0.335    | 17:41:22.546 |
| 12 -                         | 19.670   | 23.537                       | 110.1 | 16.358             | 104.0 | 59.565     | 76.57 | 0.634    | 17:42:22.111 |
| 13 -                         | 19.681   | 23.563                       | 110.9 | 18.519             | 54.3  | 1:01.763   | 73.84 | 2.832    | 17:43:23.874 |
| 14 -                         | OUTLAP   | 24.236                       | 109.1 | 16.598             | 104.2 | 2:24.142   | 31.64 | 1:25.211 | 17:45:48.016 |
| 15 -                         | 19.857   | 23.469                       | 110.1 | 16.180             | 104.0 | 59.506     | 76.64 | 0.575    | 17:46:47.522 |
| 16 -                         | 19.498   | 23.299                       | 110.3 | 16.134             | 104.5 | 58.931 (1) | 77.39 |          | 17:47:46.453 |
| 17 -                         | 19.565   | 23.392                       | 110.5 | 16.290             | 104.3 | 59.247 (3) | 76.98 | 0.316    | 17:48:45.700 |
| 18 -                         | 19.282   | 23.515                       | 110.1 | 16.222             | 104.3 | 59.019 (2) | 77.28 | 0.088    | 17:49:44.719 |
| 19 -                         | 19.340   | 23.844                       | 109.6 | 16.154             | 103.7 | 59.338     | 76.86 | 0.407    | 17:50:44.057 |

| P7 2 GP J.HOLDEN / CONIL |          | LCR Yamaha - John Holden Racing |       |                    |       |            |       |        |              |
|--------------------------|----------|---------------------------------|-------|--------------------|-------|------------|-------|--------|--------------|
| IDEAL LAP TIME : 59.169  |          | BEST LAP TIME : 59.680          |       | DIFFERENCE : 0.511 |       |            |       |        |              |
| LAP                      | SECTOR 1 | SECTOR 2                        |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF   | TIME OF DAY  |
| 1 -                      | OUTLAP   | 26.259                          | 106.6 | 17.786             | 101.3 |            |       |        | 17:31:19.750 |
| 2 -                      | 20.867   | 24.884                          | 107.3 | 16.920             | 102.1 | 1:02.671   | 72.77 | 2.991  | 17:32:22.421 |
| 3 -                      | 19.953   | 24.222                          | 108.0 | 16.810             | 102.7 | 1:00.985   | 74.79 | 1.305  | 17:33:23.406 |
| 4 -                      | 20.099   | 23.988                          | 109.4 | 17.121             | 102.6 | 1:01.208   | 74.51 | 1.528  | 17:34:24.614 |
| 5 -                      | 20.023   | 23.770                          | 108.4 | 16.609             | 101.3 | 1:00.402   | 75.51 | 0.722  | 17:35:25.016 |
| 6 -                      | 19.900   | 23.616                          | 109.1 | 16.455             | 102.2 | 59.971     | 76.05 | 0.291  | 17:36:24.987 |
| 7 -                      | 19.760   | 24.162                          | 109.1 | 16.447             | 102.1 | 1:00.369   | 75.55 | 0.689  | 17:37:25.356 |
| 8 -                      | 19.575   | 23.740                          | 109.4 | 19.073             | 38.4  | 1:02.388   | 73.10 | 2.708  | 17:38:27.744 |
| 9 -                      | OUTLAP   | 23.801                          | 108.5 | 16.763             | 101.8 | 1:45.585   | 43.19 | 45.905 | 17:40:13.329 |
| 10 -                     | 19.966   | 23.426                          | 109.6 | 16.382             | 101.8 | 59.774 (2) | 76.30 | 0.094  | 17:41:13.103 |
| 11 -                     | 19.745   | 23.531                          | 108.9 | 16.404             | 102.1 | 59.680 (1) | 76.42 |        | 17:42:12.783 |
| 12 -                     | 19.591   | 23.868                          | 108.7 | 16.449             | 102.6 | 59.908     | 76.13 | 0.228  | 17:43:12.691 |
| 13 -                     | 19.361   | 24.102                          | 109.8 | 16.609             | 99.7  | 1:00.072   | 75.92 | 0.392  | 17:44:12.763 |
| 14 -                     | 19.600   | 24.025                          | 108.9 | 16.434             | 101.9 | 1:00.059   | 75.94 | 0.379  | 17:45:12.822 |
| 15 -                     | 19.467   | 23.897                          | 109.4 | 16.500             | 101.8 | 59.864 (3) | 76.19 | 0.184  | 17:46:12.686 |
| 16 -                     | 19.896   | 23.891                          | 109.6 | 16.993             | 101.3 | 1:00.780   | 75.04 | 1.100  | 17:47:13.466 |
| 17 -                     | 19.966   | 26.038                          | 108.2 | 18.833             | 44.7  | 1:04.837   | 70.34 | 5.157  | 17:48:18.303 |

QUALIFYING - SECTOR ANALYSIS



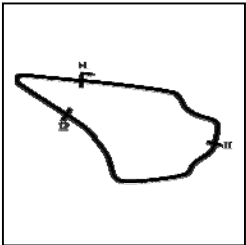
SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2, SECTOR 3 = I2 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P8 8 CUP                  |          | M.BELL / COLBROOK        |       | LCR Yamaha - Bell Marin Racing/HFF |      |              |       |       |              |
|---------------------------|----------|--------------------------|-------|------------------------------------|------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:00.057 |          | BEST LAP TIME : 1:00.461 |       | DIFFERENCE : 0.404                 |      |              |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3                           |      | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   | 26.247                   | 104.0 | 17.451                             | 98.8 |              |       |       | 17:31:56.459 |
| 2 -                       | 20.284   | 24.894                   | 104.6 | 17.087                             | 99.2 | 1:02.265     | 73.25 | 1.804 | 17:32:58.724 |
| 3 -                       | 20.295   | 24.579                   | 104.8 | 16.999                             | 98.6 | 1:01.873     | 73.71 | 1.412 | 17:34:00.597 |
| 4 -                       | 20.013   | 24.050                   | 104.6 | 16.701                             | 98.5 | 1:00.764     | 75.06 | 0.303 | 17:35:01.361 |
| 5 -                       | 20.049   | 24.261                   | 105.1 | 16.996                             | 98.5 | 1:01.306     | 74.39 | 0.845 | 17:36:02.667 |
| 6 -                       | 20.631   | 24.150                   | 105.5 | 16.812                             | 98.6 | 1:01.593     | 74.05 | 1.132 | 17:37:04.260 |
| 7 -                       | 20.250   | 24.223                   | 104.6 | 16.788                             | 98.3 | 1:01.261     | 74.45 | 0.800 | 17:38:05.521 |
| 8 -                       | 19.971   | 23.843                   | 105.1 | 16.958                             | 98.2 | 1:00.772     | 75.05 | 0.311 | 17:39:06.293 |
| 9 -                       | 19.954   | 23.891                   | 105.0 | 16.673                             | 98.6 | 1:00.518 (2) | 75.36 | 0.057 | 17:40:06.811 |
| 10 -                      | 20.177   | 24.474                   | 105.0 | 16.622                             | 98.3 | 1:01.273     | 74.43 | 0.812 | 17:41:08.084 |
| 11 -                      | 19.988   | 24.042                   | 104.6 | 16.784                             | 98.5 | 1:00.814     | 75.00 | 0.353 | 17:42:08.898 |
| 12 -                      | 20.087   | 23.863                   | 105.1 | 16.682                             | 98.2 | 1:00.632     | 75.22 | 0.171 | 17:43:09.530 |
| 13 -                      | 20.539   | 23.993                   | 105.6 | 16.510                             | 98.8 | 1:01.042     | 74.72 | 0.581 | 17:44:10.572 |
| 14 -                      | 19.922   | 23.932                   | 105.1 | 16.607                             | 98.6 | 1:00.461 (1) | 75.43 |       | 17:45:11.033 |
| 15 -                      | 20.178   | 23.784                   | 104.5 | 16.882                             | 98.5 | 1:00.844     | 74.96 | 0.383 | 17:46:11.877 |
| 16 -                      | 20.326   | 23.791                   | 105.8 | 16.762                             | 99.2 | 1:00.879     | 74.92 | 0.418 | 17:47:12.756 |
| 17 -                      | 19.965   | 24.859                   | 105.1 | 16.706                             | 98.8 | 1:01.530     | 74.12 | 1.069 | 17:48:14.286 |
| 18 -                      | 19.796   | 23.751                   | 105.5 | 16.977                             | 99.1 | 1:00.524 (3) | 75.36 | 0.063 | 17:49:14.810 |
| 19 -                      | 20.000   | 23.911                   | 105.5 | 16.699                             | 98.8 | 1:00.610     | 75.25 | 0.149 | 17:50:15.420 |

| P9 17 CUP                 |          | CLARKE / ENSOR           |       | LCR Honda - Centurion Packaging / Finline Sealants / CYB Fit |      |              |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------------------------------------------------|------|--------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:00.375 |          | BEST LAP TIME : 1:00.641 |       | DIFFERENCE : 0.266                                           |      |              |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3                                                     |      | LAP TIME     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       | OUTLAP   | 27.949                   | 103.8 | 17.347                                                       | 98.5 |              |       |       | 17:31:26.458 |
| 2 -                       | 20.478   | 25.445                   | 105.3 | 16.854                                                       | 99.1 | 1:02.777     | 72.65 | 2.136 | 17:32:29.235 |
| 3 -                       | 20.112   | 24.947                   | 104.5 | 16.777                                                       | 98.5 | 1:01.836     | 73.76 | 1.195 | 17:33:31.071 |
| 4 -                       | 19.823   | 24.812                   | 105.8 | 17.057                                                       | 99.1 | 1:01.692     | 73.93 | 1.051 | 17:34:32.763 |
| 5 -                       | 19.563   | 24.451                   | 105.5 | 17.052                                                       | 99.4 | 1:01.066 (3) | 74.69 | 0.425 | 17:35:33.829 |
| 6 -                       | 21.513   | 24.593                   | 104.8 | 16.926                                                       | 99.5 | 1:03.032     | 72.36 | 2.391 | 17:36:36.861 |
| 7 -                       | 20.289   | 24.565                   | 104.6 | 17.107                                                       | 98.2 | 1:01.961     | 73.61 | 1.320 | 17:37:38.822 |
| 8 -                       | 20.013   | 24.551                   | 105.6 | 16.857                                                       | 98.1 | 1:01.421     | 74.25 | 0.780 | 17:38:40.243 |
| 9 -                       | 19.781   | 24.075                   | 105.8 | 17.005                                                       | 98.1 | 1:00.861 (2) | 74.94 | 0.220 | 17:39:41.104 |
| 10 -                      | 20.178   | 24.601                   | 104.8 | 17.156                                                       | 98.3 | 1:01.935     | 73.64 | 1.294 | 17:40:43.039 |
| 11 -                      | 19.611   | 24.035                   | 106.0 | 16.995                                                       | 98.3 | 1:00.641 (1) | 75.21 |       | 17:41:43.680 |
| 12 -                      | 20.328   | 25.870                   | 104.2 | 20.178                                                       | 36.7 | 1:06.376     | 68.71 | 5.735 | 17:42:50.056 |

| P10 26 CUP                |          | ATKINSON / SMITH         |       | Adolf RS Yamaha - Mecsia/RAF Engineering |       |              |       |        |              |
|---------------------------|----------|--------------------------|-------|------------------------------------------|-------|--------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:00.760 |          | BEST LAP TIME : 1:00.815 |       | DIFFERENCE : 0.055                       |       |              |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3                                 |       | LAP TIME     | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       | OUTLAP   | 27.273                   | 102.2 | 18.218                                   | 100.9 |              |       |        | 17:31:33.906 |
| 2 -                       | 21.460   | 25.950                   | 106.3 | 17.778                                   | 102.7 | 1:05.188     | 69.96 | 4.373  | 17:32:39.094 |
| 3 -                       | 20.932   | 25.383                   | 107.2 | 17.490                                   | 103.0 | 1:03.805     | 71.48 | 2.990  | 17:33:42.899 |
| 4 -                       | 20.896   | 25.211                   | 108.4 | 17.121                                   | 102.9 | 1:03.228     | 72.13 | 2.413  | 17:34:46.127 |
| 5 -                       | 20.630   | 24.647                   | 108.5 | 16.740                                   | 103.2 | 1:02.017     | 73.54 | 1.202  | 17:35:48.144 |
| 6 -                       | 20.373   | 24.554                   | 108.4 | 16.728                                   | 103.0 | 1:01.655     | 73.97 | 0.840  | 17:36:49.799 |
| 7 -                       | 20.289   | 24.533                   | 108.9 | 20.532                                   | 29.5  | 1:05.354     | 69.79 | 4.539  | 17:37:55.153 |
| 8 -                       | OUTLAP   | 25.856                   | 105.3 | 17.020                                   | 103.4 | 1:58.722     | 38.41 | 57.907 | 17:39:53.875 |
| 9 -                       | 20.392   | 24.674                   | 108.2 | 16.661                                   | 103.2 | 1:01.727     | 73.89 | 0.912  | 17:40:55.602 |
| 10 -                      | 20.213   | 24.423                   | 108.2 | 16.735                                   | 103.0 | 1:01.371 (3) | 74.32 | 0.556  | 17:41:56.973 |
| 11 -                      | 20.123   | 24.109                   | 108.9 | 16.637                                   | 103.2 | 1:00.869 (2) | 74.93 | 0.054  | 17:42:57.842 |
| 12 -                      | 20.128   | 24.159                   | 109.2 | 16.528                                   | 103.2 | 1:00.815 (1) | 74.99 |        | 17:43:58.657 |
| 13 -                      | 20.510   | 24.793                   | 107.5 | 25.218                                   | 22.2  | 1:10.521     | 64.67 | 9.706  | 17:45:09.178 |

QUALIFYING - SECTOR ANALYSIS



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

|                           |               |                          |             |                                          |             |                     |              |          |                     |
|---------------------------|---------------|--------------------------|-------------|------------------------------------------|-------------|---------------------|--------------|----------|---------------------|
| <b>P11 38 CUP</b>         |               | <b>MOSS / HOPE</b>       |             | LCR Yamaha - LifeSafety Motorsport - CMR |             |                     |              |          |                     |
| IDEAL LAP TIME : 1:04.803 |               | BEST LAP TIME : 1:04.953 |             | DIFFERENCE : 0.150                       |             |                     |              |          |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |             | SECTOR 3                                 |             | LAP TIME            | MPH          | DIFF     | TIME OF DAY         |
| 1 -                       | OUTLAP        | 28.619                   | 91.0        | 19.365                                   | 90.5        |                     |              |          | 17:31:28.789        |
| 2 -                       | 21.562        | 27.130                   | 96.4        | 18.804                                   | 92.5        | 1:07.496            | 67.57        | 2.543    | 17:32:36.285        |
| 3 -                       | 21.744        | 27.327                   | 94.3        | 18.409                                   | <b>92.9</b> | 1:07.480            | 67.59        | 2.527    | 17:33:43.765        |
| 4 -                       | 21.424        | 26.309                   | 98.8        | 18.084                                   | 90.9        | 1:05.817 (2)        | 69.29        | 0.864    | 17:34:49.582        |
| 5 -                       | 21.242        | <b>26.045</b>            | <b>99.1</b> | <b>17.666</b>                            | 92.6        | <b>1:04.953 (1)</b> | <b>70.22</b> |          | <b>17:35:54.535</b> |
| 6 -                       | 21.359        | 26.292                   | 98.6        | 20.075                                   | 43.3        | 1:07.726            | 67.34        | 2.773    | 17:37:02.261        |
| 7 -                       | OUTLAP        | 27.718                   | 98.1        | 18.677                                   | 91.5        | 4:39.483            | 16.31        | 3:34.530 | 17:41:41.744        |
| 8 -                       | 21.900        | 27.116                   | 98.6        | 17.775                                   | 92.0        | 1:06.791 (3)        | 68.28        | 1.838    | 17:42:48.535        |
| 9 -                       | <b>21.092</b> | 26.065                   | 98.6        | 20.269                                   | 40.1        | 1:07.426            | 67.64        | 2.473    | 17:43:55.961        |

|                           |               |                          |              |                                                           |             |                     |              |       |                     |
|---------------------------|---------------|--------------------------|--------------|-----------------------------------------------------------|-------------|---------------------|--------------|-------|---------------------|
| <b>P12 73 WC</b>          |               | <b>PRING / PARKIN</b>    |              | Shand Yamaha - KCP Environmental Services/R&M Appleby Ltd |             |                     |              |       |                     |
| IDEAL LAP TIME : 1:05.782 |               | BEST LAP TIME : 1:05.969 |              | DIFFERENCE : 0.187                                        |             |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |              | SECTOR 3                                                  |             | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       | OUTLAP        | 28.177                   | 99.5         | 18.982                                                    | <b>97.3</b> |                     |              |       | 17:31:30.556        |
| 2 -                       | 22.518        | 27.586                   | 102.4        | 18.282                                                    | 96.9        | 1:08.386            | 66.69        | 2.417 | 17:32:38.942        |
| 3 -                       | 22.411        | 26.875                   | <b>102.7</b> | 18.195                                                    | <b>97.3</b> | 1:07.481            | 67.59        | 1.512 | 17:33:46.423        |
| 4 -                       | 22.122        | 26.725                   | <b>102.7</b> | 18.201                                                    | 96.6        | 1:07.048            | 68.02        | 1.079 | 17:34:53.471        |
| 5 -                       | 22.096        | 27.480                   | 100.9        | 18.719                                                    | 97.1        | 1:08.295            | 66.78        | 2.326 | 17:36:01.766        |
| 6 -                       | 22.202        | 27.031                   | 101.9        | 18.008                                                    | 96.1        | 1:07.241            | 67.83        | 1.272 | 17:37:09.007        |
| 7 -                       | 22.189        | 27.240                   | 102.2        | 18.351                                                    | 95.0        | 1:07.780            | 67.29        | 1.811 | 17:38:16.787        |
| 8 -                       | 22.403        | 26.669                   | 102.6        | 18.131                                                    | 96.6        | 1:07.203            | 67.87        | 1.234 | 17:39:23.990        |
| 9 -                       | 21.987        | 26.780                   | 101.9        | 17.868                                                    | <b>97.3</b> | 1:06.635            | 68.44        | 0.666 | 17:40:30.625        |
| 10 -                      | <b>21.589</b> | 27.038                   | 102.2        | 17.851                                                    | 96.1        | 1:06.478 (3)        | 68.61        | 0.509 | 17:41:37.103        |
| 11 -                      | 21.727        | 27.129                   | 101.9        | <b>17.697</b>                                             | 97.1        | 1:06.553            | 68.53        | 0.584 | 17:42:43.656        |
| 12 -                      | 21.867        | 27.267                   | 101.6        | 17.780                                                    | 96.9        | 1:06.914            | 68.16        | 0.945 | 17:43:50.570        |
| 13 -                      | 21.995        | <b>26.496</b>            | 102.2        | 17.968                                                    | 97.2        | 1:06.459 (2)        | 68.63        | 0.490 | 17:44:57.029        |
| <b>14 -</b>               | 21.639        | 26.513                   | 101.6        | 17.817                                                    | 96.1        | <b>1:05.969 (1)</b> | <b>69.14</b> |       | <b>17:46:02.998</b> |
| 15 -                      | 22.303        | 27.344                   | 101.2        | 17.924                                                    | 97.1        | 1:07.571            | 67.50        | 1.602 | 17:47:10.569        |
| 16 -                      | 21.789        | 27.587                   | 84.9         | 18.720                                                    | 96.8        | 1:08.096            | 66.98        | 2.127 | 17:48:18.665        |
| 17 -                      | 22.524        | 27.817                   | 100.4        | 17.937                                                    | 97.1        | 1:08.278            | 66.80        | 2.309 | 17:49:26.943        |
| 18 -                      | 22.335        | 27.193                   | 101.9        | 23.826                                                    | 21.6        | 1:13.354            | 62.17        | 7.385 | 17:50:40.297        |

|                           |          |                        |              |                                     |             |          |     |      |                     |
|---------------------------|----------|------------------------|--------------|-------------------------------------|-------------|----------|-----|------|---------------------|
| <b>P13 4 CUP</b>          |          | <b>PEACH / EDWARDS</b> |              | LCR Yamaha - Life Safety Motorsport |             |          |     |      |                     |
| IDEAL LAP TIME : 1:07.227 |          | BEST LAP TIME :        |              | DIFFERENCE :                        |             |          |     |      |                     |
| LAP                       | SECTOR 1 | SECTOR 2               |              | SECTOR 3                            |             | LAP TIME | MPH | DIFF | TIME OF DAY         |
| 1 -                       | OUTLAP   | <b>25.920</b>          | <b>103.2</b> | <b>18.059</b>                       | <b>90.6</b> |          |     |      | <b>17:31:21.058</b> |

MCRCB BULLETIN TK081

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

QUALIFYING - BEST SECTORS

| SECTOR 1 |    |                     |        | SECTOR 2 |                     |        |    | SECTOR 3            |        |             |    | IDEAL / BEST COMPARISON |          |          |       |
|----------|----|---------------------|--------|----------|---------------------|--------|----|---------------------|--------|-------------|----|-------------------------|----------|----------|-------|
| POS      | NO | NAME                | TIME   | NO       | NAME                | TIME   | NO | NAME                | TIME   | POS         | NO | NAME                    | IDEAL    | BEST     | DIFF  |
|          |    |                     |        |          |                     |        |    |                     |        | PERFECT LAP |    | 57.265                  |          |          |       |
| 1        | 95 | BLACKSTOCK / ROSNEY | 18.720 | 84       | LAIDLLOW / LAIDLLOW | 22.732 | 29 | KERSHAW / SHARPE    | 15.813 | 1           | 29 | KERSHAW / SHARPE        | 57.554   | 57.777   | 0.223 |
| 2        | 29 | KERSHAW / SHARPE    | 18.923 | 29       | KERSHAW / SHARPE    | 22.818 | 84 | LAIDLLOW / LAIDLLOW | 15.991 | 2           | 84 | LAIDLLOW / LAIDLLOW     | 57.661   | 57.700   | 0.039 |
| 3        | 84 | LAIDLLOW / LAIDLLOW | 18.938 | 95       | BLACKSTOCK / ROSNEY | 23.081 | 95 | BLACKSTOCK / ROSNEY | 16.015 | 3           | 95 | BLACKSTOCK / ROSNEY     | 57.816   | 57.975   | 0.159 |
| 4        | 5  | BIGGS / SEGERS      | 19.071 | 18       | P.BELL / HYDE       | 23.186 | 18 | P.BELL / HYDE       | 16.076 | 4           | 18 | P.BELL / HYDE           | 58.386   | 58.427   | 0.041 |
| 5        | 18 | P.BELL / HYDE       | 19.124 | 93       | G.HOLDEN / LAWRENCE | 23.299 | 5  | BIGGS / SEGERS      | 16.103 | 5           | 5  | BIGGS / SEGERS          | 58.672   | 58.827   | 0.155 |
| 6        | 93 | G.HOLDEN / LAWRENCE | 19.282 | 2        | J.HOLDEN / CONIL    | 23.426 | 93 | G.HOLDEN / LAWRENCE | 16.134 | 6           | 93 | G.HOLDEN / LAWRENCE     | 58.715   | 58.931   | 0.216 |
| 7        | 2  | J.HOLDEN / CONIL    | 19.361 | 5        | BIGGS / SEGERS      | 23.498 | 2  | J.HOLDEN / CONIL    | 16.382 | 7           | 2  | J.HOLDEN / CONIL        | 59.169   | 59.680   | 0.511 |
| 8        | 17 | CLARKE / ENSOR      | 19.563 | 8        | M.BELL / COLBROOK   | 23.751 | 8  | M.BELL / COLBROOK   | 16.510 | 8           | 8  | M.BELL / COLBROOK       | 1:00.057 | 1:00.461 | 0.404 |
| 9        | 8  | M.BELL / COLBROOK   | 19.796 | 17       | CLARKE / ENSOR      | 24.035 | 26 | ATKINSON / SMITH    | 16.528 | 9           | 17 | CLARKE / ENSOR          | 1:00.375 | 1:00.641 | 0.266 |
| 10       | 26 | ATKINSON / SMITH    | 20.123 | 26       | ATKINSON / SMITH    | 24.109 | 17 | CLARKE / ENSOR      | 16.777 | 10          | 26 | ATKINSON / SMITH        | 1:00.760 | 1:00.815 | 0.055 |
| 11       | 38 | MOSS / HOPE         | 21.092 | 4        | PEACH / EDWARDS     | 25.920 | 38 | MOSS / HOPE         | 17.666 | 11          | 38 | MOSS / HOPE             | 1:04.803 | 1:04.953 | 0.150 |
| 12       | 73 | PRING / PARKIN      | 21.589 | 38       | MOSS / HOPE         | 26.045 | 73 | PRING / PARKIN      | 17.697 | 12          | 73 | PRING / PARKIN          | 1:05.782 | 1:05.969 | 0.187 |
| 13       | 4  | PEACH / EDWARDS     | 23.248 | 73       | PRING / PARKIN      | 26.496 | 4  | PEACH / EDWARDS     | 18.059 | 13          | 4  | PEACH / EDWARDS         | 1:07.227 |          |       |

MCRCB BULLETIN TK082

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

QUALIFYING - BEST SPEEDS

| INTERMEDIATE 1 |    |      |     | INTERMEDIATE 2 |                     |       | FINISH LINE |                     |       |
|----------------|----|------|-----|----------------|---------------------|-------|-------------|---------------------|-------|
| POS            | NO | NAME | MPH | NO             | NAME                | MPH   | NO          | NAME                | MPH   |
| 1              |    |      |     | 93             | G.HOLDEN / LAWRENCE | 110.9 | 93          | G.HOLDEN / LAWRENCE | 104.5 |
| 2              |    |      |     | 29             | KERSHAW / SHARPE    | 110.7 | 5           | BIGGS / SEGERS      | 104.0 |
| 3              |    |      |     | 2              | J.HOLDEN / CONIL    | 109.8 | 29          | KERSHAW / SHARPE    | 103.5 |
| 4              |    |      |     | 5              | BIGGS / SEGERS      | 109.4 | 26          | ATKINSON / SMITH    | 103.4 |
| 5              |    |      |     | 95             | BLACKSTOCK / ROSNEY | 109.2 | 95          | BLACKSTOCK / ROSNEY | 103.2 |
| 6              |    |      |     | 26             | ATKINSON / SMITH    | 109.2 | 2           | J.HOLDEN / CONIL    | 102.7 |
| 7              |    |      |     | 84             | LAIDLOW / LAIDLOW   | 109.1 | 84          | LAIDLOW / LAIDLOW   | 102.6 |
| 8              |    |      |     | 18             | P.BELL / HYDE       | 107.5 | 18          | P.BELL / HYDE       | 100.9 |
| 9              |    |      |     | 17             | CLARKE / ENSOR      | 106.0 | 17          | CLARKE / ENSOR      | 99.5  |
| 10             |    |      |     | 8              | M.BELL / COLBROOK   | 105.8 | 8           | M.BELL / COLBROOK   | 99.2  |
| 11             |    |      |     | 4              | PEACH / EDWARDS     | 103.2 | 73          | PRING / PARKIN      | 97.3  |
| 12             |    |      |     | 73             | PRING / PARKIN      | 102.7 | 38          | MOSS / HOPE         | 92.9  |
| 13             |    |      |     | 38             | MOSS / HOPE         | 99.1  | 4           | PEACH / EDWARDS     | 90.6  |

MCRCB BULLETIN TK083

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

QUALIFYING - STATISTICS

Competitors Started 13

Planned Start 2024-06-14 @ 17:30:00.000

Actual Start 2024-06-14 @ 17:30:03.613

Finish Time 2024-06-14 @ 17:50:03.613

Track Length 1.2669mi.

Total Laps 203

Total Distance Covered 257.1960mi.

Session Fastest Lap History

| NO | CL  | NAME                | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|-----|---------------------|----------|--------------|-----|------------|
| 5  | GP  | BIGGS / SEGERS      | 1:01.697 | 17:32:13.578 | 2   | LCR Yamaha |
| 29 | GP  | KERSHAW / SHARPE    | 1:00.188 | 17:32:14.399 | 2   | LCR Yamaha |
| 95 | GP  | BLACKSTOCK / ROSNEY | 59.546   | 17:33:15.611 | 3   | LCR Yamaha |
| 95 | GP  | BLACKSTOCK / ROSNEY | 59.501   | 17:35:14.901 | 5   | LCR Yamaha |
| 29 | GP  | KERSHAW / SHARPE    | 59.344   | 17:35:15.998 | 5   | LCR Yamaha |
| 95 | GP  | BLACKSTOCK / ROSNEY | 59.103   | 17:36:14.004 | 6   | LCR Yamaha |
| 29 | GP  | KERSHAW / SHARPE    | 59.048   | 17:39:13.948 | 9   | LCR Yamaha |
| 95 | GP  | BLACKSTOCK / ROSNEY | 59.000   | 17:40:16.237 | 10  | LCR Yamaha |
| 29 | GP  | KERSHAW / SHARPE    | 58.314   | 17:41:11.720 | 11  | LCR Yamaha |
| 29 | GP  | KERSHAW / SHARPE    | 58.180   | 17:44:07.954 | 14  | LCR Yamaha |
| 29 | GP  | KERSHAW / SHARPE    | 58.168   | 17:45:06.122 | 15  | LCR Yamaha |
| 95 | GP  | BLACKSTOCK / ROSNEY | 58.097   | 17:47:20.744 | 17  | LCR Yamaha |
| 29 | GP  | KERSHAW / SHARPE    | 57.930   | 17:48:04.701 | 18  | LCR Yamaha |
| 84 | CUP | LAIDLOW / LAIDLOW   | 57.910   | 17:49:58.222 | 18  | LCR Yamaha |
| 29 | GP  | KERSHAW / SHARPE    | 57.777   | 17:50:00.509 | 20  | LCR Yamaha |
| 84 | CUP | LAIDLOW / LAIDLOW   | 57.700   | 17:50:55.922 | 19  | LCR Yamaha |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 17:30:03.613 |
| FINISH | 17:50:03.613 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 21         | 22:17.617  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

## QUALIFYING - STATISTICS

CLASS : CUP

7 Starters

## Fastest Lap History

| NO | NAME              | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|-------------------|----------|--------------|-----|------------|
| 18 | P.BELL / HYDE     | 1:01.564 | 17:32:18.086 | 2   | LCR Yamaha |
| 18 | P.BELL / HYDE     | 1:00.735 | 17:33:18.821 | 3   | LCR Yamaha |
| 18 | P.BELL / HYDE     | 59.961   | 17:34:18.782 | 4   | LCR Yamaha |
| 18 | P.BELL / HYDE     | 59.885   | 17:36:18.679 | 6   | LCR Yamaha |
| 18 | P.BELL / HYDE     | 59.865   | 17:37:18.544 | 7   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.556   | 17:38:59.608 | 8   | LCR Yamaha |
| 18 | P.BELL / HYDE     | 59.452   | 17:40:20.262 | 10  | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.117   | 17:40:58.353 | 10  | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.103   | 17:41:57.456 | 11  | LCR Yamaha |
| 18 | P.BELL / HYDE     | 58.972   | 17:43:17.914 | 13  | LCR Yamaha |
| 18 | P.BELL / HYDE     | 58.791   | 17:47:14.027 | 17  | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 58.294   | 17:48:02.047 | 16  | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 58.265   | 17:49:00.312 | 17  | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 57.910   | 17:49:58.222 | 18  | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 57.700   | 17:50:55.922 | 19  | LCR Yamaha |

# MCRCB BULLETIN TK083

## 2024 Bennetts British Superbike Championship - Round 4

## 2024 Express Tyre Service British Sidecar Championship

### QUALIFYING - STATISTICS

CLASS : GP

5 Starters

#### Fastest Lap History

| NO | NAME                | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|---------------------|----------|--------------|-----|------------|
| 5  | BIGGS / SEGERS      | 1:01.697 | 17:32:13.578 | 2   | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 1:00.188 | 17:32:14.399 | 2   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 59.546   | 17:33:15.611 | 3   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 59.501   | 17:35:14.901 | 5   | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 59.344   | 17:35:15.998 | 5   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 59.103   | 17:36:14.004 | 6   | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 59.048   | 17:39:13.948 | 9   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 59.000   | 17:40:16.237 | 10  | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 58.314   | 17:41:11.720 | 11  | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 58.180   | 17:44:07.954 | 14  | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 58.168   | 17:45:06.122 | 15  | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 58.097   | 17:47:20.744 | 17  | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 57.930   | 17:48:04.701 | 18  | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 57.777   | 17:50:00.509 | 20  | LCR Yamaha |

MCRCB BULLETIN TK083

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

QUALIFYING - STATISTICS

CLASS : WC 1 Starters

Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----------------|----------|--------------|-----|--------------|
| 73 | PRING / PARKIN | 1:08.386 | 17:32:38.942 | 2   | Shand Yamaha |
| 73 | PRING / PARKIN | 1:07.481 | 17:33:46.423 | 3   | Shand Yamaha |
| 73 | PRING / PARKIN | 1:07.048 | 17:34:53.471 | 4   | Shand Yamaha |
| 73 | PRING / PARKIN | 1:06.635 | 17:40:30.625 | 9   | Shand Yamaha |
| 73 | PRING / PARKIN | 1:06.478 | 17:41:37.103 | 10  | Shand Yamaha |
| 73 | PRING / PARKIN | 1:06.459 | 17:44:57.029 | 13  | Shand Yamaha |
| 73 | PRING / PARKIN | 1:05.969 | 17:46:02.998 | 14  | Shand Yamaha |

MCRCB BULLETIN TK084

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

QUALIFYING - SESSION NOTES

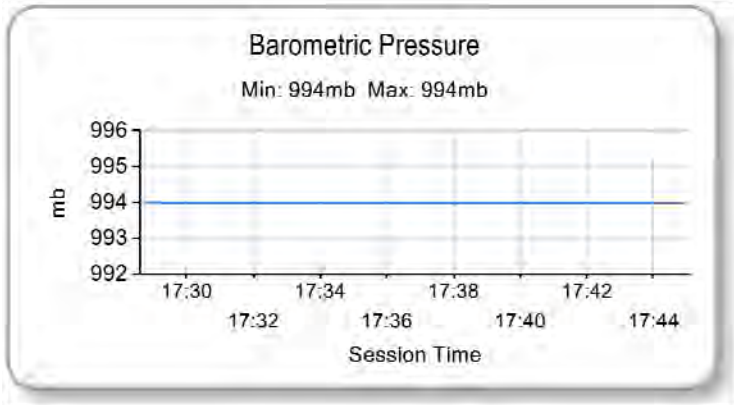
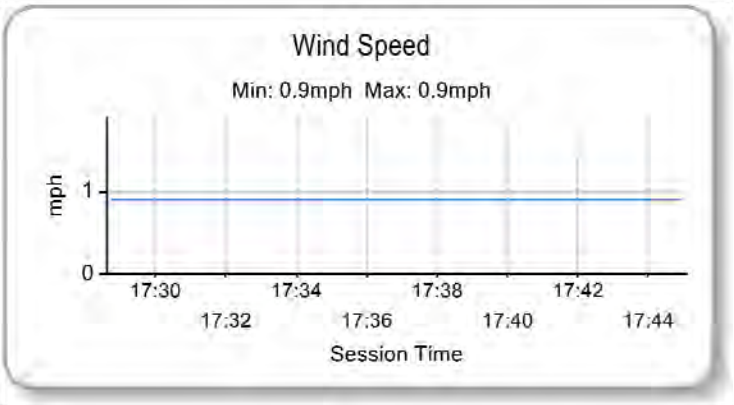
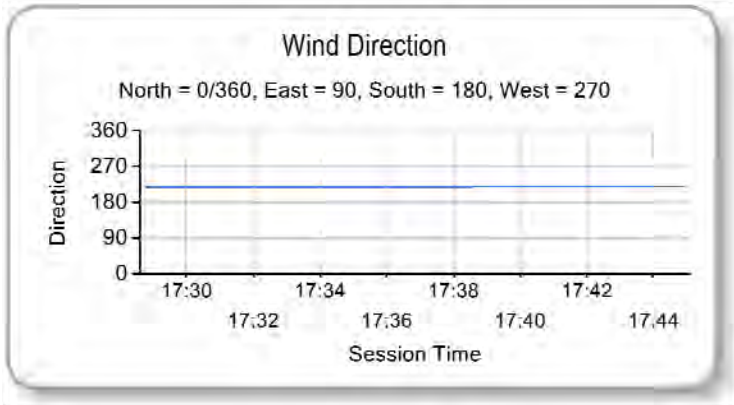
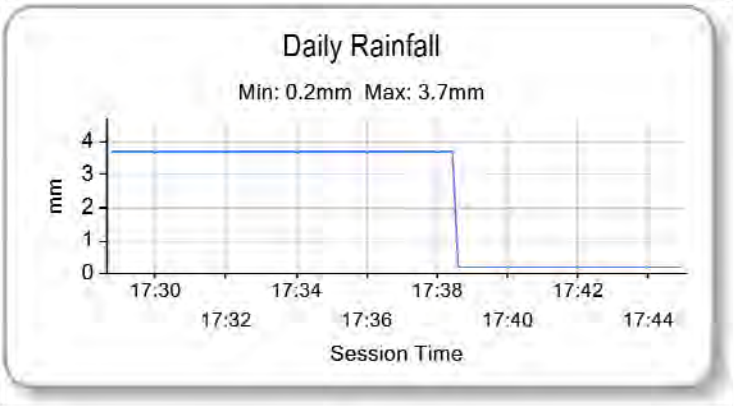
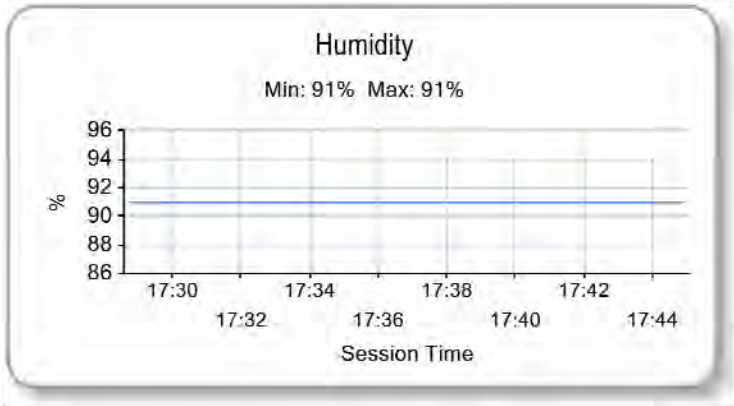
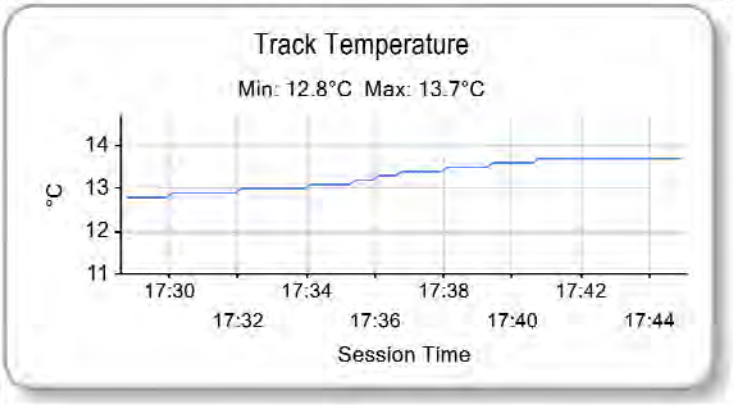
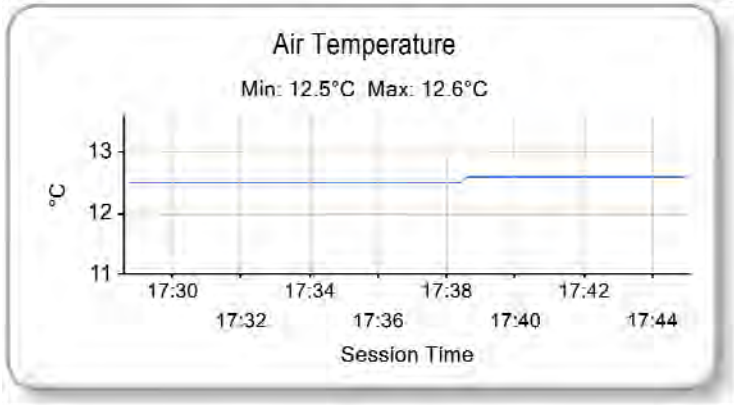
| TIME     | MESSAGE                                 |
|----------|-----------------------------------------|
| 17:32:35 | NO.4 STOPPED TECHNICAL PROBLEM - TURN 4 |

MCRCB BULLETIN TK085

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

QUALIFYING - WEATHER CONDITIONS



MCRCB BULLETIN TK086

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 1 - GRID (15 Laps)



|       |    |    |                               |                               |    |    |    |                               |                             |
|-------|----|----|-------------------------------|-------------------------------|----|----|----|-------------------------------|-----------------------------|
| ROW 7 |    | 1  |                               | 1                             |    | 19 | 4  | PEACH / EDWARDS               |                             |
| ROW 6 | 18 | 73 | 1:05.969<br>PRING / PARKIN    | 17                            |    | 16 | 38 | 1:04.953<br>MOSS / HOPE       |                             |
| ROW 5 |    | 15 | 26                            | 1:00.815<br>ATKINSON / SMITH  | 14 |    | 13 | 17                            | 1:00.641<br>CLARKE / ENSOR  |
| ROW 4 | 12 | 8  | 1:00.461<br>M.BELL / COLBROOK | 11                            |    | 10 | 2  | 59.680<br>J.HOLDEN / CONIL    |                             |
| ROW 3 |    | 9  | 93                            | 58.931<br>G.HOLDEN / LAWRENCE | 8  |    | 7  | 5                             | 58.827<br>BIGGS / SEGERS    |
| ROW 2 | 6  | 18 | 58.427<br>P.BELL / HYDE       | 5                             |    | 4  | 95 | 57.975<br>BLACKSTOCK / ROSNEY |                             |
| ROW 1 |    | 3  | 29                            | 57.777<br>KERSHAW / SHARPE    | 2  |    | 1  | 84                            | 57.700<br>LAIDLAW / LAIDLAW |
|       |    |    |                               |                               |    |    |    |                               | Pole                        |

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

Knockhill: 1.2669 miles

|                             |           |                       |  |
|-----------------------------|-----------|-----------------------|--|
| Race Director: Stuart Higgs | Stewards: | Timekeeper: Sam Jones |  |
|-----------------------------|-----------|-----------------------|--|

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

Printed - 17:52 Friday, 14 June 2024

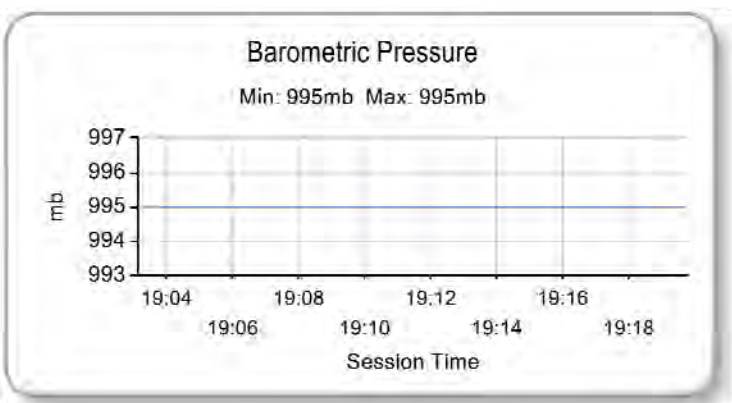
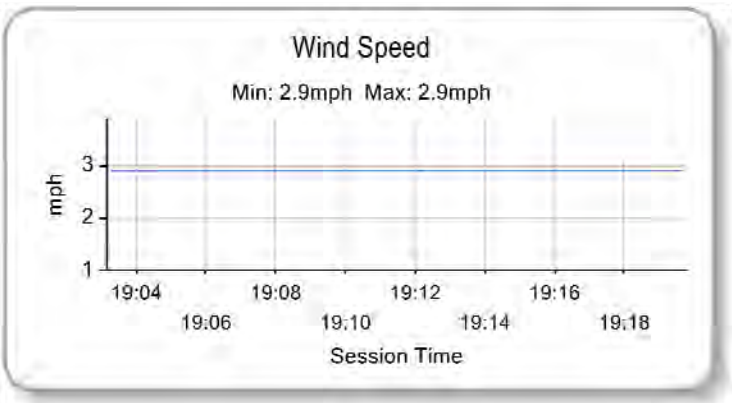
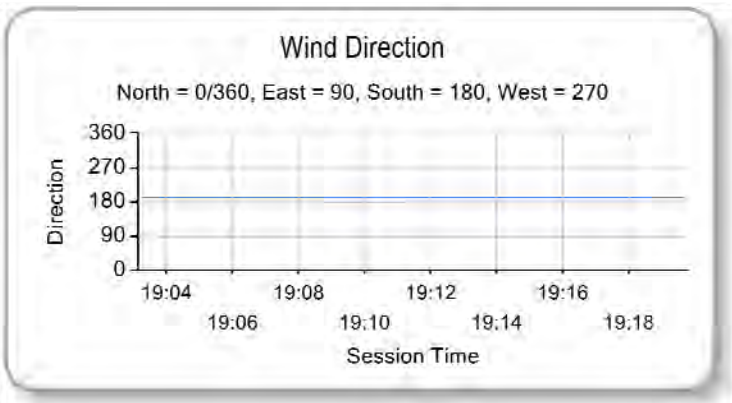
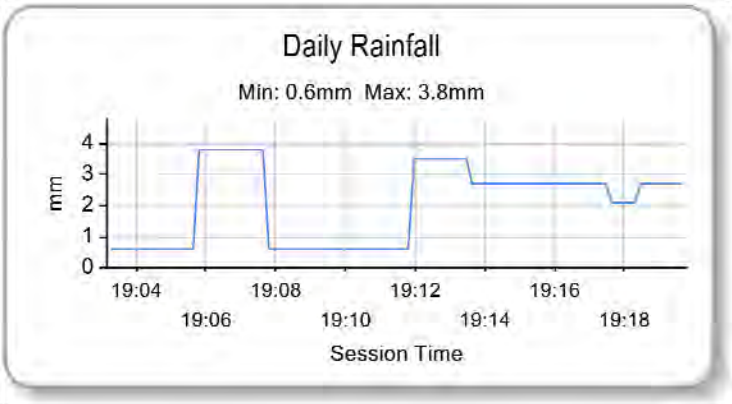
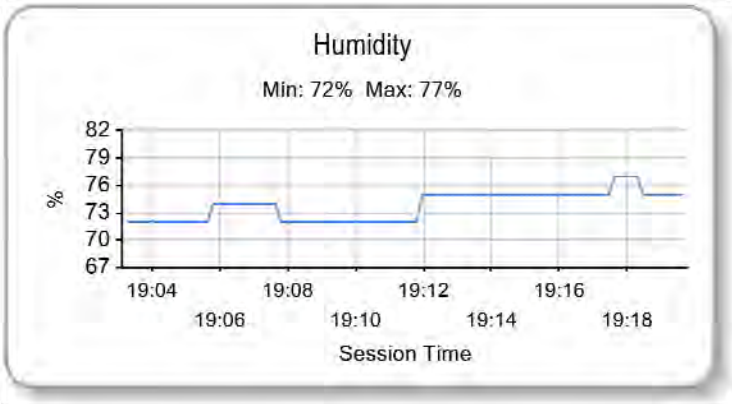
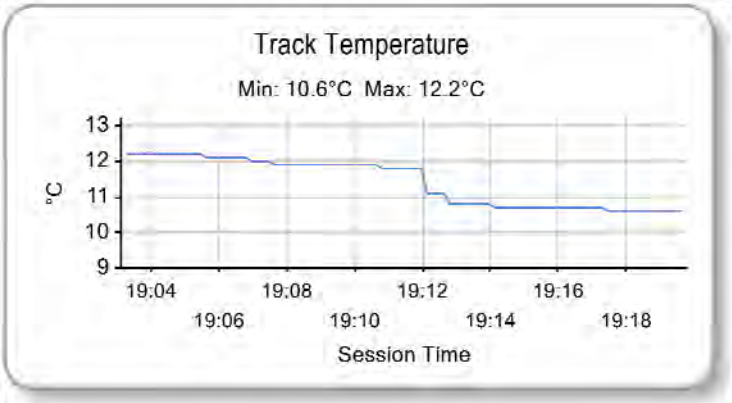
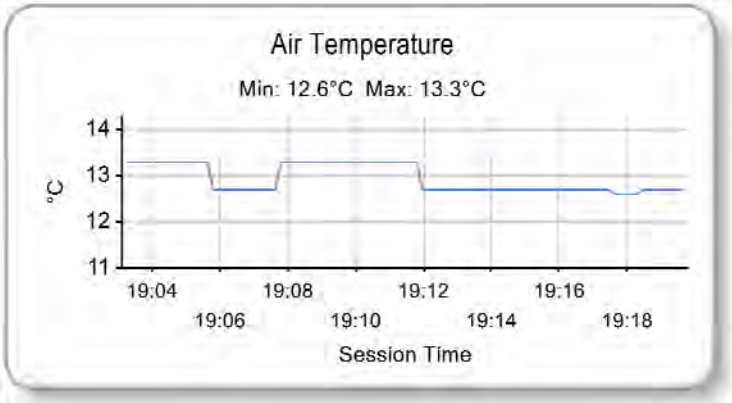


MCRCB BULLETIN TK235

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 1 - WEATHER CONDITIONS



MCRCB BULLETIN TK226

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 1 - CLASSIFICATION

Race Distance: 7 Laps / 8.86 miles



| POS | NO | CL  | PIC | NAME                | ENTRY                                                  | LAPS | TIME     | GAP   | DIFF  | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|----|-----|-----|---------------------|--------------------------------------------------------|------|----------|-------|-------|-------|----------|----|-----|----|
| 1   | 84 | CUP | 1   | LAIDLOW / LAIDLOW   | LCR Yamaha - Express Tyre Service / Pendragon Services | 7    | 7:16.364 |       |       | 73.16 | 1:01.601 | 5  | 1   | 0  |
| 2   | 95 | GP  | 1   | BLACKSTOCK / ROSNEY | LCR Yamaha - Dave Holden Racing                        | 7    | 7:17.360 | 0.996 | 0.996 | 73.00 | 1:01.432 | 5  | 3   | 1  |
| 3   | 29 | GP  | 2   | KERSHAW / SHARPE    | LCR Yamaha - Blinkbonny Quarry                         | 6    | 6:17.026 | 1 Lap | 1 Lap | 72.58 | 1:01.915 | 5  | 2   | -1 |
| 4   | 18 | CUP | 2   | P.BELL / HYDE       | LCR Yamaha - Marin Motorsports / HFF Civil Engineering | 6    | 6:18.338 | 1 Lap |       | 72.33 | 1:01.746 | 3  | 4   | 0  |
| 5   | 93 | GP  | 3   | G.HOLDEN / LAWRENCE | LCR Kawasaki - Holden Racing                           | 6    | 6:19.346 | 1 Lap | 1.008 | 72.14 | 1:02.023 | 3  | 6   | 1  |
| 6   | 2  | GP  | 4   | J.HOLDEN / CONIL    | LCR Yamaha - John Holden Racing                        | 6    | 6:27.554 | 1 Lap | 8.208 | 70.61 | 1:02.566 | 4  | 7   | 1  |
| 7   | 4  | CUP | 3   | PEACH / EDWARDS     | LCR Yamaha - Life Safety Motorsport                    | 6    | 6:36.087 | 1 Lap | 8.533 | 69.09 | 1:04.563 | 6  | 13  | 6  |
| 8   | 5  | GP  | 5   | BIGGS / SEGERS      | LCR Yamaha - Express Tyre Service/Santander Salt       | 6    | 6:39.010 | 1 Lap | 2.923 | 68.58 | 1:03.928 | 5  | 5   | -3 |
| 9   | 26 | CUP | 4   | ATKINSON / SMITH    | Adolf RS Yamaha - Mecsia/RAF Engineering               | 6    | 6:42.909 | 1 Lap | 3.899 | 67.92 | 1:05.439 | 3  | 10  | 1  |
| 10  | 38 | CUP | 5   | MOSS / HOPE         | LCR Yamaha - LifeSafety Motorsport - CMR               | 6    | 6:50.211 | 1 Lap | 7.302 | 66.71 | 1:06.978 | 4  | 11  | 1  |
| 11  | 73 | WC  | 1   | PRING / PARKIN      | Shand Yamaha - KCP Environmental Services/R&M Appleby  | 6    | 6:55.804 | 1 Lap | 5.593 | 65.81 | 1:07.189 | 3  | 12  | 1  |

NOT CLASSIFIED

|     |    |     |  |                   |                                                          |   |          |       |  |       |          |   |   |  |
|-----|----|-----|--|-------------------|----------------------------------------------------------|---|----------|-------|--|-------|----------|---|---|--|
| DNF | 17 | CUP |  | CLARKE / ENSOR    | LCR Honda - Centurion Packaging / Finline Sealants / CYB | 6 | 6:33.043 | 1 Lap |  | 69.62 | 1:03.852 | 6 | 9 |  |
| DNF | 8  | CUP |  | M.BELL / COLBROOK | LCR Yamaha - Bell Marin Racing/HFF                       | 0 |          |       |  |       |          |   | 8 |  |

FASTEST LAP

|    |     |                     |                                                        |   |          |           |            |
|----|-----|---------------------|--------------------------------------------------------|---|----------|-----------|------------|
| 95 | GP  | BLACKSTOCK / ROSNEY | LCR Yamaha - Dave Holden Racing                        | 5 | 1:01.432 | 74.24 mph | 119.48 kph |
| 84 | CUP | LAIDLOW / LAIDLOW   | LCR Yamaha - Express Tyre Service / Pendragon Services | 5 | 1:01.601 | 74.04 mph | 119.16 kph |
| 73 | WC  | PRING / PARKIN      | Shand Yamaha - KCP Environmental Services/R&M Appleby  | 3 | 1:07.189 | 67.88 mph | 109.25 kph |

Red Flag (end of session): 19:18

Weather / Track : Rain / Wet

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

Date: 15/06/2024 Start: 19:10 Finish: 19:17

Knockhill: 1.2669 miles

|                             |           |                       |  |
|-----------------------------|-----------|-----------------------|--|
| Race Director: Stuart Higgs | Stewards: | Timekeeper: Sam Jones |  |
|-----------------------------|-----------|-----------------------|--|

MCRCB BULLETIN TK227

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 1 - LAP CHART

| LAP 1 @ 19:11:53.591 |        |          | LAP 5 @ 19:16:02.132 |        |          |
|----------------------|--------|----------|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME |
| 95                   |        | 1:03.974 | 84                   |        | 1:01.601 |
| 84                   | 0.232  | 1:04.206 | 95                   | 0.999  | 1:01.432 |
| 29                   | 1.775  | 1:05.749 | 29                   | 2.283  | 1:01.915 |
| 18                   | 2.377  | 1:06.351 | 18                   | 3.552  | 1:02.589 |
| 93                   | 3.123  | 1:07.097 | 93                   | 4.720  | 1:02.362 |
| 17                   | 6.324  | 1:10.298 | 2                    | 12.289 | 1:02.787 |
| 2                    | 7.177  | 1:11.151 | 17                   | 16.676 | 1:03.984 |
| 4                    | 7.982  | 1:11.956 | 4                    | 19.009 | 1:05.096 |
| 26                   | 9.758  | 1:13.732 | 5                    | 21.939 | 1:03.928 |
| 38                   | 9.985  | 1:13.959 | 26                   | 24.359 | 1:06.079 |
| 73                   | 11.403 | 1:15.377 | 38                   | 30.347 | 1:07.268 |
| 5                    | 13.285 | 1:17.259 | 73                   | 34.118 | 1:07.617 |

| LAP 2 @ 19:12:55.430 |        |          | LAP 6 @ 19:17:04.103 |        |          |
|----------------------|--------|----------|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME |
| 95                   |        | 1:01.839 | 84                   |        | 1:01.971 |
| 84                   | 0.125  | 1:01.732 | 95                   | 1.028  | 1:02.000 |
| 29                   | 1.896  | 1:01.960 | 29                   | 2.540  | 1:02.228 |
| 18                   | 3.366  | 1:02.828 | 18                   | 3.852  | 1:02.271 |
| 93                   | 4.572  | 1:03.288 | 93                   | 4.860  | 1:02.111 |
| 17                   | 9.216  | 1:04.731 | 2                    | 13.068 | 1:02.750 |
| 2                    | 10.022 | 1:04.684 | 17                   | 18.557 | 1:03.852 |
| 4                    | 11.105 | 1:04.962 | 4                    | 21.601 | 1:04.563 |
| 26                   | 13.851 | 1:05.932 | 5                    | 24.524 | 1:04.556 |
| 38                   | 15.423 | 1:07.277 | 26                   | 28.423 | 1:06.035 |
| 5                    | 16.187 | 1:04.741 | 38                   | 35.725 | 1:07.349 |
| 73                   | 17.792 | 1:08.228 | 73                   | 41.318 | 1:09.171 |

| LAP 3 @ 19:13:58.545 |        |          | LAP 7 @ 19:18:05.981 |        |          |
|----------------------|--------|----------|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME | NO                   | BEHIND | LAP TIME |
| 95                   |        | 1:03.115 | 84                   |        | 1:01.878 |
| 84                   | 0.035  | 1:03.025 | 95                   | 0.996  | 1:01.846 |
| 29                   | 0.867  | 1:02.086 |                      |        |          |
| 18                   | 1.997  | 1:01.746 |                      |        |          |
| 93                   | 3.480  | 1:02.023 |                      |        |          |
| 2                    | 10.523 | 1:03.616 |                      |        |          |
| 17                   | 11.152 | 1:05.051 |                      |        |          |
| 4                    | 12.650 | 1:04.660 |                      |        |          |
| 26                   | 16.175 | 1:05.439 |                      |        |          |
| 5                    | 17.402 | 1:04.330 |                      |        |          |
| 38                   | 19.688 | 1:07.380 |                      |        |          |
| 73                   | 21.866 | 1:07.189 |                      |        |          |

| LAP 4 @ 19:15:00.531 |        |          |
|----------------------|--------|----------|
| NO                   | BEHIND | LAP TIME |
| 84                   |        | 1:01.951 |
| 95                   | 1.168  | 1:03.154 |
| 29                   | 1.969  | 1:03.088 |
| 18                   | 2.564  | 1:02.553 |
| 93                   | 3.959  | 1:02.465 |
| 2                    | 11.103 | 1:02.566 |
| 17                   | 14.293 | 1:05.127 |
| 4                    | 15.514 | 1:04.850 |
| 5                    | 19.612 | 1:04.196 |
| 26                   | 19.881 | 1:05.692 |
| 38                   | 24.680 | 1:06.978 |
| 73                   | 28.102 | 1:08.222 |

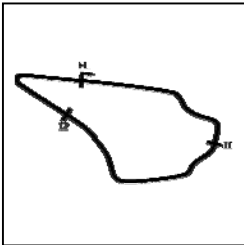
MCRCB BULLETIN TK228

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 1 - POSITION CHART

| No | Name              | Lap | 1  | 2  | 3  | 4  | 5  | 6  | 7  |
|----|-------------------|-----|----|----|----|----|----|----|----|
|    |                   | Pos |    |    |    |    |    |    |    |
| 84 | LAIDLOW / LAIDLOW | 1   | 95 | 95 | 95 | 84 | 84 | 84 | 84 |
| 29 | KERSHAW / SHARPE  | 2   | 84 | 84 | 84 | 95 | 95 | 95 | 95 |
| 95 | BLACKSTOCK / ROSN | 3   | 29 | 29 | 29 | 29 | 29 | 29 |    |
| 18 | P.BELL / HYDE     | 4   | 18 | 18 | 18 | 18 | 18 | 18 |    |
| 5  | BIGGS / SEGERS    | 5   | 93 | 93 | 93 | 93 | 93 | 93 |    |
| 93 | G.HOLDEN / LAWREN | 6   | 17 | 17 | 2  | 2  | 2  | 2  |    |
| 2  | J.HOLDEN / CONIL  | 7   | 2  | 2  | 17 | 17 | 17 | 17 |    |
| 8  | M.BELL / COLBROOK | 8   | 4  | 4  | 4  | 4  | 4  | 4  |    |
| 17 | CLARKE / ENSOR    | 9   | 26 | 26 | 26 | 5  | 5  | 5  |    |
| 26 | ATKINSON / SMITH  | 10  | 38 | 38 | 5  | 26 | 26 | 26 |    |
| 38 | MOSS / HOPE       | 11  | 73 | 5  | 38 | 38 | 38 | 38 |    |
| 73 | PRING / PARKIN    | 12  | 5  | 73 | 73 | 73 | 73 | 73 |    |
| 4  | PEACH / EDWARDS   | 13  |    |    |    |    |    |    |    |



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 84 CUP                 |          | LAIDLAW / LAIDLAW        |       |                    |       | LCR Yamaha - Express Tyre Service / Pendragon Services Inc. |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|-------|-------------------------------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:01.300 |          | BEST LAP TIME : 1:01.601 |       | DIFFERENCE : 0.301 |       |                                                             |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |       | LAP TIME                                                    | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 24.436                   | 104.8 | 16.919             | 99.5  | 1:04.206                                                    | 71.03 | 2.605 | 19:11:53.823 |
| 2 -                       | 20.247   | 24.254                   | 105.0 | 17.231             | 100.3 | 1:01.732 (2)                                                | 73.88 | 0.131 | 19:12:55.555 |
| 3 -                       | 20.752   | 25.047                   | 104.3 | 17.226             | 100.4 | 1:03.025                                                    | 72.36 | 1.424 | 19:13:58.580 |
| 4 -                       | 20.834   | 24.134                   | 104.6 | 16.983             | 99.4  | 1:01.951                                                    | 73.62 | 0.350 | 19:15:00.531 |
| 5 -                       | 20.350   | 24.256                   | 104.5 | 16.995             | 99.1  | 1:01.601 (1)                                                | 74.04 |       | 19:16:02.132 |
| 6 -                       | 20.596   | 24.410                   | 104.0 | 16.965             | 99.2  | 1:01.971                                                    | 73.60 | 0.370 | 19:17:04.103 |
| 7 -                       | 20.395   | 24.296                   | 103.5 | 17.187             | 99.1  | 1:01.878 (3)                                                | 73.71 | 0.277 | 19:18:05.981 |

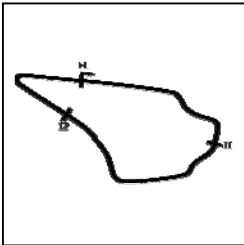
| P2 95 GP                  |          | BLACKSTOCK / ROSNEY      |       |                    |       | LCR Yamaha - Dave Holden Racing |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|-------|---------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:00.914 |          | BEST LAP TIME : 1:01.432 |       | DIFFERENCE : 0.518 |       |                                 |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |       | LAP TIME                        | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 24.312                   | 105.6 | 17.076             | 101.3 | 1:03.974                        | 71.29 | 2.542 | 19:11:53.591 |
| 2 -                       | 19.899   | 24.507                   | 105.5 | 17.433             | 100.9 | 1:01.839 (2)                    | 73.75 | 0.407 | 19:12:55.430 |
| 3 -                       | 20.696   | 24.784                   | 105.5 | 17.635             | 99.8  | 1:03.115                        | 72.26 | 1.683 | 19:13:58.545 |
| 4 -                       | 21.171   | 24.615                   | 106.0 | 17.368             | 100.6 | 1:03.154                        | 72.22 | 1.722 | 19:15:01.699 |
| 5 -                       | 20.069   | 24.014                   | 106.6 | 17.349             | 100.3 | 1:01.432 (1)                    | 74.24 |       | 19:16:03.131 |
| 6 -                       | 20.185   | 24.332                   | 105.3 | 17.483             | 100.6 | 1:02.000                        | 73.56 | 0.568 | 19:17:05.131 |
| 7 -                       | 20.289   | 24.556                   | 105.1 | 17.001             | 100.4 | 1:01.846 (3)                    | 73.74 | 0.414 | 19:18:06.977 |

| P3 29 GP                  |          | KERSHAW / SHARPE         |       |                    |       | LCR Yamaha - Blinkbonny Quarry |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|-------|--------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:01.654 |          | BEST LAP TIME : 1:01.915 |       | DIFFERENCE : 0.261 |       |                                |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |       | LAP TIME                       | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 24.694                   | 105.0 | 17.781             | 98.3  | 1:05.749                       | 69.37 | 3.834 | 19:11:55.366 |
| 2 -                       | 20.525   | 24.245                   | 106.1 | 17.190             | 99.8  | 1:01.960 (2)                   | 73.61 | 0.045 | 19:12:57.326 |
| 3 -                       | 20.305   | 24.322                   | 99.5  | 17.459             | 100.1 | 1:02.086 (3)                   | 73.46 | 0.171 | 19:13:59.412 |
| 4 -                       | 20.926   | 24.381                   | 104.3 | 17.781             | 100.4 | 1:03.088                       | 72.29 | 1.173 | 19:15:02.500 |
| 5 -                       | 20.219   | 24.313                   | 104.2 | 17.383             | 100.3 | 1:01.915 (1)                   | 73.66 |       | 19:16:04.415 |
| 6 -                       | 20.315   | 24.585                   | 104.8 | 17.328             | 101.5 | 1:02.228                       | 73.29 | 0.313 | 19:17:06.643 |

| P4 18 CUP                 |          | P.BELL / HYDE            |       |                    |      | LCR Yamaha - Marin Motorsports / HFF Civil Engineering |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|------|--------------------------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:01.663 |          | BEST LAP TIME : 1:01.746 |       | DIFFERENCE : 0.083 |      |                                                        |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |      | LAP TIME                                               | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 25.211                   | 103.2 | 17.068             | 98.6 | 1:06.351                                               | 68.74 | 4.605 | 19:11:55.968 |
| 2 -                       | 20.787   | 24.528                   | 103.7 | 17.513             | 99.7 | 1:02.828                                               | 72.59 | 1.082 | 19:12:58.796 |
| 3 -                       | 20.326   | 24.269                   | 104.0 | 17.151             | 99.5 | 1:01.746 (1)                                           | 73.86 |       | 19:14:00.542 |
| 4 -                       | 20.450   | 24.679                   | 104.3 | 17.424             | 99.1 | 1:02.553 (3)                                           | 72.91 | 0.807 | 19:15:03.095 |
| 5 -                       | 20.556   | 24.531                   | 103.5 | 17.502             | 97.5 | 1:02.589                                               | 72.87 | 0.843 | 19:16:05.684 |
| 6 -                       | 20.554   | 24.477                   | 103.2 | 17.240             | 97.6 | 1:02.271 (2)                                           | 73.24 | 0.525 | 19:17:07.955 |

| P5 93 GP                  |          | G.HOLDEN / LAWRENCE      |       |                    |       | LCR Kawasaki - Holden Racing |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|-------|------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:01.785 |          | BEST LAP TIME : 1:02.023 |       | DIFFERENCE : 0.238 |       |                              |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |       | LAP TIME                     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 25.233                   | 106.5 | 17.306             | 102.2 | 1:07.097                     | 67.97 | 5.074 | 19:11:56.714 |
| 2 -                       | 21.053   | 24.727                   | 107.2 | 17.508             | 101.8 | 1:03.288                     | 72.06 | 1.265 | 19:13:00.002 |
| 3 -                       | 20.498   | 24.509                   | 106.8 | 17.016             | 102.9 | 1:02.023 (1)                 | 73.53 |       | 19:14:02.025 |
| 4 -                       | 20.709   | 24.564                   | 107.2 | 17.192             | 102.2 | 1:02.465                     | 73.01 | 0.442 | 19:15:04.490 |
| 5 -                       | 20.500   | 24.817                   | 104.2 | 17.045             | 102.9 | 1:02.362 (3)                 | 73.13 | 0.339 | 19:16:06.852 |
| 6 -                       | 20.359   | 24.835                   | 104.2 | 16.917             | 102.1 | 1:02.111 (2)                 | 73.43 | 0.088 | 19:17:08.963 |

RACE 1 - SECTOR ANALYSIS



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

| P6                        |          | 2 GP                     |       | J.HOLDEN / CONIL   |       | LCR Yamaha - John Holden Racing |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|-------|---------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:02.212 |          | BEST LAP TIME : 1:02.566 |       | DIFFERENCE : 0.354 |       |                                 |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |       | LAP TIME                        | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 26.227                   | 96.6  | 18.734             | 100.3 | 1:11.151                        | 64.10 | 8.585 | 19:12:00.768 |
| 2 -                       | 20.959   | 25.565                   | 104.6 | 18.160             | 100.7 | 1:04.684                        | 70.51 | 2.118 | 19:13:05.452 |
| 3 -                       | 21.061   | 25.028                   | 103.5 | 17.527             | 101.3 | 1:03.616                        | 71.69 | 1.050 | 19:14:09.068 |
| 4 -                       | 20.671   | 24.779                   | 105.6 | 17.116             | 100.9 | 1:02.566 (1)                    | 72.90 |       | 19:15:11.634 |
| 5 -                       | 20.317   | 24.850                   | 104.3 | 17.620             | 100.4 | 1:02.787 (3)                    | 72.64 | 0.221 | 19:16:14.421 |
| 6 -                       | 20.669   | 24.916                   | 103.7 | 17.165             | 100.7 | 1:02.750 (2)                    | 72.68 | 0.184 | 19:17:17.171 |

| P7                        |          | 4 CUP                    |       | PEACH / EDWARDS    |      | LCR Yamaha - Life Safety Motorsport |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|------|-------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:03.922 |          | BEST LAP TIME : 1:04.563 |       | DIFFERENCE : 0.641 |      |                                     |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |      | LAP TIME                            | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 26.046                   | 95.1  | 18.535             | 95.5 | 1:11.956                            | 63.38 | 7.393 | 19:12:01.573 |
| 2 -                       | 21.197   | 25.184                   | 99.7  | 18.581             | 94.3 | 1:04.962                            | 70.21 | 0.399 | 19:13:06.535 |
| 3 -                       | 21.302   | 25.395                   | 100.0 | 17.963             | 94.7 | 1:04.660 (2)                        | 70.53 | 0.097 | 19:14:11.195 |
| 4 -                       | 21.259   | 25.267                   | 100.3 | 18.324             | 95.1 | 1:04.850 (3)                        | 70.33 | 0.287 | 19:15:16.045 |
| 5 -                       | 21.126   | 25.552                   | 99.7  | 18.418             | 93.4 | 1:05.096                            | 70.06 | 0.533 | 19:16:21.141 |
| 6 -                       | 21.121   | 25.825                   | 98.8  | 17.617             | 94.3 | 1:04.563 (1)                        | 70.64 |       | 19:17:25.704 |

| P8                        |          | 5 GP                     |       | BIGGS / SEGERS     |       | LCR Yamaha - Express Tyre Service/Santander Salt |       |        |              |
|---------------------------|----------|--------------------------|-------|--------------------|-------|--------------------------------------------------|-------|--------|--------------|
| IDEAL LAP TIME : 1:03.019 |          | BEST LAP TIME : 1:03.928 |       | DIFFERENCE : 0.909 |       |                                                  |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |       | LAP TIME                                         | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 25.779                   | 103.4 | 26.241             | 95.5  | 1:17.259                                         | 59.03 | 13.331 | 19:12:06.876 |
| 2 -                       | 21.391   | 25.416                   | 105.0 | 17.934             | 99.1  | 1:04.741                                         | 70.45 | 0.813  | 19:13:11.617 |
| 3 -                       | 21.320   | 25.714                   | 104.8 | 17.296             | 99.7  | 1:04.330 (3)                                     | 70.90 | 0.402  | 19:14:15.947 |
| 4 -                       | 20.644   | 25.829                   | 104.5 | 17.723             | 100.1 | 1:04.196 (2)                                     | 71.04 | 0.268  | 19:15:20.143 |
| 5 -                       | 21.079   | 25.079                   | 105.3 | 17.770             | 101.2 | 1:03.928 (1)                                     | 71.34 |        | 19:16:24.071 |
| 6 -                       | 21.148   | 25.526                   | 104.6 | 17.882             | 100.3 | 1:04.556                                         | 70.65 | 0.628  | 19:17:28.627 |

| P9                        |          | 26 CUP                   |       | ATKINSON / SMITH   |       | Adolf RS Yamaha - Mecsia/RAF Engineering |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|-------|------------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:04.694 |          | BEST LAP TIME : 1:05.439 |       | DIFFERENCE : 0.745 |       |                                          |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |       | LAP TIME                                 | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 27.323                   | 93.8  | 19.454             | 99.4  | 1:13.732                                 | 61.86 | 8.293 | 19:12:03.349 |
| 2 -                       | 22.190   | 25.961                   | 103.5 | 17.781             | 99.4  | 1:05.932 (3)                             | 69.17 | 0.493 | 19:13:09.281 |
| 3 -                       | 21.999   | 25.971                   | 104.2 | 17.469             | 100.0 | 1:05.439 (1)                             | 69.70 |       | 19:14:14.720 |
| 4 -                       | 21.483   | 26.035                   | 102.4 | 18.174             | 99.5  | 1:05.692 (2)                             | 69.43 | 0.253 | 19:15:20.412 |
| 5 -                       | 22.466   | 25.742                   | 104.3 | 17.871             | 99.7  | 1:06.079                                 | 69.02 | 0.640 | 19:16:26.491 |
| 6 -                       | 21.839   | 26.211                   | 103.0 | 17.985             | 99.5  | 1:06.035                                 | 69.07 | 0.596 | 19:17:32.526 |

| P10                       |          | 38 CUP                   |      | MOSS / HOPE        |      | LCR Yamaha - LifeSafety Motorsport - CMR |       |       |              |
|---------------------------|----------|--------------------------|------|--------------------|------|------------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:06.671 |          | BEST LAP TIME : 1:06.978 |      | DIFFERENCE : 0.307 |      |                                          |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |      | SECTOR 3           |      | LAP TIME                                 | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 27.255                   | 96.5 | 18.820             | 90.0 | 1:13.959                                 | 61.67 | 6.981 | 19:12:03.576 |
| 2 -                       | 22.254   | 26.768                   | 95.8 | 18.255             | 91.1 | 1:07.277 (3)                             | 67.79 | 0.299 | 19:13:10.853 |
| 3 -                       | 22.301   | 26.855                   | 96.6 | 18.224             | 91.5 | 1:07.380                                 | 67.69 | 0.402 | 19:14:18.233 |
| 4 -                       | 21.935   | 26.677                   | 96.2 | 18.366             | 90.5 | 1:06.978 (1)                             | 68.09 |       | 19:15:25.211 |
| 5 -                       | 22.401   | 26.702                   | 96.2 | 18.165             | 91.1 | 1:07.268 (2)                             | 67.80 | 0.290 | 19:16:32.479 |
| 6 -                       | 21.829   | 26.959                   | 95.1 | 18.561             | 90.3 | 1:07.349                                 | 67.72 | 0.371 | 19:17:39.828 |

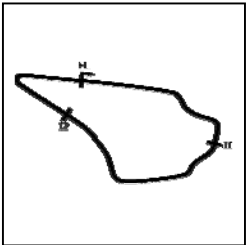
| P11                       |          | 73 WC                    |       | PRING / PARKIN     |      | Shand Yamaha - KCP Environmental Services/R&M Appleby Ltd |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|------|-----------------------------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:06.412 |          | BEST LAP TIME : 1:07.189 |       | DIFFERENCE : 0.777 |      |                                                           |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |      | LAP TIME                                                  | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 27.744                   | 99.4  | 19.658             | 88.5 | 1:15.377                                                  | 60.51 | 8.188 | 19:12:04.994 |
| 2 -                       | 22.834   | 26.904                   | 99.2  | 18.490             | 94.1 | 1:08.228                                                  | 66.85 | 1.039 | 19:13:13.222 |
| 3 -                       | 22.589   | 26.348                   | 100.0 | 18.252             | 96.2 | 1:07.189 (1)                                              | 67.88 |       | 19:14:20.411 |
| 4 -                       | 22.183   | 27.409                   | 97.9  | 18.630             | 94.7 | 1:08.222 (3)                                              | 66.85 | 1.033 | 19:15:28.633 |
| 5 -                       | 21.812   | 26.962                   | 97.3  | 18.843             | 95.7 | 1:07.617 (2)                                              | 67.45 | 0.428 | 19:16:36.250 |
| 6 -                       | 22.700   | 27.494                   | 97.5  | 18.977             | 92.3 | 1:09.171                                                  | 65.93 | 1.982 | 19:17:45.421 |

MCRCB BULLETIN TK229

2024 Bennetts British Superbike Championship - Round 4

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RACE 1 - SECTOR ANALYSIS



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

|                           |          |                          |       |                    |      |                                                               |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|------|---------------------------------------------------------------|-------|-------|--------------|
| P12                       |          | 17 CUP                   |       | CLARKE / ENSOR     |      | LCR Honda - Centurion Packaging / Fineline Sealants / CYB Fit |       |       |              |
| IDEAL LAP TIME : 1:03.653 |          | BEST LAP TIME : 1:03.852 |       | DIFFERENCE : 0.199 |      |                                                               |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |      | LAP TIME                                                      | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 26.390                   | 97.1  | 18.145             | 95.4 | 1:10.298                                                      | 64.88 | 6.446 | 19:11:59.915 |
| 2 -                       | 20.768   | 26.171                   | 102.4 | 17.792             | 97.5 | 1:04.731 (3)                                                  | 70.46 | 0.879 | 19:13:04.646 |
| 3 -                       | 21.239   | 25.726                   | 98.5  | 18.086             | 97.5 | 1:05.051                                                      | 70.11 | 1.199 | 19:14:09.697 |
| 4 -                       | 21.810   | 25.707                   | 100.0 | 17.610             | 97.3 | 1:05.127                                                      | 70.03 | 1.275 | 19:15:14.824 |
| 5 -                       | 20.891   | 25.530                   | 102.4 | 17.563             | 97.1 | 1:03.984 (2)                                                  | 71.28 | 0.132 | 19:16:18.808 |
| 6 -                       | 20.696   | 25.394                   | 102.6 | 17.762             | 96.8 | 1:03.852 (1)                                                  | 71.43 |       | 19:17:22.660 |

MCRCB BULLETIN TK230

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2024 Express Tyre Service British Sidecar Championship

RACE 1 - BEST SECTORS

| SECTOR 1 |    |                     |        | SECTOR 2 |                     |        |    | SECTOR 3            |        |             |    | IDEAL / BEST COMPARISON |          |          |       |  |
|----------|----|---------------------|--------|----------|---------------------|--------|----|---------------------|--------|-------------|----|-------------------------|----------|----------|-------|--|
| POS      | NO | NAME                | TIME   | NO       | NAME                | TIME   | NO | NAME                | TIME   | POS         | NO | NAME                    | IDEAL    | BEST     | DIFF  |  |
|          |    |                     |        |          |                     |        |    |                     |        | PERFECT LAP |    | 1:00.830                |          |          |       |  |
| 1        | 95 | BLACKSTOCK / ROSNEY | 19.899 | 95       | BLACKSTOCK / ROSNEY | 24.014 | 93 | G.HOLDEN / LAWRENCE | 16.917 | 1           | 95 | BLACKSTOCK / ROSNEY     | 1:00.914 | 1:01.432 | 0.518 |  |
| 2        | 29 | KERSHAW / SHARPE    | 20.219 | 84       | LAIDLLOW / LAIDLLOW | 24.134 | 84 | LAIDLLOW / LAIDLLOW | 16.919 | 2           | 84 | LAIDLLOW / LAIDLLOW     | 1:01.300 | 1:01.601 | 0.301 |  |
| 3        | 84 | LAIDLLOW / LAIDLLOW | 20.247 | 29       | KERSHAW / SHARPE    | 24.245 | 95 | BLACKSTOCK / ROSNEY | 17.001 | 3           | 29 | KERSHAW / SHARPE        | 1:01.654 | 1:01.915 | 0.261 |  |
| 4        | 2  | J.HOLDEN / CONIL    | 20.317 | 18       | P.BELL / HYDE       | 24.269 | 18 | P.BELL / HYDE       | 17.068 | 4           | 18 | P.BELL / HYDE           | 1:01.663 | 1:01.746 | 0.083 |  |
| 5        | 18 | P.BELL / HYDE       | 20.326 | 93       | G.HOLDEN / LAWRENCE | 24.509 | 2  | J.HOLDEN / CONIL    | 17.116 | 5           | 93 | G.HOLDEN / LAWRENCE     | 1:01.785 | 1:02.023 | 0.238 |  |
| 6        | 93 | G.HOLDEN / LAWRENCE | 20.359 | 2        | J.HOLDEN / CONIL    | 24.779 | 29 | KERSHAW / SHARPE    | 17.190 | 6           | 2  | J.HOLDEN / CONIL        | 1:02.212 | 1:02.566 | 0.354 |  |
| 7        | 5  | BIGGS / SEGERS      | 20.644 | 5        | BIGGS / SEGERS      | 25.079 | 5  | BIGGS / SEGERS      | 17.296 | 7           | 5  | BIGGS / SEGERS          | 1:03.019 | 1:03.928 | 0.909 |  |
| 8        | 17 | CLARKE / ENSOR      | 20.696 | 4        | PEACH / EDWARDS     | 25.184 | 26 | ATKINSON / SMITH    | 17.469 | 8           | 17 | CLARKE / ENSOR          | 1:03.653 | 1:03.852 | 0.199 |  |
| 9        | 4  | PEACH / EDWARDS     | 21.121 | 17       | CLARKE / ENSOR      | 25.394 | 17 | CLARKE / ENSOR      | 17.563 | 9           | 4  | PEACH / EDWARDS         | 1:03.922 | 1:04.563 | 0.641 |  |
| 10       | 26 | ATKINSON / SMITH    | 21.483 | 8        | M.BELL / COLBROOK   | 25.447 | 4  | PEACH / EDWARDS     | 17.617 | 10          | 26 | ATKINSON / SMITH        | 1:04.694 | 1:05.439 | 0.745 |  |
| 11       | 73 | PRING / PARKIN      | 21.812 | 26       | ATKINSON / SMITH    | 25.742 | 38 | MOSS / HOPE         | 18.165 | 11          | 73 | PRING / PARKIN          | 1:06.412 | 1:07.189 | 0.777 |  |
| 12       | 38 | MOSS / HOPE         | 21.829 | 73       | PRING / PARKIN      | 26.348 | 73 | PRING / PARKIN      | 18.252 | 12          | 38 | MOSS / HOPE             | 1:06.671 | 1:06.978 | 0.307 |  |
| 13       |    |                     |        | 38       | MOSS / HOPE         | 26.677 |    |                     |        |             |    |                         |          |          |       |  |

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2024 Bennetts British Superbike Championship - Round 4

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RACE 1 - BEST SPEEDS

| INTERMEDIATE 1 |    |      |     | INTERMEDIATE 2 |                     |       | FINISH LINE |                     |       |
|----------------|----|------|-----|----------------|---------------------|-------|-------------|---------------------|-------|
| POS            | NO | NAME | MPH | NO             | NAME                | MPH   | NO          | NAME                | MPH   |
| 1              |    |      |     | 93             | G.HOLDEN / LAWRENCE | 107.2 | 93          | G.HOLDEN / LAWRENCE | 102.9 |
| 2              |    |      |     | 95             | BLACKSTOCK / ROSNEY | 106.6 | 29          | KERSHAW / SHARPE    | 101.5 |
| 3              |    |      |     | 29             | KERSHAW / SHARPE    | 106.1 | 95          | BLACKSTOCK / ROSNEY | 101.3 |
| 4              |    |      |     | 2              | J.HOLDEN / CONIL    | 105.6 | 2           | J.HOLDEN / CONIL    | 101.3 |
| 5              |    |      |     | 5              | BIGGS / SEGERS      | 105.3 | 5           | BIGGS / SEGERS      | 101.2 |
| 6              |    |      |     | 84             | LAIDLOW / LAIDLOW   | 105.0 | 84          | LAIDLOW / LAIDLOW   | 100.4 |
| 7              |    |      |     | 18             | P.BELL / HYDE       | 104.3 | 26          | ATKINSON / SMITH    | 100.0 |
| 8              |    |      |     | 26             | ATKINSON / SMITH    | 104.3 | 18          | P.BELL / HYDE       | 99.7  |
| 9              |    |      |     | 17             | CLARKE / ENSOR      | 102.6 | 17          | CLARKE / ENSOR      | 97.5  |
| 10             |    |      |     | 8              | M.BELL / COLBROOK   | 102.1 | 73          | PRING / PARKIN      | 96.2  |
| 11             |    |      |     | 4              | PEACH / EDWARDS     | 100.3 | 4           | PEACH / EDWARDS     | 95.5  |
| 12             |    |      |     | 73             | PRING / PARKIN      | 100.0 | 38          | MOSS / HOPE         | 91.5  |
| 13             |    |      |     | 38             | MOSS / HOPE         | 96.6  |             |                     |       |

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2024 Bennetts British Superbike Championship - Round 4

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RACE 1 - FASTEST LAP CLASSIFICATION

| POS | RACE POS | NO | CL  | NAME                | ENTRY                                                                      | BEST     | ON |
|-----|----------|----|-----|---------------------|----------------------------------------------------------------------------|----------|----|
| 1   | 2        | 95 | GP  | BLACKSTOCK / ROSNEY | LCR Yamaha - Dave Holden Racing                                            | 1:01.432 | 5  |
| 2   | 1        | 84 | CUP | LAIDLOW / LAIDLOW   | LCR Yamaha - Express Tyre Service / Pendragon Services Inc / Eife Racing   | 1:01.601 | 5  |
| 3   | 4        | 18 | CUP | P.BELL / HYDE       | LCR Yamaha - Marin Motorsports / HFF Civil Engineering                     | 1:01.746 | 3  |
| 4   | 3        | 29 | GP  | KERSHAW / SHARPE    | LCR Yamaha - Blinkbonny Quarry                                             | 1:01.915 | 5  |
| 5   | 5        | 93 | GP  | G.HOLDEN / LAWRENCE | LCR Kawasaki - Holden Racing                                               | 1:02.023 | 3  |
| 6   | 6        | 2  | GP  | J.HOLDEN / CONIL    | LCR Yamaha - John Holden Racing                                            | 1:02.566 | 4  |
| 7   | 12       | 17 | CUP | CLARKE / ENSOR      | LCR Honda - Centurion Packaging / Fineline Sealants / CYB Fibreglass & Cit | 1:03.852 | 6  |
| 8   | 8        | 5  | GP  | BIGGS / SEGERS      | LCR Yamaha - Express Tyre Service/Santander Salt                           | 1:03.928 | 5  |
| 9   | 7        | 4  | CUP | PEACH / EDWARDS     | LCR Yamaha - Life Safety Motorsport                                        | 1:04.563 | 6  |
| 10  | 9        | 26 | CUP | ATKINSON / SMITH    | Adolf RS Yamaha - Mecsia/RAF Engineering                                   | 1:05.439 | 3  |
| 11  | 10       | 38 | CUP | MOSS / HOPE         | LCR Yamaha - LifeSafety Motorsport - CMR                                   | 1:06.978 | 4  |
| 12  | 11       | 73 | WC  | PRING / PARKIN      | Shand Yamaha - KCP Environmental Services/R&M Appleby Ltd                  | 1:07.189 | 3  |

MCRCB BULLETIN TK233

2024 Bennetts British Superbike Championship - Round 4

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RACE 1 - STATISTICS

Competitors Started 13

Planned Start 2024-06-15 @ 19:25:00.000

Actual Start 2024-06-15 @ 19:10:49.616

Finish Time 2024-06-15 @ 19:17:06.642

Track Length 1.2669mi.

Total Laps 74

Total Distance Covered 93.7562mi.

Session Fastest Lap History

| NO | CL  | NAME                | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|-----|---------------------|----------|--------------|-----|------------|
| 95 | GP  | BLACKSTOCK / ROSNEY | 1:01.839 | 19:12:55.430 | 2   | LCR Yamaha |
| 84 | CUP | LAIDLAW / LAIDLAW   | 1:01.732 | 19:12:55.555 | 2   | LCR Yamaha |
| 84 | CUP | LAIDLAW / LAIDLAW   | 1:01.601 | 19:16:02.132 | 5   | LCR Yamaha |
| 95 | GP  | BLACKSTOCK / ROSNEY | 1:01.432 | 19:16:03.131 | 5   | LCR Yamaha |

Session Leader History

| NO | CL  | NAME                | FROM LAP | LAPS LED | DISTANCE   | VEHICLE    |
|----|-----|---------------------|----------|----------|------------|------------|
| 95 | GP  | BLACKSTOCK / ROSNEY | 1        | 3        | 3.80 miles | LCR Yamaha |
| 84 | CUP | LAIDLAW / LAIDLAW   | 4        | 4        | 5.06 miles | LCR Yamaha |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 19:10:49.616 |
| FINISH | 19:17:06.642 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 7          | 8:48.792   |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

MCRCB BULLETIN TK233

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 1 - STATISTICS

CLASS : CUP 7 Starters

Fastest Lap History

| NO | NAME              | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|-------------------|----------|--------------|-----|------------|
| 84 | LAIDLOW / LAIDLOW | 1:01.732 | 19:12:55.555 | 2   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 1:01.601 | 19:16:02.132 | 5   | LCR Yamaha |

Leader History

| NO | NAME              | FROM LAP | LAPS LED | DISTANCE   | VEHICLE    |
|----|-------------------|----------|----------|------------|------------|
| 84 | LAIDLOW / LAIDLOW | 1        | 7        | 8.86 miles | LCR Yamaha |

MCRCB BULLETIN TK233

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 1 - STATISTICS

CLASS : GP 5 Starters

Fastest Lap History

| NO | NAME                | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|---------------------|----------|--------------|-----|------------|
| 95 | BLACKSTOCK / ROSNEY | 1:01.839 | 19:12:55.430 | 2   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 1:01.432 | 19:16:03.131 | 5   | LCR Yamaha |

Leader History

| NO | NAME                | FROM LAP | LAPS LED | DISTANCE   | VEHICLE    |
|----|---------------------|----------|----------|------------|------------|
| 95 | BLACKSTOCK / ROSNEY | 1        | 7        | 8.86 miles | LCR Yamaha |

MCRCB BULLETIN TK233

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 1 - STATISTICS

CLASS : WC 1 Starters

Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----------------|----------|--------------|-----|--------------|
| 73 | PRING / PARKIN | 1:08.228 | 19:13:13.222 | 2   | Shand Yamaha |
| 73 | PRING / PARKIN | 1:07.189 | 19:14:20.411 | 3   | Shand Yamaha |

Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE   | VEHICLE      |
|----|----------------|----------|----------|------------|--------------|
| 73 | PRING / PARKIN | 1        | 6        | 7.60 miles | Shand Yamaha |

MCRCB BULLETIN TK234

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 1 - SESSION NOTES

| TIME     | MESSAGE                                                   |
|----------|-----------------------------------------------------------|
| 19:05:15 | PITLANE OPEN                                              |
| 19:06:09 | PITLANE CLOSED                                            |
| 19:07:30 | 30 SECONDS TO WARM UP LAPS                                |
| 19:07:46 | GREEN FLAG - 2 WARM UP LAPS                               |
| 19:10:05 | RACE START                                                |
| 19:11:32 | NO JUMP STARTS                                            |
| 19:12:36 | NO.8 FALLER AT TURN 9 - PASSENGER OK                      |
| 19:18:53 | RED FLAG - OUTFIT IN DANGEROUS POSITION AT T6 RUN OFF     |
| 19:18:53 | RESULT DECLARED                                           |
| 19:19:08 | NO.17 SPUN INTO GRAVEL AT TURN 6 - RIDER AND PASSENGER OK |
| 19:19:18 | RESULT DECLARED                                           |

2024 British Sidecar Championship  
OVERALL RIDERS CHAMPIONSHIP CLASSIFICATION



|    |                                                 | TOTAL | GAP   | DIFF | 13th / 14th April<br>Pembrey |    |    | 17th - 19th May<br>Donington Park GP |    | 14th - 16th June<br>Knockhill | 5th - 7th July<br>Snetterton 300 | 3rd / 4th August<br>Cadwell Park | 13th - 14th October<br>Brands Hatch GP | Wins | Seconds | Thirds |
|----|-------------------------------------------------|-------|-------|------|------------------------------|----|----|--------------------------------------|----|-------------------------------|----------------------------------|----------------------------------|----------------------------------------|------|---------|--------|
|    |                                                 |       |       |      | 1                            | 2  | 3  | 4                                    | 5  |                               |                                  |                                  |                                        |      |         |        |
| 1  | S. LAIDLAW / J. LAIDLAW (LCR Yamaha) - CUP      | 115.5 |       |      | 22                           | 20 | 25 | 18                                   | 18 | 12.5                          |                                  |                                  |                                        | 1    | 1       | 1      |
| 2  | BLACKSTOCK / ROSNEY (LCR Yamaha) - GP           | 107   | 8.5   |      | 25                           | 25 |    | 20                                   | 25 | 12                            |                                  |                                  |                                        | 3    | 0       | 1      |
| 3  | G. HOLDEN / LAWRENCE (LCR Kawasaki) - GP        | 90    | 25.5  | 17   | 20                           | 18 | 12 | 16                                   | 16 | 8                             |                                  |                                  |                                        | 0    | 0       | 1      |
| 4  | BIGGS / SEGERS (LCR Yamaha) - GP                | 77    | 38.5  | 13   | 18                           | 12 | 20 | 8                                    | 14 | 5                             |                                  |                                  |                                        | 0    | 0       | 1      |
| 5  | P. KIRBY / T. KIRBY (Adolf RS Yamaha) - CUP     | 70    | 45.5  | 7    | 16                           | 10 | 22 | 12                                   | 10 |                               |                                  |                                  |                                        | 0    | 1       | 0      |
| 6  | KERSHAW / CHARLWOOD & SHARPE (LCR Yamaha) - GP  | 52    | 63.5  | 18   |                              |    |    | 22                                   | 20 | 10                            |                                  |                                  |                                        | 0    | 1       | 1      |
| 7  | CLARKE / ENSOR (LCR Honda) - CUP                | 50    | 65.5  | 2    | 10                           | 8  | 16 | 10                                   | 6  |                               |                                  |                                  |                                        | 0    | 0       | 0      |
| 8  | R. STEVENS / W. STEVENS (Ryde Yamaha) - CUP     | 48    | 67.5  | 2    | 14                           | 16 | 18 |                                      |    |                               |                                  |                                  |                                        | 0    | 0       | 0      |
| 9  | S.CHRISTIE / T.CHRISTIE (LCR Yamaha) - GP       | 47    | 68.5  | 1    |                              |    |    | 25                                   | 22 |                               |                                  |                                  |                                        | 1    | 1       | 0      |
| 10 | WILLIAMS / PITT (LCR Yamaha) - GP               | 42    | 73.5  | 5    | 6                            | 22 | 14 |                                      |    |                               |                                  |                                  |                                        | 0    | 1       | 0      |
| 11 | J. HOLDEN / GORDON (LCR Yamaha) - GP            | 41    | 74.5  | 1    | 12                           | 14 | 8  |                                      |    | 7                             |                                  |                                  |                                        | 0    | 0       | 0      |
| 12 | P.BELL / HYDE (LCR Yamaha) - CUP                | 35    | 80.5  | 6    |                              |    |    | 14                                   | 12 | 9                             |                                  |                                  |                                        | 0    | 0       | 0      |
| 13 | ATKINSON / SMITH (Adolf RS Yamaha) - CUP        | 29    | 86.5  | 6    | 2                            | 6  | 6  | 6                                    | 5  | 4                             |                                  |                                  |                                        | 0    | 0       | 0      |
| 14 | R. CROWE / C. CROWE (LCR Honda) - F2            | 18    | 97.5  | 11   | 8                            |    | 10 |                                      |    |                               |                                  |                                  |                                        | 0    | 0       | 0      |
| 15 | PEACH / EDWARDS (LCR Yamaha) - CUP              | 16    | 99.5  | 2    | 4                            |    |    | 3                                    | 3  | 6                             |                                  |                                  |                                        | 0    | 0       | 0      |
| 16 | CABLE / RICHARDSON (LCR Yamaha) - GP            | 12    | 103.5 | 4    |                              |    |    | 4                                    | 8  |                               |                                  |                                  |                                        | 0    | 0       | 0      |
| 17 | M.BELL / COLBROOK (LCR Yamaha) - CUP            | 9     | 106.5 | 3    |                              |    |    | 5                                    | 4  |                               |                                  |                                  |                                        | 0    | 0       | 0      |
| 18 | A. FOUNDS / GIBBONS (LCR Yamaha) - F2           | 8     | 107.5 | 1    | 3                            | 5  |    |                                      |    |                               |                                  |                                  |                                        | 0    | 0       | 0      |
| 19 | PEARSON / RESTALL (LCR Suzuki) - F2             | 8     | 107.5 | 0    |                              | 4  |    | 2                                    | 2  |                               |                                  |                                  |                                        | 0    | 0       | 0      |
| 20 | NICOL / CONIL (LCR Yamaha) - CUP                | 5     | 110.5 | 3    | 5                            |    |    |                                      |    |                               |                                  |                                  |                                        | 0    | 0       | 0      |
| 21 | MOSS / HOPE (LCR Yamaha) - CUP                  | 5     | 110.5 | 0    | 1                            |    |    | 1                                    | 3  |                               |                                  |                                  |                                        | 0    | 0       | 0      |
| 22 | C.HAUXWELL / K.HAUXWELL (Adolf RS Yamaha) - CUP | 1     | 114.5 | 4    |                              |    |    | 1                                    |    |                               |                                  |                                  |                                        | 0    | 0       | 0      |

2024 British Sidecar Championship  
GP RIDERS CHAMPIONSHIP CLASSIFICATION



|   |                                           | TOTAL | GAP | DIFF | 13th / 14th April<br>Pembrey |    |    | 17th - 19th May<br>Donington Park GP |    | 14th - 16th June<br>Knockhill |   | 5th - 7th July<br>Snetterton 300 |   | 3rd / 4th August<br>Cadwell Park |    | 13 11th - 13th October<br>Brands Hatch GP |    |    |      |         |        |
|---|-------------------------------------------|-------|-----|------|------------------------------|----|----|--------------------------------------|----|-------------------------------|---|----------------------------------|---|----------------------------------|----|-------------------------------------------|----|----|------|---------|--------|
|   |                                           |       |     |      | 1                            | 2  | 3  | 4                                    | 5  | 6                             | 7 | 8                                | 9 | 10                               | 11 | 12                                        | 13 | 14 | Wins | Seconds | Thirds |
| 1 | G. HOLDEN / LAWRENCE (LCR Kawasaki)       | 108   |     |      | 22                           | 20 | 20 | 18                                   | 18 | 10                            |   |                                  |   |                                  |    |                                           |    |    | 0    | 1       | 2      |
| 2 | BLACKSTOCK / ROSNEY (LCR Yamaha)          | 107.5 | 0.5 |      | 25                           | 25 |    | 20                                   | 25 | 12.5                          |   |                                  |   |                                  |    |                                           |    |    | 3    | 0       | 1      |
| 3 | BIGGS / SEGERS (LCR Yamaha)               | 101   | 7   | 6.5  | 20                           | 16 | 25 | 16                                   | 16 | 8                             |   |                                  |   |                                  |    |                                           |    |    | 1    | 0       | 1      |
| 4 | J. HOLDEN / GORDON (LCR Yamaha)           | 63    | 45  | 38   | 18                           | 18 | 18 |                                      |    | 9                             |   |                                  |   |                                  |    |                                           |    |    | 0    | 0       | 0      |
| 5 | WILLIAMS / PITT (LCR Yamaha)              | 60    | 48  | 3    | 16                           | 22 | 22 |                                      |    |                               |   |                                  |   |                                  |    |                                           |    |    | 0    | 2       | 0      |
| 6 | KERSHAW / CHARLWOOD & SHARPE (LCR Yamaha) | 54    | 54  | 6    |                              |    |    | 22                                   | 20 | 12                            |   |                                  |   |                                  |    |                                           |    |    | 0    | 1       | 1      |
| 7 | S.CHRISTIE / T.CHRISTIE (LCR Yamaha)      | 47    | 61  | 7    |                              |    |    | 25                                   | 22 |                               |   |                                  |   |                                  |    |                                           |    |    | 1    | 1       | 0      |
| 8 | CABLE / RICHARDSON (LCR Yamaha)           | 28    | 80  | 19   |                              |    |    | 14                                   | 14 |                               |   |                                  |   |                                  |    |                                           |    |    | 0    | 0       | 0      |

2024 British Sidecar Championship  
CUP RIDERS CHAMPIONSHIP CLASSIFICATION



|    |                                           | TOTAL | GAP   | DIFF | 13th / 14th April<br>Pembrey |    |    | 17th - 19th May<br>Donington Park GP |    | 14th - 16th June<br>Knockhill |   | 5th - 7th July<br>Snetterton 300 |   | 3rd / 4th August<br>Cadwell Park |    | 11th - 13th October<br>Brands Hatch GP |    |    |      |         |        |
|----|-------------------------------------------|-------|-------|------|------------------------------|----|----|--------------------------------------|----|-------------------------------|---|----------------------------------|---|----------------------------------|----|----------------------------------------|----|----|------|---------|--------|
|    |                                           |       |       |      | 1                            | 2  | 3  | 4                                    | 5  | 6                             | 7 | 8                                | 9 | 10                               | 11 | 12                                     | 13 | 14 | Wins | Seconds | Thirds |
| 1  | S. LAIDLOW / J. LAIDLOW (LCR Yamaha)      | 137.5 |       |      | 25                           | 25 | 25 | 25                                   | 25 | 12.5                          |   |                                  |   |                                  |    |                                        |    |    | 5    | 0       | 0      |
| 2  | P. KIRBY / T. KIRBY (Adolf RS Yamaha)     | 104   | 33.5  |      | 22                           | 20 | 22 | 20                                   | 20 |                               |   |                                  |   |                                  |    |                                        |    |    | 0    | 2       | 3      |
| 3  | CLARKE / ENSOR (LCR Honda)                | 90    | 47.5  | 14   | 18                           | 18 | 18 | 18                                   | 18 |                               |   |                                  |   |                                  |    |                                        |    |    | 0    | 0       | 0      |
| 4  | ATKINSON / SMITH (Adolf RS Yamaha)        | 85    | 52.5  | 5    | 12                           | 16 | 16 | 16                                   | 16 | 9                             |   |                                  |   |                                  |    |                                        |    |    | 0    | 0       | 0      |
| 5  | R. STEVENS / W. STEVENS (Ryde Yamaha)     | 62    | 75.5  | 23   | 20                           | 22 | 20 |                                      |    |                               |   |                                  |   |                                  |    |                                        |    |    | 0    | 1       | 2      |
| 6  | P.BELL / HYDE (LCR Yamaha)                | 56    | 81.5  | 6    |                              |    |    | 22                                   | 22 | 12                            |   |                                  |   |                                  |    |                                        |    |    | 0    | 2       | 0      |
| 7  | PEACH / EDWARDS (LCR Yamaha)              | 48    | 89.5  | 8    | 14                           |    |    | 12                                   | 12 | 10                            |   |                                  |   |                                  |    |                                        |    |    | 0    | 0       | 0      |
| 8  | M.BELL / COLBROOK (LCR Yamaha)            | 28    | 109.5 | 20   |                              |    |    | 14                                   | 14 |                               |   |                                  |   |                                  |    |                                        |    |    | 0    | 0       | 0      |
| 9  | MOSS / HOPE (LCR Yamaha)                  | 28    | 109.5 | 0    | 10                           |    |    | 10                                   | 8  |                               |   |                                  |   |                                  |    |                                        |    |    | 0    | 0       | 0      |
| 10 | NICOL / CONIL (LCR Yamaha)                | 16    | 121.5 | 12   | 16                           |    |    |                                      |    |                               |   |                                  |   |                                  |    |                                        |    |    | 0    | 0       | 0      |
| 11 | C.HAUXWELL / K.HAUXWELL (Adolf RS Yamaha) | 10    | 127.5 | 6    |                              |    |    | 10                                   |    |                               |   |                                  |   |                                  |    |                                        |    |    | 0    | 0       | 0      |

MCRCB BULLETIN TK239

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - GRID (15 Laps)



|       |    |    |                  |                   |    |    |    |                   |                     |
|-------|----|----|------------------|-------------------|----|----|----|-------------------|---------------------|
| ROW 7 |    | 1  |                  | 1                 |    | 19 | 8  | M.BELL / COLBROOK |                     |
| ROW 6 | 18 | 73 | PRING / PARKIN   | 17                |    | 16 | 38 | MOSS / HOPE       |                     |
| ROW 5 |    | 15 | 26               | ATKINSON / SMITH  | 14 |    | 13 | 4                 | PEACH / EDWARDS     |
| ROW 4 | 12 | 5  | BIGGS / SEGERS   | 11                |    | 10 | 17 | CLARKE / ENSOR    |                     |
| ROW 3 |    | 9  | 2                | J.HOLDEN / CONIL  | 8  |    | 7  | 93                | G.HOLDEN / LAWRENCE |
| ROW 2 | 6  | 29 | KERSHAW / SHARPE | 5                 |    | 4  | 18 | P.BELL / HYDE     |                     |
| ROW 1 |    | 3  | 84               | LAIDLOW / LAIDLOW | 2  |    | 1  | 95                | BLACKSTOCK / ROSNEY |
|       |    |    |                  |                   |    |    |    |                   | Pole                |
|       |    |    |                  |                   |    |    |    |                   |                     |

|                                                                                           |           |                       |                         |
|-------------------------------------------------------------------------------------------|-----------|-----------------------|-------------------------|
| These results are provisional until the conclusion of any judicial and technical matters. |           |                       | Knockhill: 1.2669 miles |
| Race Director: Stuart Higgs                                                               | Stewards: | Timekeeper: Sam Jones |                         |

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

Printed - 19:33 Saturday, 15 June 2024



MCRCB BULLETIN TK294

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - CLASSIFICATION

Race Distance: 11 Laps / 13.93 miles



| POS | NO | CL  | PIC | NAME                | ENTRY                                                     | LAPS | TIME      | GAP    | DIFF   | MPH   | BEST     | ON | GRD | ↑↓ |
|-----|----|-----|-----|---------------------|-----------------------------------------------------------|------|-----------|--------|--------|-------|----------|----|-----|----|
| 1   | 84 | CUP | 1   | LAIDLOW / LAIDLOW   | LCR Yamaha - Express Tyre Service / Pendragon Services    | 11   | 10:56.575 |        |        | 76.41 | 58.674   | 11 | 2   | 1  |
| 2   | 95 | GP  | 1   | BLACKSTOCK / ROSNEY | LCR Yamaha - Dave Holden Racing                           | 11   | 10:58.304 | 1.729  | 1.729  | 76.21 | 58.781   | 7  | 1   | -1 |
| 3   | 29 | GP  | 2   | KERSHAW / SHARPE    | LCR Yamaha - Blinkbonny Quarry                            | 11   | 11:00.554 | 3.979  | 2.250  | 75.95 | 59.170   | 8  | 4   | 1  |
| 4   | 18 | CUP | 2   | P.BELL / HYDE       | LCR Yamaha - Marin Motorsports / HFF Civil Engineering    | 10   | 10:05.843 | 1 Lap  | 1 Lap  | 75.28 | 59.016   | 7  | 3   | -1 |
| 5   | 93 | GP  | 3   | G.HOLDEN / LAWRENCE | LCR Kawasaki - Holden Racing                              | 10   | 10:08.111 | 1 Lap  | 2.268  | 75.00 | 59.802   | 6  | 5   | 0  |
| 6   | 5  | GP  | 4   | BIGGS / SEGERS      | LCR Yamaha - Express Tyre Service/Santander Salt          | 10   | 10:19.017 | 1 Lap  | 10.906 | 73.68 | 1:00.585 | 9  | 8   | 2  |
| 7   | 17 | CUP | 3   | CLARKE / ENSOR      | LCR Honda - Centurion Packaging / Fineline Sealants / CYB | 10   | 10:31.320 | 1 Lap  | 12.303 | 72.24 | 1:01.435 | 6  | 7   | 0  |
| 8   | 26 | CUP | 4   | ATKINSON / SMITH    | Adolf RS Yamaha - Mecsia/RAF Engineering                  | 10   | 10:33.560 | 1 Lap  | 2.240  | 71.99 | 1:01.513 | 9  | 10  | 2  |
| 9   | 8  | CUP | 5   | M.BELL / COLBROOK   | LCR Yamaha - Bell Marin Racing/HFF                        | 10   | 10:35.614 | 1 Lap  | 2.054  | 71.75 | 1:00.468 | 7  | 13  | 4  |
| 10  | 38 | CUP | 6   | MOSS / HOPE         | LCR Yamaha - LifeSafety Motorsport - CMR                  | 9    | 10:04.667 | 2 Laps | 1 Lap  | 67.88 | 1:04.013 | 4  | 11  | 1  |
| 11  | 73 | WC  | 1   | PRING / PARKIN      | Shand Yamaha - KCP Environmental Services/R&M Appleby     | 9    | 10:04.702 | 2 Laps | 0.035  | 67.88 | 1:04.927 | 3  | 12  | 1  |

NOT CLASSIFIED

|     |   |     |  |                  |                                     |    |           |       |        |       |          |   |   |  |
|-----|---|-----|--|------------------|-------------------------------------|----|-----------|-------|--------|-------|----------|---|---|--|
| DNF | 2 | GP  |  | J.HOLDEN / CONIL | LCR Yamaha - John Holden Racing     | 10 | 10:17.633 | 1 Lap | 0.000  | 73.84 | 1:00.336 | 6 | 6 |  |
| DNF | 4 | CUP |  | PEACH / EDWARDS  | LCR Yamaha - Life Safety Motorsport | 10 | 10:31.299 | 1 Lap | 13.666 | 72.24 | 1:01.517 | 9 | 9 |  |

FASTEST LAP

|    |     |                     |                                                        |    |          |           |            |
|----|-----|---------------------|--------------------------------------------------------|----|----------|-----------|------------|
| 84 | CUP | LAIDLOW / LAIDLOW   | LCR Yamaha - Express Tyre Service / Pendragon Services | 11 | 58.674   | 77.73 mph | 125.10 kph |
| 95 | GP  | BLACKSTOCK / ROSNEY | LCR Yamaha - Dave Holden Racing                        | 7  | 58.781   | 77.59 mph | 124.87 kph |
| 73 | WC  | PRING / PARKIN      | Shand Yamaha - KCP Environmental Services/R&M Appleby  | 3  | 1:04.927 | 70.24 mph | 113.05 kph |

Red Flag (end of session): 10:36

Weather / Track : Drizzle / Wet

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

Date: 16/06/2024 Start: 10:25 Finish: 10:35

Knockhill: 1.2669 miles

Race Director: Stuart Higgs

Stewards:

Timekeeper: Sam Jones

## RACE 2 - LAP CHART

Printed - 10:41 Sunday, 16 June 2024

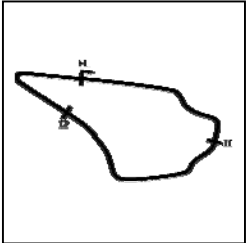
MCRCB BULLETIN TK296

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - POSITION CHART

| No | Name              | Lap |    |    |    |    |    |    |    |    |    |    |    |
|----|-------------------|-----|----|----|----|----|----|----|----|----|----|----|----|
|    |                   | Pos | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| 95 | BLACKSTOCK / ROSN | 1   | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 | 84 |
| 84 | LAIDLOW / LAIDLOW | 2   | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| 18 | P.BELL / HYDE     | 3   | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| 29 | KERSHAW / SHARPE  | 4   | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 | 18 |    |
| 93 | G.HOLDEN / LAWREN | 5   | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |    |
| 2  | J.HOLDEN / CONIL  | 6   | 8  | 8  | 2  | 2  | 2  | 2  | 2  | 2  | 2  | 2  |    |
| 17 | CLARKE / ENSOR    | 7   | 2  | 2  | 5  | 5  | 5  | 5  | 5  | 5  | 5  | 5  |    |
| 5  | BIGGS / SEGERS    | 8   | 5  | 5  | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 17 | 4  |
| 4  | PEACH / EDWARDS   | 9   | 17 | 17 | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 4  | 17 |
| 26 | ATKINSON / SMITH  | 10  | 4  | 4  | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 26 |
| 38 | MOSS / HOPE       | 11  | 73 | 26 | 73 | 8  | 8  | 8  | 8  | 8  | 8  | 8  | 8  |
| 73 | PRING / PARKIN    | 12  | 26 | 73 | 8  | 73 | 73 | 73 | 73 | 73 | 38 |    |    |
| 8  | M.BELL / COLBROOK | 13  | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 38 | 73 |    |    |



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

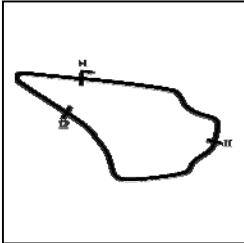
| P1 84 CUP LAIDLAW / LAIDLAW |          | LCR Yamaha - Express Tyre Service / Pendragon Services Inc. |       |                    |       |            |       |       |              |
|-----------------------------|----------|-------------------------------------------------------------|-------|--------------------|-------|------------|-------|-------|--------------|
| IDEAL LAP TIME : 58.674     |          | BEST LAP TIME : 58.674                                      |       | DIFFERENCE : 0.000 |       |            |       |       |              |
| LAP                         | SECTOR 1 | SECTOR 2                                                    |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF  | TIME OF DAY  |
| 1 -                         |          | 23.896                                                      | 106.0 | 16.490             | 101.6 | 1:03.210   | 72.15 | 4.536 | 10:26:48.492 |
| 2 -                         | 19.684   | 23.772                                                      | 106.5 | 16.255             | 101.9 | 59.711     | 76.38 | 1.037 | 10:27:48.203 |
| 3 -                         | 19.553   | 23.613                                                      | 107.3 | 16.262             | 101.3 | 59.428     | 76.75 | 0.754 | 10:28:47.631 |
| 4 -                         | 19.512   | 23.666                                                      | 106.5 | 16.423             | 101.3 | 59.601     | 76.52 | 0.927 | 10:29:47.232 |
| 5 -                         | 19.547   | 23.451                                                      | 106.3 | 16.290             | 101.3 | 59.288     | 76.93 | 0.614 | 10:30:46.520 |
| 6 -                         | 19.465   | 23.393                                                      | 106.3 | 16.393             | 100.1 | 59.251     | 76.97 | 0.577 | 10:31:45.771 |
| 7 -                         | 19.518   | 23.394                                                      | 106.8 | 16.262             | 101.9 | 59.174 (3) | 77.07 | 0.500 | 10:32:44.945 |
| 8 -                         | 19.532   | 23.454                                                      | 107.0 | 16.291             | 101.2 | 59.277     | 76.94 | 0.603 | 10:33:44.222 |
| 9 -                         | 19.460   | 23.164                                                      | 107.0 | 16.434             | 100.1 | 59.058 (2) | 77.23 | 0.384 | 10:34:43.280 |
| 10 -                        | 20.399   | 23.249                                                      | 105.6 | 16.255             | 101.2 | 59.903     | 76.14 | 1.229 | 10:35:43.183 |
| 11 -                        | 19.310   | 23.158                                                      | 106.1 | 16.206             | 101.2 | 58.674 (1) | 77.73 |       | 10:36:41.857 |

| P2 95 GP BLACKSTOCK / ROSNEY |          | LCR Yamaha - Dave Holden Racing |       |                    |       |            |       |       |              |
|------------------------------|----------|---------------------------------|-------|--------------------|-------|------------|-------|-------|--------------|
| IDEAL LAP TIME : 58.572      |          | BEST LAP TIME : 58.781          |       | DIFFERENCE : 0.209 |       |            |       |       |              |
| LAP                          | SECTOR 1 | SECTOR 2                        |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF  | TIME OF DAY  |
| 1 -                          |          | 24.350                          | 108.2 | 16.527             | 102.2 | 1:03.881   | 71.40 | 5.100 | 10:26:49.163 |
| 2 -                          | 19.815   | 23.717                          | 108.4 | 16.459             | 102.2 | 59.991     | 76.02 | 1.210 | 10:27:49.154 |
| 3 -                          | 19.666   | 23.826                          | 108.0 | 16.398             | 102.4 | 59.890     | 76.15 | 1.109 | 10:28:49.044 |
| 4 -                          | 19.491   | 23.596                          | 108.4 | 16.220             | 101.9 | 59.307     | 76.90 | 0.526 | 10:29:48.351 |
| 5 -                          | 19.550   | 23.577                          | 108.0 | 16.440             | 102.6 | 59.567     | 76.57 | 0.786 | 10:30:47.918 |
| 6 -                          | 19.324   | 23.550                          | 107.7 | 16.298             | 102.4 | 59.172     | 77.08 | 0.391 | 10:31:47.090 |
| 7 -                          | 19.288   | 23.359                          | 108.2 | 16.134             | 102.6 | 58.781 (1) | 77.59 |       | 10:32:45.871 |
| 8 -                          | 19.238   | 23.547                          | 108.0 | 16.443             | 101.8 | 59.228     | 77.00 | 0.447 | 10:33:45.099 |
| 9 -                          | 19.319   | 23.407                          | 108.5 | 16.397             | 102.6 | 59.123 (3) | 77.14 | 0.342 | 10:34:44.222 |
| 10 -                         | 20.090   | 23.997                          | 107.8 | 16.454             | 102.1 | 1:00.541   | 75.33 | 1.760 | 10:35:44.763 |
| 11 -                         | 19.079   | 23.485                          | 107.8 | 16.259             | 102.6 | 58.823 (2) | 77.53 | 0.042 | 10:36:43.586 |

| P3 29 GP KERSHAW / SHARPE |          | LCR Yamaha - Blinkbonny Quarry |       |                    |       |            |       |       |              |
|---------------------------|----------|--------------------------------|-------|--------------------|-------|------------|-------|-------|--------------|
| IDEAL LAP TIME : 58.877   |          | BEST LAP TIME : 59.170         |       | DIFFERENCE : 0.293 |       |            |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                       |       | SECTOR 3           |       | LAP TIME   | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 24.494                         | 107.8 | 16.578             | 102.2 | 1:04.252   | 70.98 | 5.082 | 10:26:49.534 |
| 2 -                       | 19.835   | 23.730                         | 108.2 | 16.408             | 103.5 | 59.973     | 76.05 | 0.803 | 10:27:49.507 |
| 3 -                       | 19.610   | 23.847                         | 108.2 | 16.536             | 103.4 | 59.993     | 76.02 | 0.823 | 10:28:49.500 |
| 4 -                       | 19.470   | 23.638                         | 108.2 | 16.348             | 103.5 | 59.456     | 76.71 | 0.286 | 10:29:48.956 |
| 5 -                       | 19.436   | 23.525                         | 108.2 | 16.331             | 103.4 | 59.292 (3) | 76.92 | 0.122 | 10:30:48.248 |
| 6 -                       | 19.529   | 23.421                         | 108.2 | 16.304             | 102.9 | 59.254 (2) | 76.97 | 0.084 | 10:31:47.502 |
| 7 -                       | 19.492   | 23.857                         | 108.4 | 16.251             | 103.4 | 59.600     | 76.52 | 0.430 | 10:32:47.102 |
| 8 -                       | 19.279   | 23.347                         | 108.0 | 16.544             | 103.5 | 59.170 (1) | 77.08 |       | 10:33:46.272 |
| 9 -                       | 19.361   | 23.653                         | 108.0 | 16.293             | 103.8 | 59.307     | 76.90 | 0.137 | 10:34:45.579 |
| 10 -                      | 19.599   | 24.925                         | 107.7 | 16.418             | 101.9 | 1:00.942   | 74.84 | 1.772 | 10:35:46.521 |
| 11 -                      | 19.441   | 23.466                         | 108.2 | 16.408             | 104.0 | 59.315     | 76.89 | 0.145 | 10:36:45.836 |

| P4 18 CUP P.BELL / HYDE |          | LCR Yamaha - Marin Motorsports / HFF Civil Engineering |       |                    |      |            |       |       |              |
|-------------------------|----------|--------------------------------------------------------|-------|--------------------|------|------------|-------|-------|--------------|
| IDEAL LAP TIME : 59.003 |          | BEST LAP TIME : 59.016                                 |       | DIFFERENCE : 0.013 |      |            |       |       |              |
| LAP                     | SECTOR 1 | SECTOR 2                                               |       | SECTOR 3           |      | LAP TIME   | MPH   | DIFF  | TIME OF DAY  |
| 1 -                     |          | 24.788                                                 | 106.3 | 16.956             | 99.1 | 1:05.244   | 69.90 | 6.228 | 10:26:50.526 |
| 2 -                     | 20.158   | 24.407                                                 | 105.0 | 16.540             | 98.3 | 1:01.105   | 74.64 | 2.089 | 10:27:51.631 |
| 3 -                     | 19.952   | 23.983                                                 | 105.1 | 16.597             | 97.9 | 1:00.532   | 75.35 | 1.516 | 10:28:52.163 |
| 4 -                     | 19.841   | 24.363                                                 | 104.0 | 16.494             | 99.5 | 1:00.698   | 75.14 | 1.682 | 10:29:52.861 |
| 5 -                     | 19.446   | 23.585                                                 | 105.1 | 16.725             | 98.3 | 59.756 (2) | 76.32 | 0.740 | 10:30:52.617 |
| 6 -                     | 19.740   | 23.589                                                 | 104.3 | 16.496             | 99.2 | 59.825     | 76.24 | 0.809 | 10:31:52.442 |
| 7 -                     | 19.314   | 23.439                                                 | 105.1 | 16.263             | 99.5 | 59.016 (1) | 77.28 |       | 10:32:51.458 |
| 8 -                     | 19.365   | 23.671                                                 | 104.3 | 16.738             | 98.2 | 59.774 (3) | 76.30 | 0.758 | 10:33:51.232 |
| 9 -                     | 19.301   | 24.046                                                 | 104.5 | 16.532             | 99.1 | 59.879     | 76.17 | 0.863 | 10:34:51.111 |
| 10 -                    | 19.615   | 23.704                                                 | 104.8 | 16.695             | 99.1 | 1:00.014   | 76.00 | 0.998 | 10:35:51.125 |

RACE 2 - SECTOR ANALYSIS



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

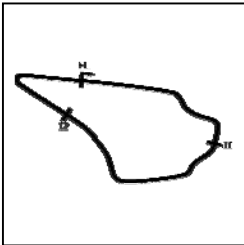
|                         |          |                        |       |          |       |                              |       |       |              |
|-------------------------|----------|------------------------|-------|----------|-------|------------------------------|-------|-------|--------------|
| P5 93 GP                |          | G.HOLDEN / LAWRENCE    |       |          |       | LCR Kawasaki - Holden Racing |       |       |              |
| IDEAL LAP TIME : 59.615 |          | BEST LAP TIME : 59.802 |       |          |       | DIFFERENCE : 0.187           |       |       |              |
| LAP                     | SECTOR 1 | SECTOR 2               |       | SECTOR 3 |       | LAP TIME                     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                     |          | 24.892                 | 109.2 | 17.059   | 104.0 | 1:05.863                     | 69.25 | 6.061 | 10:26:51.145 |
| 2 -                     | 20.284   | 23.951                 | 109.6 | 16.769   | 104.6 | 1:01.004                     | 74.76 | 1.202 | 10:27:52.149 |
| 3 -                     | 20.101   | 23.922                 | 109.8 | 16.487   | 104.6 | 1:00.510                     | 75.37 | 0.708 | 10:28:52.659 |
| 4 -                     | 19.992   | 23.944                 | 109.4 | 16.677   | 104.5 | 1:00.613                     | 75.24 | 0.811 | 10:29:53.272 |
| 5 -                     | 19.718   | 23.756                 | 110.0 | 16.396   | 104.6 | 59.870 (2)                   | 76.18 | 0.068 | 10:30:53.142 |
| 6 -                     | 19.675   | 23.701                 | 108.9 | 16.426   | 104.6 | 59.802 (1)                   | 76.27 |       | 10:31:52.944 |
| 7 -                     | 19.863   | 23.786                 | 110.0 | 16.309   | 104.3 | 59.958                       | 76.07 | 0.156 | 10:32:52.902 |
| 8 -                     | 19.703   | 23.992                 | 108.9 | 16.506   | 104.0 | 1:00.201                     | 75.76 | 0.399 | 10:33:53.103 |
| 9 -                     | 19.605   | 23.914                 | 108.9 | 16.351   | 104.0 | 59.870 (2)                   | 76.18 | 0.068 | 10:34:52.973 |
| 10 -                    | 19.820   | 23.970                 | 108.5 | 16.630   | 104.2 | 1:00.420                     | 75.49 | 0.618 | 10:35:53.393 |

|                           |          |                          |       |          |       |                                                  |       |       |              |
|---------------------------|----------|--------------------------|-------|----------|-------|--------------------------------------------------|-------|-------|--------------|
| P6 5 GP                   |          | BIGGS / SEGERS           |       |          |       | LCR Yamaha - Express Tyre Service/Santander Salt |       |       |              |
| IDEAL LAP TIME : 1:00.307 |          | BEST LAP TIME : 1:00.585 |       |          |       | DIFFERENCE : 0.278                               |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3 |       | LAP TIME                                         | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 25.358                   | 106.3 | 17.245   | 100.6 | 1:08.063                                         | 67.01 | 7.478 | 10:26:53.345 |
| 2 -                       | 20.498   | 24.579                   | 107.3 | 17.000   | 99.2  | 1:02.077                                         | 73.47 | 1.492 | 10:27:55.422 |
| 3 -                       | 20.220   | 24.462                   | 107.5 | 17.514   | 100.7 | 1:02.196                                         | 73.33 | 1.611 | 10:28:57.618 |
| 4 -                       | 20.057   | 24.234                   | 106.5 | 16.772   | 101.0 | 1:01.063                                         | 74.69 | 0.478 | 10:29:58.681 |
| 5 -                       | 20.099   | 24.225                   | 106.8 | 17.018   | 101.5 | 1:01.342                                         | 74.35 | 0.757 | 10:31:00.023 |
| 6 -                       | 20.064   | 24.158                   | 106.5 | 16.409   | 101.6 | 1:00.631 (2)                                     | 75.22 | 0.046 | 10:32:00.654 |
| 7 -                       | 19.994   | 24.041                   | 105.8 | 16.904   | 101.5 | 1:00.939                                         | 74.84 | 0.354 | 10:33:01.593 |
| 8 -                       | 20.096   | 24.050                   | 106.6 | 16.702   | 101.2 | 1:00.848 (3)                                     | 74.95 | 0.263 | 10:34:02.441 |
| 9 -                       | 19.919   | 23.979                   | 106.0 | 16.687   | 101.3 | 1:00.585 (1)                                     | 75.28 |       | 10:35:03.026 |
| 10 -                      | 20.159   | 24.473                   | 106.3 | 16.641   | 101.3 | 1:01.273                                         | 74.43 | 0.688 | 10:36:04.299 |

|                           |          |                          |       |          |      |                                                              |       |       |              |
|---------------------------|----------|--------------------------|-------|----------|------|--------------------------------------------------------------|-------|-------|--------------|
| P7 17 CUP                 |          | CLARKE / ENSOR           |       |          |      | LCR Honda - Centurion Packaging / Finline Sealants / CYB Fit |       |       |              |
| IDEAL LAP TIME : 1:01.300 |          | BEST LAP TIME : 1:01.435 |       |          |      | DIFFERENCE : 0.135                                           |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3 |      | LAP TIME                                                     | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 26.093                   | 105.0 | 17.706   | 97.3 | 1:09.378                                                     | 65.74 | 7.943 | 10:26:54.660 |
| 2 -                       | 20.673   | 24.787                   | 105.1 | 17.135   | 97.9 | 1:02.595                                                     | 72.86 | 1.160 | 10:27:57.255 |
| 3 -                       | 20.502   | 25.598                   | 105.3 | 17.552   | 98.3 | 1:03.652                                                     | 71.65 | 2.217 | 10:29:00.907 |
| 4 -                       | 20.322   | 24.438                   | 104.3 | 17.104   | 97.6 | 1:01.864 (2)                                                 | 73.72 | 0.429 | 10:30:02.771 |
| 5 -                       | 20.066   | 24.605                   | 105.0 | 17.211   | 98.1 | 1:01.882 (3)                                                 | 73.70 | 0.447 | 10:31:04.653 |
| 6 -                       | 20.091   | 24.548                   | 105.0 | 16.796   | 98.3 | 1:01.435 (1)                                                 | 74.24 |       | 10:32:06.088 |
| 7 -                       | 20.182   | 25.021                   | 104.6 | 17.016   | 98.3 | 1:02.219                                                     | 73.30 | 0.784 | 10:33:08.307 |
| 8 -                       | 20.808   | 24.873                   | 105.3 | 17.215   | 97.9 | 1:02.896                                                     | 72.51 | 1.461 | 10:34:11.203 |
| 9 -                       | 20.443   | 24.742                   | 104.2 | 16.918   | 98.2 | 1:02.103                                                     | 73.44 | 0.668 | 10:35:13.306 |
| 10 -                      | 20.508   | 25.032                   | 104.0 | 17.756   | 96.8 | 1:03.296                                                     | 72.06 | 1.861 | 10:36:16.602 |

|                           |          |                          |       |          |       |                                          |       |        |              |
|---------------------------|----------|--------------------------|-------|----------|-------|------------------------------------------|-------|--------|--------------|
| P8 26 CUP                 |          | ATKINSON / SMITH         |       |          |       | Adolf RS Yamaha - Mecsia/RAF Engineering |       |        |              |
| IDEAL LAP TIME : 1:01.405 |          | BEST LAP TIME : 1:01.513 |       |          |       | DIFFERENCE : 0.108                       |       |        |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3 |       | LAP TIME                                 | MPH   | DIFF   | TIME OF DAY  |
| 1 -                       |          | 26.217                   | 103.7 | 17.468   | 102.7 | 1:12.130                                 | 63.23 | 10.617 | 10:26:57.412 |
| 2 -                       | 21.724   | 25.841                   | 106.8 | 16.705   | 102.6 | 1:04.270                                 | 70.96 | 2.757  | 10:28:01.682 |
| 3 -                       | 20.503   | 24.963                   | 108.4 | 17.496   | 101.9 | 1:02.962                                 | 72.44 | 1.449  | 10:29:04.644 |
| 4 -                       | 20.570   | 24.924                   | 108.0 | 16.855   | 102.6 | 1:02.349                                 | 73.15 | 0.836  | 10:30:06.993 |
| 5 -                       | 20.614   | 25.009                   | 107.3 | 16.962   | 102.6 | 1:02.585                                 | 72.87 | 1.072  | 10:31:09.578 |
| 6 -                       | 20.575   | 24.747                   | 107.5 | 16.890   | 102.7 | 1:02.212                                 | 73.31 | 0.699  | 10:32:11.790 |
| 7 -                       | 20.371   | 24.791                   | 107.2 | 16.895   | 102.7 | 1:02.057                                 | 73.49 | 0.544  | 10:33:13.847 |
| 8 -                       | 20.240   | 24.682                   | 107.8 | 16.843   | 101.9 | 1:01.765 (3)                             | 73.84 | 0.252  | 10:34:15.612 |
| 9 -                       | 20.257   | 24.460                   | 106.8 | 16.796   | 103.2 | 1:01.513 (1)                             | 74.14 |        | 10:35:17.125 |
| 10 -                      | 20.307   | 24.677                   | 107.5 | 16.733   | 103.5 | 1:01.717 (2)                             | 73.90 | 0.204  | 10:36:18.842 |

RACE 2 - SECTOR ANALYSIS



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

| P9 8 CUP                  |               | M.BELL / COLBROOK        |              | LCR Yamaha - Bell Marin Racing/HFF |              |                     |              |        |                     |
|---------------------------|---------------|--------------------------|--------------|------------------------------------|--------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:00.333 |               | BEST LAP TIME : 1:00.468 |              | DIFFERENCE : 0.135                 |              |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |              | SECTOR 3                           |              | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 24.497                   | <b>105.8</b> | 17.008                             | <b>100.1</b> | 1:06.263            | 68.83        | 5.795  | 10:26:51.545        |
| 2 -                       | 20.295        | 24.420                   | 105.1        | 16.690                             | 99.1         | 1:01.405            | 74.27        | 0.937  | 10:27:52.950        |
| 3 -                       | 20.314        | <b>23.976</b>            | 104.8        | 34.226                             | 97.9         | 1:18.516            | 58.09        | 18.048 | 10:29:11.466        |
| 4 -                       | 20.030        | 24.786                   | 103.5        | 16.975                             | 98.5         | 1:01.791            | 73.81        | 1.323  | 10:30:13.257        |
| 5 -                       | 20.175        | 25.039                   | 99.7         | 16.962                             | 96.6         | 1:02.176            | 73.35        | 1.708  | 10:31:15.433        |
| 6 -                       | 20.175        | 24.243                   | 104.3        | 16.606                             | 99.4         | 1:01.024 (3)        | 74.74        | 0.556  | 10:32:16.457        |
| 7 -                       | <b>19.759</b> | 24.111                   | 103.7        | <b>16.598</b>                      | 99.2         | <b>1:00.468 (1)</b> | <b>75.43</b> |        | <b>10:33:16.925</b> |
| 8 -                       | 19.771        | 24.100                   | 104.8        | 16.919                             | 99.4         | 1:00.790 (2)        | 75.03        | 0.322  | 10:34:17.715        |
| 9 -                       | 20.845        | 24.378                   | 104.0        | 16.869                             | 98.2         | 1:02.092            | 73.45        | 1.624  | 10:35:19.807        |
| 10 -                      | 20.077        | 24.098                   | 104.8        | 16.914                             | 99.2         | 1:01.089            | 74.66        | 0.621  | 10:36:20.896        |

| P10 38 CUP                |               | MOSS / HOPE              |             | LCR Yamaha - LifeSafety Motorsport - CMR |             |                     |              |        |                     |
|---------------------------|---------------|--------------------------|-------------|------------------------------------------|-------------|---------------------|--------------|--------|---------------------|
| IDEAL LAP TIME : 1:03.914 |               | BEST LAP TIME : 1:04.013 |             | DIFFERENCE : 0.099                       |             |                     |              |        |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |             | SECTOR 3                                 |             | LAP TIME            | MPH          | DIFF   | TIME OF DAY         |
| 1 -                       |               | 27.734                   | 97.3        | 17.690                                   | 92.4        | 1:24.312            | 54.09        | 20.299 | 10:27:09.594        |
| 2 -                       | 21.384        | 25.956                   | 98.1        | 17.485                                   | <b>92.8</b> | 1:04.825            | 70.36        | 0.812  | 10:28:14.419        |
| 3 -                       | 21.027        | 25.915                   | 98.2        | 17.717                                   | 92.0        | 1:04.659 (3)        | 70.54        | 0.646  | 10:29:19.078        |
| 4 -                       | 21.109        | <b>25.565</b>            | 97.8        | <b>17.339</b>                            | 92.6        | <b>1:04.013 (1)</b> | <b>71.25</b> |        | <b>10:30:23.091</b> |
| 5 -                       | <b>21.010</b> | 25.950                   | 98.1        | 17.625                                   | 92.5        | 1:04.585 (2)        | 70.62        | 0.572  | 10:31:27.676        |
| 6 -                       | 21.123        | 26.105                   | 96.1        | 17.694                                   | 92.5        | 1:04.922            | 70.25        | 0.909  | 10:32:32.598        |
| 7 -                       | 21.356        | 25.700                   | 97.8        | 17.615                                   | 92.6        | 1:04.671            | 70.52        | 0.658  | 10:33:37.269        |
| 8 -                       | 21.210        | 26.120                   | <b>98.3</b> | 17.885                                   | 92.3        | 1:05.215            | 69.93        | 1.202  | 10:34:42.484        |
| 9 -                       | 22.040        | 27.563                   | 97.8        | 17.862                                   | 91.9        | 1:07.465            | 67.60        | 3.452  | 10:35:49.949        |

| P11 73 WC                 |               | PRING / PARKIN           |              | Shand Yamaha - KCP Environmental Services/R&M Appleby Ltd |             |                     |              |       |                     |
|---------------------------|---------------|--------------------------|--------------|-----------------------------------------------------------|-------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:04.461 |               | BEST LAP TIME : 1:04.927 |              | DIFFERENCE : 0.466                                        |             |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |              | SECTOR 3                                                  |             | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 26.602                   | 102.7        | 17.962                                                    | 97.9        | 1:12.002            | 63.34        | 7.075 | 10:26:57.284        |
| 2 -                       | 21.500        | 26.116                   | 102.4        | <b>17.451</b>                                             | <b>98.5</b> | 1:05.067 (2)        | 70.09        | 0.140 | 10:28:02.351        |
| 3 -                       | 21.774        | <b>25.669</b>            | <b>102.9</b> | 17.484                                                    | 97.8        | <b>1:04.927 (1)</b> | <b>70.24</b> |       | <b>10:29:07.278</b> |
| 4 -                       | 21.860        | 26.793                   | 101.9        | 18.295                                                    | 88.6        | 1:06.948            | 68.12        | 2.021 | 10:30:14.226        |
| 5 -                       | 22.362        | 26.450                   | 101.5        | 17.809                                                    | 96.6        | 1:06.621            | 68.46        | 1.694 | 10:31:20.847        |
| 6 -                       | <b>21.341</b> | 26.571                   | 101.3        | 17.648                                                    | 96.2        | 1:05.560 (3)        | 69.57        | 0.633 | 10:32:26.407        |
| 7 -                       | 22.235        | 27.525                   | 100.0        | 18.473                                                    | 97.2        | 1:08.233            | 66.84        | 3.306 | 10:33:34.640        |
| 8 -                       | 21.591        | 27.561                   | 100.6        | 17.879                                                    | 97.1        | 1:07.031            | 68.04        | 2.104 | 10:34:41.671        |
| 9 -                       | 22.501        | 27.611                   | 98.1         | 18.201                                                    | <b>98.5</b> | 1:08.313            | 66.76        | 3.386 | 10:35:49.984        |

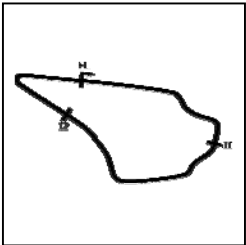
| P12 2 GP                  |               | J.HOLDEN / CONIL         |              | LCR Yamaha - John Holden Racing |              |                     |              |       |                     |
|---------------------------|---------------|--------------------------|--------------|---------------------------------|--------------|---------------------|--------------|-------|---------------------|
| IDEAL LAP TIME : 1:00.067 |               | BEST LAP TIME : 1:00.336 |              | DIFFERENCE : 0.269              |              |                     |              |       |                     |
| LAP                       | SECTOR 1      | SECTOR 2                 |              | SECTOR 3                        |              | LAP TIME            | MPH          | DIFF  | TIME OF DAY         |
| 1 -                       |               | 24.894                   | <b>108.5</b> | 17.308                          | 103.0        | 1:07.351            | 67.72        | 7.015 | 10:26:52.633        |
| 2 -                       | 20.339        | 24.752                   | 107.3        | 16.533                          | <b>103.4</b> | 1:01.624            | 74.01        | 1.288 | 10:27:54.257        |
| 3 -                       | 20.695        | 24.823                   | 107.7        | 16.982                          | 102.6        | 1:02.500            | 72.97        | 2.164 | 10:28:56.757        |
| 4 -                       | <b>19.735</b> | 24.614                   | 106.8        | 16.703                          | 102.7        | 1:01.052            | 74.70        | 0.716 | 10:29:57.809        |
| 5 -                       | 20.266        | 24.290                   | 107.5        | 16.871                          | 99.7         | 1:01.427            | 74.25        | 1.091 | 10:30:59.236        |
| 6 -                       | 19.959        | <b>23.884</b>            | 107.2        | 16.493                          | 102.4        | <b>1:00.336 (1)</b> | <b>75.59</b> |       | <b>10:31:59.572</b> |
| 7 -                       | 19.958        | 24.209                   | 106.1        | 16.674                          | 101.6        | 1:00.841            | 74.96        | 0.505 | 10:33:00.413        |
| 8 -                       | 19.911        | 24.209                   | 107.5        | <b>16.448</b>                   | 101.9        | 1:00.568 (3)        | 75.30        | 0.232 | 10:34:00.981        |
| 9 -                       | 19.953        | 24.494                   | 106.1        | 17.004                          | 94.7         | 1:01.451            | 74.22        | 1.115 | 10:35:02.432        |
| 10 -                      | 19.964        | 23.935                   | 106.6        | 16.584                          | 101.9        | 1:00.483 (2)        | 75.41        | 0.147 | 10:36:02.915        |

MCRCB BULLETIN TK297

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - SECTOR ANALYSIS



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

| P13                       |          | 4 CUP                    |       | PEACH / EDWARDS    |      | LCR Yamaha - Life Safety Motorsport |       |       |              |
|---------------------------|----------|--------------------------|-------|--------------------|------|-------------------------------------|-------|-------|--------------|
| IDEAL LAP TIME : 1:01.167 |          | BEST LAP TIME : 1:01.517 |       | DIFFERENCE : 0.350 |      |                                     |       |       |              |
| LAP                       | SECTOR 1 | SECTOR 2                 |       | SECTOR 3           |      | LAP TIME                            | MPH   | DIFF  | TIME OF DAY  |
| 1 -                       |          | 26.542                   | 100.0 | 17.977             | 95.1 | 1:10.538                            | 64.66 | 9.021 | 10:26:55.820 |
| 2 -                       | 20.723   | 25.129                   | 100.9 | 17.333             | 96.5 | 1:03.185                            | 72.18 | 1.668 | 10:27:59.005 |
| 3 -                       | 20.259   | 25.311                   | 100.9 | 17.928             | 95.5 | 1:03.498                            | 71.83 | 1.981 | 10:29:02.503 |
| 4 -                       | 20.158   | 24.891                   | 101.5 | 16.952             | 95.8 | 1:02.001                            | 73.56 | 0.484 | 10:30:04.504 |
| 5 -                       | 20.294   | 24.737                   | 101.8 | 16.841             | 96.8 | 1:01.872                            | 73.71 | 0.355 | 10:31:06.376 |
| 6 -                       | 19.986   | 24.653                   | 101.8 | 16.909             | 96.5 | 1:01.548 (2)                        | 74.10 | 0.031 | 10:32:07.924 |
| 7 -                       | 20.138   | 24.427                   | 101.8 | 17.113             | 97.5 | 1:01.678 (3)                        | 73.95 | 0.161 | 10:33:09.602 |
| 8 -                       | 20.982   | 25.626                   | 100.9 | 17.163             | 96.5 | 1:03.771                            | 71.52 | 2.254 | 10:34:13.373 |
| 9 -                       | 20.247   | 24.516                   | 101.6 | 16.754             | 97.5 | 1:01.517 (1)                        | 74.14 |       | 10:35:14.890 |
| 10 -                      | 20.033   | 24.819                   | 101.9 | 16.839             | 97.3 | 1:01.691                            | 73.93 | 0.174 | 10:36:16.581 |

MCRCB BULLETIN TK298

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - BEST SECTORS

| SECTOR 1 |    |                     |        | SECTOR 2 |                     |        |    | SECTOR 3            |        |     |    | IDEAL / BEST COMPARISON |          |          |       |
|----------|----|---------------------|--------|----------|---------------------|--------|----|---------------------|--------|-----|----|-------------------------|----------|----------|-------|
| POS      | NO | NAME                | TIME   | NO       | NAME                | TIME   | NO | NAME                | TIME   | POS | NO | NAME                    | IDEAL    | BEST     | DIFF  |
|          |    |                     |        |          |                     |        |    |                     |        |     |    | PERFECT LAP             |          | 58.371   |       |
| 1        | 95 | BLACKSTOCK / ROSNEY | 19.079 | 84       | LAIDLLOW / LAIDLLOW | 23.158 | 95 | BLACKSTOCK / ROSNEY | 16.134 | 1   | 95 | BLACKSTOCK / ROSNEY     | 58.572   | 58.781   | 0.209 |
| 2        | 29 | KERSHAW / SHARPE    | 19.279 | 29       | KERSHAW / SHARPE    | 23.347 | 84 | LAIDLLOW / LAIDLLOW | 16.206 | 2   | 84 | LAIDLLOW / LAIDLLOW     | 58.674   | 58.674   | 0.000 |
| 3        | 18 | P.BELL / HYDE       | 19.301 | 95       | BLACKSTOCK / ROSNEY | 23.359 | 29 | KERSHAW / SHARPE    | 16.251 | 3   | 29 | KERSHAW / SHARPE        | 58.877   | 59.170   | 0.293 |
| 4        | 84 | LAIDLLOW / LAIDLLOW | 19.310 | 18       | P.BELL / HYDE       | 23.439 | 18 | P.BELL / HYDE       | 16.263 | 4   | 18 | P.BELL / HYDE           | 59.003   | 59.016   | 0.013 |
| 5        | 93 | G.HOLDEN / LAWRENCE | 19.605 | 93       | G.HOLDEN / LAWRENCE | 23.701 | 93 | G.HOLDEN / LAWRENCE | 16.309 | 5   | 93 | G.HOLDEN / LAWRENCE     | 59.615   | 59.802   | 0.187 |
| 6        | 2  | J.HOLDEN / CONIL    | 19.735 | 2        | J.HOLDEN / CONIL    | 23.884 | 5  | BIGGS / SEGERS      | 16.409 | 6   | 2  | J.HOLDEN / CONIL        | 1:00.067 | 1:00.336 | 0.269 |
| 7        | 8  | M.BELL / COLBROOK   | 19.759 | 8        | M.BELL / COLBROOK   | 23.976 | 2  | J.HOLDEN / CONIL    | 16.448 | 7   | 5  | BIGGS / SEGERS          | 1:00.307 | 1:00.585 | 0.278 |
| 8        | 5  | BIGGS / SEGERS      | 19.919 | 5        | BIGGS / SEGERS      | 23.979 | 8  | M.BELL / COLBROOK   | 16.598 | 8   | 8  | M.BELL / COLBROOK       | 1:00.333 | 1:00.468 | 0.135 |
| 9        | 4  | PEACH / EDWARDS     | 19.986 | 4        | PEACH / EDWARDS     | 24.427 | 26 | ATKINSON / SMITH    | 16.705 | 9   | 4  | PEACH / EDWARDS         | 1:01.167 | 1:01.517 | 0.350 |
| 10       | 17 | CLARKE / ENSOR      | 20.066 | 17       | CLARKE / ENSOR      | 24.438 | 4  | PEACH / EDWARDS     | 16.754 | 10  | 17 | CLARKE / ENSOR          | 1:01.300 | 1:01.435 | 0.135 |
| 11       | 26 | ATKINSON / SMITH    | 20.240 | 26       | ATKINSON / SMITH    | 24.460 | 17 | CLARKE / ENSOR      | 16.796 | 11  | 26 | ATKINSON / SMITH        | 1:01.405 | 1:01.513 | 0.108 |
| 12       | 38 | MOSS / HOPE         | 21.010 | 38       | MOSS / HOPE         | 25.565 | 38 | MOSS / HOPE         | 17.339 | 12  | 38 | MOSS / HOPE             | 1:03.914 | 1:04.013 | 0.099 |
| 13       | 73 | PRING / PARKIN      | 21.341 | 73       | PRING / PARKIN      | 25.669 | 73 | PRING / PARKIN      | 17.451 | 13  | 73 | PRING / PARKIN          | 1:04.461 | 1:04.927 | 0.466 |

MCRCB BULLETIN TK299

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - BEST SPEEDS

| INTERMEDIATE 1 |    |      |     | INTERMEDIATE 2 |                     |       | FINISH LINE |                     |       |
|----------------|----|------|-----|----------------|---------------------|-------|-------------|---------------------|-------|
| POS            | NO | NAME | MPH | NO             | NAME                | MPH   | NO          | NAME                | MPH   |
| 1              |    |      |     | 93             | G.HOLDEN / LAWRENCE | 110.0 | 93          | G.HOLDEN / LAWRENCE | 104.6 |
| 2              |    |      |     | 95             | BLACKSTOCK / ROSNEY | 108.5 | 29          | KERSHAW / SHARPE    | 104.0 |
| 3              |    |      |     | 2              | J.HOLDEN / CONIL    | 108.5 | 26          | ATKINSON / SMITH    | 103.5 |
| 4              |    |      |     | 29             | KERSHAW / SHARPE    | 108.4 | 2           | J.HOLDEN / CONIL    | 103.4 |
| 5              |    |      |     | 26             | ATKINSON / SMITH    | 108.4 | 95          | BLACKSTOCK / ROSNEY | 102.6 |
| 6              |    |      |     | 5              | BIGGS / SEGERS      | 107.5 | 84          | LAIDLOW / LAIDLOW   | 101.9 |
| 7              |    |      |     | 84             | LAIDLOW / LAIDLOW   | 107.3 | 5           | BIGGS / SEGERS      | 101.6 |
| 8              |    |      |     | 18             | P.BELL / HYDE       | 106.3 | 8           | M.BELL / COLBROOK   | 100.1 |
| 9              |    |      |     | 8              | M.BELL / COLBROOK   | 105.8 | 18          | P.BELL / HYDE       | 99.5  |
| 10             |    |      |     | 17             | CLARKE / ENSOR      | 105.3 | 73          | PRING / PARKIN      | 98.5  |
| 11             |    |      |     | 73             | PRING / PARKIN      | 102.9 | 17          | CLARKE / ENSOR      | 98.3  |
| 12             |    |      |     | 4              | PEACH / EDWARDS     | 101.9 | 4           | PEACH / EDWARDS     | 97.5  |
| 13             |    |      |     | 38             | MOSS / HOPE         | 98.3  | 38          | MOSS / HOPE         | 92.8  |

MCRCB BULLETIN TK300

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - STATISTICS

Competitors Started 13

Planned Start 2024-06-16 @ 10:25:00.000

Actual Start 2024-06-16 @ 10:25:45.282

Finish Time 2024-06-16 @ 10:35:51.124

Track Length 1.2669mi.

Total Laps 131

Total Distance Covered 165.9738mi.

Session Fastest Lap History

| NO | CL  | NAME                | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|-----|---------------------|----------|--------------|-----|------------|
| 84 | CUP | LAIDLOW / LAIDLOW   | 59.711   | 10:27:48.203 | 2   | LCR Yamaha |
| 84 | CUP | LAIDLOW / LAIDLOW   | 59.428   | 10:28:47.631 | 3   | LCR Yamaha |
| 95 | GP  | BLACKSTOCK / ROSNEY | 59.307   | 10:29:48.351 | 4   | LCR Yamaha |
| 84 | CUP | LAIDLOW / LAIDLOW   | 59.288   | 10:30:46.520 | 5   | LCR Yamaha |
| 84 | CUP | LAIDLOW / LAIDLOW   | 59.251   | 10:31:45.771 | 6   | LCR Yamaha |
| 95 | GP  | BLACKSTOCK / ROSNEY | 59.172   | 10:31:47.090 | 6   | LCR Yamaha |
| 95 | GP  | BLACKSTOCK / ROSNEY | 58.781   | 10:32:45.871 | 7   | LCR Yamaha |
| 84 | CUP | LAIDLOW / LAIDLOW   | 58.674   | 10:36:41.857 | 11  | LCR Yamaha |

Session Leader History

| NO | CL  | NAME              | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|-----|-------------------|----------|----------|-------------|------------|
| 84 | CUP | LAIDLOW / LAIDLOW | 1        | 11       | 13.93 miles | LCR Yamaha |

Flag History

| TYPE   | TIME OF DAY  |
|--------|--------------|
| GREEN  | 10:25:45.282 |
| FINISH | 10:35:51.124 |

Flag Statistics

| TYPE       | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green      | 1     | 11         | 12:37.313  |
| Red        | 0     | 0          | 0.000      |
| Safety Car | 0     | 0          | 0.000      |
| FCY        | 0     | 0          | 0.000      |

MCRCB BULLETIN TK300

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - STATISTICS

CLASS : CUP 7 Starters

Fastest Lap History

| NO | NAME              | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|-------------------|----------|--------------|-----|------------|
| 84 | LAIDLOW / LAIDLOW | 59.711   | 10:27:48.203 | 2   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.428   | 10:28:47.631 | 3   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.288   | 10:30:46.520 | 5   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.251   | 10:31:45.771 | 6   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 59.174   | 10:32:44.945 | 7   | LCR Yamaha |
| 18 | P.BELL / HYDE     | 59.016   | 10:32:51.458 | 7   | LCR Yamaha |
| 84 | LAIDLOW / LAIDLOW | 58.674   | 10:36:41.857 | 11  | LCR Yamaha |

Leader History

| NO | NAME              | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|-------------------|----------|----------|-------------|------------|
| 84 | LAIDLOW / LAIDLOW | 1        | 11       | 13.93 miles | LCR Yamaha |

MCRCB BULLETIN TK300

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - STATISTICS

CLASS : GP 5 Starters

Fastest Lap History

| NO | NAME                | LAP TIME | TIME OF DAY  | LAP | VEHICLE    |
|----|---------------------|----------|--------------|-----|------------|
| 95 | BLACKSTOCK / ROSNEY | 59.991   | 10:27:49.154 | 2   | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 59.973   | 10:27:49.507 | 2   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 59.890   | 10:28:49.044 | 3   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 59.307   | 10:29:48.351 | 4   | LCR Yamaha |
| 29 | KERSHAW / SHARPE    | 59.292   | 10:30:48.248 | 5   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 59.172   | 10:31:47.090 | 6   | LCR Yamaha |
| 95 | BLACKSTOCK / ROSNEY | 58.781   | 10:32:45.871 | 7   | LCR Yamaha |

Leader History

| NO | NAME                | FROM LAP | LAPS LED | DISTANCE    | VEHICLE    |
|----|---------------------|----------|----------|-------------|------------|
| 95 | BLACKSTOCK / ROSNEY | 1        | 11       | 13.93 miles | LCR Yamaha |

MCRCB BULLETIN TK300

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - STATISTICS

CLASS : WC 1 Starters

Fastest Lap History

| NO | NAME           | LAP TIME | TIME OF DAY  | LAP | VEHICLE      |
|----|----------------|----------|--------------|-----|--------------|
| 73 | PRING / PARKIN | 1:05.067 | 10:28:02.351 | 2   | Shand Yamaha |
| 73 | PRING / PARKIN | 1:04.927 | 10:29:07.278 | 3   | Shand Yamaha |

Leader History

| NO | NAME           | FROM LAP | LAPS LED | DISTANCE    | VEHICLE      |
|----|----------------|----------|----------|-------------|--------------|
| 73 | PRING / PARKIN | 1        | 9        | 11.40 miles | Shand Yamaha |

MCRCB BULLETIN TK301

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - SESSION NOTES

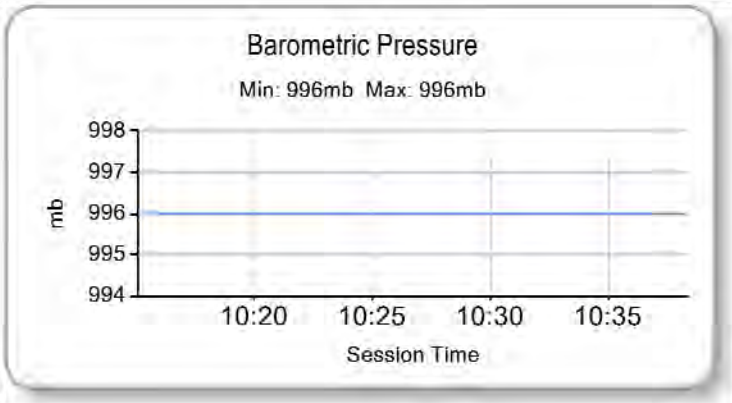
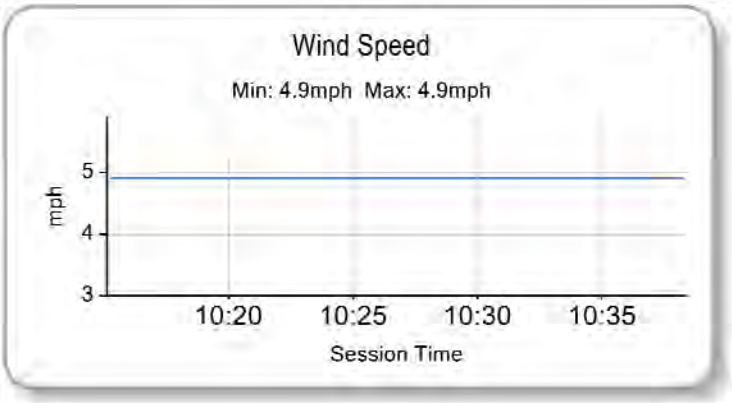
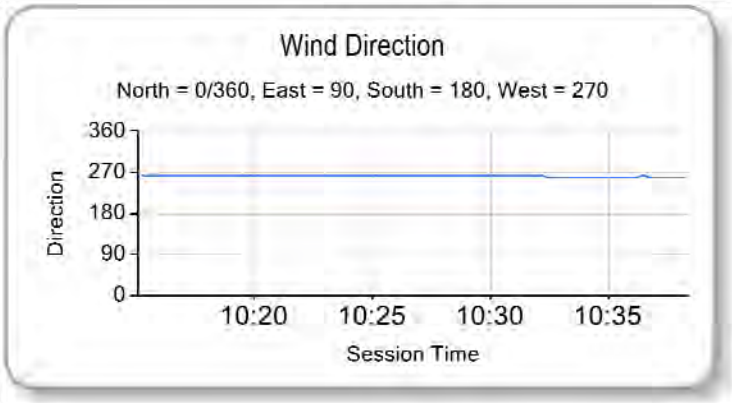
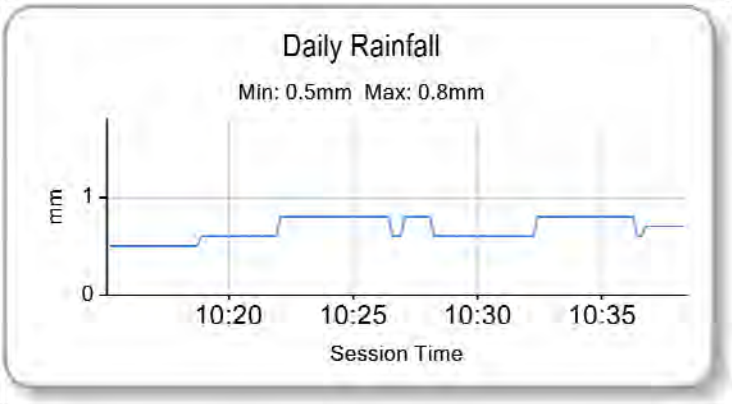
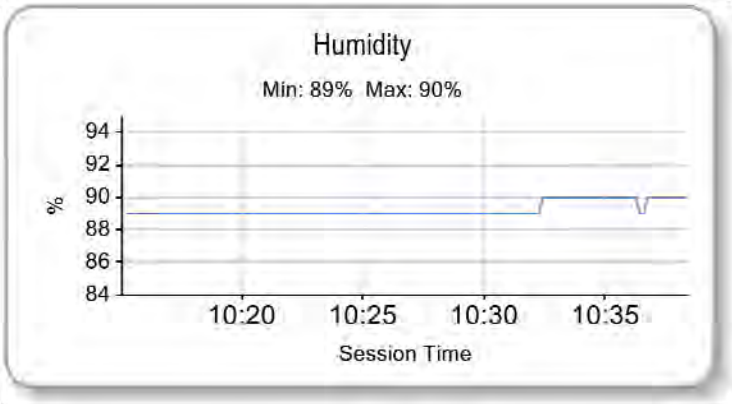
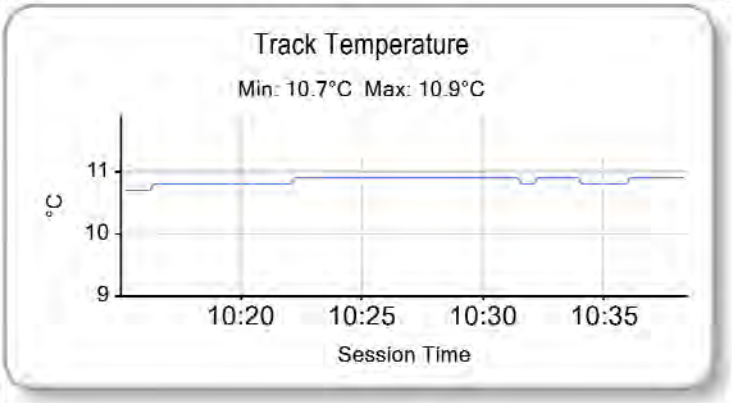
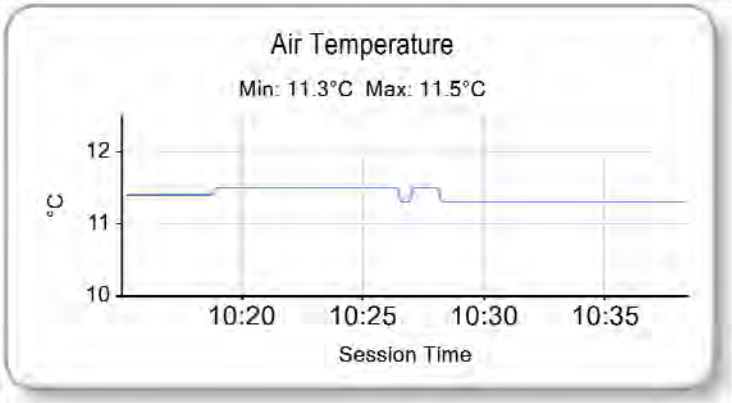
| TIME     | MESSAGE                                               |
|----------|-------------------------------------------------------|
| 10:17:38 | PITLANE OPEN                                          |
| 10:21:06 | PITLANE CLOSED                                        |
| 10:21:11 | 3 MINUTES TO WARM UP LAPS                             |
| 10:22:09 | 1 MINUTE TO WARM UP LAPS                              |
| 10:22:36 | 30 SECONDS TO WARM UP LAPS                            |
| 10:22:49 | GREEN FLAG - 2 WARM UP LAPS                           |
| 10:25:11 | RACE START                                            |
| 10:26:13 | NO JUMP STARTS                                        |
| 10:26:39 | NO.38 SPUN & CONTINUED - T3                           |
| 10:29:12 | NO.8 SPUN & REJOINED - T9                             |
| 10:35:45 | TWO THIRDS DISTANCE COMPLETED                         |
| 10:37:17 | RESULT                                                |
| 10:37:47 | NO.2 & 4 FALLERS AT TURN 6 - RIDERS BEING ASSESSED OK |
| 10:38:07 | NO.2 & 4 FALLERS AT TURN 6 - RIDERS BEING ASSESSED    |

MCRCB BULLETIN TK302

2024 Bennetts British Superbike Championship - Round 4

2024 Express Tyre Service British Sidecar Championship

RACE 2 - WEATHER CONDITIONS



2024 British Sidecar Championship  
OVERALL RIDERS CHAMPIONSHIP CLASSIFICATION



|    |                                                 | TOTAL | GAP   | DIFF | 13th / 14th April<br>Pembrey |    |    | 17th - 19th May<br>Donington Park GP |    | 14th - 16th June<br>Knockhill | 5th - 7th July<br>Snetterton 300 | 3rd / 4th August<br>Cadwell Park | 13th - 13th October<br>Brands Hatch GP |    | Wins | Seconds | Thirds |
|----|-------------------------------------------------|-------|-------|------|------------------------------|----|----|--------------------------------------|----|-------------------------------|----------------------------------|----------------------------------|----------------------------------------|----|------|---------|--------|
|    |                                                 |       |       |      | 1                            | 2  | 3  | 4                                    | 5  |                               |                                  |                                  | 10                                     | 11 |      |         |        |
| 1  | S. LAIDLLOW / J. LAIDLLOW (LCR Yamaha) - CUP    | 140.5 |       |      | 22                           | 20 | 25 | 18                                   | 18 | 12.5                          | 25                               |                                  |                                        |    | 2    | 1       | 1      |
| 2  | BLACKSTOCK / ROSNEY (LCR Yamaha) - GP           | 128   | 12.5  |      | 25                           | 25 |    | 20                                   | 25 | 11                            | 22                               |                                  |                                        |    | 3    | 1       | 1      |
| 3  | G. HOLDEN / LAWRENCE (LCR Kawasaki) - GP        | 106   | 34.5  | 22   | 20                           | 18 | 12 | 16                                   | 16 | 8                             | 16                               |                                  |                                        |    | 0    | 0       | 1      |
| 4  | BIGGS / SEGERS (LCR Yamaha) - GP                | 91    | 49.5  | 15   | 18                           | 12 | 20 | 8                                    | 14 | 5                             | 14                               |                                  |                                        |    | 0    | 0       | 1      |
| 5  | KERSHAW / CHARLWOOD & SHARPE (LCR Yamaha) - GP  | 72    | 68.5  | 19   |                              |    |    | 22                                   | 20 | 10                            | 20                               |                                  |                                        |    | 0    | 1       | 2      |
| 6  | P. KIRBY / T. KIRBY (Adolf RS Yamaha) - CUP     | 70    | 70.5  | 2    | 16                           | 10 | 22 | 12                                   | 10 |                               |                                  |                                  |                                        |    | 0    | 1       | 0      |
| 7  | CLARKE / ENSOR (LCR Honda) - CUP                | 62    | 78.5  | 8    | 10                           | 8  | 16 | 10                                   | 6  | 12                            |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 8  | P.BELL / HYDE (LCR Yamaha) - CUP                | 53    | 87.5  | 9    |                              |    |    | 14                                   | 12 | 9                             | 18                               |                                  |                                        |    | 0    | 0       | 0      |
| 9  | R. STEVENS / W. STEVENS (Ryde Yamaha) - CUP     | 48    | 92.5  | 5    | 14                           | 16 | 18 |                                      |    |                               |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 10 | S.CHIRSTIE / T.CHIRSTIE (LCR Yamaha) - GP       | 47    | 93.5  | 1    |                              |    |    | 25                                   | 22 |                               |                                  |                                  |                                        |    | 1    | 1       | 0      |
| 11 | WILLIAMS / PITT (LCR Yamaha) - GP               | 42    | 98.5  | 5    | 6                            | 22 | 14 |                                      |    |                               |                                  |                                  |                                        |    | 0    | 1       | 0      |
| 12 | J. HOLDEN / GORDON (LCR Yamaha) - GP            | 41    | 99.5  | 1    | 12                           | 14 | 8  |                                      |    | 7                             |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 13 | ATKINSON / SMITH (Adolf RS Yamaha) - CUP        | 39    | 101.5 | 2    | 2                            | 6  | 6  | 6                                    | 5  | 4                             | 10                               |                                  |                                        |    | 0    | 0       | 0      |
| 14 | R. CROWE / C. CROWE (LCR Honda) - F2            | 18    | 122.5 | 21   | 8                            |    | 10 |                                      |    |                               |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 15 | M.BELL / COLBROOK (LCR Yamaha) - CUP            | 17    | 123.5 | 1    |                              |    |    | 5                                    | 4  | 8                             |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 16 | PEACH / EDWARDS (LCR Yamaha) - CUP              | 16    | 124.5 | 1    | 4                            |    |    | 3                                    | 3  | 6                             |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 17 | CABLE / RICHARDSON (LCR Yamaha) - GP            | 12    | 128.5 | 4    |                              |    |    | 4                                    | 8  |                               |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 18 | MOSS / HOPE (LCR Yamaha) - CUP                  | 11    | 129.5 | 1    | 1                            |    |    | 1                                    | 3  | 6                             |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 19 | A. FOUNDS / GIBBONS (LCR Yamaha) - F2           | 8     | 132.5 | 3    | 3                            | 5  |    |                                      |    |                               |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 20 | PEARSON / RESTALL (LCR Suzuki) - F2             | 8     | 132.5 | 0    |                              | 4  |    | 2                                    | 2  |                               |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 21 | NICOL / CONIL (LCR Yamaha) - CUP                | 5     | 135.5 | 3    | 5                            |    |    |                                      |    |                               |                                  |                                  |                                        |    | 0    | 0       | 0      |
| 22 | C.HAUXWELL / K.HAUXWELL (Adolf RS Yamaha) - CUP | 1     | 139.5 | 4    |                              |    |    | 1                                    |    |                               |                                  |                                  |                                        |    | 0    | 0       | 0      |

2024 British Sidecar Championship  
GP RIDERS CHAMPIONSHIP CLASSIFICATION



|   |                                           | TOTAL | GAP   | DIFF | 13th / 14th April<br>Pembrey |    |    | 17th - 19th May<br>Donington Park GP |    | 14th - 16th June<br>Knockhill |    | 5th - 7th July<br>Snetterton 300 |   | 3rd / 4th August<br>Cadwell Park |    | 13 11th - 13th October<br>Brands Hatch GP |    |  |  | Wins | Seconds | Thirds |
|---|-------------------------------------------|-------|-------|------|------------------------------|----|----|--------------------------------------|----|-------------------------------|----|----------------------------------|---|----------------------------------|----|-------------------------------------------|----|--|--|------|---------|--------|
|   |                                           |       |       |      | 1                            | 2  | 3  | 4                                    | 5  | 6                             | 7  | 8                                | 9 | 10                               | 11 | 12                                        | 13 |  |  |      |         |        |
| 1 | BLACKSTOCK / ROSNEY (LCR Yamaha)          | 132.5 |       |      | 25                           | 25 |    | 20                                   | 25 | 12.5                          | 25 |                                  |   |                                  |    |                                           |    |  |  | 4    | 0       | 1      |
| 2 | G. HOLDEN / LAWRENCE (LCR Kawasaki)       | 128   | 4.5   |      | 22                           | 20 | 20 | 18                                   | 18 | 10                            | 20 |                                  |   |                                  |    |                                           |    |  |  | 0    | 1       | 3      |
| 3 | BIGGS / SEGERS (LCR Yamaha)               | 119   | 13.5  | 9    | 20                           | 16 | 25 | 16                                   | 16 | 8                             | 18 |                                  |   |                                  |    |                                           |    |  |  | 1    | 0       | 1      |
| 4 | KERSHAW / CHARLWOOD & SHARPE (LCR Yamaha) | 75    | 57.5  | 44   |                              |    |    | 22                                   | 20 | 11                            | 22 |                                  |   |                                  |    |                                           |    |  |  | 0    | 2       | 1      |
| 5 | J. HOLDEN / GORDON (LCR Yamaha)           | 63    | 69.5  | 12   | 18                           | 18 | 18 |                                      |    | 9                             |    |                                  |   |                                  |    |                                           |    |  |  | 0    | 0       | 0      |
| 6 | WILLIAMS / PITT (LCR Yamaha)              | 60    | 72.5  | 3    | 16                           | 22 | 22 |                                      |    |                               |    |                                  |   |                                  |    |                                           |    |  |  | 0    | 2       | 0      |
| 7 | S.CHRISTIE / T.CHRISTIE (LCR Yamaha)      | 47    | 85.5  | 13   |                              |    |    | 25                                   | 22 |                               |    |                                  |   |                                  |    |                                           |    |  |  | 1    | 1       | 0      |
| 8 | CABLE / RICHARDSON (LCR Yamaha)           | 28    | 104.5 | 19   |                              |    |    | 14                                   | 14 |                               |    |                                  |   |                                  |    |                                           |    |  |  | 0    | 0       | 0      |

2024 British Sidecar Championship  
CUP RIDERS CHAMPIONSHIP CLASSIFICATION



|    |                                           | TOTAL | GAP   | DIFF | 13th / 14th April<br>Pembrey |    |    | 17th - 19th May<br>Donington Park GP |    | 14th - 16th June<br>Knockhill |    | 5th - 7th July<br>Snetterton 300 |   | 3rd / 4th August<br>Cadwell Park |    |    | 11th - 13th October<br>Brands Hatch GP |    |  | Wins | Seconds | Thirds |
|----|-------------------------------------------|-------|-------|------|------------------------------|----|----|--------------------------------------|----|-------------------------------|----|----------------------------------|---|----------------------------------|----|----|----------------------------------------|----|--|------|---------|--------|
|    |                                           |       |       |      | 1                            | 2  | 3  | 4                                    | 5  | 6                             | 7  | 8                                | 9 | 10                               | 11 | 12 | 13                                     | 14 |  |      |         |        |
| 1  | S. LAIDLLOW / J. LAIDLLOW (LCR Yamaha)    | 162.5 |       |      | 25                           | 25 | 25 | 25                                   | 25 | 12.5                          | 25 |                                  |   |                                  |    |    |                                        |    |  | 6    | 0       | 0      |
| 2  | CLARKE / ENSOR (LCR Honda)                | 110   | 52.5  |      | 18                           | 18 | 18 | 18                                   | 18 |                               | 20 |                                  |   |                                  |    |    |                                        |    |  | 0    | 0       | 1      |
| 3  | P. KIRBY / T. KIRBY (Adolf RS Yamaha)     | 104   | 58.5  | 6    | 22                           | 20 | 22 | 20                                   | 20 |                               |    |                                  |   |                                  |    |    |                                        |    |  | 0    | 2       | 3      |
| 4  | ATKINSON / SMITH (Adolf RS Yamaha)        | 103   | 59.5  | 1    | 12                           | 16 | 16 | 16                                   | 16 | 9                             | 18 |                                  |   |                                  |    |    |                                        |    |  | 0    | 0       | 0      |
| 5  | P.BELL / HYDE (LCR Yamaha)                | 77    | 85.5  | 26   |                              |    |    | 22                                   | 22 | 11                            | 22 |                                  |   |                                  |    |    |                                        |    |  | 0    | 3       | 0      |
| 6  | R. STEVENS / W. STEVENS (Ryde Yamaha)     | 62    | 100.5 | 15   | 20                           | 22 | 20 |                                      |    |                               |    |                                  |   |                                  |    |    |                                        |    |  | 0    | 1       | 2      |
| 7  | PEACH / EDWARDS (LCR Yamaha)              | 48    | 114.5 | 14   | 14                           |    |    | 12                                   | 12 | 10                            |    |                                  |   |                                  |    |    |                                        |    |  | 0    | 0       | 0      |
| 8  | M.BELL / COLBROOK (LCR Yamaha)            | 44    | 118.5 | 4    |                              |    |    | 14                                   | 14 |                               | 16 |                                  |   |                                  |    |    |                                        |    |  | 0    | 0       | 0      |
| 9  | MOSS / HOPE (LCR Yamaha)                  | 42    | 120.5 | 2    | 10                           |    |    | 10                                   |    | 8                             | 14 |                                  |   |                                  |    |    |                                        |    |  | 0    | 0       | 0      |
| 10 | NICOL / CONIL (LCR Yamaha)                | 16    | 146.5 | 26   | 16                           |    |    |                                      |    |                               |    |                                  |   |                                  |    |    |                                        |    |  | 0    | 0       | 0      |
| 11 | C.HAUXWELL / K.HAUXWELL (Adolf RS Yamaha) | 10    | 152.5 | 6    |                              |    |    | 10                                   |    |                               |    |                                  |   |                                  |    |    |                                        |    |  | 0    | 0       | 0      |