



# FORMULA RENAULT

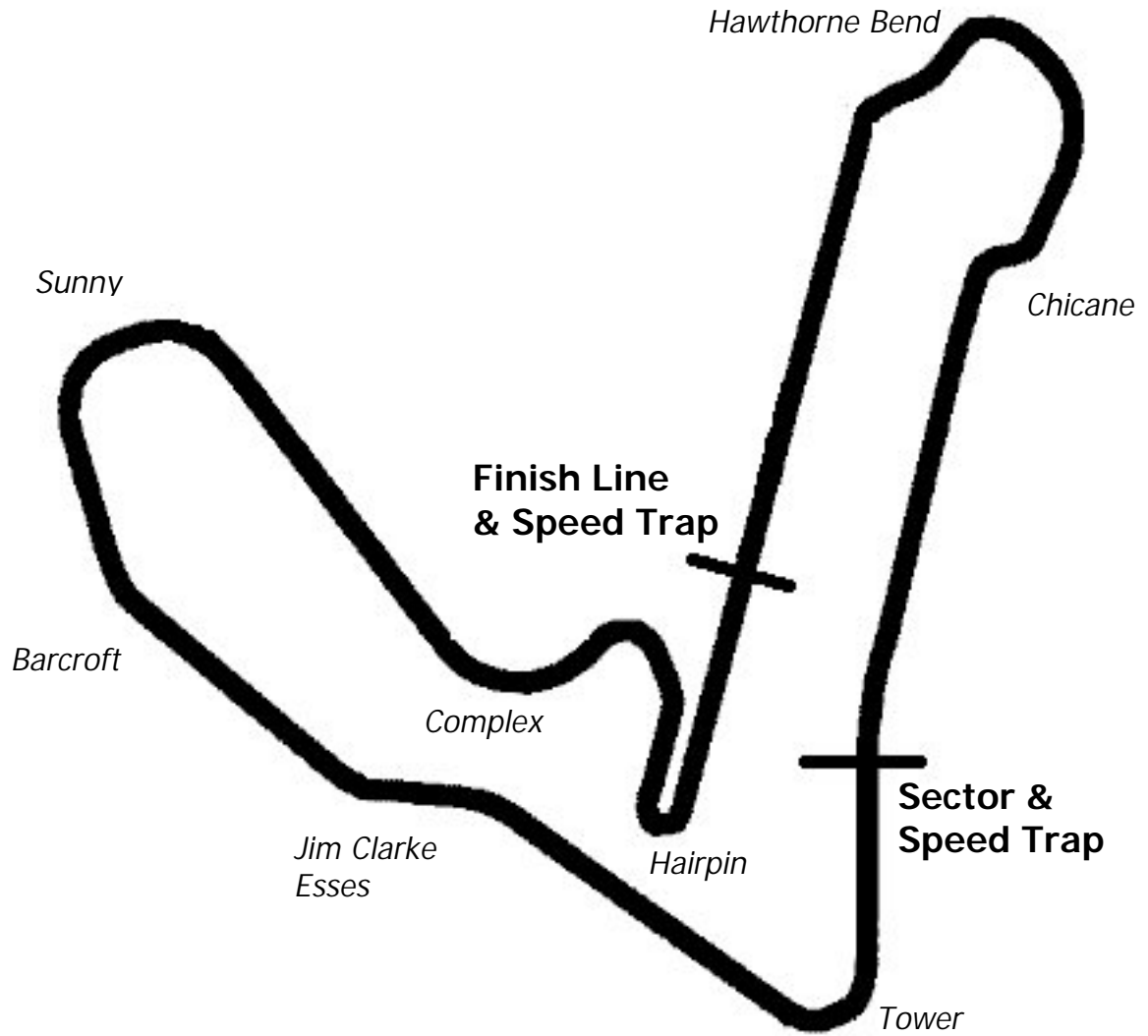
**Rounds 11 & 12**  
**Croft**

**8th & 9th May 2004**



**Results Provided by MST Sports Timing Ltd**  
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# CROFT



Circuit Length – 2.127 miles

## 2004 Formula Renault UK Championship CLASSIFICATION - QUALIFYING ROUND 11

| POS | NO | CL | DRIVER                    | NAT        | ENTRANT                     | TIME     | LAPS | GAP   | MPH   |
|-----|----|----|---------------------------|------------|-----------------------------|----------|------|-------|-------|
| 1   | 26 |    | <b>Mike CONWAY</b>        | <b>GBR</b> | Fortec Motorsport           | 1:17.514 | 9    |       | 98.78 |
| 2   | 8  |    | <b>Westley BARBER</b>     | <b>GBR</b> | Comtec Racing with Duckhams | 1:17.543 | 10   | 0.029 | 98.74 |
| 3   | 35 |    | <b>Oliver JARVIS</b>      | <b>GBR</b> | Motaworld Racing            | 1:17.566 | 10   | 0.052 | 98.71 |
| 4   | 11 |    | <b>Charles HOLLINGS</b>   | <b>GBR</b> | Fortec Motorsport           | 1:17.689 | 10   | 0.175 | 98.56 |
| 5   | 3  |    | <b>Paul DI RESTA</b>      | <b>GBR</b> | Manor Motorsport            | 1:17.785 | 13   | 0.271 | 98.44 |
| 6   | 9  |    | <b>Susie STODDART</b>     | <b>GBR</b> | Comtec Racing with Duckhams | 1:17.800 | 10   | 0.286 | 98.42 |
| 7   | 37 |    | <b>Gustave SONDERMAN</b>  | <b>BRA</b> | Motaworld Racing            | 1:17.836 | 12   | 0.322 | 98.37 |
| 8   | 47 |    | <b>Patrick ROCHA</b>      | <b>BRA</b> | Team Firstair               | 1:17.943 | 13   | 0.429 | 98.24 |
| 9   | 2  |    | <b>Patrick HOGAN</b>      | <b>IRL</b> | Manor Motorsport            | 1:17.948 | 12   | 0.434 | 98.23 |
| 10  | 24 | G  | <b>Sean MCINTOSH</b>      | <b>CAN</b> | Team Firstair               | 1:17.969 | 13   | 0.455 | 98.20 |
| 11  | 27 |    | <b>Stephen SIMPSON</b>    | <b>GBR</b> | Team JLR                    | 1:17.971 | 12   | 0.457 | 98.20 |
| 12  | 14 |    | <b>Carlos MASTRETTA</b>   | <b>MEX</b> | Falcon Motorsport           | 1:18.027 | 11   | 0.513 | 98.13 |
| 13  | 17 |    | <b>Stuart HALL</b>        | <b>GBR</b> | Fortec Motorsport           | 1:18.038 | 11   | 0.524 | 98.12 |
| 14  | 7  | G  | <b>James JAKES</b>        | <b>GBR</b> | Team aka                    | 1:18.110 | 7    | 0.596 | 98.03 |
| 15  | 1  |    | <b>CHENG Cong Fu</b>      | <b>CHN</b> | Manor Motorsport            | 1:18.223 | 13   | 0.709 | 97.88 |
| 16  | 21 |    | <b>Alex STORCKENFELDT</b> | <b>SWE</b> | Mark Burdett Motorsport     | 1:18.277 | 11   | 0.763 | 97.82 |
| 17  | 4  | G  | <b>Josh WEBER</b>         | <b>GBR</b> | Manor Motorsport            | 1:18.280 | 12   | 0.766 | 97.81 |
| 18  | 16 |    | <b>Ben FREUDENBERG</b>    | <b>USA</b> | Fortec Motorsport           | 1:18.348 | 14   | 0.834 | 97.73 |
| 19  | 10 | G  | <b>Sean EDWARDS</b>       | <b>GBR</b> | Team JVA                    | 1:18.350 | 11   | 0.836 | 97.73 |
| 20  | 20 |    | <b>James GORNALL</b>      | <b>GBR</b> | J A Motorsport              | 1:18.416 | 13   | 0.902 | 97.64 |
| 21  | 31 | G  | <b>Craig DOLBY</b>        | <b>GBR</b> | Paston Racing               | 1:18.522 | 12   | 1.008 | 97.51 |
| 22  | 28 |    | <b>Jason TAHINCI</b>      | <b>TUR</b> | Team JLR                    | 1:18.938 | 14   | 1.424 | 97.00 |
| 23  | 15 |    | <b>Pippa MANN</b>         | <b>GBR</b> | Team JVA                    | 1:19.258 | 13   | 1.744 | 96.61 |
| 24  | 23 | G  | <b>Rodolfo GONZALEZ</b>   | <b>VEN</b> | Mark Burdett Motorsport     | 1:19.332 | 13   | 1.818 | 96.52 |
| 25  | 22 |    | <b>Matt RUSSELL</b>       | <b>GBR</b> | Mark Burdett Motorsport     | 1:19.536 | 13   | 2.022 | 96.27 |
| 26  | 88 |    | <b>Michael VITULLI</b>    | <b>GBR</b> | Vitulli Racing              | 1:24.274 | 3    | 6.760 | 90.86 |
| 27  | 34 |    | <b>Joey FOSTER</b>        | <b>GBR</b> | Motaworld Racing            | 1:24.639 | 3    | 7.125 | 90.46 |

Weather / Track : Cloudy / Dry

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

Croft  
Circuit Length = 2.1270 miles.  
Start: 14:27 End: 14:54

|                 |             |
|-----------------|-------------|
| Clerk of Course | Timekeeper: |
|-----------------|-------------|

# 2004 Formula Renault UK Championship

## GRID - ROUND 11

|        |          |              |          |                  |
|--------|----------|--------------|----------|------------------|
| ROW 14 | 1:24.639 | 34 FOSTER    | 1:24.274 | 88 VITULLI       |
| ROW 13 | 1:19.536 | 22 RUSSELL   | 1:19.332 | 23 GONZALEZ      |
| ROW 12 | 1:19.258 | 15 MANN      | 1:18.938 | 28 TAHINCI       |
| ROW 11 | 1:18.522 | 31 DOLBY     | 1:18.416 | 20 GORNALL       |
| ROW 10 | 1:18.350 | 10 EDWARDS   | 1:18.348 | 16 FREUDENBERG   |
| ROW 9  | 1:18.280 | 4 WEBER      | 1:18.277 | 21 STORCKENFELDT |
| ROW 8  | 1:18.223 | 1 CHENG      | 1:18.110 | 7 JAKES          |
| ROW 7  | 1:18.038 | 17 HALL      | 1:18.027 | 14 MASTRETTA     |
| ROW 6  | 1:17.971 | 27 SIMPSON   | 1:17.969 | 24 MCINTOSH      |
| ROW 5  | 1:17.948 | 2 HOGAN      | 1:17.943 | 47 ROCHA         |
| ROW 4  | 1:17.836 | 37 SONDERMAN | 1:17.800 | 9 STODDART       |
| ROW 3  | 1:17.785 | 3 DI RESTA   | 1:17.689 | 11 HOLLINGS      |
| ROW 2  | 1:17.566 | 35 JARVIS    | 1:17.543 | 8 BARBER         |
| ROW 1  | 1:17.514 | 26 CONWAY    |          |                  |

**POLE**



Weather / Track : Cloudy / Dry

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

Croft  
Circuit Length = 2.1270 miles.  
Start: 14:27 End: 14:54

|                 |  |             |
|-----------------|--|-------------|
| Clerk of Course |  | Timekeeper: |
|-----------------|--|-------------|

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 11

|          |                       |       |               |              |                                    |      |               |              |               |              |                 |
|----------|-----------------------|-------|---------------|--------------|------------------------------------|------|---------------|--------------|---------------|--------------|-----------------|
| <b>1</b> | <b>CHENG Cong Fu</b>  |       | <b>CHN</b>    |              | <b>Manor Motorsport</b>            |      |               |              |               |              |                 |
| 1 -      | 3:35.175              | 90.3  | 1:13.169      | 106.6        | 4:48.344                           | 8 -  | <b>23.947</b> | 125.9        | 54.276        | 108.4        | <b>1:18.223</b> |
| 2 -      | 25.279                | 123.1 | 55.597        | 108.5        | 1:20.876                           | 9 -  | 28.186        | 99.8         | 1:00.326      | 108.2        | 1:28.512        |
| 3 -      | 24.303                | 126.6 | 54.641        | 108.9        | 1:18.944                           | 10 - | 25.129        | 117.7        | 56.986        | 108.9        | 1:22.115        |
| 4 -      | 24.291                | 126.3 | <b>54.227</b> | 108.9        | 1:18.518                           | 11 - | 24.122        | 126.3        | 54.418        | <b>109.4</b> | 1:18.540        |
| 5 -      | 7:28.165              | 86.4  | 1:03.270      | 107.3        | X:00.000                           | 12 - | 24.111        | <b>126.8</b> | 54.471        | 109.1        | 1:18.582        |
| 6 -      | 24.252                | 126.6 | 54.257        | 108.4        | 1:18.509                           | 13 - | 24.074        | 126.1        | 54.666        | 109.2        | 1:18.740        |
| 7 -      | 24.082                | 126.1 | 54.234        | 108.0        | 1:18.316                           | 14 - | 28.167        | 102.4        | 1:17.446      |              | 1:45.613P       |
| <b>2</b> | <b>Patrick HOGAN</b>  |       | <b>IRL</b>    |              | <b>Manor Motorsport</b>            |      |               |              |               |              |                 |
| 1 -      | 3:17.813              | 91.9  | 1:08.904      | 107.7        | 4:26.717                           | 7 -  | <b>23.985</b> | 127.5        | 53.963        | 108.5        | <b>1:17.948</b> |
| 2 -      | 25.000                | 126.1 | 54.909        | 108.7        | 1:19.909                           | 8 -  | 24.121        | 128.5        | 53.960        | 109.1        | 1:18.081        |
| 3 -      | 24.213                | 126.6 | 54.166        | <b>109.6</b> | 1:18.379                           | 9 -  | 28.016        | 116.1        | 1:08.460      | 108.4        | 1:36.476        |
| 4 -      | 26.695                | 118.7 | 1:05.337      | <b>109.6</b> | 1:32.032                           | 10 - | 24.234        | 127.8        | 54.012        | 108.4        | 1:18.246        |
| 5 -      | 8:04.666              | 118.9 | 1:02.214      | 109.4        | X:00.000                           | 11 - | 24.082        | <b>128.8</b> | 54.183        | 108.9        | 1:18.265        |
| 6 -      | 24.147                | 128.5 | <b>53.837</b> | 108.7        | 1:17.984                           | 12 - | 28.540        | 116.5        | 1:18.128      |              | 1:46.668P       |
| <b>3</b> | <b>Paul DI RESTA</b>  |       | <b>GBR</b>    |              | <b>Manor Motorsport</b>            |      |               |              |               |              |                 |
| 1 -      | 3:41.100              | 82.0  | 1:19.684      | 103.8        | X:00.000                           | 8 -  | <b>24.003</b> | 126.1        | 53.929        | 108.4        | 1:17.932        |
| 2 -      | 26.589                | 120.0 | 57.100        | <b>109.1</b> | 1:23.689                           | 9 -  | 28.515        | 102.1        | 59.998        | 108.5        | 1:28.513        |
| 3 -      | 24.175                | 125.6 | 53.984        | 107.7        | 1:18.159                           | 10 - | 24.113        | <b>126.8</b> | <b>53.672</b> | <b>109.1</b> | <b>1:17.785</b> |
| 4 -      | 7:50.178              | 103.0 | 1:01.854      | 107.7        | X:00.000                           | 11 - | 26.807        | 109.8        | 59.021        | 107.3        | 1:25.828        |
| 5 -      | 26.100                | 122.4 | 58.329        | 107.5        | 1:24.429                           | 12 - | 24.062        | 124.9        | 53.841        | 108.4        | 1:17.903        |
| 6 -      | 24.122                | 126.6 | 53.871        | 108.0        | 1:17.993                           | 13 - | 29.364        | 91.3         | 1:10.095      |              | 1:39.459P       |
| 7 -      | 24.018                | 125.6 | 53.833        | 108.0        | 1:17.851                           |      |               |              |               |              |                 |
| <b>4</b> | <b>Josh WEBER</b>     |       | <b>GBR</b>    |              | <b>Manor Motorsport</b>            |      |               |              | <b>G</b>      |              |                 |
| 1 -      | 3:43.980              | 72.5  | 1:19.820      | 105.6        | X:00.000                           | 7 -  | 24.246        | 125.9        | 54.180        | 107.2        | 1:18.426        |
| 2 -      | 25.942                | 121.3 | 56.109        | 107.5        | 1:22.051                           | 8 -  | 28.966        | 116.1        | 1:02.768      | <b>108.2</b> | 1:31.734        |
| 3 -      | 24.232                | 125.6 | 54.391        | 107.5        | 1:18.623                           | 9 -  | 24.228        | <b>126.1</b> | 57.403        | 108.0        | 1:21.631        |
| 4 -      | 8:36.277              | 101.3 | 1:00.823      | 107.2        | X:00.000                           | 10 - | 24.252        | <b>126.1</b> | 54.421        | 107.5        | 1:18.673        |
| 5 -      | 24.312                | 124.9 | 54.247        | 108.0        | 1:18.559                           | 11 - | 24.301        | 124.9        | 54.609        | 107.3        | 1:18.910        |
| 6 -      | 24.179                | 124.9 | <b>54.101</b> | 108.0        | <b>1:18.280</b>                    | 12 - | 28.334        | 117.9        | 56.565        | 108.0        | 1:24.899        |
| <b>7</b> | <b>James JAKES</b>    |       | <b>GBR</b>    |              | <b>Team aka</b>                    |      |               |              | <b>G</b>      |              |                 |
| 1 -      | 4:00.279              | 59.9  | 3:21.995      |              | X:00.000P                          | 5 -  | 24.084        | 126.8        | <b>54.026</b> | 107.8        | <b>1:18.110</b> |
| 2 -      | 34.630                | 121.1 | 59.382        | 107.8        | 1:34.012                           | 6 -  | 24.142        | 127.0        | 54.308        | 108.2        | 1:18.450        |
| 3 -      | 7:22.873              | 110.3 | 58.230        | 107.3        | X:00.000                           | 7 -  | 27.348        | 117.7        | 58.925        | <b>108.9</b> | 1:26.273        |
| 4 -      | 24.243                | 126.1 | 53.982        | 106.8        | 1:18.225                           |      |               |              |               |              |                 |
| <b>8</b> | <b>Westley BARBER</b> |       | <b>GBR</b>    |              | <b>Comtec Racing with Duckhams</b> |      |               |              |               |              |                 |
| 1 -      | 4:02.713              | 92.9  | 1:09.324      | 107.5        | X:00.000                           | 6 -  | 23.913        | 128.8        | 53.720        | 108.4        | 1:17.633        |
| 2 -      | 25.670                | 124.0 | 56.768        | <b>108.7</b> | 1:22.438                           | 7 -  | 23.945        | <b>129.0</b> | <b>53.598</b> | 108.2        | <b>1:17.543</b> |
| 3 -      | 24.304                | 126.8 | 53.767        | 108.2        | 1:18.071                           | 8 -  | 24.024        | 128.3        | 1:04.003      | 107.3        | 1:28.027        |
| 4 -      | 9:05.986              | 112.4 | 58.017        | 107.8        | X:00.000                           | 9 -  | 24.212        | 127.3        | 53.951        | 107.8        | 1:18.163        |
| 5 -      | 24.047                | 128.5 | 53.607        | 108.2        | 1:17.654                           | 10 - | 25.506        | 122.9        | 56.120        | <b>108.7</b> | 1:21.626        |

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 11

(contd.)

|           |                         |              |               |       |                             |      |               |              |               |              |                 |
|-----------|-------------------------|--------------|---------------|-------|-----------------------------|------|---------------|--------------|---------------|--------------|-----------------|
| <b>9</b>  | <b>Susie STODDART</b>   |              | <b>GBR</b>    |       | Comtec Racing with Duckhams |      |               |              |               |              |                 |
| 1 -       | 4:08.794                | 95.4         | 1:07.162      | 106.5 | X:00.000                    | 6 -  | 23.872        | 127.5        | <b>53.928</b> | 108.7        | <b>1:17.800</b> |
| 2 -       | 24.950                  | 126.6        | 56.601        | 108.2 | 1:21.551                    | 7 -  | 23.948        | 128.8        | 54.193        | 108.9        | 1:18.141        |
| 3 -       | 23.988                  | 127.8        | 54.164        | 108.5 | 1:18.152                    | 8 -  | 23.968        | 128.0        | 55.371        | 108.4        | 1:19.339        |
| 4 -       | 9:03.654                | 115.3        | 1:00.355      | 106.5 | X:00.000                    | 9 -  | 23.996        | <b>129.0</b> | 54.173        | <b>109.1</b> | 1:18.169        |
| 5 -       | 29.865                  | 81.0         | 1:04.733      | 108.5 | 1:34.598                    | 10 - | 26.559        | 110.7        | 4:19.637      |              | 4:46.196P       |
| <b>10</b> | <b>Sean EDWARDS</b>     |              | <b>GBR</b>    |       | Team JVA                    |      |               |              | <b>G</b>      |              |                 |
| 1 -       | 3:26.447                | 55.3         | 1:41.764      |       | X:00.000P                   | 7 -  | 24.161        | 126.3        | 57.563        | 108.7        | 1:21.724        |
| 2 -       | X:00.000                | 113.5        | 1:00.509      | 104.0 | X:00.000                    | 8 -  | <b>24.039</b> | 126.1        | 54.311        | 109.2        | <b>1:18.350</b> |
| 3 -       | 26.372                  | 121.3        | 57.745        | 107.8 | 1:24.117                    | 9 -  | 24.151        | 126.3        | 54.691        | <b>109.4</b> | 1:18.842        |
| 4 -       | 24.054                  | 126.3        | 54.356        | 108.5 | 1:18.410                    | 10 - | 24.226        | 126.1        | 1:08.129      | 108.5        | 1:32.355        |
| 5 -       | 24.121                  | <b>126.6</b> | <b>54.285</b> | 107.2 | 1:18.406                    | 11 - | 24.315        | 125.9        | 56.431        | 108.7        | 1:20.746        |
| 6 -       | 29.713                  | 99.1         | 1:14.646      | 108.5 | 1:44.359                    |      |               |              |               |              |                 |
| <b>11</b> | <b>Charles HOLLINGS</b> |              | <b>GBR</b>    |       | Fortec Motorsport           |      |               |              |               |              |                 |
| 1 -       | 4:03.126                | 62.1         | 4:08.640      |       | X:00.000P                   | 6 -  | 24.283        | 114.1        | 1:00.025      | 109.8        | 1:24.308        |
| 2 -       | 8:38.918                | 112.2        | 1:02.263      | 108.5 | X:00.000                    | 7 -  | 23.911        | 127.3        | 53.778        | 108.9        | <b>1:17.689</b> |
| 3 -       | 24.168                  | 126.1        | 53.880        | 109.1 | 1:18.048                    | 8 -  | 23.936        | 127.0        | 54.550        | <b>110.1</b> | 1:18.486        |
| 4 -       | 24.071                  | 126.8        | <b>53.733</b> | 108.7 | 1:17.804                    | 9 -  | <b>23.874</b> | <b>127.8</b> | 53.883        | 109.8        | 1:17.757        |
| 5 -       | 23.936                  | 126.8        | 53.757        | 108.7 | 1:17.693                    | 10 - | 27.572        | 109.6        | 1:11.649      |              | 1:39.221P       |
| <b>14</b> | <b>Carlos MASTRETTA</b> |              | <b>MEX</b>    |       | Falcon Motorsport           |      |               |              |               |              |                 |
| 1 -       | 4:13.157                | 83.5         | 1:14.067      | 106.8 | X:00.000                    | 7 -  | 28.726        | 100.3        | 1:00.654      | 107.3        | 1:29.380        |
| 2 -       | 29.177                  | 115.3        | 1:00.041      | 108.4 | 1:29.218                    | 8 -  | 24.913        | 119.1        | 56.779        | 108.0        | 1:21.692        |
| 3 -       | 24.413                  | 124.9        | 54.603        | 108.7 | 1:19.016                    | 9 -  | 24.060        | <b>125.6</b> | <b>53.967</b> | <b>108.9</b> | <b>1:18.027</b> |
| 4 -       | 8:14.448                | 97.1         | 1:09.393      | 107.2 | X:00.000                    | 10 - | 24.081        | 121.5        | 1:00.175      | 107.2        | 1:24.256        |
| 5 -       | 24.218                  | <b>125.6</b> | 54.269        | 108.4 | 1:18.487                    | 11 - | 32.910        | 90.3         | 3:12.423      |              | 3:45.333P       |
| 6 -       | <b>23.907</b>           | 124.7        | 54.290        | 107.8 | 1:18.197                    |      |               |              |               |              |                 |
| <b>15</b> | <b>Pippa MANN</b>       |              | <b>GBR</b>    |       | Team JVA                    |      |               |              |               |              |                 |
| 1 -       |                         |              |               | 107.0 | 4:06.857                    | 8 -  | 24.429        | 126.6        | 55.483        | 108.9        | 1:19.912        |
| 2 -       | 25.079                  | 124.9        | 56.960        | 107.5 | 1:22.039                    | 9 -  | 28.867        | 86.2         | 1:04.026      | 108.2        | 1:32.893        |
| 3 -       | 28.225                  | 113.9        | 1:10.753      |       | 1:38.978P                   | 10 - | 24.292        | 127.3        | 55.025        | 109.6        | 1:19.317        |
| 4 -       | 8:25.702                | 104.0        | 1:01.942      | 108.0 | X:00.000                    | 11 - | 24.414        | <b>127.5</b> | 57.197        | 108.4        | 1:21.611        |
| 5 -       | 27.307                  | 120.4        | 57.434        | 108.5 | 1:24.741                    | 12 - | 24.353        | 127.0        | 54.971        | 108.9        | 1:19.324        |
| 6 -       | 24.638                  | 126.3        | <b>54.784</b> | 108.5 | 1:19.422                    | 13 - | 24.314        | 127.3        | 55.014        | <b>109.8</b> | 1:19.328        |
| 7 -       | <b>24.269</b>           | <b>127.5</b> | 54.989        | 108.5 | <b>1:19.258</b>             |      |               |              |               |              |                 |
| <b>16</b> | <b>Ben FREUDENBERG</b>  |              | <b>USA</b>    |       | Fortec Motorsport           |      |               |              |               |              |                 |
| 1 -       | 3:31.043                | 112.0        | 1:07.037      | 106.5 | 4:38.080                    | 8 -  | <b>24.068</b> | 126.8        | 54.280        | 108.4        | <b>1:18.348</b> |
| 2 -       | 26.113                  | 114.9        | 1:00.975      | 108.0 | 1:27.088                    | 9 -  | 24.081        | 127.0        | 54.645        | 109.2        | 1:18.726        |
| 3 -       | 24.581                  | 126.1        | 57.389        | 108.0 | 1:21.970                    | 10 - | 27.999        | 107.0        | 1:03.295      | 108.0        | 1:31.294        |
| 4 -       | 24.353                  | 126.3        | <b>54.232</b> | 108.4 | 1:18.585                    | 11 - | 24.196        | 126.6        | 54.565        | 109.1        | 1:18.761        |
| 5 -       | 7:21.894                | 109.1        | 1:02.206      | 107.3 | X:00.000                    | 12 - | 24.161        | <b>127.5</b> | 54.552        | <b>109.4</b> | 1:18.713        |
| 6 -       | 24.148                  | 127.3        | 54.352        | 108.7 | 1:18.500                    | 13 - | 30.672        | 93.4         | 1:02.110      | 108.5        | 1:32.782        |
| 7 -       | 24.185                  | <b>127.5</b> | 54.448        | 107.3 | 1:18.633                    | 14 - | 24.291        | 127.0        | 54.627        | 109.2        | 1:18.918        |

Weather / Track : Cloudy / Dry

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 11

(contd.)

|           |                           |              |               |              |                 |                         |               |              |               |              |                 |
|-----------|---------------------------|--------------|---------------|--------------|-----------------|-------------------------|---------------|--------------|---------------|--------------|-----------------|
| <b>17</b> | <b>Stuart HALL</b>        |              |               |              | <b>GBR</b>      | Fortec Motorsport       |               |              |               |              |                 |
| 1 -       | 3:47.265                  | 113.9        | 1:21.630      | 107.0        | X:00.000        | 7 -                     | 23.941        | 127.0        | <b>54.178</b> | 109.2        | 1:18.119        |
| 2 -       | 25.891                    | 119.6        | 55.601        | 107.8        | 1:21.492        | 8 -                     | <b>23.781</b> | 128.8        | 57.697        | 109.6        | 1:21.478        |
| 3 -       | 24.142                    | 126.6        | 54.304        | 108.9        | 1:18.446        | 9 -                     | 23.910        | 128.3        | 54.277        | 109.8        | 1:18.187        |
| 4 -       | 8:22.171                  | 122.6        | 55.575        | 108.2        | X:00.000        | 10 -                    | 23.917        | <b>129.0</b> | 54.457        | <b>110.0</b> | 1:18.374        |
| 5 -       | 24.046                    | 126.6        | 53.992        | 109.2        | <b>1:18.038</b> | 11 -                    | 25.198        | 124.0        | 57.276        | <b>110.0</b> | 1:22.474        |
| 6 -       | 24.290                    | 125.9        | 55.017        | 108.7        | 1:19.307        |                         |               |              |               |              |                 |
| <b>20</b> | <b>James GORNALL</b>      |              |               |              | <b>GBR</b>      | J A Motorsport          |               |              |               |              |                 |
| 1 -       | 4:09.766                  | 86.5         | 1:06.927      | 106.6        | X:00.000        | 8 -                     | 24.115        | <b>127.8</b> | 58.170        | 107.7        | 1:22.285        |
| 2 -       | 25.032                    | 124.0        | 1:02.348      | 106.6        | 1:27.380        | 9 -                     | <b>24.008</b> | 126.6        | 55.030        | 107.7        | 1:19.038        |
| 3 -       | 24.533                    | 126.1        | 57.550        | 107.0        | 1:22.083        | 10 -                    | 24.481        | 126.6        | 54.565        | 107.0        | 1:19.046        |
| 4 -       | 8:00.994                  | 123.5        | 55.643        | 108.2        | X:00.000        | 11 -                    | 24.338        | 126.1        | 57.171        | 109.8        | 1:21.509        |
| 5 -       | 24.246                    | 125.6        | 54.170        | 106.5        | <b>1:18.416</b> | 12 -                    | 28.042        | 109.1        | 57.893        | <b>110.3</b> | 1:25.935        |
| 6 -       | 24.061                    | 127.5        | 54.486        | 106.1        | 1:18.547        | 13 -                    | 24.280        | 127.5        | <b>54.247</b> | 109.8        | 1:18.527        |
| 7 -       | 24.108                    | 126.3        | 54.450        | 107.3        | 1:18.558        |                         |               |              |               |              |                 |
| <b>21</b> | <b>Alex STORCKENFELDT</b> |              |               |              | <b>SWE</b>      | Mark Burdett Motorsport |               |              |               |              |                 |
| 1 -       | 3:32.655                  | 77.8         | 3:20.792      |              | X:00.000P       | 7 -                     | 26.699        | 123.8        | 56.387        | 107.7        | 1:23.086        |
| 2 -       | 41.500                    | 98.9         | 1:07.226      | 107.0        | 1:48.726        | 8 -                     | 24.100        | 127.0        | 54.341        | 108.0        | 1:18.441        |
| 3 -       | 7:46.912                  | 93.2         | 1:07.223      | 107.2        | X:00.000        | 9 -                     | 23.992        | <b>127.8</b> | <b>54.285</b> | <b>108.4</b> | <b>1:18.277</b> |
| 4 -       | 24.353                    | 126.3        | 54.880        | 106.0        | 1:19.233        | 10 -                    | <b>23.984</b> | 127.0        | 54.300        | 108.2        | 1:18.284        |
| 5 -       | 24.412                    | 124.2        | 55.386        | 103.2        | 1:19.798        | 11 -                    | 24.032        | 127.5        | 59.830        | <b>108.4</b> | 1:23.862        |
| 6 -       | 24.694                    | 122.4        | 55.535        | 103.7        | 1:20.229        |                         |               |              |               |              |                 |
| <b>22</b> | <b>Matt RUSSELL</b>       |              |               |              | <b>GBR</b>      | Mark Burdett Motorsport |               |              |               |              |                 |
| 1 -       | 3:29.594                  | 95.0         | 1:09.812      | 106.0        | 4:39.406        | 8 -                     | <b>24.391</b> | <b>125.4</b> | 55.253        | 108.0        | 1:19.644        |
| 2 -       | 27.590                    | 118.7        | 59.715        | 108.5        | 1:27.305        | 9 -                     | 24.607        | 118.3        | 58.977        | 108.7        | 1:23.584        |
| 3 -       | 25.917                    | 122.0        | 58.094        | 108.7        | 1:24.011        | 10 -                    | 24.495        | 123.8        | 1:02.359      | 108.9        | 1:26.854        |
| 4 -       | 25.741                    | 121.5        | 55.800        | 108.9        | 1:21.541        | 11 -                    | 26.179        | 110.7        | 59.330        | 108.4        | 1:25.509        |
| 5 -       | 7:29.300                  | 108.9        | 1:01.470      | 108.5        | X:00.000        | 12 -                    | 24.612        | 124.7        | 55.335        | 107.8        | 1:19.947        |
| 6 -       | 24.917                    | 123.3        | 55.487        | 108.4        | 1:20.404        | 13 -                    | 26.731        | 111.1        | 59.231        | <b>109.1</b> | 1:25.962        |
| 7 -       | 24.572                    | 124.0        | <b>54.964</b> | 108.0        | <b>1:19.536</b> |                         |               |              |               |              |                 |
| <b>23</b> | <b>Rodolfo GONZALEZ</b>   |              |               |              | <b>VEN</b>      | Mark Burdett Motorsport |               |              |               | <b>G</b>     |                 |
| 1 -       | 4:03.667                  | 74.4         | 1:10.511      | 106.8        | X:00.000        | 8 -                     | 24.279        | 128.5        | 55.144        | 108.2        | 1:19.423        |
| 2 -       | 26.517                    | 122.0        | 1:00.189      | <b>109.1</b> | 1:26.706        | 9 -                     | 26.576        | 122.6        | 1:00.933      | 108.7        | 1:27.509        |
| 3 -       | 27.011                    | 123.3        | 1:02.697      | 108.4        | 1:29.708        | 10 -                    | 24.288        | 127.5        | 55.329        | 108.4        | 1:19.617        |
| 4 -       | 8:01.263                  | 122.2        | 1:00.217      | 107.3        | X:00.000        | 11 -                    | 24.242        | 128.3        | <b>55.090</b> | 108.9        | <b>1:19.332</b> |
| 5 -       | 24.301                    | 127.3        | 55.440        | 108.5        | 1:19.741        | 12 -                    | 24.671        | 125.6        | 55.341        | <b>109.1</b> | 1:20.012        |
| 6 -       | 24.692                    | 127.5        | 55.099        | <b>109.1</b> | 1:19.791        | 13 -                    | 24.670        | 128.3        | 55.577        | 108.9        | 1:20.247        |
| 7 -       | <b>24.204</b>             | <b>129.0</b> | 55.187        | 108.2        | 1:19.391        |                         |               |              |               |              |                 |
| <b>24</b> | <b>Sean MCINTOSH</b>      |              |               |              | <b>CAN</b>      | Team Firstair           |               |              |               | <b>G</b>     |                 |
| 1 -       | 3:53.765                  | 70.8         | 1:27.092      | 73.1         | X:00.000        | 8 -                     | 23.981        | <b>128.8</b> | 55.141        | 108.5        | 1:19.122        |
| 2 -       | 39.243                    | 81.6         | 1:07.605      | 108.4        | 1:46.848        | 9 -                     | 24.104        | 125.4        | 54.119        | 108.9        | 1:18.223        |
| 3 -       | 24.947                    | 124.5        | 54.905        | 106.6        | 1:19.852        | 10 -                    | 25.031        | 80.3         | 1:02.322      | 108.9        | 1:27.353        |
| 4 -       | 7:29.847                  | 123.5        | 56.277        | 107.7        | X:00.000        | 11 -                    | 24.755        | 124.0        | 54.151        | 108.5        | 1:18.906        |
| 5 -       | 24.089                    | 126.8        | 53.926        | 107.5        | 1:18.015        | 12 -                    | 24.014        | 128.0        | 54.300        | 108.9        | 1:18.314        |
| 6 -       | 25.086                    | 83.2         | 1:08.778      | 107.8        | 1:33.864        | 13 -                    | 24.104        | 127.8        | <b>54.010</b> | <b>109.1</b> | 1:18.114        |
| 7 -       | <b>23.932</b>             | 128.3        | 54.037        | 108.5        | <b>1:17.969</b> |                         |               |              |               |              |                 |

Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 14:27 End: 14:54

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 11

(contd.)

|           |                          |       |               |              |                   |      |               |              |               |              |                 |
|-----------|--------------------------|-------|---------------|--------------|-------------------|------|---------------|--------------|---------------|--------------|-----------------|
| <b>26</b> | <b>Mike CONWAY</b>       |       | <b>GBR</b>    |              | Fortec Motorsport |      |               |              |               |              |                 |
| 1 -       | 4:01.413                 | 66.4  | 1:17.228      | 91.0         | X:00.000          | 6 -  | <b>23.877</b> | 126.6        | 53.704        | 107.8        | 1:17.581        |
| 2 -       | 26.689                   | 99.5  | 1:03.361      | 107.8        | 1:30.050          | 7 -  | 23.916        | <b>127.5</b> | <b>53.598</b> | 109.1        | <b>1:17.514</b> |
| 3 -       | 24.435                   | 124.9 | 55.475        | 107.5        | 1:19.910          | 8 -  | 24.300        | 124.5        | 1:02.001      | 109.4        | 1:26.301        |
| 4 -       | 8:18.382                 | 81.1  | 1:05.513      | 108.0        | X:00.000          | 9 -  | 23.878        | 127.3        | 56.223        | <b>109.6</b> | 1:20.101        |
| 5 -       | 24.069                   | 126.3 | 54.203        | 106.6        | 1:18.272          |      |               |              |               |              |                 |
| <b>27</b> | <b>Stephen SIMPSON</b>   |       | <b>GBR</b>    |              | Team JLR          |      |               |              |               |              |                 |
| 1 -       | 4:11.617                 | 83.4  | 1:12.839      | 84.7         | X:00.000          | 7 -  | 24.000        | 128.0        | <b>53.971</b> | 107.7        | <b>1:17.971</b> |
| 2 -       | 27.160                   | 124.2 | 58.588        | 108.2        | 1:25.748          | 8 -  | <b>23.953</b> | <b>129.0</b> | 54.022        | 108.0        | 1:17.975        |
| 3 -       | 24.401                   | 127.5 | 54.399        | 108.4        | 1:18.800          | 9 -  | 23.986        | 127.8        | 54.466        | 107.7        | 1:18.452        |
| 4 -       | 7:42.910                 | 103.0 | 58.783        | 108.2        | X:00.000          | 10 - | 26.187        | 124.7        | 57.247        | 108.2        | 1:23.434        |
| 5 -       | 24.161                   | 128.0 | 54.062        | 108.2        | 1:18.223          | 11 - | 24.196        | 128.5        | 54.355        | <b>108.9</b> | 1:18.551        |
| 6 -       | 24.735                   | 113.9 | 58.904        | 108.5        | 1:23.639          | 12 - | 28.317        | 110.5        | 1:12.132      |              | 1:40.449P       |
| <b>28</b> | <b>Jason TAHINCI</b>     |       | <b>TUR</b>    |              | Team JLR          |      |               |              |               |              |                 |
| 1 -       | 3:19.164                 | 90.0  | 1:09.468      | 107.7        | 4:28.632          | 8 -  | <b>24.125</b> | 127.8        | 54.843        | 108.5        | 1:18.968        |
| 2 -       | 25.791                   | 122.0 | 55.856        | <b>109.1</b> | 1:21.647          | 9 -  | 24.203        | <b>128.0</b> | 57.949        | 108.7        | 1:22.152        |
| 3 -       | 24.293                   | 126.8 | 55.219        | 108.5        | 1:19.512          | 10 - | 24.308        | 127.3        | <b>54.630</b> | 108.9        | <b>1:18.938</b> |
| 4 -       | 24.391                   | 126.8 | 58.157        | 108.2        | 1:22.548          | 11 - | 24.129        | <b>128.0</b> | 54.872        | 108.7        | 1:19.001        |
| 5 -       | 7:26.351                 | 121.7 | 57.379        | <b>109.1</b> | X:00.000          | 12 - | 25.130        | 123.8        | 56.896        | 108.5        | 1:22.026        |
| 6 -       | 24.158                   | 127.8 | 54.838        | 108.4        | 1:18.996          | 13 - | 24.409        | 127.0        | 54.880        | 108.9        | 1:19.289        |
| 7 -       | 24.337                   | 125.9 | 56.076        | 108.5        | 1:20.413          | 14 - | 25.334        | 122.6        | 1:08.007      |              | 1:33.341P       |
| <b>31</b> | <b>Craig DOLBY</b>       |       | <b>GBR</b>    |              | Paston Racing     |      |               |              | <b>G</b>      |              |                 |
| 1 -       | 3:12.362                 | 90.6  | 1:05.902      | 106.3        | 4:18.264          | 7 -  | <b>24.105</b> | 126.6        | 54.417        | 106.6        | <b>1:18.522</b> |
| 2 -       | 24.783                   | 125.4 | 55.054        | 104.6        | 1:19.837          | 8 -  | 24.211        | 127.0        | 54.474        | 107.0        | 1:18.685        |
| 3 -       | 24.497                   | 126.3 | 59.694        | <b>107.7</b> | 1:24.191          | 9 -  | 24.278        | 126.8        | 56.313        | <b>107.7</b> | 1:20.591        |
| 4 -       | 24.250                   | 125.6 | <b>54.331</b> | 107.2        | 1:18.581          | 10 - | 24.204        | <b>127.3</b> | 55.044        | 106.5        | 1:19.248        |
| 5 -       | 8:39.611                 | 99.4  | 1:01.966      | 106.8        | X:00.000          | 11 - | 26.004        | 103.5        | 58.765        | 107.5        | 1:24.769        |
| 6 -       | 25.983                   | 120.0 | 56.696        | <b>107.7</b> | 1:22.679          | 12 - | 24.339        | 126.6        | 1:08.840      |              | 1:33.179P       |
| <b>34</b> | <b>Joey FOSTER</b>       |       | <b>GBR</b>    |              | Motaworld Racing  |      |               |              |               |              |                 |
| 1 -       | 3:41.847                 | 79.8  | 1:20.479      | 96.8         | X:00.000          | 3 -  | <b>26.753</b> | <b>122.6</b> | <b>57.886</b> | <b>108.7</b> | <b>1:24.639</b> |
| 2 -       | 30.149                   | 112.2 | 1:07.380      | 102.4        | 1:37.529          |      |               |              |               |              |                 |
| <b>35</b> | <b>Oliver JARVIS</b>     |       | <b>GBR</b>    |              | Motaworld Racing  |      |               |              |               |              |                 |
| 1 -       | 3:42.783                 | 74.1  | 1:20.811      | 103.5        | X:00.000          | 6 -  | <b>23.860</b> | <b>127.3</b> | <b>53.706</b> | 107.8        | <b>1:17.566</b> |
| 2 -       | 31.292                   | 105.8 | 1:05.203      | <b>108.0</b> | 1:36.495          | 7 -  | 23.937        | 126.8        | 53.986        | <b>108.0</b> | 1:17.923        |
| 3 -       | 24.981                   | 123.8 | 57.244        | 107.3        | 1:22.225          | 8 -  | 31.161        | 89.8         | 1:07.557      | 107.5        | 1:38.718        |
| 4 -       | 8:39.192                 | 111.2 | 1:05.567      | 107.2        | X:00.000          | 9 -  | 24.050        | 126.6        | 54.071        | <b>108.0</b> | 1:18.121        |
| 5 -       | 24.138                   | 126.6 | 53.927        | <b>108.0</b> | 1:18.065          | 10 - | 30.941        | 81.4         | 1:10.591      | 107.2        | 1:41.532        |
| <b>37</b> | <b>Gustave SONDERMAN</b> |       | <b>BRA</b>    |              | Motaworld Racing  |      |               |              |               |              |                 |
| 1 -       | 4:05.333                 | 72.2  | 1:14.866      | 106.0        | X:00.000          | 7 -  | <b>23.769</b> | <b>128.0</b> | <b>54.067</b> | 108.5        | <b>1:17.836</b> |
| 2 -       | 29.230                   | 120.6 | 1:03.138      | 108.0        | 1:32.368          | 8 -  | 24.177        | 125.4        | 54.531        | 108.4        | 1:18.708        |
| 3 -       | 24.437                   | 126.6 | 54.623        | 108.0        | 1:19.060          | 9 -  | 34.346        | 88.1         | 1:04.158      | 108.7        | 1:38.504        |
| 4 -       | 8:33.758                 | 120.4 | 1:03.014      | 107.0        | X:00.000          | 10 - | 27.067        | 99.5         | 1:02.905      | <b>109.1</b> | 1:29.972        |
| 5 -       | 24.215                   | 127.0 | 54.455        | 108.0        | 1:18.670          | 11 - | 24.043        | 127.5        | 54.781        | 108.2        | 1:18.824        |
| 6 -       | 23.947                   | 127.3 | 54.100        | 107.7        | 1:18.047          | 12 - | 24.249        | 126.3        | 54.665        | <b>109.1</b> | 1:18.914        |

Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 14:27 End: 14:54

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 11

(contd.)

| <b>47</b> | Patrick ROCHA   |              |               |              |                 | BRA  | Team Firstair  |              |               |              |           |
|-----------|-----------------|--------------|---------------|--------------|-----------------|------|----------------|--------------|---------------|--------------|-----------|
| 1 -       | 4:16.686        | 74.7         | 1:16.802      | 106.8        | X:00.000        | 8 -  | 24.071         | 126.8        | <b>54.047</b> | <b>109.1</b> | 1:18.118  |
| 2 -       | 25.921          | 122.4        | 1:03.881      | 108.4        | 1:29.802        | 9 -  | 23.990         | 126.6        | 54.057        | 108.4        | 1:18.047  |
| 3 -       | 24.313          | 125.9        | 54.804        | 106.6        | 1:19.117        | 10 - | 24.279         | 105.3        | 1:11.998      | 107.3        | 1:36.277  |
| 4 -       | 7:32.479        | 120.6        | 1:04.485      | 106.6        | X:00.000        | 11 - | 24.171         | 126.3        | 54.057        | <b>109.1</b> | 1:18.228  |
| 5 -       | 24.205          | 126.8        | 54.401        | 107.0        | 1:18.606        | 12 - | 23.958         | <b>128.0</b> | 54.844        | 108.7        | 1:18.802  |
| 6 -       | <b>23.882</b>   | 126.6        | 54.061        | 107.0        | <b>1:17.943</b> | 13 - | 25.531         | 116.7        | 1:03.565      | 107.7        | 1:29.096  |
| 7 -       | 26.258          | 85.1         | 1:06.309      | 108.0        | 1:32.567        |      |                |              |               |              |           |
| <b>88</b> | Michael VITULLI |              |               |              |                 | GBR  | Vitulli Racing |              |               |              |           |
| 1 -       | 3:21.146        | 102.7        | 1:08.491      | 105.8        | 4:29.637        | 3 -  | <b>25.897</b>  | 122.4        | 1:08.175      |              | 1:34.072P |
| 2 -       | 26.206          | <b>122.6</b> | <b>58.068</b> | <b>108.5</b> | <b>1:24.274</b> |      |                |              |               |              |           |

## 2004 Formula Renault UK Championship

### SPEED TRAP - QUALIFYING ROUND 11 - FINISH LINE

| POS | NO | CL | DRIVER             | NAT | ENTRANT                     | MPH   |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1   | 20 |    | James GORNALL      | GBR | J A Motorsport              | 110.3 |
| 2   | 11 |    | Charles HOLLINGS   | GBR | Fortec Motorsport           | 110.1 |
| 3   | 17 |    | Stuart HALL        | GBR | Fortec Motorsport           | 110.0 |
| 4   | 15 |    | Pippa MANN         | GBR | Team JVA                    | 109.8 |
| 5   | 26 |    | Mike CONWAY        | GBR | Fortec Motorsport           | 109.6 |
| 6   | 2  |    | Patrick HOGAN      | IRL | Manor Motorsport            | 109.6 |
| 7   | 16 |    | Ben FREUDENBERG    | USA | Fortec Motorsport           | 109.4 |
| 8   | 10 | G  | Sean EDWARDS       | GBR | Team JVA                    | 109.4 |
| 9   | 1  |    | CHENG Cong Fu      | CHN | Manor Motorsport            | 109.4 |
| 10  | 24 | G  | Sean MCINTOSH      | CAN | Team Firstair               | 109.1 |
| 11  | 22 |    | Matt RUSSELL       | GBR | Mark Burdett Motorsport     | 109.1 |
| 12  | 37 |    | Gustave SONDERMAN  | BRA | Motaworld Racing            | 109.1 |
| 13  | 9  |    | Susie STODDART     | GBR | Comtec Racing with Duckhams | 109.1 |
| 14  | 47 |    | Patrick ROCHA      | BRA | Team Firstair               | 109.1 |
| 15  | 23 | G  | Rodolfo GONZALEZ   | VEN | Mark Burdett Motorsport     | 109.1 |
| 16  | 3  |    | Paul DI RESTA      | GBR | Manor Motorsport            | 109.1 |
| 17  | 28 |    | Jason TAHINCI      | TUR | Team JLR                    | 109.1 |
| 18  | 27 |    | Stephen SIMPSON    | GBR | Team JLR                    | 108.9 |
| 19  | 14 |    | Carlos MASTRETTA   | MEX | Falcon Motorsport           | 108.9 |
| 20  | 7  | G  | James JAKES        | GBR | Team aka                    | 108.9 |
| 21  | 34 |    | Joey FOSTER        | GBR | Motaworld Racing            | 108.7 |
| 22  | 8  |    | Westley BARBER     | GBR | Comtec Racing with Duckhams | 108.7 |
| 23  | 88 |    | Michael VITULLI    | GBR | Vitulli Racing              | 108.5 |
| 24  | 21 |    | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport     | 108.4 |
| 25  | 4  | G  | Josh WEBER         | GBR | Manor Motorsport            | 108.2 |
| 26  | 35 |    | Oliver JARVIS      | GBR | Motaworld Racing            | 108.0 |
| 27  | 31 | G  | Craig DOLBY        | GBR | Paston Racing               | 107.7 |

**2004 Formula Renault UK Championship**  
**SPEED TRAP - QUALIFYING ROUND 11 - SECTOR**  
 (contd.)

| POS | NO | CL | DRIVER                    | NAT        | ENTRANT                     | MPH   |
|-----|----|----|---------------------------|------------|-----------------------------|-------|
| 1   | 17 |    | <b>Stuart HALL</b>        | <b>GBR</b> | Fortec Motorsport           | 129.0 |
| 2   | 9  |    | <b>Susie STODDART</b>     | <b>GBR</b> | Comtec Racing with Duckhams | 129.0 |
| 3   | 27 |    | <b>Stephen SIMPSON</b>    | <b>GBR</b> | Team JLR                    | 129.0 |
| 4   | 8  |    | <b>Westley BARBER</b>     | <b>GBR</b> | Comtec Racing with Duckhams | 129.0 |
| 5   | 23 | G  | <b>Rodolfo GONZALEZ</b>   | <b>VEN</b> | Mark Burdett Motorsport     | 129.0 |
| 6   | 2  |    | <b>Patrick HOGAN</b>      | <b>IRL</b> | Manor Motorsport            | 128.8 |
| 7   | 24 | G  | <b>Sean MCINTOSH</b>      | <b>CAN</b> | Team Firstair               | 128.8 |
| 8   | 47 |    | <b>Patrick ROCHA</b>      | <b>BRA</b> | Team Firstair               | 128.0 |
| 9   | 28 |    | <b>Jason TAHINCI</b>      | <b>TUR</b> | Team JLR                    | 128.0 |
| 10  | 37 |    | <b>Gustave SONDERMAN</b>  | <b>BRA</b> | Motaworld Racing            | 128.0 |
| 11  | 11 |    | <b>Charles HOLLINGS</b>   | <b>GBR</b> | Fortec Motorsport           | 127.8 |
| 12  | 21 |    | <b>Alex STORCKENFELDT</b> | <b>SWE</b> | Mark Burdett Motorsport     | 127.8 |
| 13  | 20 |    | <b>James GORNALL</b>      | <b>GBR</b> | J A Motorsport              | 127.8 |
| 14  | 7  | G  | <b>James JAKES</b>        | <b>GBR</b> | Team aka                    | 127.5 |
| 15  | 26 |    | <b>Mike CONWAY</b>        | <b>GBR</b> | Fortec Motorsport           | 127.5 |
| 16  | 15 |    | <b>Pippa MANN</b>         | <b>GBR</b> | Team JVA                    | 127.5 |
| 17  | 16 |    | <b>Ben FREUDENBERG</b>    | <b>USA</b> | Fortec Motorsport           | 127.5 |
| 18  | 31 | G  | <b>Craig DOLBY</b>        | <b>GBR</b> | Paston Racing               | 127.3 |
| 19  | 35 |    | <b>Oliver JARVIS</b>      | <b>GBR</b> | Motaworld Racing            | 127.3 |
| 20  | 1  |    | <b>CHENG Cong Fu</b>      | <b>CHN</b> | Manor Motorsport            | 126.8 |
| 21  | 3  |    | <b>Paul DI RESTA</b>      | <b>GBR</b> | Manor Motorsport            | 126.8 |
| 22  | 10 | G  | <b>Sean EDWARDS</b>       | <b>GBR</b> | Team JVA                    | 126.6 |
| 23  | 4  | G  | <b>Josh WEBER</b>         | <b>GBR</b> | Manor Motorsport            | 126.1 |
| 24  | 14 |    | <b>Carlos MASTRETTA</b>   | <b>MEX</b> | Falcon Motorsport           | 125.6 |
| 25  | 22 |    | <b>Matt RUSSELL</b>       | <b>GBR</b> | Mark Burdett Motorsport     | 125.4 |
| 26  | 34 |    | <b>Joey FOSTER</b>        | <b>GBR</b> | Motaworld Racing            | 122.6 |
| 27  | 88 |    | <b>Michael VITULLI</b>    | <b>GBR</b> | Vitulli Racing              | 122.6 |

## 2004 Formula Renault UK Championship BEST SECTOR TIMES - QUALIFYING ROUND 11

| SECTOR 1 |    |              |        | SECTOR 2 |              | IDEAL / BEST COMPARISON |     |    |              |          |          |       |
|----------|----|--------------|--------|----------|--------------|-------------------------|-----|----|--------------|----------|----------|-------|
| POS      | NO | NAME         | TIME   | NO       | NAME         | TIME                    | POS | NO | NAME         | IDEAL    | BEST     | DIFF  |
| 1        | 37 | SONDERMAN    | 23.769 | 26       | CONWAY       | 53.598                  | 1   | 26 | CONWAY       | 1:17.475 | 1:17.514 | 0.039 |
| 2        | 17 | HALL         | 23.781 | 8        | BARBER       | 53.598                  | 2   | 8  | BARBER       | 1:17.511 | 1:17.543 | 0.032 |
| 3        | 35 | JARVIS       | 23.860 | 3        | RESTA        | 53.672                  | 3   | 35 | JARVIS       | 1:17.566 | 1:17.566 | 0.000 |
| 4        | 9  | STODDART     | 23.872 | 35       | JARVIS       | 53.706                  | 4   | 11 | HOLLINGS     | 1:17.607 | 1:17.689 | 0.082 |
| 5        | 11 | HOLLINGS     | 23.874 | 11       | HOLLINGS     | 53.733                  | 5   | 3  | RESTA        | 1:17.675 | 1:17.785 | 0.110 |
| 6        | 26 | CONWAY       | 23.877 | 2        | HOGAN        | 53.837                  | 6   | 17 | HALL         | 1:17.773 | 1:18.038 | 0.265 |
| 7        | 47 | ROCHA        | 23.882 | 24       | MCINTOSH     | 53.926                  | 7   | 9  | STODDART     | 1:17.800 | 1:17.800 | 0.000 |
| 8        | 14 | MASTRETTA    | 23.907 | 9        | STODDART     | 53.928                  | 8   | 2  | HOGAN        | 1:17.822 | 1:17.948 | 0.126 |
| 9        | 8  | BARBER       | 23.913 | 14       | MASTRETTA    | 53.967                  | 9   | 37 | SONDERMAN    | 1:17.836 | 1:17.836 | 0.000 |
| 10       | 24 | MCINTOSH     | 23.932 | 27       | SIMPSON      | 53.971                  | 10  | 24 | MCINTOSH     | 1:17.858 | 1:17.969 | 0.111 |
| 11       | 1  | CHENG        | 23.947 | 7        | JAKES        | 53.982                  | 11  | 14 | MASTRETTA    | 1:17.874 | 1:18.027 | 0.153 |
| 12       | 27 | SIMPSON      | 23.953 | 17       | HALL         | 53.992                  | 12  | 27 | SIMPSON      | 1:17.924 | 1:17.971 | 0.047 |
| 13       | 21 | STORCKENFELD | 23.984 | 47       | ROCHA        | 54.047                  | 13  | 47 | ROCHA        | 1:17.929 | 1:17.943 | 0.014 |
| 14       | 2  | HOGAN        | 23.985 | 37       | SONDERMAN    | 54.067                  | 14  | 7  | JAKES        | 1:18.066 | 1:18.110 | 0.044 |
| 15       | 3  | RESTA        | 24.003 | 4        | WEBER        | 54.101                  | 15  | 1  | CHENG        | 1:18.174 | 1:18.223 | 0.049 |
| 16       | 20 | GORNALL      | 24.008 | 20       | GORNALL      | 54.170                  | 16  | 20 | GORNALL      | 1:18.178 | 1:18.416 | 0.238 |
| 17       | 10 | EDWARDS      | 24.039 | 1        | CHENG        | 54.227                  | 17  | 21 | STORCKENFELD | 1:18.269 | 1:18.277 | 0.008 |
| 18       | 16 | FREUDENBERG  | 24.068 | 16       | FREUDENBERG  | 54.232                  | 18  | 4  | WEBER        | 1:18.280 | 1:18.280 | 0.000 |
| 19       | 7  | JAKES        | 24.084 | 21       | STORCKENFELD | 54.285                  | 19  | 16 | FREUDENBERG  | 1:18.300 | 1:18.348 | 0.048 |
| 20       | 31 | DOLBY        | 24.105 | 10       | EDWARDS      | 54.285                  | 20  | 10 | EDWARDS      | 1:18.324 | 1:18.350 | 0.026 |
| 21       | 28 | TAHINCI      | 24.125 | 31       | DOLBY        | 54.331                  | 21  | 31 | DOLBY        | 1:18.436 | 1:18.522 | 0.086 |
| 22       | 4  | WEBER        | 24.179 | 28       | TAHINCI      | 54.630                  | 22  | 28 | TAHINCI      | 1:18.755 | 1:18.938 | 0.183 |
| 23       | 23 | GONZALEZ     | 24.204 | 15       | MANN         | 54.784                  | 23  | 15 | MANN         | 1:19.053 | 1:19.258 | 0.205 |
| 24       | 15 | MANN         | 24.269 | 22       | RUSSELL      | 54.964                  | 24  | 23 | GONZALEZ     | 1:19.294 | 1:19.332 | 0.038 |
| 25       | 22 | RUSSELL      | 24.391 | 23       | GONZALEZ     | 55.090                  | 25  | 22 | RUSSELL      | 1:19.355 | 1:19.536 | 0.181 |
| 26       | 88 | VITULLI      | 25.897 | 34       | FOSTER       | 57.886                  | 26  | 88 | VITULLI      | 1:23.965 | 1:24.274 | 0.309 |
| 27       | 34 | FOSTER       | 26.753 | 88       | VITULLI      | 58.068                  | 27  | 34 | FOSTER       | 1:24.639 | 1:24.639 | 0.000 |
|          |    |              |        |          |              |                         |     |    | Perfect Lap  | 1:17.367 |          |       |

## 2004 Formula Renault UK Championship CLASSIFICATION - QUALIFYING ROUND 12

| POS | NO | CL | DRIVER             | NAT | ENTRANT                     | TIME     | LAPS | GAP   | MPH   |
|-----|----|----|--------------------|-----|-----------------------------|----------|------|-------|-------|
| 1   | 26 |    | Mike CONWAY        | GBR | Fortec Motorsport           | 1:17.737 | 10   |       | 98.50 |
| 2   | 11 |    | Charles HOLLINGS   | GBR | Fortec Motorsport           | 1:17.746 | 6    | 0.009 | 98.49 |
| 3   | 24 | G  | Sean MCINTOSH      | CAN | Team Firstair               | 1:17.828 | 12   | 0.091 | 98.38 |
| 4   | 8  |    | Westley BARBER     | GBR | Comtec Racing with Duckhams | 1:17.855 | 11   | 0.118 | 98.35 |
| 5   | 3  |    | Paul DI RESTA      | GBR | Manor Motorsport            | 1:17.963 | 14   | 0.226 | 98.21 |
| 6   | 7  | G  | James JAKES        | GBR | Team aka                    | 1:18.065 | 10   | 0.328 | 98.08 |
| 7   | 21 |    | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport     | 1:18.110 | 15   | 0.373 | 98.03 |
| 8   | 34 |    | Joey FOSTER        | GBR | Motaworld Racing            | 1:18.122 | 13   | 0.385 | 98.01 |
| 9   | 17 |    | Stuart HALL        | GBR | Fortec Motorsport           | 1:18.135 | 13   | 0.398 | 98.00 |
| 10  | 9  |    | Susie STODDART     | GBR | Comtec Racing with Duckhams | 1:18.212 | 10   | 0.475 | 97.90 |
| 11  | 47 |    | Patrick ROCHA      | BRA | Team Firstair               | 1:18.281 | 14   | 0.544 | 97.81 |
| 12  | 35 |    | Oliver JARVIS      | GBR | Motaworld Racing            | 1:18.294 | 13   | 0.557 | 97.80 |
| 13  | 14 |    | Carlos MASTRETTA   | MEX | Falcon Motorsport           | 1:18.295 | 14   | 0.558 | 97.79 |
| 14  | 2  |    | Patrick HOGAN      | IRL | Manor Motorsport            | 1:18.364 | 15   | 0.627 | 97.71 |
| 15  | 20 |    | James GORNALL      | GBR | J A Motorsport              | 1:18.396 | 15   | 0.659 | 97.67 |
| 16  | 37 |    | Gustave SONDERMAN  | BRA | Motaworld Racing            | 1:18.492 | 15   | 0.755 | 97.55 |
| 17  | 1  |    | CHENG Cong Fu      | CHN | Manor Motorsport            | 1:18.629 | 14   | 0.892 | 97.38 |
| 18  | 16 |    | Ben FREUDENBERG    | USA | Fortec Motorsport           | 1:18.667 | 15   | 0.930 | 97.33 |
| 19  | 27 |    | Stephen SIMPSON    | GBR | Team JLR                    | 1:18.679 | 14   | 0.942 | 97.32 |
| 20  | 4  | G  | Josh WEBER         | GBR | Manor Motorsport            | 1:18.794 | 15   | 1.057 | 97.18 |
| 21  | 10 | G  | Sean EDWARDS       | GBR | Team JVA                    | 1:18.829 | 13   | 1.092 | 97.13 |
| 22  | 23 | G  | Rodolfo GONZALEZ   | VEN | Mark Burdett Motorsport     | 1:18.887 | 15   | 1.150 | 97.06 |
| 23  | 31 | G  | Craig DOLBY        | GBR | Paston Racing               | 1:18.909 | 12   | 1.172 | 97.03 |
| 24  | 88 |    | Michael VITULLI    | GBR | Vitulli Racing              | 1:18.931 | 11   | 1.194 | 97.01 |
| 25  | 28 |    | Jason TAHINCI      | TUR | Team JLR                    | 1:18.982 | 14   | 1.245 | 96.94 |
| 26  | 15 |    | Pippa MANN         | GBR | Team JVA                    | 1:19.167 | 15   | 1.430 | 96.72 |
| 27  | 22 |    | Matt RUSSELL       | GBR | Mark Burdett Motorsport     | 1:19.418 | 14   | 1.681 | 96.41 |

Weather / Track : Cloudy / Dry

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

Croft  
Circuit Length = 2.1270 miles.  
Start: 17:55 End: 18:15

|                 |             |
|-----------------|-------------|
| Clerk of Course | Timekeeper: |
|-----------------|-------------|

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 12

|          |                       |              |               |              |                             |      |               |              |               |              |                 |
|----------|-----------------------|--------------|---------------|--------------|-----------------------------|------|---------------|--------------|---------------|--------------|-----------------|
| <b>1</b> | <b>CHENG Cong Fu</b>  |              | <b>CHN</b>    |              | Manor Motorsport            |      |               |              |               |              |                 |
| 1 -      | 1:11.473              | 109.1        | 1:05.488      | 107.3        | 2:16.961                    | 8 -  | 24.187        | 123.5        | <b>54.442</b> | 108.9        | <b>1:18.629</b> |
| 2 -      | 25.112                | 124.2        | 56.507        | 108.0        | 1:21.619                    | 9 -  | <b>24.175</b> | 124.2        | 57.440        | <b>109.2</b> | 1:21.615        |
| 3 -      | 24.428                | 124.7        | 55.003        | 107.5        | 1:19.431                    | 10 - | 24.258        | 123.5        | 1:02.326      |              | 1:26.584P       |
| 4 -      | 24.222                | <b>125.2</b> | 54.913        | 108.5        | 1:19.135                    | 11 - | 1:30.059      | 105.6        | 59.983        | 107.8        | 2:30.042        |
| 5 -      | 24.181                | 123.8        | 54.459        | 108.4        | 1:18.640                    | 12 - | 24.659        | 122.9        | 55.993        | 108.5        | 1:20.652        |
| 6 -      | 24.238                | 123.8        | 54.444        | 109.1        | 1:18.682                    | 13 - | 24.349        | 124.2        | 54.579        | 109.1        | 1:18.928        |
| 7 -      | 25.709                | 111.6        | 59.433        | 108.5        | 1:25.142                    | 14 - | 25.080        | 110.3        | 55.782        | <b>109.2</b> | 1:20.862        |
| <b>2</b> | <b>Patrick HOGAN</b>  |              | <b>IRL</b>    |              | Manor Motorsport            |      |               |              |               |              |                 |
| 1 -      |                       |              | 105.8         |              | 2:01.674                    | 9 -  | 24.157        | 126.1        | <b>54.212</b> | <b>110.5</b> | 1:18.369        |
| 2 -      | 25.247                | 122.9        | 55.626        | 108.2        | 1:20.873                    | 10 - | <b>23.958</b> | <b>127.0</b> | 54.406        | 109.1        | <b>1:18.364</b> |
| 3 -      | 24.298                | 126.1        | 54.591        | 109.1        | 1:18.889                    | 11 - | 28.283        | 104.8        | 59.122        | 108.7        | 1:27.405        |
| 4 -      | 24.141                | 125.9        | 54.943        | 109.1        | 1:19.084                    | 12 - | 24.089        | 126.1        | 54.712        | 110.0        | 1:18.801        |
| 5 -      | 24.097                | <b>127.0</b> | 54.439        | 109.6        | 1:18.536                    | 13 - | 24.291        | 126.1        | 54.536        | 109.6        | 1:18.827        |
| 6 -      | 24.004                | 126.8        | 54.590        | 109.2        | 1:18.594                    | 14 - | 24.386        | <b>127.0</b> | 54.295        | 109.8        | 1:18.681        |
| 7 -      | 24.355                | 125.2        | 1:02.276      | 108.2        | 1:26.631                    | 15 - | 24.304        | 126.1        | 55.130        | 108.2        | 1:19.434        |
| 8 -      | 24.186                | 126.3        | 54.457        | 109.2        | 1:18.643                    |      |               |              |               |              |                 |
| <b>3</b> | <b>Paul DI RESTA</b>  |              | <b>GBR</b>    |              | Manor Motorsport            |      |               |              |               |              |                 |
| 1 -      | 1:07.236              | 70.6         | 1:09.324      | 105.5        | 2:16.560                    | 8 -  | <b>24.051</b> | 125.4        | <b>53.912</b> | 109.4        | <b>1:17.963</b> |
| 2 -      | 24.957                | 123.3        | 56.369        | 107.5        | 1:21.326                    | 9 -  | 28.879        | 91.6         | 1:01.218      | 109.6        | 1:30.097        |
| 3 -      | 24.288                | <b>126.6</b> | 54.346        | 108.5        | 1:18.634                    | 10 - | 24.118        | 124.7        | 54.000        | 109.1        | 1:18.118        |
| 4 -      | 24.250                | 125.6        | 54.249        | 108.0        | 1:18.499                    | 11 - | 29.093        | 102.2        | 1:07.601      |              | 1:36.694P       |
| 5 -      | 24.079                | 124.7        | 54.084        | 109.2        | 1:18.163                    | 12 - | 1:12.999      | 117.5        | 55.170        | 108.9        | 2:08.169        |
| 6 -      | 24.058                | 125.2        | 54.120        | 108.7        | 1:18.178                    | 13 - | 24.202        | 124.9        | 54.094        | <b>109.8</b> | 1:18.296        |
| 7 -      | 27.544                | 117.1        | 57.420        | 109.1        | 1:24.964                    | 14 - | 27.593        | 111.6        | 1:12.176      |              | 1:39.769P       |
| <b>4</b> | <b>Josh WEBER</b>     |              | <b>GBR</b>    |              | Manor Motorsport            |      |               |              |               |              |                 |
| 1 -      | 58.451                | 97.2         | 1:10.953      | 105.6        | 2:09.404                    | 9 -  | 24.311        | 124.7        | 55.489        | 100.4        | 1:19.800        |
| 2 -      | 25.221                | 122.0        | 55.098        | 107.2        | 1:20.319                    | 10 - | 25.768        | 117.1        | 56.482        | 108.5        | 1:22.250        |
| 3 -      | 24.555                | 124.2        | 54.528        | 108.9        | 1:19.083                    | 11 - | 24.314        | 124.5        | 54.580        | 107.3        | 1:18.894        |
| 4 -      | 24.435                | 124.2        | <b>54.409</b> | 108.5        | 1:18.844                    | 12 - | 24.466        | 123.8        | 55.083        | 107.8        | 1:19.549        |
| 5 -      | <b>24.187</b>         | <b>125.6</b> | 54.607        | 108.2        | <b>1:18.794</b>             | 13 - | 24.384        | 125.2        | 55.114        | 108.2        | 1:19.498        |
| 6 -      | 27.422                | 113.3        | 56.928        | 107.8        | 1:24.350                    | 14 - | 25.972        | 120.2        | 55.326        | 108.7        | 1:21.298        |
| 7 -      | 24.388                | 124.5        | 54.888        | <b>109.2</b> | 1:19.276                    | 15 - | 24.428        | 124.7        | 56.470        | 108.5        | 1:20.898        |
| 8 -      | 26.329                | 120.4        | 55.298        | 108.0        | 1:21.627                    |      |               |              |               |              |                 |
| <b>7</b> | <b>James JAKES</b>    |              | <b>GBR</b>    |              | Team aka                    |      |               |              |               |              |                 |
| 1 -      | 1:28.722              | 94.1         | 1:33.735      | 102.6        | 3:02.457                    | 6 -  | 24.088        | 126.8        | <b>53.977</b> | 109.4        | <b>1:18.065</b> |
| 2 -      | 25.877                | 121.5        | 56.214        | 108.0        | 1:22.091                    | 7 -  | <b>23.996</b> | 127.0        | 54.106        | 108.9        | 1:18.102        |
| 3 -      | 24.264                | 125.2        | 54.365        | 108.4        | 1:18.629                    | 8 -  | 24.048        | <b>127.8</b> | 54.249        | <b>109.6</b> | 1:18.297        |
| 4 -      | 24.105                | 126.3        | 54.271        | 108.4        | 1:18.376                    | 9 -  | 25.335        | 102.1        | 57.469        | <b>109.6</b> | 1:22.804        |
| 5 -      | 24.741                | 125.4        | 59.715        | <b>109.6</b> | 1:24.456                    | 10 - | 24.084        | 126.6        | 54.186        | 109.2        | 1:18.270        |
| <b>8</b> | <b>Westley BARBER</b> |              | <b>GBR</b>    |              | Comtec Racing with Duckhams |      |               |              |               |              |                 |
| 1 -      | 1:21.795              | 99.2         | 1:10.115      | 106.5        | 2:31.910                    | 7 -  | 24.119        | 126.8        | 54.127        | 108.4        | 1:18.246        |
| 2 -      | 25.670                | 123.3        | 57.411        | 108.2        | 1:23.081                    | 8 -  | 24.129        | 127.3        | 54.386        | <b>108.5</b> | 1:18.515        |
| 3 -      | 24.426                | 125.6        | 54.568        | 108.4        | 1:18.994                    | 9 -  | 24.188        | 127.3        | 54.139        | 108.2        | 1:18.327        |
| 4 -      | 24.275                | 126.6        | 54.161        | 108.2        | 1:18.436                    | 10 - | 25.843        | 123.1        | 1:02.125      | 107.7        | 1:27.968        |
| 5 -      | <b>24.002</b>         | 127.3        | <b>53.853</b> | <b>108.5</b> | <b>1:17.855</b>             | 11 - | 24.285        | 126.3        | 54.358        | 108.4        | 1:18.643        |
| 6 -      | 24.097                | <b>127.5</b> | 57.446        | 108.4        | 1:21.543                    |      |               |              |               |              |                 |

Weather / Track : Cloudy / Dry

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 12

(contd.)

|           |                         |              |               |              |                             |        |               |              |               |              |                 |
|-----------|-------------------------|--------------|---------------|--------------|-----------------------------|--------|---------------|--------------|---------------|--------------|-----------------|
| <b>9</b>  | <b>Susie STODDART</b>   |              | <b>GBR</b>    |              | Comtec Racing with Duckhams |        |               |              |               |              |                 |
| 1 -       |                         |              | 105.6         | 1:51.185     | 6 -                         | 24.202 | 117.5         | 57.262       | 108.0         | 1:21.464     |                 |
| 2 -       | 25.145                  | 123.8        | 55.268        | 107.0        | 1:20.413                    | 7 -    | <b>23.984</b> | 127.0        | 54.352        | 108.2        | 1:18.336        |
| 3 -       | 24.445                  | 124.7        | 54.713        | 108.2        | 1:19.158                    | 8 -    | 24.045        | <b>127.5</b> | <b>54.167</b> | <b>108.5</b> | <b>1:18.212</b> |
| 4 -       |                         |              |               |              |                             | 9 -    | 33.882        | 62.8         | 7:25.293      |              | X:00.000P       |
| 5 -       | 1:42.788                | 127.0        | 54.247        | 108.4        | 2:37.035                    | 10 -   | 30.597        | 112.5        | 56.913        | 107.7        | 1:27.510        |
| <b>10</b> | <b>Sean EDWARDS</b>     |              | <b>GBR</b>    |              | Team JVA                    |        |               |              | <b>G</b>      |              |                 |
| 1 -       | 1:30.970                | 86.5         | 1:26.029      | 89.4         | 2:56.999                    | 8 -    | 24.213        | <b>126.3</b> | 54.958        | 109.6        | 1:19.171        |
| 2 -       | 31.084                  | 108.5        | 1:01.150      | 106.6        | 1:32.234                    | 9 -    | 24.303        | 125.4        | 54.857        | 109.2        | 1:19.160        |
| 3 -       | 24.648                  | 124.9        | 57.809        | 108.5        | 1:22.457                    | 10 -   | 25.639        | 121.5        | 56.327        | 109.2        | 1:21.966        |
| 4 -       | 24.426                  | 124.9        | 54.816        | 108.5        | 1:19.242                    | 11 -   | <b>24.121</b> | 125.4        | 54.984        | <b>110.0</b> | 1:19.105        |
| 5 -       | 24.229                  | 125.6        | 55.009        | 108.7        | 1:19.238                    | 12 -   | 24.206        | 126.1        | <b>54.623</b> | 109.4        | <b>1:18.829</b> |
| 6 -       | 24.166                  | 125.9        | 55.037        | 108.4        | 1:19.203                    | 13 -   | 1:10.628      | 48.5         | 1:55.052      |              | 3:05.680P       |
| 7 -       | 28.355                  | 117.7        | 59.365        | 109.1        | 1:27.720                    |        |               |              |               |              |                 |
| <b>11</b> | <b>Charles HOLLINGS</b> |              | <b>GBR</b>    |              | Fortec Motorsport           |        |               |              |               |              |                 |
| 1 -       | 54.468                  | 115.1        | 1:00.743      | 107.3        | 1:55.211                    | 4 -    | 24.041        | 126.8        | 54.136        | 109.6        | 1:18.177        |
| 2 -       | 24.890                  | 124.0        | 55.414        | 107.8        | 1:20.304                    | 5 -    | 26.705        | 99.5         | 57.866        | 109.6        | 1:24.571        |
| 3 -       | 24.319                  | 124.7        | 54.347        | 108.4        | 1:18.666                    | 6 -    | <b>23.860</b> | <b>128.0</b> | <b>53.886</b> | <b>109.8</b> | <b>1:17.746</b> |
| <b>14</b> | <b>Carlos MASTRETTA</b> |              | <b>MEX</b>    |              | Falcon Motorsport           |        |               |              |               |              |                 |
| 1 -       | 1:28.572                | 96.4         | 1:07.670      | 106.8        | 2:36.242                    | 8 -    | 24.217        | 123.1        | 54.322        | 108.5        | 1:18.539        |
| 2 -       | 25.719                  | 121.3        | 1:04.309      | 107.2        | 1:30.028                    | 9 -    | 24.109        | 124.2        | 56.663        | 107.5        | 1:20.772        |
| 3 -       | 24.748                  | 122.4        | 1:01.609      | 108.7        | 1:26.357                    | 10 -   | 24.275        | 124.0        | 54.403        | 108.2        | 1:18.678        |
| 4 -       | 24.200                  | 123.5        | 56.311        | 108.7        | 1:20.511                    | 11 -   | 24.207        | 121.7        | 1:05.288      | 107.3        | 1:29.495        |
| 5 -       | 24.215                  | 123.8        | 54.688        | <b>109.1</b> | 1:18.903                    | 12 -   | 24.288        | 123.1        | 54.540        | 108.4        | 1:18.828        |
| 6 -       | <b>24.006</b>           | <b>124.5</b> | <b>54.289</b> | 108.5        | <b>1:18.295</b>             | 13 -   | 25.447        | 116.7        | 57.433        | 108.2        | 1:22.880        |
| 7 -       | 24.098                  | 123.8        | 59.316        | 108.2        | 1:23.414                    | 14 -   | 24.228        | 123.3        | 55.184        | 108.4        | 1:19.412        |
| <b>15</b> | <b>Pippa MANN</b>       |              | <b>GBR</b>    |              | Team JVA                    |        |               |              |               |              |                 |
| 1 -       | 1:25.772                | 113.7        | 1:07.200      | 105.6        | 2:32.972                    | 9 -    | <b>24.118</b> | <b>126.8</b> | 55.289        | 108.5        | 1:19.407        |
| 2 -       | 25.753                  | 121.3        | 57.353        | 106.8        | 1:23.106                    | 10 -   | 24.434        | 126.1        | 55.397        | 108.5        | 1:19.831        |
| 3 -       | 24.985                  | 124.0        | 56.229        | 107.0        | 1:21.214                    | 11 -   | 24.255        | 126.3        | 55.082        | 108.9        | 1:19.337        |
| 4 -       | 24.621                  | 125.2        | 55.755        | 107.8        | 1:20.376                    | 12 -   | 24.274        | 125.6        | 54.998        | 108.9        | 1:19.272        |
| 5 -       | 24.646                  | 125.2        | 55.467        | 107.3        | 1:20.113                    | 13 -   | 26.361        | 101.0        | 1:04.122      | 108.0        | 1:30.483        |
| 6 -       | 24.461                  | 125.4        | 55.410        | 108.0        | 1:19.871                    | 14 -   | 24.414        | 125.9        | 55.501        | <b>110.0</b> | 1:19.915        |
| 7 -       | 24.386                  | 126.1        | 55.028        | 108.7        | 1:19.414                    | 15 -   | 24.262        | 126.1        | 55.210        | 108.5        | 1:19.472        |
| 8 -       | 24.377                  | 126.1        | <b>54.790</b> | 109.4        | <b>1:19.167</b>             |        |               |              |               |              |                 |
| <b>16</b> | <b>Ben FREUDENBERG</b>  |              | <b>USA</b>    |              | Fortec Motorsport           |        |               |              |               |              |                 |
| 1 -       | 1:18.923                | 99.2         | 1:10.133      | 105.5        | 2:29.056                    | 9 -    | <b>24.121</b> | <b>127.3</b> | 1:03.182      | 108.4        | 1:27.303        |
| 2 -       | 25.396                  | 122.4        | 1:02.924      | 107.2        | 1:28.320                    | 10 -   | 24.162        | 126.3        | 54.580        | 108.4        | 1:18.742        |
| 3 -       | 24.627                  | 125.2        | 1:02.346      | 107.3        | 1:26.973                    | 11 -   | 25.940        | 95.4         | 1:00.804      | 108.4        | 1:26.744        |
| 4 -       | 24.430                  | 126.1        | 54.695        | 107.7        | 1:19.125                    | 12 -   | 24.416        | 126.6        | 1:00.708      | 108.2        | 1:25.124        |
| 5 -       | 24.277                  | 126.6        | <b>54.433</b> | 108.4        | 1:18.710                    | 13 -   | 24.402        | 126.1        | 54.841        | 109.1        | 1:19.243        |
| 6 -       | 24.231                  | 125.9        | 54.690        | 108.7        | 1:18.921                    | 14 -   | 24.453        | 124.7        | 54.644        | <b>109.4</b> | 1:19.097        |
| 7 -       | 24.171                  | 126.3        | 54.496        | 108.5        | <b>1:18.667</b>             | 15 -   | 24.213        | 126.1        | 54.642        | <b>109.4</b> | 1:18.855        |
| 8 -       | 24.210                  | 126.1        | 54.649        | 109.1        | 1:18.859                    |        |               |              |               |              |                 |

Weather / Track : Cloudy / Dry

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 12

(contd.)

|           |                           |              |               |              |                 |                         |               |              |               |              |                 |
|-----------|---------------------------|--------------|---------------|--------------|-----------------|-------------------------|---------------|--------------|---------------|--------------|-----------------|
| <b>17</b> | <b>Stuart HALL</b>        |              |               |              | <b>GBR</b>      | Fortec Motorsport       |               |              |               |              |                 |
| 1 -       |                           |              |               | 107.0        | 1:44.772        | 8 -                     | 23.891        | <b>128.5</b> | 54.334        | 110.3        | 1:18.225        |
| 2 -       | 25.014                    | 122.6        | 55.639        | 109.1        | 1:20.653        | 9 -                     | <b>23.822</b> | 128.3        | 54.313        | <b>110.7</b> | <b>1:18.135</b> |
| 3 -       | 24.383                    | 126.1        | 56.450        | 109.2        | 1:20.833        | 10 -                    | 23.842        | 127.3        | 54.493        | 110.3        | 1:18.335        |
| 4 -       | 24.049                    | 126.6        | 54.672        | 108.7        | 1:18.721        | 11 -                    | 23.850        | 128.0        | <b>54.307</b> | 109.8        | 1:18.157        |
| 5 -       | 23.879                    | 127.0        | 54.595        | 108.7        | 1:18.474        | 12 -                    | 23.960        | 127.3        | 55.975        | 110.5        | 1:19.935        |
| 6 -       | 23.969                    | 126.3        | 54.367        | 110.3        | 1:18.336        | 13 -                    | 23.954        | 128.0        | 54.512        | 108.9        | 1:18.466        |
| 7 -       | 23.935                    | 127.8        | 54.530        | 108.9        | 1:18.465        |                         |               |              |               |              |                 |
| <b>20</b> | <b>James GORNALL</b>      |              |               |              | <b>GBR</b>      | J A Motorsport          |               |              |               |              |                 |
| 1 -       | 55.685                    | 99.8         | 1:10.340      |              | 2:06.025        | 9 -                     | <b>24.085</b> | 126.8        | 58.321        |              | 1:22.406        |
| 2 -       | 25.638                    | 122.2        | 55.562        |              | 1:21.200        | 10 -                    | 25.920        | 110.7        | 55.528        | 108.7        | 1:21.448        |
| 3 -       | 24.338                    | 126.3        | 54.721        | 106.6        | 1:19.059        | 11 -                    | 24.188        | 126.3        | 54.636        |              | 1:18.824        |
| 4 -       | 24.412                    | 125.4        | 54.558        |              | 1:18.970        | 12 -                    | 25.107        | 118.7        | 56.404        |              | 1:21.511        |
| 5 -       | 24.580                    | <b>127.0</b> | 55.348        | 108.0        | 1:19.928        | 13 -                    | 24.257        | 125.6        | 55.152        | <b>109.2</b> | 1:19.409        |
| 6 -       | 24.367                    | 126.1        | 55.689        |              | 1:20.056        | 14 -                    | 24.736        | 124.9        | 55.543        |              | 1:20.279        |
| 7 -       | 25.166                    | 122.9        | 57.695        |              | 1:22.861        | 15 -                    | 24.251        | 124.9        | 54.859        | 107.8        | 1:19.110        |
| 8 -       | 24.212                    | 125.6        | <b>54.184</b> |              | <b>1:18.396</b> |                         |               |              |               |              |                 |
| <b>21</b> | <b>Alex STORCKENFELDT</b> |              |               |              | <b>SWE</b>      | Mark Burdett Motorsport |               |              |               |              |                 |
| 1 -       | 52.936                    | 116.7        | 1:12.196      | 105.6        | 2:05.132        | 9 -                     | 24.009        | <b>128.8</b> | 58.764        | 108.0        | 1:22.773        |
| 2 -       | 25.457                    | 123.1        | 55.396        | 108.4        | 1:20.853        | 10 -                    | 24.252        | 125.4        | 54.366        | 109.1        | 1:18.618        |
| 3 -       | 24.255                    | 126.8        | 54.509        | 109.2        | 1:18.764        | 11 -                    | 24.106        | 126.6        | 54.258        | 109.2        | 1:18.364        |
| 4 -       | 24.213                    | 127.0        | 54.210        | 108.7        | 1:18.423        | 12 -                    | 25.795        | 123.5        | 56.373        | 109.4        | 1:22.168        |
| 5 -       | 24.076                    | 125.4        | 54.271        | 110.0        | 1:18.347        | 13 -                    | <b>23.988</b> | 127.3        | 54.208        | 110.0        | 1:18.196        |
| 6 -       | 27.225                    | 110.0        | 59.451        | 109.8        | 1:26.676        | 14 -                    | 25.854        | 124.5        | 55.387        | 109.6        | 1:21.241        |
| 7 -       | 24.227                    | 125.4        | 57.188        | 109.2        | 1:21.415        | 15 -                    | 24.131        | 126.6        | 54.240        | 110.0        | 1:18.371        |
| 8 -       | 24.036                    | 127.0        | <b>54.074</b> | <b>110.1</b> | <b>1:18.110</b> |                         |               |              |               |              |                 |
| <b>22</b> | <b>Matt RUSSELL</b>       |              |               |              | <b>GBR</b>      | Mark Burdett Motorsport |               |              |               |              |                 |
| 1 -       | 1:11.206                  | 100.9        | 1:07.682      | 106.1        | 2:18.888        | 8 -                     | 24.560        | 124.7        | 55.000        | 109.1        | 1:19.560        |
| 2 -       | 26.972                    | 112.0        | 1:00.129      | 108.7        | 1:27.101        | 9 -                     | 25.293        | 117.3        | 59.575        | 109.1        | 1:24.868        |
| 3 -       | 25.070                    | 124.2        | 55.944        | 108.7        | 1:21.014        | 10 -                    | 24.684        | 125.6        | 57.914        | <b>109.8</b> | 1:22.598        |
| 4 -       | 24.666                    | 124.9        | <b>54.752</b> | 108.9        | <b>1:19.418</b> | 11 -                    | 24.456        | 125.4        | 1:58.250      |              | 2:22.706P       |
| 5 -       | 24.409                    | 125.2        | 55.547        | 108.0        | 1:19.956        | 12 -                    | 33.649        | 119.6        | 57.764        | <b>109.8</b> | 1:31.413        |
| 6 -       | <b>24.392</b>             | 124.0        | 55.118        | 108.0        | 1:19.510        | 13 -                    | 27.319        | 104.5        | 59.539        | 109.1        | 1:26.858        |
| 7 -       | 27.068                    | 107.7        | 58.557        | 109.1        | 1:25.625        | 14 -                    | 24.428        | <b>125.9</b> | 56.642        | 108.0        | 1:21.070        |
| <b>23</b> | <b>Rodolfo GONZALEZ</b>   |              |               |              | <b>VEN</b>      | Mark Burdett Motorsport |               |              |               | <b>G</b>     |                 |
| 1 -       | 1:18.607                  | 110.0        | 1:02.758      | 108.4        | 2:21.365        | 9 -                     | 24.382        | 126.3        | 55.083        | 108.7        | 1:19.465        |
| 2 -       | 26.070                    | 122.6        | 57.426        | 109.2        | 1:23.496        | 10 -                    | 29.643        | 99.8         | 1:09.921      | 108.5        | 1:39.564        |
| 3 -       | 24.586                    | 126.1        | 1:00.413      | 108.9        | 1:24.999        | 11 -                    | 24.525        | 125.4        | 54.758        | 110.0        | 1:19.283        |
| 4 -       | 24.388                    | 124.7        | 55.347        | 108.9        | 1:19.735        | 12 -                    | 25.553        | 121.3        | 58.948        | 110.0        | 1:24.501        |
| 5 -       | <b>24.029</b>             | 127.3        | 55.223        | 108.7        | 1:19.252        | 13 -                    | 24.153        | <b>127.5</b> | <b>54.734</b> | <b>110.3</b> | <b>1:18.887</b> |
| 6 -       | 24.174                    | 127.3        | 55.050        | 108.9        | 1:19.224        | 14 -                    | 24.087        | 127.3        | 59.097        | 110.1        | 1:23.184        |
| 7 -       | 24.394                    | 124.5        | 54.882        | 109.2        | 1:19.276        | 15 -                    | 24.191        | 126.6        | 55.790        | 110.0        | 1:19.981        |
| 8 -       | 24.252                    | 126.3        | 54.874        | 109.8        | 1:19.126        |                         |               |              |               |              |                 |

Weather / Track : Cloudy / Dry

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 12

(contd.)

|           |                        |              |               |              |                 |                   |               |              |               |              |                 |
|-----------|------------------------|--------------|---------------|--------------|-----------------|-------------------|---------------|--------------|---------------|--------------|-----------------|
| <b>24</b> | <b>Sean MCINTOSH</b>   |              | <b>CAN</b>    |              |                 | Team Firstair     |               |              | <b>G</b>      |              |                 |
| 1 -       | 1:21.258               | 71.5         | 1:31.501      | 104.8        | 2:52.759        | 7 -               | 24.013        | 127.0        | 53.965        | 109.1        | 1:17.978        |
| 2 -       | 25.926                 | 121.3        | 55.585        | 105.8        | 1:21.511        | 8 -               | 30.239        | 70.7         | 1:04.427      | 108.5        | 1:34.666        |
| 3 -       | 24.534                 | 124.0        | 54.591        |              | 1:19.125        | 9 -               | 24.160        | 125.9        | 54.412        | 109.1        | 1:18.572        |
| 4 -       | 32.154                 | 103.4        | 54.874        | 107.3        | 1:27.028        | 10 -              | <b>23.904</b> | <b>127.8</b> | <b>53.924</b> | 108.2        | <b>1:17.828</b> |
| 5 -       | 24.163                 | 125.6        | 53.981        | <b>109.2</b> | 1:18.144        | 11 -              | 24.007        | 127.3        | 54.031        | 107.5        | 1:18.038        |
| 6 -       | 24.214                 | 126.6        | 53.997        | 107.8        | 1:18.211        | 12 -              | 26.910        | 114.7        | 1:00.644      | 107.8        | 1:27.554        |
| <b>26</b> | <b>Mike CONWAY</b>     |              | <b>GBR</b>    |              |                 | Fortec Motorsport |               |              |               |              |                 |
| 1 -       | 1:24.826               | 108.9        | 1:10.751      | 106.3        | 2:35.577        | 6 -               | 26.598        | 108.7        | 58.788        | 108.7        | 1:25.386        |
| 2 -       | 25.200                 | 124.2        | 1:01.671      | 108.0        | 1:26.871        | 7 -               | 26.763        | 117.5        | 56.033        | 109.4        | 1:22.796        |
| 3 -       | 24.404                 | 124.2        | 55.004        | 108.4        | 1:19.408        | 8 -               | 23.903        | 126.8        | <b>53.834</b> | <b>110.3</b> | <b>1:17.737</b> |
| 4 -       | 24.105                 | 125.2        | 54.236        | 108.7        | 1:18.341        | 9 -               | <b>23.809</b> | <b>127.3</b> | 55.247        | 110.0        | 1:19.056        |
| 5 -       | 23.945                 | 126.6        | 54.223        | 108.0        | 1:18.168        | 10 -              | 24.657        | 123.8        | 5:32.552      |              | X:00.000P       |
| <b>27</b> | <b>Stephen SIMPSON</b> |              | <b>GBR</b>    |              |                 | Team JLR          |               |              |               |              |                 |
| 1 -       | 1:12.897               | 87.2         | 1:04.836      | 104.8        | 2:17.733        | 8 -               | 24.197        | 127.0        | 54.482        | 108.9        | <b>1:18.679</b> |
| 2 -       | 26.269                 | 123.3        | 56.363        | 107.5        | 1:22.632        | 9 -               | 24.971        | 125.9        | 1:06.768      |              | 1:31.739P       |
| 3 -       | 24.512                 | 126.3        | 54.784        | 108.2        | 1:19.296        | 10 -              | 1:56.750      | 124.0        | 55.682        | 108.9        | 2:52.432        |
| 4 -       | 24.213                 | 127.0        | <b>54.471</b> | 108.0        | 1:18.684        | 11 -              | <b>23.997</b> | <b>127.8</b> | 54.714        | 108.7        | 1:18.711        |
| 5 -       | 24.160                 | 127.0        | 54.610        | 107.7        | 1:18.770        | 12 -              | 24.250        | <b>127.8</b> | 54.511        | 108.5        | 1:18.761        |
| 6 -       | 24.138                 | 127.0        | 55.283        | 107.7        | 1:19.421        | 13 -              | 24.247        | 127.0        | 54.472        | 108.9        | 1:18.719        |
| 7 -       | 24.180                 | 127.5        | 56.369        | 108.5        | 1:20.549        | 14 -              | 24.192        | 126.8        | 54.618        | <b>109.1</b> | 1:18.810        |
| <b>28</b> | <b>Jason TAHINCI</b>   |              | <b>TUR</b>    |              |                 | Team JLR          |               |              |               |              |                 |
| 1 -       | 1:33.105               | 90.8         | 1:09.493      | 105.5        | 2:42.598        | 8 -               | 24.265        | 124.7        | <b>54.717</b> | 108.0        | <b>1:18.982</b> |
| 2 -       | 25.517                 | 123.1        | 56.913        | 107.8        | 1:22.430        | 9 -               | <b>24.193</b> | 126.8        | 54.810        | 108.4        | 1:19.003        |
| 3 -       | 24.805                 | 124.2        | 55.340        | 108.9        | 1:20.145        | 10 -              | 24.274        | <b>127.0</b> | 58.555        | 108.9        | 1:22.829        |
| 4 -       | 24.392                 | 126.6        | 54.950        | 108.0        | 1:19.342        | 11 -              | 24.518        | 126.8        | 54.955        | 108.4        | 1:19.473        |
| 5 -       | 24.301                 | 126.8        | 54.839        | 108.0        | 1:19.140        | 12 -              | 30.200        | 80.8         | 1:06.343      | 108.2        | 1:36.543        |
| 6 -       | 24.338                 | 126.8        | 54.955        | 107.3        | 1:19.293        | 13 -              | 24.533        | 126.1        | 55.005        | <b>109.4</b> | 1:19.538        |
| 7 -       | 24.289                 | 125.9        | 54.852        | 108.7        | 1:19.141        | 14 -              | 25.042        | 121.5        | 1:13.592      |              | 1:38.634P       |
| <b>31</b> | <b>Craig DOLBY</b>     |              | <b>GBR</b>    |              |                 | Paston Racing     |               |              | <b>G</b>      |              |                 |
| 1 -       | 1:02.896               | 91.1         | 1:10.150      | 106.1        | 2:13.046        | 7 -               | 24.176        | 126.1        | 56.406        | 108.2        | 1:20.582        |
| 2 -       | 25.173                 | 122.9        | 55.944        | 106.6        | 1:21.117        | 8 -               | 27.248        | 89.8         | 1:03.407      | 108.0        | 1:30.655        |
| 3 -       | 24.511                 | 123.3        | 55.220        | 107.5        | 1:19.731        | 9 -               | 24.379        | 124.7        | 55.112        | 108.2        | 1:19.491        |
| 4 -       | 27.568                 | 106.3        | 58.358        | 108.2        | 1:25.926        | 10 -              | 24.897        | 122.6        | 58.889        | 107.3        | 1:23.786        |
| 5 -       | 24.243                 | 125.9        | <b>54.666</b> | 108.4        | <b>1:18.909</b> | 11 -              | 24.413        | 125.2        | 1:00.886      | 108.0        | 1:25.299        |
| 6 -       | <b>24.149</b>          | <b>126.3</b> | 55.133        | <b>108.9</b> | 1:19.282        | 12 -              | 24.428        | 125.2        | 54.823        | 107.8        | 1:19.251        |
| <b>34</b> | <b>Joey FOSTER</b>     |              | <b>GBR</b>    |              |                 | Motaworld Racing  |               |              |               |              |                 |
| 1 -       |                        |              |               | 107.0        | 1:59.073        | 8 -               | 24.224        | 126.1        | 55.218        | 109.2        | 1:19.442        |
| 2 -       | 25.235                 | 124.2        | 55.858        | <b>109.6</b> | 1:21.093        | 9 -               | 24.163        | <b>127.3</b> | 58.281        | 108.0        | 1:22.444        |
| 3 -       | 24.201                 | 126.3        | 54.174        | 108.9        | 1:18.375        | 10 -              | 24.136        | 126.1        | 1:15.833      |              | 1:39.969P       |
| 4 -       | <b>24.018</b>          | 126.3        | <b>54.104</b> | 107.2        | <b>1:18.122</b> | 11 -              | 2:43.201      | 123.3        | 55.784        | 108.7        | 3:38.985        |
| 5 -       | 25.219                 | 111.4        | 59.240        | 107.5        | 1:24.459        | 12 -              | 24.345        | <b>127.3</b> | 54.903        | 108.2        | 1:19.248        |
| 6 -       | 24.149                 | 126.3        | 54.145        | 106.8        | 1:18.294        | 13 -              | 26.297        | 116.5        | 1:13.034      |              | 1:39.331P       |
| 7 -       | 31.206                 | 101.0        | 1:03.791      | 107.8        | 1:34.997        |                   |               |              |               |              |                 |

Weather / Track : Cloudy / Dry

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 12

(contd.)

|           |                          |               |              |                 |            |                  |               |              |                     |                 |
|-----------|--------------------------|---------------|--------------|-----------------|------------|------------------|---------------|--------------|---------------------|-----------------|
| <b>35</b> | <b>Oliver JARVIS</b>     |               |              |                 | <b>GBR</b> | Motaworld Racing |               |              |                     |                 |
| 1 -       |                          |               | 107.2        | 1:56.110        |            | <b>8 -</b>       | <b>24.087</b> | 126.3        | 54.293 108.5        | 1:18.380        |
| 2 -       | 25.144 123.3             | 55.892        | 108.4        | 1:21.036        |            | <b>9 -</b>       | 24.165        | 126.6        | 54.199 109.6        | 1:18.364        |
| 3 -       | 24.439 125.9             | 54.548        | 108.2        | 1:18.987        |            | <b>10 -</b>      | 24.183        | 126.6        | 58.698 109.1        | 1:22.881        |
| 4 -       | 24.106 <b>127.5</b>      | <b>54.188</b> | 108.2        | <b>1:18.294</b> |            | <b>11 -</b>      | 24.150        | 126.1        | 54.487 108.7        | 1:18.637        |
| 5 -       | 24.148 126.1             | 54.262        | 108.7        | 1:18.410        |            | <b>12 -</b>      | 31.018        | 84.7         | 1:10.933 108.0      | 1:41.951        |
| 6 -       | 28.185 99.8              | 55.543        | 109.2        | 1:23.728        |            | <b>13 -</b>      | 28.060        | 118.1        | 59.059 108.7        | 1:27.119        |
| 7 -       | 24.207 127.3             | 54.326        | <b>110.0</b> | 1:18.533        |            |                  |               |              |                     |                 |
| <b>37</b> | <b>Gustave SONDERMAN</b> |               |              |                 | <b>BRA</b> | Motaworld Racing |               |              |                     |                 |
| 1 -       | 1:15.046 93.9            | 1:05.402      | 106.0        | 2:20.448        |            | <b>9 -</b>       | 24.155        | 127.3        | 54.565 108.0        | 1:18.720        |
| 2 -       | 25.539 123.5             | 56.883        | 107.7        | 1:22.422        |            | <b>10 -</b>      | 24.146        | 126.6        | 55.697 107.8        | 1:19.843        |
| 3 -       | 24.423 126.3             | 55.190        | 108.0        | 1:19.613        |            | <b>11 -</b>      | 24.136        | 127.0        | 54.938 109.8        | 1:19.074        |
| 4 -       | 24.084 126.6             | <b>54.408</b> | 106.8        | <b>1:18.492</b> |            | <b>12 -</b>      | 24.070        | 127.3        | 54.644 109.1        | 1:18.714        |
| 5 -       | 24.068 127.0             | 54.582        | 107.0        | 1:18.650        |            | <b>13 -</b>      | 24.224        | <b>128.3</b> | 54.601 110.0        | 1:18.825        |
| 6 -       | 26.257 122.2             | 55.707        | 108.9        | 1:21.964        |            | <b>14 -</b>      | 29.536        | 82.9         | 1:01.223 107.8      | 1:30.759        |
| 7 -       | <b>24.003</b>            | 127.3         | 54.906       | <b>110.3</b>    | 1:18.909   | <b>15 -</b>      | 24.191        | 126.1        | 54.514 109.1        | 1:18.705        |
| 8 -       | 39.332 61.8              | 1:02.882      | 108.4        | 1:42.214        |            |                  |               |              |                     |                 |
| <b>47</b> | <b>Patrick ROCHA</b>     |               |              |                 | <b>BRA</b> | Team Firstair    |               |              |                     |                 |
| 1 -       | 1:22.682 101.6           | 1:17.995      | 105.0        | 2:40.677        |            | <b>8 -</b>       | 24.273        | 125.9        | 54.323 108.9        | 1:18.596        |
| 2 -       | 25.922 120.9             | 56.907        |              | 1:22.829        |            | <b>9 -</b>       | 25.960        | 87.0         | 1:06.114 107.0      | 1:32.074        |
| 3 -       | 24.783 122.9             | 54.761        |              | 1:19.544        |            | <b>10 -</b>      | 24.073        | 126.6        | 54.371 <b>111.1</b> | 1:18.444        |
| 4 -       | 24.276 125.4             | 54.560        | 107.7        | 1:18.836        |            | <b>11 -</b>      | <b>24.008</b> | <b>127.0</b> | 1:00.505 109.2      | 1:24.513        |
| 5 -       | 24.393 125.9             | 54.286        |              | 1:18.679        |            | <b>12 -</b>      | 24.134        | 125.6        | 54.236              | 1:18.370        |
| 6 -       | 24.174 126.1             | 54.357        | 107.7        | 1:18.531        |            | <b>13 -</b>      | 24.127        | 126.8        | <b>54.154</b> 109.4 | <b>1:18.281</b> |
| 7 -       | 26.741 96.5              | 1:15.029      | 106.6        | 1:41.770        |            | <b>14 -</b>      | 24.249        | 126.6        | 54.216              | 1:18.465        |
| <b>88</b> | <b>Michael VITULLI</b>   |               |              |                 | <b>GBR</b> | Vitulli Racing   |               |              |                     |                 |
| 1 -       | 1:33.426 87.7            | 1:10.486      | 107.7        | 2:43.912        |            | <b>7 -</b>       | 24.624        | 125.4        | 55.987 <b>112.7</b> | 1:20.611        |
| 2 -       | 25.352 122.0             | 57.367        | 107.5        | 1:22.719        |            | <b>8 -</b>       | <b>24.385</b> | 124.7        | <b>54.546</b> 109.8 | <b>1:18.931</b> |
| 3 -       | 25.084 124.5             | 56.175        | 108.7        | 1:21.259        |            | <b>9 -</b>       | 24.523        | 124.9        | 55.064 111.1        | 1:19.587        |
| 4 -       | 24.925 122.9             | 55.727        | 109.2        | 1:20.652        |            | <b>10 -</b>      | 24.675        | <b>126.3</b> | 54.755 109.8        | 1:19.430        |
| 5 -       | 24.795 123.8             | 55.195        | 108.2        | 1:19.990        |            | <b>11 -</b>      | 27.069        | 95.7         | 1:16.170            | 1:43.239P       |
| 6 -       | 24.471 125.4             | 54.694        | 107.8        | 1:19.165        |            |                  |               |              |                     |                 |

## 2004 Formula Renault UK Championship

### SPEED TRAP - QUALIFYING ROUND 12 - FINISH LINE

| POS | NO | CL | DRIVER             | NAT | ENTRANT                     | MPH   |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1   | 88 |    | Michael VITULLI    | GBR | Vitulli Racing              | 112.7 |
| 2   | 47 |    | Patrick ROCHA      | BRA | Team Firstair               | 111.1 |
| 3   | 17 |    | Stuart HALL        | GBR | Fortec Motorsport           | 110.7 |
| 4   | 2  |    | Patrick HOGAN      | IRL | Manor Motorsport            | 110.5 |
| 5   | 23 | G  | Rodolfo GONZALEZ   | VEN | Mark Burdett Motorsport     | 110.3 |
| 6   | 26 |    | Mike CONWAY        | GBR | Fortec Motorsport           | 110.3 |
| 7   | 37 |    | Gustave SONDERMAN  | BRA | Motaworld Racing            | 110.3 |
| 8   | 21 |    | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport     | 110.1 |
| 9   | 15 |    | Pippa MANN         | GBR | Team JVA                    | 110.0 |
| 10  | 10 | G  | Sean EDWARDS       | GBR | Team JVA                    | 110.0 |
| 11  | 35 |    | Oliver JARVIS      | GBR | Motaworld Racing            | 110.0 |
| 12  | 3  |    | Paul DI RESTA      | GBR | Manor Motorsport            | 109.8 |
| 13  | 22 |    | Matt RUSSELL       | GBR | Mark Burdett Motorsport     | 109.8 |
| 14  | 11 |    | Charles HOLLINGS   | GBR | Fortec Motorsport           | 109.8 |
| 15  | 7  | G  | James JAKES        | GBR | Team aka                    | 109.6 |
| 16  | 34 |    | Joey FOSTER        | GBR | Motaworld Racing            | 109.6 |
| 17  | 16 |    | Ben FREUDENBERG    | USA | Fortec Motorsport           | 109.4 |
| 18  | 28 |    | Jason TAHINCI      | TUR | Team JLR                    | 109.4 |
| 19  | 20 |    | James GORNALL      | GBR | J A Motorsport              | 109.2 |
| 20  | 1  |    | CHENG Cong Fu      | CHN | Manor Motorsport            | 109.2 |
| 21  | 4  | G  | Josh WEBER         | GBR | Manor Motorsport            | 109.2 |
| 22  | 24 | G  | Sean MCINTOSH      | CAN | Team Firstair               | 109.2 |
| 23  | 27 |    | Stephen SIMPSON    | GBR | Team JLR                    | 109.1 |
| 24  | 14 |    | Carlos MASTRETTA   | MEX | Falcon Motorsport           | 109.1 |
| 25  | 31 | G  | Craig DOLBY        | GBR | Paston Racing               | 108.9 |
| 26  | 9  |    | Susie STODDART     | GBR | Comtec Racing with Duckhams | 108.5 |
| 27  | 8  |    | Westley BARBER     | GBR | Comtec Racing with Duckhams | 108.5 |

**2004 Formula Renault UK Championship**  
**SPEED TRAP - QUALIFYING ROUND 12 - SECTOR**  
 (contd.)

| POS | NO | CL | DRIVER             | NAT | ENTRANT                     | MPH   |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1   | 21 |    | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport     | 128.8 |
| 2   | 17 |    | Stuart HALL        | GBR | Fortec Motorsport           | 128.5 |
| 3   | 37 |    | Gustave SONDERMAN  | BRA | Motaworld Racing            | 128.3 |
| 4   | 11 |    | Charles HOLLINGS   | GBR | Fortec Motorsport           | 128.0 |
| 5   | 27 |    | Stephen SIMPSON    | GBR | Team JLR                    | 127.8 |
| 6   | 24 | G  | Sean MCINTOSH      | CAN | Team Firstair               | 127.8 |
| 7   | 7  | G  | James JAKES        | GBR | Team aka                    | 127.8 |
| 8   | 23 | G  | Rodolfo GONZALEZ   | VEN | Mark Burdett Motorsport     | 127.5 |
| 9   | 8  |    | Westley BARBER     | GBR | Comtec Racing with Duckhams | 127.5 |
| 10  | 35 |    | Oliver JARVIS      | GBR | Motaworld Racing            | 127.5 |
| 11  | 9  |    | Susie STODDART     | GBR | Comtec Racing with Duckhams | 127.5 |
| 12  | 26 |    | Mike CONWAY        | GBR | Fortec Motorsport           | 127.3 |
| 13  | 16 |    | Ben FREUDENBERG    | USA | Fortec Motorsport           | 127.3 |
| 14  | 34 |    | Joey FOSTER        | GBR | Motaworld Racing            | 127.3 |
| 15  | 47 |    | Patrick ROCHA      | BRA | Team Firstair               | 127.0 |
| 16  | 28 |    | Jason TAHINCI      | TUR | Team JLR                    | 127.0 |
| 17  | 20 |    | James GORNALL      | GBR | J A Motorsport              | 127.0 |
| 18  | 2  |    | Patrick HOGAN      | IRL | Manor Motorsport            | 127.0 |
| 19  | 15 |    | Pippa MANN         | GBR | Team JVA                    | 126.8 |
| 20  | 3  |    | Paul DI RESTA      | GBR | Manor Motorsport            | 126.6 |
| 21  | 88 |    | Michael VITULLI    | GBR | Vitulli Racing              | 126.3 |
| 22  | 10 | G  | Sean EDWARDS       | GBR | Team JVA                    | 126.3 |
| 23  | 31 | G  | Craig DOLBY        | GBR | Paston Racing               | 126.3 |
| 24  | 22 |    | Matt RUSSELL       | GBR | Mark Burdett Motorsport     | 125.9 |
| 25  | 4  | G  | Josh WEBER         | GBR | Manor Motorsport            | 125.6 |
| 26  | 1  |    | CHENG Cong Fu      | CHN | Manor Motorsport            | 125.2 |
| 27  | 14 |    | Carlos MASTRETTA   | MEX | Falcon Motorsport           | 124.5 |

## 2004 Formula Renault UK Championship BEST SECTOR TIMES - QUALIFYING ROUND 12

| SECTOR 1 |    |              |        | SECTOR 2 |              | IDEAL / BEST COMPARISON |     |    |              |                    |          |          |
|----------|----|--------------|--------|----------|--------------|-------------------------|-----|----|--------------|--------------------|----------|----------|
| POS      | NO | NAME         | TIME   | NO       | NAME         | TIME                    | POS | NO | NAME         | IDEAL              | BEST     | DIFF     |
| 1        | 26 | CONWAY       | 23.809 | 26       | CONWAY       | 53.834                  | 1   | 26 | CONWAY       | 1:17.643           | 1:17.737 | 0.094    |
| 2        | 17 | HALL         | 23.822 | 8        | BARBER       | 53.853                  | 2   | 11 | HOLLINGS     | 1:17.746           | 1:17.746 | 0.000    |
| 3        | 11 | HOLLINGS     | 23.860 | 11       | HOLLINGS     | 53.886                  | 3   | 24 | MCINTOSH     | 1:17.828           | 1:17.828 | 0.000    |
| 4        | 24 | MCINTOSH     | 23.904 | 3        | RESTA        | 53.912                  | 4   | 8  | BARBER       | 1:17.855           | 1:17.855 | 0.000    |
| 5        | 2  | HOGAN        | 23.958 | 24       | MCINTOSH     | 53.924                  | 5   | 3  | RESTA        | 1:17.963           | 1:17.963 | 0.000    |
| 6        | 9  | STODDART     | 23.984 | 7        | JAKES        | 53.977                  | 6   | 7  | JAKES        | 1:17.973           | 1:18.065 | 0.092    |
| 7        | 21 | STORCKENFELD | 23.988 | 21       | STORCKENFELD | 54.074                  | 7   | 21 | STORCKENFELD | 1:18.062           | 1:18.110 | 0.048    |
| 8        | 7  | JAKES        | 23.996 | 34       | FOSTER       | 54.104                  | 8   | 34 | FOSTER       | 1:18.122           | 1:18.122 | 0.000    |
| 9        | 27 | SIMPSON      | 23.997 | 47       | ROCHA        | 54.154                  | 9   | 17 | HALL         | 1:18.129           | 1:18.135 | 0.006    |
| 10       | 8  | BARBER       | 24.002 | 9        | STODDART     | 54.167                  | 10  | 9  | STODDART     | 1:18.151           | 1:18.212 | 0.061    |
| 11       | 37 | SONDERMAN    | 24.003 | 20       | GORNALL      | 54.184                  | 11  | 47 | ROCHA        | 1:18.162           | 1:18.281 | 0.119    |
| 12       | 14 | MASTRETTA    | 24.006 | 35       | JARVIS       | 54.188                  | 12  | 2  | HOGAN        | 1:18.170           | 1:18.364 | 0.194    |
| 13       | 47 | ROCHA        | 24.008 | 2        | HOGAN        | 54.212                  | 13  | 20 | GORNALL      | 1:18.269           | 1:18.396 | 0.127    |
| 14       | 34 | FOSTER       | 24.018 | 14       | MASTRETTA    | 54.289                  | 14  | 35 | JARVIS       | 1:18.275           | 1:18.294 | 0.019    |
| 15       | 23 | GONZALEZ     | 24.029 | 17       | HALL         | 54.307                  | 15  | 14 | MASTRETTA    | 1:18.295           | 1:18.295 | 0.000    |
| 16       | 3  | RESTA        | 24.051 | 37       | SONDERMAN    | 54.408                  | 16  | 37 | SONDERMAN    | 1:18.411           | 1:18.492 | 0.081    |
| 17       | 20 | GORNALL      | 24.085 | 4        | WEBER        | 54.409                  | 17  | 27 | SIMPSON      | 1:18.468           | 1:18.679 | 0.211    |
| 18       | 35 | JARVIS       | 24.087 | 16       | FREUDENBERG  | 54.433                  | 18  | 16 | FREUDENBERG  | 1:18.554           | 1:18.667 | 0.113    |
| 19       | 15 | MANN         | 24.118 | 1        | CHENG        | 54.442                  | 19  | 4  | WEBER        | 1:18.596           | 1:18.794 | 0.198    |
| 20       | 10 | EDWARDS      | 24.121 | 27       | SIMPSON      | 54.471                  | 20  | 1  | CHENG        | 1:18.617           | 1:18.629 | 0.012    |
| 21       | 16 | FREUDENBERG  | 24.121 | 88       | VITULLI      | 54.546                  | 21  | 10 | EDWARDS      | 1:18.744           | 1:18.829 | 0.085    |
| 22       | 31 | DOLBY        | 24.149 | 10       | EDWARDS      | 54.623                  | 22  | 23 | GONZALEZ     | 1:18.763           | 1:18.887 | 0.124    |
| 23       | 1  | CHENG        | 24.175 | 31       | DOLBY        | 54.666                  | 23  | 31 | DOLBY        | 1:18.815           | 1:18.909 | 0.094    |
| 24       | 4  | WEBER        | 24.187 | 28       | TAHINCI      | 54.717                  | 24  | 15 | MANN         | 1:18.908           | 1:19.167 | 0.259    |
| 25       | 28 | TAHINCI      | 24.193 | 23       | GONZALEZ     | 54.734                  | 25  | 28 | TAHINCI      | 1:18.910           | 1:18.982 | 0.072    |
| 26       | 88 | VITULLI      | 24.385 | 22       | RUSSELL      | 54.752                  | 26  | 88 | VITULLI      | 1:18.931           | 1:18.931 | 0.000    |
| 27       | 22 | RUSSELL      | 24.392 | 15       | MANN         | 54.790                  | 27  | 22 | RUSSELL      | 1:19.144           | 1:19.418 | 0.274    |
|          |    |              |        |          |              |                         |     |    |              | <b>Perfect Lap</b> |          | 1:17.643 |

Croft  
Circuit Length = 2.127 miles  
Start: 17:55 End: 18:15

MST sports timing

# 2004 Formula Renault UK Championship

## GRID - ROUND 12

|             |          |    |               |          |    |             |
|-------------|----------|----|---------------|----------|----|-------------|
| ROW 14      | 1:19.418 | 22 | RUSSELL       | 1:19.167 | 15 | MANN        |
| ROW 13      | 1:18.982 | 28 | TAHINCI       | 1:18.931 | 88 | VITULLI     |
| ROW 12      | 1:18.909 | 31 | DOLBY         | 1:18.887 | 23 | GONZALEZ    |
| ROW 11      | 1:18.829 | 10 | EDWARDS       | 1:18.794 | 4  | WEBER       |
| ROW 10      | 1:18.679 | 27 | SIMPSON       | 1:18.667 | 16 | FREUDENBERG |
| ROW 9       | 1:18.629 | 1  | CHENG         | 1:18.492 | 37 | SONDERMAN   |
| ROW 8       | 1:18.396 | 20 | GORNALL       | 1:18.364 | 2  | HOGAN       |
| ROW 7       | 1:18.295 | 14 | MASTRETTA     | 1:18.294 | 35 | JARVIS      |
| ROW 6       | 1:18.281 | 47 | ROCHA         | 1:18.212 | 9  | STODDART    |
| ROW 5       | 1:18.135 | 17 | HALL          | 1:18.122 | 34 | FOSTER      |
| ROW 4       | 1:18.110 | 21 | STORCKENFELDT | 1:18.065 | 7  | JAKES       |
| ROW 3       | 1:17.963 | 3  | DI RESTA      | 1:17.855 | 8  | BARBER      |
| ROW 2       | 1:17.828 | 24 | MCINTOSH      | 1:17.746 | 11 | HOLLINGS    |
| ROW 1       | 1:17.737 | 26 | CONWAY        |          |    |             |
| <b>POLE</b> |          |    |               |          |    |             |

Weather / Track : Cloudy / Dry

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

Croft  
Circuit Length = 2.1270 miles.  
Start: 17:55 End: 18:15

|                 |  |             |
|-----------------|--|-------------|
| Clerk of Course |  | Timekeeper: |
|-----------------|--|-------------|

## 2004 Formula Renault UK Championship PROVISIONAL RESULT - ROUND 11

| POS            | NO | CL | DRIVER             | NAT | ENTRANT                     | TIME      | LAPS | GAP      | MPH       | BEST     |
|----------------|----|----|--------------------|-----|-----------------------------|-----------|------|----------|-----------|----------|
| 1              | 26 |    | Mike CONWAY        | GBR | Fortec Motorsport           | 19:11.686 | 14   |          | 93.08     | 1:19.076 |
| 2              | 3  |    | Paul DI RESTA      | GBR | Manor Motorsport            | 19:15.098 | 14   | 3.412    | 92.80     | 1:19.438 |
| 3              | 8  |    | Westley BARBER     | GBR | Comtec Racing with Duckhams | 19:20.738 | 14   | 9.052    | 92.35     | 1:19.363 |
| 4              | 11 |    | Charles HOLLINGS   | GBR | Fortec Motorsport           | 19:21.729 | 14   | 10.043   | 92.27     | 1:19.497 |
| 5              | 35 |    | Oliver JARVIS      | GBR | Motaworld Racing            | 19:25.170 | 14   | 13.484   | 92.00     | 1:19.509 |
| 6              | 9  |    | Susie STODDART     | GBR | Comtec Racing with Duckhams | 19:25.946 | 14   | 14.260   | 91.94     | 1:19.911 |
| 7              | 27 |    | Stephen SIMPSON    | GBR | Team JLR                    | 19:26.434 | 14   | 14.748   | 91.90     | 1:19.993 |
| 8              | 24 | G  | Sean MCINTOSH      | CAN | Team Firstair               | 19:26.591 | 14   | 14.905   | 91.89     | 1:19.589 |
| 9              | 17 |    | Stuart HALL        | GBR | Fortec Motorsport           | 19:26.945 | 14   | 15.259   | 91.86     | 1:19.695 |
| 10             | 21 |    | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport     | 19:27.477 | 14   | 15.791   | 91.82     | 1:19.873 |
| 11             | 14 |    | Carlos MASTRETTA   | MEX | Falcon Motorsport           | 19:34.128 | 14   | 22.442   | 91.30     | 1:19.882 |
| 12             | 16 |    | Ben FREUDENBERG    | USA | Fortec Motorsport           | 19:36.005 | 14   | 24.319   | 91.15     | 1:20.056 |
| 13             | 4  | G  | Josh WEBER         | GBR | Manor Motorsport            | 19:43.761 | 14   | 32.075   | 90.56     | 1:20.302 |
| 14             | 31 | G  | Craig DOLBY        | GBR | Paston Racing               | 19:44.791 | 14   | 33.105   | 90.48     | 1:20.135 |
| 15             | 20 |    | James GORNALL      | GBR | J A Motorsport              | 19:47.614 | 14   | 35.928   | 90.26     | 1:19.919 |
| 16             | 23 | G  | Rodolfo GONZALEZ   | VEN | Mark Burdett Motorsport     | 19:52.689 | 14   | 41.003   | 89.88     | 1:20.284 |
| 17             | 28 |    | Jason TAHINCI      | TUR | Team JLR                    | 19:53.948 | 14   | 42.262   | 89.78     | 1:20.541 |
| 18             | 10 | G  | Sean EDWARDS       | GBR | Team JVA                    | 19:56.369 | 14   | 44.683   | 89.60     | 1:20.419 |
| 19             | 15 |    | Pippa MANN         | GBR | Team JVA                    | 19:57.783 | 14   | 46.097   | 89.49     | 1:20.787 |
| 20             | 88 |    | Michael VITULLI    | GBR | Vitulli Racing              | 20:06.466 | 14   | 54.780   | 88.85     | 1:20.690 |
| 21             | 1  |    | CHENG Cong Fu      | CHN | Manor Motorsport            | 20:10.864 | 14   | 59.178   | 88.53     | 1:21.071 |
| 22             | 37 |    | Gustave SONDERMAN  | BRA | Motaworld Racing            | 20:19.422 | 14   | 1:07.736 | 87.91     | 1:19.592 |
| 23             | 2  |    | Patrick HOGAN      | IRL | Manor Motorsport            | 20:19.765 | 14   | 1:08.079 | 87.88     | 1:19.622 |
| 24             | 7  | G  | James JAKES        | GBR | Team aka                    | 20:25.946 | 14   | 1:14.260 | 87.44     | 1:19.864 |
| 25             | 22 |    | Matt RUSSELL       | GBR | Mark Burdett Motorsport     | 20:25.169 | 11   | 3 LAPS   | 68.74     | 1:22.080 |
| NOT CLASSIFIED |    |    |                    |     |                             |           |      |          |           |          |
| 34             |    |    | Joey FOSTER        | GBR | Motaworld Racing            | 9:51.558  | 7    | D.N.F.   | 90.60     | 1:20.027 |
| 47             |    |    | Patrick ROCHA      | BRA | Team Firstair               | 10:10.768 | 7    | D.N.F.   | 87.75     | 1:20.853 |
| FASTEST LAP    |    |    |                    |     |                             |           |      |          |           |          |
| 26             |    |    | Mike CONWAY        |     | Fortec Motorsport           | 1:19.076  | 14   | 96.83mph | 155.83kph |          |
| 24             | G  |    | Sean MCINTOSH      |     | Team Firstair               | 1:19.589  | 4    | 96.20mph | 154.83kph |          |

Car 23 - 10 Second Penalty - False Start

Weather / Track : Cloudy / Dry

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

Croft

Circuit Length = 2.1270 miles.

Start: 12:52 End: 13:11

|                 |             |
|-----------------|-------------|
| Clerk of Course | Timekeeper: |
|-----------------|-------------|

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 11

| 1   | CHENG Cong Fu |              |               |              | CHN             | Manor Motorsport |               |       |               |              |                 |
|-----|---------------|--------------|---------------|--------------|-----------------|------------------|---------------|-------|---------------|--------------|-----------------|
| 1 - | 37.214        | 120.6        | 57.897        | 106.6        | 1:35.111        | 8 -              | 29.929        | 116.7 | 1:02.384      | 107.3        | 1:32.313        |
| 2 - | 25.399        | 124.7        | 58.817        | 105.3        | 1:24.216        | 9 -              | 29.250        | 114.3 | 59.652        | <b>108.0</b> | 1:28.902        |
| 3 - | 25.516        | <b>125.6</b> | 56.935        | 106.3        | 1:22.451        | 10 -             | 29.466        | 119.8 | 59.101        | 107.7        | 1:28.567        |
| 4 - | 25.077        | 123.8        | 56.145        | 107.0        | 1:21.222        | 11 -             | 26.717        | 121.1 | 58.044        | 107.7        | 1:24.761        |
| 5 - | 25.004        | 124.2        | <b>56.067</b> | 106.8        | <b>1:21.071</b> | 12 -             | 26.539        | 120.6 | 58.363        | 107.5        | 1:24.902        |
| 6 - | <b>24.994</b> | 124.7        | 1:01.954      | 106.6        | 1:26.948        | 13 -             | 25.881        | 121.3 | 59.982        | 106.6        | 1:25.863        |
| 7 - | 26.168        | 122.9        | 1:04.617      | 105.6        | 1:30.785        | 14 -             | 25.717        | 122.4 | 58.035        | 106.5        | 1:23.752        |
| 2   | Patrick HOGAN |              |               |              | IRL             | Manor Motorsport |               |       |               |              |                 |
| 1 - | 33.404        | 119.8        | 56.227        | 106.8        | 1:29.631        | 8 -              | 48.227        | 86.1  | 1:04.416      | 108.0        | 1:52.643        |
| 2 - | 24.919        | 125.6        | 55.323        | 107.2        | 1:20.242        | 9 -              | 28.886        | 119.8 | 1:00.962      | 107.8        | 1:29.848        |
| 3 - | 24.593        | <b>127.0</b> | <b>55.029</b> | 107.8        | <b>1:19.622</b> | 10 -             | 55.651        | 120.2 | 56.298        | 107.8        | 1:51.949        |
| 4 - | <b>24.572</b> | 126.1        | 55.503        | 107.5        | 1:20.075        | 11 -             | 26.485        | 124.2 | 55.455        | 108.0        | 1:21.940        |
| 5 - | 24.673        | 125.9        | 55.634        | 106.6        | 1:20.307        | 12 -             | 25.931        | 124.2 | 55.034        | <b>108.9</b> | 1:20.965        |
| 6 - | 25.088        | 125.6        | 57.319        | 108.2        | 1:22.407        | 13 -             | 25.348        | 125.9 | 56.147        | 108.0        | 1:21.495        |
| 7 - | 24.971        | 125.4        | 1:02.972      | 105.5        | 1:27.943        | 14 -             | 24.820        | 126.8 | 55.878        | 106.5        | 1:20.698        |
| 3   | Paul DI RESTA |              |               |              | GBR             | Manor Motorsport |               |       |               |              |                 |
| 1 - | 30.730        | 125.4        | 55.974        | 107.0        | 1:26.704        | 8 -              | 29.414        | 118.9 | 1:03.766      | 107.8        | 1:33.180        |
| 2 - | 24.847        | 125.4        | 55.060        | 107.5        | 1:19.907        | 9 -              | 28.126        | 121.3 | 57.466        | 108.7        | 1:25.592        |
| 3 - | 24.779        | <b>127.3</b> | 55.095        | 107.3        | 1:19.874        | 10 -             | 26.623        | 123.5 | 54.943        | 108.5        | 1:21.566        |
| 4 - | 24.647        | 126.6        | 54.935        | 107.8        | 1:19.582        | 11 -             | 25.986        | 124.2 | 54.805        | 108.2        | 1:20.791        |
| 5 - | 24.589        | 127.0        | 54.849        | 108.0        | <b>1:19.438</b> | 12 -             | 25.616        | 126.3 | 54.674        | 107.8        | 1:20.290        |
| 6 - | <b>24.527</b> | <b>127.3</b> | 56.271        | <b>108.9</b> | 1:20.798        | 13 -             | 25.041        | 125.4 | <b>54.583</b> | 108.2        | 1:19.624        |
| 7 - | 25.370        | 126.8        | 1:02.942      | 107.3        | 1:28.312        | 14 -             | 24.577        | 125.2 | 54.863        | 108.2        | 1:19.440        |
| 4   | Josh WEBER    |              |               |              | GBR             | Manor Motorsport |               |       |               | G            |                 |
| 1 - | 35.695        | 123.5        | 58.004        | 106.3        | 1:33.699        | 8 -              | 30.349        | 116.7 | 1:04.172      | 105.6        | 1:34.521        |
| 2 - | 25.046        | <b>126.1</b> | 56.231        | 106.1        | 1:21.277        | 9 -              | 28.431        | 117.7 | 58.511        | 106.6        | 1:26.942        |
| 3 - | 24.740        | <b>126.1</b> | 55.562        | 106.3        | <b>1:20.302</b> | 10 -             | 27.693        | 119.8 | 55.790        | <b>107.3</b> | 1:23.483        |
| 4 - | <b>24.637</b> | 124.2        | 55.989        | 106.5        | 1:20.626        | 11 -             | 26.559        | 121.3 | 55.824        | 106.5        | 1:22.383        |
| 5 - | 26.547        | 124.0        | 56.790        | 106.0        | 1:23.337        | 12 -             | 26.037        | 122.6 | <b>55.400</b> | 106.8        | 1:21.437        |
| 6 - | 24.706        | 124.0        | 58.275        | 106.6        | 1:22.981        | 13 -             | 25.529        | 123.8 | 55.690        | 106.8        | 1:21.219        |
| 7 - | 25.237        | 124.0        | 1:05.251      | 103.0        | 1:30.488        | 14 -             | 25.214        | 124.5 | 55.852        | 105.5        | 1:21.066        |
| 7   | James JAKES   |              |               |              | GBR             | Team aka         |               |       |               | G            |                 |
| 1 - | 33.839        | 123.3        | 59.220        | 105.1        | 1:33.059        | 8 -              | 35.811        | 99.1  | 1:03.579      | 106.8        | 1:39.390        |
| 2 - | 25.009        | 127.5        | 55.892        | 106.8        | 1:20.901        | 9 -              | 1:02.298      | 103.0 | 58.071        | 105.0        | 2:00.369        |
| 3 - | 24.541        | <b>127.8</b> | 55.700        | 107.2        | 1:20.241        | 10 -             | 26.735        | 123.1 | 56.454        | 107.7        | 1:23.189        |
| 4 - | 24.604        | 126.6        | 55.650        | 107.8        | 1:20.254        | 11 -             | 26.187        | 124.5 | 55.356        | 107.8        | 1:21.543        |
| 5 - | 24.910        | 122.2        | 57.721        | 105.3        | 1:22.631        | 12 -             | 25.482        | 125.4 | 55.307        | <b>108.2</b> | 1:20.789        |
| 6 - | 25.082        | 123.1        | 57.768        | 103.2        | 1:22.850        | 13 -             | 25.049        | 126.6 | <b>54.815</b> | 107.3        | <b>1:19.864</b> |
| 7 - | 25.775        | 121.1        | 1:03.648      | 100.4        | 1:29.423        | 14 -             | <b>24.441</b> | 127.5 | 1:07.002      |              | 1:31.443P       |

Car 23 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 12:52 End: 13:11  
Printed - 13:13 Sunday, 25 July 2004

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 11

(contd.)

|           |                         |              |               |       |                                    |             |               |       |               |              |                 |
|-----------|-------------------------|--------------|---------------|-------|------------------------------------|-------------|---------------|-------|---------------|--------------|-----------------|
| <b>8</b>  | <b>Westley BARBER</b>   |              | <b>GBR</b>    |       | <b>Comtec Racing with Duckhams</b> |             |               |       |               |              |                 |
| 1 -       | 30.102                  | 124.9        | 55.478        | 107.2 | 1:25.580                           | <b>8 -</b>  | 29.911        | 117.7 | 1:04.350      | 105.5        | 1:34.261        |
| 2 -       | 24.892                  | 126.8        | 55.119        | 107.0 | 1:20.011                           | <b>9 -</b>  | 29.022        | 118.9 | 58.240        | 107.3        | 1:27.262        |
| 3 -       | 24.679                  | <b>127.3</b> | 54.789        | 106.8 | 1:19.468                           | <b>10 -</b> | 27.811        | 120.9 | 55.807        | <b>107.7</b> | 1:23.618        |
| 4 -       | 24.649                  | 126.3        | 54.857        | 107.2 | 1:19.506                           | <b>11 -</b> | 26.779        | 123.1 | 54.535        | <b>107.7</b> | 1:21.314        |
| 5 -       | <b>24.565</b>           | 126.1        | 54.798        | 107.2 | <b>1:19.363</b>                    | <b>12 -</b> | 26.051        | 125.9 | 54.631        | 107.0        | 1:20.682        |
| 6 -       | 24.572                  | <b>127.3</b> | 56.928        | 106.5 | 1:21.500                           | <b>13 -</b> | 25.479        | 126.6 | <b>54.520</b> | 107.5        | 1:19.999        |
| 7 -       | 25.104                  | 126.1        | 1:03.359      | 104.3 | 1:28.463                           | <b>14 -</b> | 24.889        | 126.3 | 54.822        | 106.6        | 1:19.711        |
| <b>9</b>  | <b>Susie STODDART</b>   |              | <b>GBR</b>    |       | <b>Comtec Racing with Duckhams</b> |             |               |       |               |              |                 |
| 1 -       | 31.493                  | 123.8        | 56.214        | 107.2 | 1:27.707                           | <b>8 -</b>  | 29.098        | 119.4 | 1:03.426      | 106.3        | 1:32.524        |
| 2 -       | 24.865                  | 127.0        | 55.430        | 107.2 | 1:20.295                           | <b>9 -</b>  | 28.589        | 118.9 | 57.858        | 107.8        | 1:26.447        |
| 3 -       | 24.614                  | <b>127.8</b> | 55.370        | 106.8 | 1:19.984                           | <b>10 -</b> | 27.407        | 122.2 | 56.244        | 107.8        | 1:23.651        |
| 4 -       | 24.565                  | 127.0        | 55.346        | 107.2 | <b>1:19.911</b>                    | <b>11 -</b> | 26.878        | 123.5 | 55.516        | <b>108.4</b> | 1:22.394        |
| 5 -       | 24.605                  | 127.0        | 55.334        | 107.7 | 1:19.939                           | <b>12 -</b> | 26.522        | 123.8 | <b>55.107</b> | 107.7        | 1:21.629        |
| 6 -       | <b>24.551</b>           | 127.3        | 56.672        | 107.3 | 1:21.223                           | <b>13 -</b> | 25.603        | 126.1 | 55.373        | 107.8        | 1:20.976        |
| 7 -       | 25.211                  | 124.2        | 1:03.514      | 105.3 | 1:28.725                           | <b>14 -</b> | 24.936        | 127.5 | 55.605        | 107.3        | 1:20.541        |
| <b>10</b> | <b>Sean EDWARDS</b>     |              | <b>GBR</b>    |       | <b>Team JVA</b>                    |             |               |       |               | <b>G</b>     |                 |
| 1 -       | 38.018                  | 123.1        | 58.718        | 106.5 | 1:36.736                           | <b>8 -</b>  | 29.958        | 117.7 | 1:01.583      | 107.7        | 1:31.541        |
| 2 -       | 25.291                  | 122.6        | 57.237        | 105.6 | 1:22.528                           | <b>9 -</b>  | 28.588        | 118.1 | 58.385        | <b>109.6</b> | 1:26.973        |
| 3 -       | 25.991                  | 124.5        | 59.485        | 107.0 | 1:25.476                           | <b>10 -</b> | 29.425        | 122.6 | 57.626        | 108.2        | 1:27.051        |
| 4 -       | 24.836                  | 124.0        | 56.120        | 107.2 | 1:20.956                           | <b>11 -</b> | 26.270        | 123.3 | 55.949        | 109.2        | 1:22.219        |
| 5 -       | 25.152                  | 125.2        | 56.450        | 107.3 | 1:21.602                           | <b>12 -</b> | 26.287        | 123.8 | 56.239        | 108.2        | 1:22.526        |
| 6 -       | 24.799                  | <b>125.9</b> | 1:01.757      | 107.3 | 1:26.556                           | <b>13 -</b> | 25.098        | 124.9 | 55.743        | 107.7        | 1:20.841        |
| 7 -       | 25.823                  | 125.4        | 1:05.122      | 105.8 | 1:30.945                           | <b>14 -</b> | <b>24.732</b> | 125.6 | <b>55.687</b> | 107.8        | <b>1:20.419</b> |
| <b>11</b> | <b>Charles HOLLINGS</b> |              | <b>GBR</b>    |       | <b>Fortec Motorsport</b>           |             |               |       |               |              |                 |
| 1 -       | 31.096                  | 123.3        | 56.087        | 106.6 | 1:27.183                           | <b>8 -</b>  | 28.942        | 119.8 | 1:04.541      | 106.3        | 1:33.483        |
| 2 -       | 24.899                  | 126.1        | 55.287        | 106.0 | 1:20.186                           | <b>9 -</b>  | 28.746        | 119.4 | 58.095        | 108.4        | 1:26.841        |
| 3 -       | 24.709                  | <b>127.5</b> | 55.038        | 107.0 | 1:19.747                           | <b>10 -</b> | 27.731        | 119.4 | 55.645        | 108.7        | 1:23.376        |
| 4 -       | 24.685                  | 126.1        | 55.136        | 107.2 | 1:19.821                           | <b>11 -</b> | 26.654        | 123.5 | 54.707        | <b>109.1</b> | 1:21.361        |
| 5 -       | 24.577                  | 126.6        | 54.920        | 108.0 | <b>1:19.497</b>                    | <b>12 -</b> | 26.035        | 125.4 | <b>54.585</b> | 108.5        | 1:20.620        |
| 6 -       | <b>24.455</b>           | <b>127.5</b> | 56.550        | 107.0 | 1:21.005                           | <b>13 -</b> | 25.581        | 125.9 | 54.741        | 108.0        | 1:20.322        |
| 7 -       | 25.118                  | 126.1        | 1:03.329      | 106.0 | 1:28.447                           | <b>14 -</b> | 24.848        | 126.6 | 54.992        | 107.8        | 1:19.840        |
| <b>14</b> | <b>Carlos MASTRETTA</b> |              | <b>MEX</b>    |       | <b>Falcon Motorsport</b>           |             |               |       |               |              |                 |
| 1 -       | 33.877                  | 119.6        | 57.627        | 105.8 | 1:31.504                           | <b>8 -</b>  | 29.649        | 115.5 | 1:03.717      | 107.0        | 1:33.366        |
| 2 -       | 25.280                  | 122.2        | 55.525        | 106.3 | 1:20.805                           | <b>9 -</b>  | 28.335        | 116.9 | 57.928        | 107.0        | 1:26.263        |
| 3 -       | 24.800                  | 123.8        | 55.512        | 107.0 | 1:20.312                           | <b>10 -</b> | 27.395        | 119.1 | 56.117        | 108.0        | 1:23.512        |
| 4 -       | 24.816                  | 121.7        | <b>55.066</b> | 106.5 | <b>1:19.882</b>                    | <b>11 -</b> | 26.611        | 122.2 | 55.252        | 107.2        | 1:21.863        |
| 5 -       | 24.688                  | <b>124.0</b> | 55.219        | 107.2 | 1:19.907                           | <b>12 -</b> | 26.172        | 121.3 | 55.542        | 105.8        | 1:21.714        |
| 6 -       | <b>24.620</b>           | <b>124.0</b> | 59.592        | 106.1 | 1:24.212                           | <b>13 -</b> | 25.413        | 123.1 | 55.209        | 106.8        | 1:20.622        |
| 7 -       | 26.181                  | 121.5        | 1:03.628      | 105.5 | 1:29.809                           | <b>14 -</b> | 24.986        | 122.9 | 55.371        | <b>108.2</b> | 1:20.357        |

Car 23 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 12:52 End: 13:11  
Printed - 13:13 Sunday, 25 July 2004

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 11

(contd.)

|           |                           |              |               |              |                 |            |                         |       |               |              |          |
|-----------|---------------------------|--------------|---------------|--------------|-----------------|------------|-------------------------|-------|---------------|--------------|----------|
| <b>15</b> | <b>Pippa MANN</b>         |              |               |              |                 | <b>GBR</b> | Team JVA                |       |               |              |          |
| 1 -       | 37.594                    | 121.7        | 58.647        | 105.8        | 1:36.241        | 8 -        | 31.505                  | 97.1  | 1:04.319      | 106.6        | 1:35.824 |
| 2 -       | 25.173                    | 125.2        | 57.281        | 104.3        | 1:22.454        | 9 -        | 29.094                  | 110.7 | 1:00.456      | 107.2        | 1:29.550 |
| 3 -       | 25.731                    | 125.4        | <b>55.803</b> | 106.3        | 1:21.534        | 10 -       | 27.604                  | 122.4 | 58.953        | 107.5        | 1:26.557 |
| 4 -       | 24.815                    | 125.4        | 56.157        | 105.6        | 1:20.972        | 11 -       | 27.085                  | 123.5 | 56.693        | 107.3        | 1:23.778 |
| 5 -       | 24.873                    | 125.4        | 55.914        | 106.6        | <b>1:20.787</b> | 12 -       | 26.414                  | 123.8 | 57.073        | <b>108.0</b> | 1:23.487 |
| 6 -       | <b>24.744</b>             | <b>126.3</b> | 59.403        | 107.0        | 1:24.147        | 13 -       | 25.271                  | 124.9 | 55.847        | 107.2        | 1:21.118 |
| 7 -       | 25.788                    | 124.9        | 1:04.640      | 104.3        | 1:30.428        | 14 -       | 24.897                  | 125.2 | 56.009        | 106.8        | 1:20.906 |
| <b>16</b> | <b>Ben FREUDENBERG</b>    |              |               |              |                 | <b>USA</b> | Fortec Motorsport       |       |               |              |          |
| 1 -       | 34.824                    | 122.2        | 58.667        | 106.3        | 1:33.491        | 8 -        | 29.775                  | 119.4 | 1:03.473      | 106.1        | 1:33.248 |
| 2 -       | 25.050                    | 126.1        | 55.957        | 107.0        | 1:21.007        | 9 -        | 28.568                  | 118.9 | 57.762        | 107.7        | 1:26.330 |
| 3 -       | 24.751                    | 126.1        | 55.583        | 106.1        | 1:20.334        | 10 -       | 27.008                  | 121.7 | 56.354        | 107.5        | 1:23.362 |
| 4 -       | 24.776                    | 124.5        | 55.280        | 107.3        | <b>1:20.056</b> | 11 -       | 26.785                  | 123.1 | 55.406        | <b>107.8</b> | 1:22.191 |
| 5 -       | <b>24.627</b>             | <b>127.0</b> | 57.000        | 106.5        | 1:21.627        | 12 -       | 26.093                  | 123.5 | <b>55.204</b> | 107.7        | 1:21.297 |
| 6 -       | 24.680                    | 125.6        | 57.707        | 107.5        | 1:22.387        | 13 -       | 25.644                  | 123.5 | 55.214        | 107.3        | 1:20.858 |
| 7 -       | 25.807                    | 122.6        | 1:03.763      | 104.8        | 1:29.570        | 14 -       | 24.975                  | 125.6 | 55.272        | 106.6        | 1:20.247 |
| <b>17</b> | <b>Stuart HALL</b>        |              |               |              |                 | <b>GBR</b> | Fortec Motorsport       |       |               |              |          |
| 1 -       | 34.085                    | 122.6        | 57.999        | 106.8        | 1:32.084        | 8 -        | 29.910                  | 109.4 | 1:03.286      | 106.8        | 1:33.196 |
| 2 -       | 25.113                    | 126.3        | 55.590        | 107.2        | 1:20.703        | 9 -        | 28.216                  | 119.8 | 57.298        | 108.7        | 1:25.514 |
| 3 -       | 24.585                    | 127.5        | 55.873        | 106.8        | 1:20.458        | 10 -       | 27.233                  | 122.2 | 55.482        | <b>109.4</b> | 1:22.715 |
| 4 -       | 24.666                    | 126.3        | 55.355        | 107.0        | 1:20.021        | 11 -       | 26.369                  | 124.7 | <b>54.818</b> | 108.0        | 1:21.187 |
| 5 -       | <b>24.366</b>             | 126.6        | 55.329        | 108.5        | <b>1:19.695</b> | 12 -       | 25.815                  | 126.3 | 54.928        | 108.5        | 1:20.743 |
| 6 -       | 24.418                    | <b>127.8</b> | 57.932        | 107.7        | 1:22.350        | 13 -       | 25.172                  | 126.3 | 54.893        | 108.5        | 1:20.065 |
| 7 -       | 25.369                    | 126.1        | 1:02.973      | 105.0        | 1:28.342        | 14 -       | 24.681                  | 127.3 | 55.191        | 108.5        | 1:19.872 |
| <b>20</b> | <b>James GORNALL</b>      |              |               |              |                 | <b>GBR</b> | J A Motorsport          |       |               |              |          |
| 1 -       | 37.695                    | 124.2        | 57.847        | 106.0        | 1:35.542        | 8 -        | 32.820                  | 115.1 | 1:04.243      | 107.5        | 1:37.063 |
| 2 -       | 25.135                    | <b>128.3</b> | 56.264        | 107.7        | 1:21.399        | 9 -        | 33.377                  | 86.8  | 59.036        | 107.8        | 1:32.413 |
| 3 -       | 24.902                    | 126.1        | 55.836        | 105.1        | 1:20.738        | 10 -       | 27.473                  | 122.9 | 55.659        | 107.8        | 1:23.132 |
| 4 -       | 24.782                    | 125.2        | 55.137        | 108.5        | <b>1:19.919</b> | 11 -       | 26.561                  | 123.8 | 55.500        | 108.0        | 1:22.061 |
| 5 -       | 25.244                    | 125.2        | 55.681        | 107.8        | 1:20.925        | 12 -       | 25.778                  | 125.2 | 55.151        | 108.4        | 1:20.929 |
| 6 -       | <b>24.728</b>             | 125.6        | 57.726        | 108.5        | 1:22.454        | 13 -       | 25.130                  | 125.2 | <b>55.031</b> | <b>109.8</b> | 1:20.161 |
| 7 -       | 25.664                    | 125.6        | 1:04.257      | 107.3        | 1:29.921        | 14 -       | 24.970                  | 126.3 | 55.987        | 107.0        | 1:20.957 |
| <b>21</b> | <b>Alex STORCKENFELDT</b> |              |               |              |                 | <b>SWE</b> | Mark Burdett Motorsport |       |               |              |          |
| 1 -       | 34.311                    | 124.0        | 58.052        | 107.0        | 1:32.363        | 8 -        | 29.032                  | 118.7 | 1:03.286      | 106.6        | 1:32.318 |
| 2 -       | 25.047                    | <b>127.8</b> | 55.798        | 107.2        | 1:20.845        | 9 -        | 28.155                  | 120.0 | 57.687        | 108.0        | 1:25.842 |
| 3 -       | 24.557                    | <b>127.8</b> | 55.748        | 107.3        | 1:20.305        | 10 -       | 26.715                  | 122.6 | 55.533        | 108.2        | 1:22.248 |
| 4 -       | 24.575                    | 126.8        | 55.732        | 107.3        | 1:20.307        | 11 -       | 26.052                  | 125.9 | 55.100        | 108.4        | 1:21.152 |
| 5 -       | 24.556                    | 126.3        | 55.317        | 108.4        | <b>1:19.873</b> | 12 -       | 25.496                  | 126.8 | 55.061        | 108.4        | 1:20.557 |
| 6 -       | <b>24.431</b>             | 127.3        | 58.423        | 107.3        | 1:22.854        | 13 -       | 25.025                  | 125.6 | <b>55.054</b> | <b>108.7</b> | 1:20.079 |
| 7 -       | 25.449                    | 124.7        | 1:03.411      | 105.6        | 1:28.860        | 14 -       | 24.555                  | 127.3 | 55.319        | 108.2        | 1:19.874 |
| <b>22</b> | <b>Matt RUSSELL</b>       |              |               |              |                 | <b>GBR</b> | Mark Burdett Motorsport |       |               |              |          |
| 1 -       | 39.781                    | 118.9        | 58.616        | 106.6        | 1:38.397        | 7 -        | 45.979                  | 113.7 | 1:00.878      | 105.3        | 1:46.857 |
| 2 -       | 25.482                    | 125.9        | <b>56.598</b> | <b>107.2</b> | <b>1:22.080</b> | 8 -        | 28.072                  | 120.6 | 58.491        | 106.1        | 1:26.563 |
| 3 -       | 25.594                    | <b>126.1</b> | 57.045        | 106.5        | 1:22.639        | 9 -        | 26.733                  | 121.1 | 58.722        | 104.3        | 1:25.455 |
| 4 -       | <b>25.004</b>             | 125.2        | 57.099        | 105.6        | 1:22.103        | 10 -       | 27.068                  | 121.1 | 59.350        | 105.6        | 1:26.418 |
| 5 -       | 25.474                    | 124.2        | 57.838        | 106.0        | 1:23.312        | 11 -       | 26.385                  | 120.6 | 58.493        | 105.0        | 1:24.878 |
| 6 -       | 26.765                    | 117.5        | 5:19.702      |              | X:00.000P       |            |                         |       |               |              |          |

Car 23 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 12:52 End: 13:11  
Printed - 13:13 Sunday, 25 July 2004

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 11

(contd.)

|           |                         |              |               |       |                 |            |                         |              |               |              |                 |          |
|-----------|-------------------------|--------------|---------------|-------|-----------------|------------|-------------------------|--------------|---------------|--------------|-----------------|----------|
| <b>23</b> | <b>Rodolfo GONZALEZ</b> |              |               |       |                 | <b>VEN</b> | Mark Burdett Motorsport |              |               |              |                 | <b>G</b> |
| 1 -       | 35.475                  | 122.6        | 58.802        | 106.5 | 1:34.277        | 8 -        | 30.738                  | 118.7        | 1:04.705      | 106.8        | 1:35.443        |          |
| 2 -       | 25.423                  | 126.6        | 56.259        | 107.8 | 1:21.682        | 9 -        | 28.610                  | 119.8        | 58.779        | <b>108.7</b> | 1:27.389        |          |
| 3 -       | 24.843                  | 127.0        | 55.642        | 107.7 | 1:20.485        | 10 -       | 27.226                  | 123.8        | 56.425        | 108.4        | 1:23.651        |          |
| 4 -       | <b>24.630</b>           | 126.3        | 56.042        | 108.4 | 1:20.672        | 11 -       | 26.494                  | 124.5        | 55.634        | 108.0        | 1:22.128        |          |
| 5 -       | 24.681                  | 126.6        | 55.922        | 107.3 | 1:20.603        | 12 -       | 25.500                  | 126.6        | 55.599        | 107.5        | 1:21.099        |          |
| 6 -       | 24.905                  | 126.6        | 58.042        | 108.2 | 1:22.947        | 13 -       | 25.930                  | 125.2        | 56.008        | 108.2        | 1:21.938        |          |
| 7 -       | 25.678                  | 126.1        | 1:04.413      | 104.6 | 1:30.091        | 14 -       | 24.959                  | <b>127.8</b> | <b>55.325</b> | 108.5        | <b>1:20.284</b> |          |
| <b>24</b> | <b>Sean MCINTOSH</b>    |              |               |       |                 | <b>CAN</b> | Team Firstair           |              |               |              |                 | <b>G</b> |
| 1 -       | 33.714                  | 119.4        | 57.347        | 106.0 | 1:31.061        | 8 -        | 29.536                  | 118.3        | 1:04.758      | 106.5        | 1:34.294        |          |
| 2 -       | 24.810                  | 126.6        | 55.308        | 106.5 | 1:20.118        | 9 -        | 28.614                  | 119.1        | 57.309        | 107.7        | 1:25.923        |          |
| 3 -       | 24.741                  | 126.6        | 54.924        | 106.6 | 1:19.665        | 10 -       | 27.203                  | 123.1        | 55.470        | 108.2        | 1:22.673        |          |
| 4 -       | <b>24.617</b>           | 127.0        | 54.972        | 106.8 | <b>1:19.589</b> | 11 -       | 26.199                  | 125.2        | 55.191        | 107.7        | 1:21.390        |          |
| 5 -       | 24.782                  | 126.8        | 55.188        | 106.8 | 1:19.970        | 12 -       | 25.714                  | 126.1        | <b>54.757</b> | 107.5        | 1:20.471        |          |
| 6 -       | 25.126                  | <b>128.0</b> | 57.383        | 107.5 | 1:22.509        | 13 -       | 25.128                  | 125.9        | 54.945        | <b>108.4</b> | 1:20.073        |          |
| 7 -       | 25.104                  | 126.3        | 1:03.373      | 105.0 | 1:28.477        | 14 -       | 24.937                  | 127.0        | 55.441        | 108.0        | 1:20.378        |          |
| <b>26</b> | <b>Mike CONWAY</b>      |              |               |       |                 | <b>GBR</b> | Fortec Motorsport       |              |               |              |                 |          |
| 1 -       | 29.540                  | 122.9        | 55.375        | 106.8 | 1:24.915        | 8 -        | 28.663                  | 120.0        | 1:03.415      | 107.2        | 1:32.078        |          |
| 2 -       | 24.780                  | 124.9        | 54.814        | 107.0 | 1:19.594        | 9 -        | 28.770                  | 119.4        | 58.365        | <b>108.9</b> | 1:27.135        |          |
| 3 -       | 24.540                  | 125.6        | 54.894        | 106.5 | 1:19.434        | 10 -       | 27.505                  | 122.0        | 55.505        | 108.7        | 1:23.010        |          |
| 4 -       | 24.761                  | 124.9        | 54.787        | 107.3 | 1:19.548        | 11 -       | 26.176                  | 125.2        | 54.510        | <b>108.9</b> | 1:20.686        |          |
| 5 -       | 24.630                  | 125.6        | 54.840        | 108.0 | 1:19.470        | 12 -       | 25.278                  | 126.8        | <b>54.488</b> | 108.7        | 1:19.766        |          |
| 6 -       | <b>24.400</b>           | 126.8        | 55.803        | 108.4 | 1:20.203        | 13 -       | 24.910                  | 126.3        | 54.496        | 108.5        | 1:19.406        |          |
| 7 -       | 24.776                  | <b>127.0</b> | 1:02.589      | 106.5 | 1:27.365        | 14 -       | 24.489                  | <b>127.0</b> | 54.587        | 108.5        | <b>1:19.076</b> |          |
| <b>27</b> | <b>Stephen SIMPSON</b>  |              |               |       |                 | <b>GBR</b> | Team JLR                |              |               |              |                 |          |
| 1 -       | 32.239                  | 123.1        | 56.153        | 106.3 | 1:28.392        | 8 -        | 28.704                  | 122.2        | 1:03.385      | 106.8        | 1:32.089        |          |
| 2 -       | 24.876                  | 126.1        | 55.487        | 106.3 | 1:20.363        | 9 -        | 28.604                  | 118.9        | 57.112        | 108.0        | 1:25.716        |          |
| 3 -       | 24.702                  | 127.0        | 55.393        | 106.5 | 1:20.095        | 10 -       | 26.711                  | 122.6        | 57.121        | <b>108.4</b> | 1:23.832        |          |
| 4 -       | <b>24.610</b>           | 126.3        | 55.394        | 106.8 | 1:20.004        | 11 -       | 26.108                  | 127.3        | 55.853        | 108.0        | 1:21.961        |          |
| 5 -       | 24.644                  | 126.3        | <b>55.349</b> | 107.5 | <b>1:19.993</b> | 12 -       | 26.238                  | 126.8        | 55.483        | 107.7        | 1:21.721        |          |
| 6 -       | 24.664                  | 127.3        | 58.346        | 106.3 | 1:23.010        | 13 -       | 25.281                  | 127.0        | 55.506        | 107.8        | 1:20.787        |          |
| 7 -       | 24.941                  | <b>127.5</b> | 1:02.890      | 105.1 | 1:27.831        | 14 -       | 24.925                  | 127.3        | 55.715        | 105.1        | 1:20.640        |          |
| <b>28</b> | <b>Jason TAHINCI</b>    |              |               |       |                 | <b>TUR</b> | Team JLR                |              |               |              |                 |          |
| 1 -       | 39.000                  | 118.9        | 58.334        | 105.8 | 1:37.334        | 8 -        | 30.015                  | 115.3        | 1:03.383      | 107.0        | 1:33.398        |          |
| 2 -       | 25.771                  | 124.7        | 56.591        | 105.6 | 1:22.362        | 9 -        | 29.036                  | 116.7        | 59.758        | <b>107.8</b> | 1:28.794        |          |
| 3 -       | 25.733                  | <b>126.3</b> | 56.881        | 105.8 | 1:22.614        | 10 -       | 27.582                  | 123.3        | 57.616        | <b>107.8</b> | 1:25.198        |          |
| 4 -       | 24.916                  | 124.0        | 56.353        | 107.3 | 1:21.269        | 11 -       | 27.226                  | 124.0        | 55.948        | 107.3        | 1:23.174        |          |
| 5 -       | <b>24.798</b>           | 126.1        | 56.165        | 107.0 | 1:20.963        | 12 -       | 26.263                  | 125.2        | <b>55.399</b> | 107.5        | 1:21.662        |          |
| 6 -       | 24.863                  | 125.9        | 59.589        | 107.2 | 1:24.452        | 13 -       | 25.478                  | 125.4        | 55.518        | 106.6        | 1:20.996        |          |
| 7 -       | 26.325                  | 123.8        | 1:04.866      | 105.5 | 1:31.191        | 14 -       | 25.019                  | 125.6        | 55.522        | 106.8        | <b>1:20.541</b> |          |

Car 23 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 12:52 End: 13:11  
Printed - 13:13 Sunday, 25 July 2004

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 11

(contd.)

|           |                            |                     |                 |      |                     |                       |                 |  |  |          |
|-----------|----------------------------|---------------------|-----------------|------|---------------------|-----------------------|-----------------|--|--|----------|
| <b>31</b> | <b>Craig DOLBY</b>         | <b>GBR</b>          |                 |      |                     | Paston Racing         |                 |  |  | <b>G</b> |
| 1 -       | 36.447 123.1               | 57.827 105.8        | 1:34.274        | 8 -  | 35.168 97.8         | 1:01.787 106.3        | 1:36.955        |  |  |          |
| 2 -       | 25.686 125.4               | 56.635 106.5        | 1:22.321        | 9 -  | 29.407 110.3        | 58.269 107.5          | 1:27.676        |  |  |          |
| 3 -       | 24.715 <b>127.0</b>        | 56.569 106.3        | 1:21.284        | 10 - | 27.205 121.5        | 56.204 107.0          | 1:23.409        |  |  |          |
| 4 -       | 24.808 126.6               | 55.759 105.8        | 1:20.567        | 11 - | 26.730 123.1        | <b>55.306</b> 106.8   | 1:22.036        |  |  |          |
| 5 -       | 24.707 126.3               | 56.762 106.0        | 1:21.469        | 12 - | 25.972 124.2        | 55.472 107.5          | 1:21.444        |  |  |          |
| 6 -       | 25.006 126.3               | 58.341 105.8        | 1:23.347        | 13 - | 25.137 124.7        | 55.358 <b>107.7</b>   | 1:20.495        |  |  |          |
| 7 -       | 25.364 124.0               | 1:04.015 105.3      | 1:29.379        | 14 - | <b>24.628</b> 126.1 | 55.507 106.8          | <b>1:20.135</b> |  |  |          |
| <b>34</b> | <b>Joey FOSTER</b>         | <b>GBR</b>          |                 |      |                     | Motaworld Racing      |                 |  |  |          |
| 1 -       | 39.111 121.1               | 58.338 105.8        | 1:37.449        | 5 -  | 24.723 125.9        | 56.020 106.5          | 1:20.743        |  |  |          |
| 2 -       | 25.047 126.1               | 56.364 106.3        | 1:21.411        | 6 -  | 24.834 <b>127.0</b> | 58.017 107.2          | 1:22.851        |  |  |          |
| 3 -       | 24.950 124.7               | <b>55.158</b> 107.3 | 1:20.108        | 7 -  | 25.400 123.8        | 1:03.569 106.0        | 1:28.969        |  |  |          |
| 4 -       | <b>24.614</b> 124.5        | 55.413 <b>107.5</b> | <b>1:20.027</b> |      |                     |                       |                 |  |  |          |
| <b>35</b> | <b>Oliver JARVIS</b>       | <b>GBR</b>          |                 |      |                     | Motaworld Racing      |                 |  |  |          |
| 1 -       | 30.534 122.6               | 55.652 106.5        | 1:26.186        | 8 -  | 29.514 118.9        | 1:05.022 104.3        | 1:34.536        |  |  |          |
| 2 -       | 24.939 126.3               | 55.108 107.5        | 1:20.047        | 9 -  | 28.643 118.7        | 58.100 106.8          | 1:26.743        |  |  |          |
| 3 -       | 24.644 <b>127.0</b>        | 54.987 107.2        | 1:19.631        | 10 - | 28.470 119.6        | 56.675 106.6          | 1:25.145        |  |  |          |
| 4 -       | 24.617 126.3               | 54.892 107.7        | <b>1:19.509</b> | 11 - | 26.456 125.2        | 54.899 <b>107.8</b>   | 1:21.355        |  |  |          |
| 5 -       | 24.648 126.6               | 54.935 <b>107.8</b> | 1:19.583        | 12 - | 26.319 123.8        | <b>54.828</b> 107.5   | 1:21.147        |  |  |          |
| 6 -       | <b>24.564</b> <b>127.0</b> | 56.680 106.6        | 1:21.244        | 13 - | 25.818 124.0        | 54.868 107.5          | 1:20.686        |  |  |          |
| 7 -       | 25.297 126.3               | 1:02.991 104.2      | 1:28.288        | 14 - | 25.710 124.2        | 55.360 105.8          | 1:21.070        |  |  |          |
| <b>37</b> | <b>Gustave SONDERMAN</b>   | <b>BRA</b>          |                 |      |                     | Motaworld Racing      |                 |  |  |          |
| 1 -       | 33.184 120.2               | 56.876 104.6        | 1:30.060        | 8 -  | 30.735 116.5        | 1:06.263 104.8        | 1:36.998        |  |  |          |
| 2 -       | 24.955 <b>127.8</b>        | 55.534 <b>107.7</b> | 1:20.489        | 9 -  | 52.896 78.2         | 1:02.567 106.6        | 1:55.463        |  |  |          |
| 3 -       | 24.588 <b>127.8</b>        | <b>55.080</b> 107.5 | 1:19.668        | 10 - | 28.999 117.9        | 58.806 107.3          | 1:27.805        |  |  |          |
| 4 -       | <b>24.420</b> 127.0        | 55.172 107.3        | <b>1:19.592</b> | 11 - | 27.934 119.8        | 56.325 107.5          | 1:24.259        |  |  |          |
| 5 -       | 24.842 126.8               | 55.481 104.0        | 1:20.323        | 12 - | 25.897 122.6        | 56.512 106.8          | 1:22.409        |  |  |          |
| 6 -       | 26.451 123.8               | 59.818 104.8        | 1:26.269        | 13 - | 25.311 125.2        | 56.165 107.2          | 1:21.476        |  |  |          |
| 7 -       | 27.302 123.1               | 1:06.573 104.3      | 1:33.875        | 14 - | 24.988 125.4        | 55.748 106.3          | 1:20.736        |  |  |          |
| <b>47</b> | <b>Patrick ROCHA</b>       | <b>BRA</b>          |                 |      |                     | Team Firstair         |                 |  |  |          |
| 1 -       | 33.795 120.2               | 1:06.724 106.0      | 1:40.519        | 5 -  | 25.067 125.9        | 55.786 106.6          | <b>1:20.853</b> |  |  |          |
| 2 -       | 25.773 125.6               | <b>55.681</b> 106.1 | 1:21.454        | 6 -  | 24.940 <b>126.1</b> | 1:01.205 <b>106.8</b> | 1:26.145        |  |  |          |
| 3 -       | <b>24.816</b> <b>126.1</b> | 56.682 <b>106.8</b> | 1:21.498        | 7 -  | 26.147 125.9        | 1:12.972 105.1        | 1:39.119        |  |  |          |
| 4 -       | 24.974 124.9               | 56.206 106.5        | 1:21.180        |      |                     |                       |                 |  |  |          |
| <b>88</b> | <b>Michael VITULLI</b>     | <b>GBR</b>          |                 |      |                     | Vitulli Racing        |                 |  |  |          |
| 1 -       | 39.523 119.4               | 58.312 105.8        | 1:37.835        | 8 -  | 29.841 118.7        | 1:03.256 107.2        | 1:33.097        |  |  |          |
| 2 -       | 25.539 125.6               | 56.652 106.8        | 1:22.191        | 9 -  | 28.842 118.5        | 59.781 107.7          | 1:28.623        |  |  |          |
| 3 -       | 25.796 125.4               | 56.701 107.7        | 1:22.497        | 10 - | 30.472 120.2        | 57.611 107.5          | 1:28.083        |  |  |          |
| 4 -       | 25.153 <b>126.3</b>        | 56.607 107.8        | 1:21.760        | 11 - | 26.465 124.7        | 56.912 107.8          | 1:23.377        |  |  |          |
| 5 -       | 25.153 126.1               | <b>55.537</b> 107.5 | <b>1:20.690</b> | 12 - | 26.244 124.5        | 56.018 108.2          | 1:22.262        |  |  |          |
| 6 -       | <b>24.968</b> <b>126.3</b> | 1:04.710 107.7      | 1:29.678        | 13 - | 25.610 124.7        | 56.224 108.0          | 1:21.834        |  |  |          |
| 7 -       | 25.909 124.7               | 1:07.174 105.8      | 1:33.083        | 14 - | 25.718 125.6        | 55.738 <b>108.4</b>   | 1:21.456        |  |  |          |

Car 23 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 12:52 End: 13:11

## 2004 Formula Renault UK Championship

### SPEED TRAP - QUALIFYING ROUND 11 - FINISH LINE

| POS | NO | CL | DRIVER             | NAT | ENTRANT                     | MPH   |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1   | 20 |    | James GORNALL      | GBR | J A Motorsport              | 109.8 |
| 2   | 10 | G  | Sean EDWARDS       | GBR | Team JVA                    | 109.6 |
| 3   | 17 |    | Stuart HALL        | GBR | Fortec Motorsport           | 109.4 |
| 4   | 11 |    | Charles HOLLINGS   | GBR | Fortec Motorsport           | 109.1 |
| 5   | 2  |    | Patrick HOGAN      | IRL | Manor Motorsport            | 108.9 |
| 6   | 26 |    | Mike CONWAY        | GBR | Fortec Motorsport           | 108.9 |
| 7   | 3  |    | Paul DI RESTA      | GBR | Manor Motorsport            | 108.9 |
| 8   | 21 |    | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport     | 108.7 |
| 9   | 23 | G  | Rodolfo GONZALEZ   | VEN | Mark Burdett Motorsport     | 108.7 |
| 10  | 88 |    | Michael VITULLI    | GBR | Vitulli Racing              | 108.4 |
| 11  | 24 | G  | Sean MCINTOSH      | CAN | Team Firstair               | 108.4 |
| 12  | 9  |    | Susie STODDART     | GBR | Comtec Racing with Duckhams | 108.4 |
| 13  | 27 |    | Stephen SIMPSON    | GBR | Team JLR                    | 108.4 |
| 14  | 14 |    | Carlos MASTRETTA   | MEX | Falcon Motorsport           | 108.2 |
| 15  | 7  | G  | James JAKES        | GBR | Team aka                    | 108.2 |
| 16  | 15 |    | Pippa MANN         | GBR | Team JVA                    | 108.0 |
| 17  | 1  |    | CHENG Cong Fu      | CHN | Manor Motorsport            | 108.0 |
| 18  | 16 |    | Ben FREUDENBERG    | USA | Fortec Motorsport           | 107.8 |
| 19  | 28 |    | Jason TAHINCI      | TUR | Team JLR                    | 107.8 |
| 20  | 35 |    | Oliver JARVIS      | GBR | Motaworld Racing            | 107.8 |
| 21  | 31 | G  | Craig DOLBY        | GBR | Paston Racing               | 107.7 |
| 22  | 8  |    | Westley BARBER     | GBR | Comtec Racing with Duckhams | 107.7 |
| 23  | 37 |    | Gustave SONDERMAN  | BRA | Motaworld Racing            | 107.7 |
| 24  | 34 |    | Joey FOSTER        | GBR | Motaworld Racing            | 107.5 |
| 25  | 4  | G  | Josh WEBER         | GBR | Manor Motorsport            | 107.3 |
| 26  | 22 |    | Matt RUSSELL       | GBR | Mark Burdett Motorsport     | 107.2 |
| 27  | 47 |    | Patrick ROCHA      | BRA | Team Firstair               | 106.8 |

Car 23 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

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Croft  
Circuit Length = 2.1270 miles.  
Start: 12:52 End: 13:11  
Printed - 13:13 Sunday, 25 July 2004

**2004 Formula Renault UK Championship**  
**SPEED TRAP - QUALIFYING ROUND 11 - SECTOR**  
 (contd.)

| POS | NO | CL | DRIVER             | NAT | ENTRANT                     | MPH   |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1   | 20 |    | James GORNALL      | GBR | J A Motorsport              | 128.3 |
| 2   | 24 | G  | Sean MCINTOSH      | CAN | Team Firstair               | 128.0 |
| 3   | 23 | G  | Rodolfo GONZALEZ   | VEN | Mark Burdett Motorsport     | 127.8 |
| 4   | 17 |    | Stuart HALL        | GBR | Fortec Motorsport           | 127.8 |
| 5   | 7  | G  | James JAKES        | GBR | Team aka                    | 127.8 |
| 6   | 9  |    | Susie STODDART     | GBR | Comtec Racing with Duckhams | 127.8 |
| 7   | 21 |    | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport     | 127.8 |
| 8   | 37 |    | Gustave SONDERMAN  | BRA | Motaworld Racing            | 127.8 |
| 9   | 27 |    | Stephen SIMPSON    | GBR | Team JLR                    | 127.5 |
| 10  | 11 |    | Charles HOLLINGS   | GBR | Fortec Motorsport           | 127.5 |
| 11  | 3  |    | Paul DI RESTA      | GBR | Manor Motorsport            | 127.3 |
| 12  | 8  |    | Westley BARBER     | GBR | Comtec Racing with Duckhams | 127.3 |
| 13  | 26 |    | Mike CONWAY        | GBR | Fortec Motorsport           | 127.0 |
| 14  | 34 |    | Joey FOSTER        | GBR | Motaworld Racing            | 127.0 |
| 15  | 16 |    | Ben FREUDENBERG    | USA | Fortec Motorsport           | 127.0 |
| 16  | 31 | G  | Craig DOLBY        | GBR | Paston Racing               | 127.0 |
| 17  | 2  |    | Patrick HOGAN      | IRL | Manor Motorsport            | 127.0 |
| 18  | 35 |    | Oliver JARVIS      | GBR | Motaworld Racing            | 127.0 |
| 19  | 15 |    | Pippa MANN         | GBR | Team JVA                    | 126.3 |
| 20  | 88 |    | Michael VITULLI    | GBR | Vitulli Racing              | 126.3 |
| 21  | 28 |    | Jason TAHINCI      | TUR | Team JLR                    | 126.3 |
| 22  | 47 |    | Patrick ROCHA      | BRA | Team Firstair               | 126.1 |
| 23  | 22 |    | Matt RUSSELL       | GBR | Mark Burdett Motorsport     | 126.1 |
| 24  | 4  | G  | Josh WEBER         | GBR | Manor Motorsport            | 126.1 |
| 25  | 10 | G  | Sean EDWARDS       | GBR | Team JVA                    | 125.9 |
| 26  | 1  |    | CHENG Cong Fu      | CHN | Manor Motorsport            | 125.6 |
| 27  | 14 |    | Carlos MASTRETTA   | MEX | Falcon Motorsport           | 124.0 |

Car 23 - 10 Second Penalty - False Start  
 Weather / Track : Cloudy / Dry

## 2004 Formula Renault UK Championship BEST SECTOR TIMES - ROUND 11

| SECTOR 1 |    |              |        | SECTOR 2 |              | IDEAL / BEST COMPARISON |     |    |              |          |          |       |
|----------|----|--------------|--------|----------|--------------|-------------------------|-----|----|--------------|----------|----------|-------|
| POS      | NO | NAME         | TIME   | NO       | NAME         | TIME                    | POS | NO | NAME         | IDEAL    | BEST     | DIFF  |
| 1        | 17 | HALL         | 24.366 | 26       | CONWAY       | 54.488                  | 1   | 26 | CONWAY       | 1:18.888 | 1:19.076 | 0.188 |
| 2        | 26 | CONWAY       | 24.400 | 8        | BARBER       | 54.520                  | 2   | 11 | HOLLINGS     | 1:19.040 | 1:19.497 | 0.457 |
| 3        | 37 | SONDERMAN    | 24.420 | 3        | RESTA        | 54.583                  | 3   | 8  | BARBER       | 1:19.085 | 1:19.363 | 0.278 |
| 4        | 21 | STORCKENFELD | 24.431 | 11       | HOLLINGS     | 54.585                  | 4   | 3  | RESTA        | 1:19.110 | 1:19.438 | 0.328 |
| 5        | 7  | JAKES        | 24.441 | 24       | MCINTOSH     | 54.757                  | 5   | 17 | HALL         | 1:19.184 | 1:19.695 | 0.511 |
| 6        | 11 | HOLLINGS     | 24.455 | 7        | JAKES        | 54.815                  | 6   | 7  | JAKES        | 1:19.256 | 1:19.864 | 0.608 |
| 7        | 3  | RESTA        | 24.527 | 17       | HALL         | 54.818                  | 7   | 24 | MCINTOSH     | 1:19.374 | 1:19.589 | 0.215 |
| 8        | 9  | STODDART     | 24.551 | 35       | JARVIS       | 54.828                  | 8   | 35 | JARVIS       | 1:19.392 | 1:19.509 | 0.117 |
| 9        | 35 | JARVIS       | 24.564 | 2        | HOGAN        | 55.029                  | 9   | 21 | STORCKENFELD | 1:19.485 | 1:19.873 | 0.388 |
| 10       | 8  | BARBER       | 24.565 | 20       | GORNALL      | 55.031                  | 10  | 37 | SONDERMAN    | 1:19.500 | 1:19.592 | 0.092 |
| 11       | 2  | HOGAN        | 24.572 | 21       | STORCKENFELD | 55.054                  | 11  | 2  | HOGAN        | 1:19.601 | 1:19.622 | 0.021 |
| 12       | 27 | SIMPSON      | 24.610 | 14       | MASTRETTA    | 55.066                  | 12  | 9  | STODDART     | 1:19.658 | 1:19.911 | 0.253 |
| 13       | 34 | FOSTER       | 24.614 | 37       | SONDERMAN    | 55.080                  | 13  | 14 | MASTRETTA    | 1:19.686 | 1:19.882 | 0.196 |
| 14       | 24 | MCINTOSH     | 24.617 | 9        | STODDART     | 55.107                  | 14  | 20 | GORNALL      | 1:19.759 | 1:19.919 | 0.160 |
| 15       | 14 | MASTRETTA    | 24.620 | 34       | FOSTER       | 55.158                  | 15  | 34 | FOSTER       | 1:19.772 | 1:20.027 | 0.255 |
| 16       | 16 | FREUDENBERG  | 24.627 | 16       | FREUDENBERG  | 55.204                  | 16  | 16 | FREUDENBERG  | 1:19.831 | 1:20.056 | 0.225 |
| 17       | 31 | DOLBY        | 24.628 | 31       | DOLBY        | 55.306                  | 17  | 31 | DOLBY        | 1:19.934 | 1:20.135 | 0.201 |
| 18       | 23 | GONZALEZ     | 24.630 | 23       | GONZALEZ     | 55.325                  | 18  | 23 | GONZALEZ     | 1:19.955 | 1:20.284 | 0.329 |
| 19       | 4  | WEBER        | 24.637 | 27       | SIMPSON      | 55.349                  | 19  | 27 | SIMPSON      | 1:19.959 | 1:19.993 | 0.034 |
| 20       | 20 | GORNALL      | 24.728 | 28       | TAHINCI      | 55.399                  | 20  | 4  | WEBER        | 1:20.037 | 1:20.302 | 0.265 |
| 21       | 10 | EDWARDS      | 24.732 | 4        | WEBER        | 55.400                  | 21  | 28 | TAHINCI      | 1:20.197 | 1:20.541 | 0.344 |
| 22       | 15 | MANN         | 24.744 | 88       | VITULLI      | 55.537                  | 22  | 10 | EDWARDS      | 1:20.419 | 1:20.419 | 0.000 |
| 23       | 28 | TAHINCI      | 24.798 | 47       | ROCHA        | 55.681                  | 23  | 47 | ROCHA        | 1:20.497 | 1:20.853 | 0.356 |
| 24       | 47 | ROCHA        | 24.816 | 10       | EDWARDS      | 55.687                  | 24  | 88 | VITULLI      | 1:20.505 | 1:20.690 | 0.185 |
| 25       | 88 | VITULLI      | 24.968 | 15       | MANN         | 55.803                  | 25  | 15 | MANN         | 1:20.547 | 1:20.787 | 0.240 |
| 26       | 1  | CHENG        | 24.994 | 1        | CHENG        | 56.067                  | 26  | 1  | CHENG        | 1:21.061 | 1:21.071 | 0.010 |
| 27       | 22 | RUSSELL      | 25.004 | 22       | RUSSELL      | 56.598                  | 27  | 22 | RUSSELL      | 1:21.602 | 1:22.080 | 0.478 |
|          |    |              |        |          |              |                         |     |    | Perfect Lap  | 1:18.854 |          |       |

Croft  
Circuit Length = 2.127 miles  
Start: 12:57 End: 13:11

MST sports timing

## 2004 Formula Renault UK Championship LAP CHART - ROUND 11

| Lap 1 |        |          | Lap 2 |        |          | Lap 3 |        |          | Lap 4 |        |          | Lap 5 |        |          |
|-------|--------|----------|-------|--------|----------|-------|--------|----------|-------|--------|----------|-------|--------|----------|
| No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime  |
| 26    |        | 1:24.915 | 26    |        | 1:19.594 | 26    |        | 1:19.434 | 26    |        | 1:19.548 | 26    |        | 1:19.470 |
| 8     | 0.665  | 1:25.580 | 8     | 1.082  | 1:20.011 | 8     | 1.116  | 1:19.468 | 8     | 1.074  | 1:19.506 | 8     | 0.967  | 1:19.363 |
| 35    | 1.271  | 1:26.186 | 35    | 1.724  | 1:20.047 | 35    | 1.921  | 1:19.631 | 35    | 1.882  | 1:19.509 | 35    | 1.995  | 1:19.583 |
| 3     | 1.789  | 1:26.704 | 3     | 2.102  | 1:19.907 | 3     | 2.542  | 1:19.874 | 3     | 2.576  | 1:19.582 | 3     | 2.544  | 1:19.438 |
| 11    | 2.268  | 1:27.183 | 11    | 2.860  | 1:20.186 | 11    | 3.173  | 1:19.747 | 11    | 3.446  | 1:19.821 | 11    | 3.473  | 1:19.497 |
| 9     | 2.792  | 1:27.707 | 9     | 3.493  | 1:20.295 | 9     | 4.043  | 1:19.984 | 9     | 4.406  | 1:19.911 | 9     | 4.875  | 1:19.939 |
| 27    | 3.477  | 1:28.392 | 27    | 4.246  | 1:20.363 | 27    | 4.907  | 1:20.095 | 27    | 5.363  | 1:20.004 | 27    | 5.886  | 1:19.993 |
| 2     | 4.716  | 1:29.631 | 2     | 5.364  | 1:20.242 | 2     | 5.552  | 1:19.622 | 2     | 6.079  | 1:20.075 | 2     | 6.916  | 1:20.307 |
| 37    | 5.145  | 1:30.060 | 37    | 6.040  | 1:20.489 | 37    | 6.274  | 1:19.668 | 37    | 6.318  | 1:19.592 | 37    | 7.171  | 1:20.323 |
| 24    | 6.146  | 1:31.061 | 24    | 6.670  | 1:20.118 | 24    | 6.901  | 1:19.665 | 24    | 6.942  | 1:19.589 | 24    | 7.442  | 1:19.970 |
| 14    | 6.589  | 1:31.504 | 14    | 7.800  | 1:20.805 | 14    | 8.678  | 1:20.312 | 14    | 9.012  | 1:19.882 | 14    | 9.449  | 1:19.907 |
| 17    | 7.169  | 1:32.084 | 17    | 8.278  | 1:20.703 | 17    | 9.302  | 1:20.458 | 17    | 9.775  | 1:20.021 | 17    | 10.000 | 1:19.695 |
| 21    | 7.448  | 1:32.363 | 21    | 8.699  | 1:20.845 | 21    | 9.570  | 1:20.305 | 21    | 10.329 | 1:20.307 | 21    | 10.732 | 1:19.873 |
| 7     | 8.144  | 1:33.059 | 7     | 9.451  | 1:20.901 | 7     | 10.258 | 1:20.241 | 7     | 10.964 | 1:20.254 | 16    | 13.554 | 1:21.627 |
| 16    | 8.576  | 1:33.491 | 16    | 9.989  | 1:21.007 | 16    | 10.889 | 1:20.334 | 16    | 11.397 | 1:20.056 | 7     | 14.125 | 1:22.631 |
| 4     | 8.784  | 1:33.699 | 4     | 10.467 | 1:21.277 | 4     | 11.335 | 1:20.302 | 4     | 12.413 | 1:20.626 | 23    | 14.758 | 1:20.603 |
| 23    | 9.362  | 1:34.277 | 23    | 11.450 | 1:21.682 | 23    | 12.501 | 1:20.485 | 23    | 13.625 | 1:20.672 | 20    | 15.562 | 1:20.925 |
| 31    | 9.359  | 1:34.274 | 31    | 12.086 | 1:22.321 | 20    | 13.736 | 1:20.738 | 20    | 14.107 | 1:19.919 | 4     | 16.280 | 1:23.337 |
| 1     | 10.196 | 1:35.111 | 20    | 12.432 | 1:21.399 | 31    | 13.936 | 1:21.284 | 31    | 14.955 | 1:20.567 | 34    | 16.777 | 1:20.743 |
| 20    | 10.627 | 1:35.542 | 15    | 14.186 | 1:22.454 | 34    | 15.025 | 1:20.108 | 34    | 15.504 | 1:20.027 | 31    | 16.954 | 1:21.469 |
| 15    | 11.326 | 1:36.241 | 34    | 14.351 | 1:21.411 | 15    | 16.286 | 1:21.534 | 15    | 17.710 | 1:20.972 | 15    | 19.027 | 1:20.787 |
| 10    | 11.821 | 1:36.736 | 10    | 14.755 | 1:22.528 | 1     | 17.835 | 1:22.451 | 1     | 19.509 | 1:21.222 | 1     | 21.110 | 1:21.071 |
| 28    | 12.419 | 1:37.334 | 1     | 14.818 | 1:24.216 | 28    | 18.367 | 1:22.614 | 28    | 20.088 | 1:21.269 | 28    | 21.581 | 1:20.963 |
| 34    | 12.534 | 1:37.449 | 28    | 15.187 | 1:22.362 | 88    | 18.580 | 1:22.497 | 88    | 20.792 | 1:21.760 | 88    | 22.012 | 1:20.690 |
| 88    | 12.920 | 1:37.835 | 88    | 15.517 | 1:22.191 | 22    | 19.173 | 1:22.639 | 47    | 21.160 | 1:21.180 | 47    | 22.543 | 1:20.853 |
| 22    | 13.482 | 1:38.397 | 22    | 15.968 | 1:22.080 | 47    | 19.528 | 1:21.498 | 22    | 21.728 | 1:22.103 | 10    | 24.337 | 1:21.602 |
| 47    | 15.604 | 1:40.519 | 47    | 17.464 | 1:21.454 | 10    | 20.797 | 1:25.476 | 10    | 22.205 | 1:20.956 | 22    | 25.570 | 1:23.312 |

Car 23 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

# 2004 Formula Renault UK Championship

## LAP CHART - ROUND 11

(contd.)

| Lap 6 |        |          | Lap 7 |        |          | Lap 8 |        |          | Lap 9 |        |           | Lap 10 |          |          |
|-------|--------|----------|-------|--------|----------|-------|--------|----------|-------|--------|-----------|--------|----------|----------|
| No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime   | No     | Behind   | Laptime  |
| 26    |        | 1:20.203 | 26    |        | 1:27.365 | 26    |        | 1:32.078 | 26    |        | 1:27.135  | 26     |          | 1:23.010 |
| 8     | 2.264  | 1:21.500 | 8     | 3.362  | 1:28.463 | 3     | 5.188  | 1:33.180 | 3     | 3.645  | 1:25.592  | 3      | 2.201    | 1:21.566 |
| 35    | 3.036  | 1:21.244 | 35    | 3.959  | 1:28.288 | 8     | 5.545  | 1:34.261 | 8     | 5.672  | 1:27.262  | 8      | 6.280    | 1:23.618 |
| 3     | 3.139  | 1:20.798 | 3     | 4.086  | 1:28.312 | 35    | 6.417  | 1:34.536 | 35    | 6.025  | 1:26.743  | 11     | 6.834    | 1:23.376 |
| 11    | 4.275  | 1:21.005 | 11    | 5.357  | 1:28.447 | 11    | 6.762  | 1:33.483 | 11    | 6.468  | 1:26.841  | 9      | 7.654    | 1:23.651 |
| 9     | 5.895  | 1:21.223 | 9     | 7.255  | 1:28.725 | 9     | 7.701  | 1:32.524 | 9     | 7.013  | 1:26.447  | 35     | 8.160    | 1:25.145 |
| 27    | 8.693  | 1:23.010 | 27    | 9.159  | 1:27.831 | 27    | 9.170  | 1:32.089 | 27    | 7.751  | 1:25.716  | 27     | 8.573    | 1:23.832 |
| 2     | 9.120  | 1:22.407 | 2     | 9.698  | 1:27.943 | 24    | 13.076 | 1:34.294 | 24    | 11.864 | 1:25.923  | 24     | 11.527   | 1:22.673 |
| 24    | 9.748  | 1:22.509 | 24    | 10.860 | 1:28.477 | 17    | 14.242 | 1:33.196 | 17    | 12.621 | 1:25.514  | 17     | 12.326   | 1:22.715 |
| 17    | 12.147 | 1:22.350 | 17    | 13.124 | 1:28.342 | 21    | 15.118 | 1:32.318 | 21    | 13.825 | 1:25.842  | 21     | 13.063   | 1:22.248 |
| 37    | 13.237 | 1:26.269 | 21    | 14.878 | 1:28.860 | 14    | 17.190 | 1:33.366 | 14    | 16.318 | 1:26.263  | 14     | 16.820   | 1:23.512 |
| 21    | 13.383 | 1:22.854 | 14    | 15.902 | 1:29.809 | 16    | 19.113 | 1:33.248 | 16    | 18.308 | 1:26.330  | 16     | 18.660   | 1:23.362 |
| 14    | 13.458 | 1:24.212 | 16    | 17.943 | 1:29.570 | 23    | 23.593 | 1:35.443 | 23    | 23.847 | 1:27.389  | 23     | 24.488   | 1:23.651 |
| 16    | 15.738 | 1:22.387 | 7     | 18.830 | 1:29.423 | 4     | 24.624 | 1:34.521 | 22    | 3 LAPS | 5:46.467P | 4      | 24.904   | 1:23.483 |
| 7     | 16.772 | 1:22.850 | 37    | 19.747 | 1:33.875 | 37    | 24.667 | 1:36.998 | 4     | 24.431 | 1:26.942  | 31     | 27.929   | 1:23.409 |
| 23    | 17.502 | 1:22.947 | 23    | 20.228 | 1:30.091 | 20    | 25.354 | 1:37.063 | 31    | 27.530 | 1:27.676  | 20     | 30.754   | 1:23.132 |
| 20    | 17.813 | 1:22.454 | 20    | 20.369 | 1:29.921 | 7     | 26.142 | 1:39.390 | 20    | 30.632 | 1:32.413  | 28     | 34.823   | 1:25.198 |
| 4     | 19.058 | 1:22.981 | 34    | 21.029 | 1:28.969 | 31    | 26.989 | 1:36.955 | 15    | 32.195 | 1:29.550  | 15     | 35.742   | 1:26.557 |
| 34    | 19.425 | 1:22.851 | 31    | 22.112 | 1:29.379 | 15    | 29.780 | 1:35.824 | 28    | 32.635 | 1:28.794  | 10     | 37.612   | 1:27.051 |
| 31    | 20.098 | 1:23.347 | 4     | 22.181 | 1:30.488 | 2     | 30.263 | 1:52.643 | 2     | 32.976 | 1:29.848  | 1      | 38.834   | 1:28.567 |
| 15    | 22.971 | 1:24.147 | 15    | 26.034 | 1:30.428 | 28    | 30.976 | 1:33.398 | 1     | 33.277 | 1:28.902  | 88     | 44.785   | 1:28.083 |
| 28    | 25.830 | 1:24.452 | 28    | 29.656 | 1:31.191 | 1     | 31.510 | 1:32.313 | 10    | 33.571 | 1:26.973  | 22     | 3 LAPS   | 1:46.857 |
| 1     | 27.855 | 1:26.948 | 1     | 31.275 | 1:30.785 | 10    | 33.733 | 1:31.541 | 88    | 39.712 | 1:28.623  | 37     | 57.790   | 1:27.805 |
| 47    | 28.485 | 1:26.145 | 10    | 34.270 | 1:30.945 | 88    | 38.224 | 1:33.097 | 37    | 52.995 | 1:55.463  | 7      | 59.555   | 1:23.189 |
| 10    | 30.690 | 1:26.556 | 88    | 37.205 | 1:33.083 |       |        |          | 7     | 59.376 | 2:00.369  | 2      | 1:01.915 | 1:51.949 |
| 88    | 31.487 | 1:29.678 | 47    | 40.239 | 1:39.119 |       |        |          |       |        |           |        |          |          |

Car 23 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 12:52 End: 13:11  
Printed - 13:13 Sunday, 25 July 2004

# 2004 Formula Renault UK Championship

## LAP CHART - ROUND 11

(contd.)

| Lap 11 |          |          | Lap 12 |          |          | Lap 13 |          |          | Lap 14 |          |           | Lap 15 |        |         |
|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|-----------|--------|--------|---------|
| No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime   | No     | Behind | Laptime |
| 26     |          | 1:20.686 | 26     |          | 1:19.766 | 26     |          | 1:19.406 | 26     |          | 1:19.076  |        |        |         |
| 3      | 2.306    | 1:20.791 | 3      | 2.830    | 1:20.290 | 3      | 3.048    | 1:19.624 | 3      | 3.412    | 1:19.440  |        |        |         |
| 8      | 6.908    | 1:21.314 | 8      | 7.824    | 1:20.682 | 8      | 8.417    | 1:19.999 | 8      | 9.052    | 1:19.711  |        |        |         |
| 11     | 7.509    | 1:21.361 | 11     | 8.363    | 1:20.620 | 11     | 9.279    | 1:20.322 | 11     | 10.043   | 1:19.840  |        |        |         |
| 35     | 8.829    | 1:21.355 | 35     | 10.210   | 1:21.147 | 35     | 11.490   | 1:20.686 | 35     | 13.484   | 1:21.070  |        |        |         |
| 9      | 9.362    | 1:22.394 | 9      | 11.225   | 1:21.629 | 9      | 12.795   | 1:20.976 | 9      | 14.260   | 1:20.541  |        |        |         |
| 27     | 9.848    | 1:21.961 | 27     | 11.803   | 1:21.721 | 27     | 13.184   | 1:20.787 | 27     | 14.748   | 1:20.640  |        |        |         |
| 24     | 12.231   | 1:21.390 | 24     | 12.936   | 1:20.471 | 24     | 13.603   | 1:20.073 | 24     | 14.905   | 1:20.378  |        |        |         |
| 17     | 12.827   | 1:21.187 | 17     | 13.804   | 1:20.743 | 17     | 14.463   | 1:20.065 | 17     | 15.259   | 1:19.872  |        |        |         |
| 21     | 13.529   | 1:21.152 | 21     | 14.320   | 1:20.557 | 21     | 14.993   | 1:20.079 | 21     | 15.791   | 1:19.874  |        |        |         |
| 14     | 17.997   | 1:21.863 | 14     | 19.945   | 1:21.714 | 14     | 21.161   | 1:20.622 | 14     | 22.442   | 1:20.357  |        |        |         |
| 16     | 20.165   | 1:22.191 | 16     | 21.696   | 1:21.297 | 16     | 23.148   | 1:20.858 | 16     | 24.319   | 1:20.247  |        |        |         |
| 23     | 25.930   | 1:22.128 | 23     | 27.263   | 1:21.099 | 23     | 29.795   | 1:21.938 | 23     | 31.003   | 1:20.284  |        |        |         |
| 4      | 26.601   | 1:22.383 | 4      | 28.272   | 1:21.437 | 4      | 30.085   | 1:21.219 | 4      | 32.075   | 1:21.066  |        |        |         |
| 31     | 29.279   | 1:22.036 | 31     | 30.957   | 1:21.444 | 31     | 32.046   | 1:20.495 | 31     | 33.105   | 1:20.135  |        |        |         |
| 20     | 32.129   | 1:22.061 | 20     | 33.292   | 1:20.929 | 20     | 34.047   | 1:20.161 | 20     | 35.928   | 1:20.957  |        |        |         |
| 28     | 37.311   | 1:23.174 | 28     | 39.207   | 1:21.662 | 28     | 40.797   | 1:20.996 | 28     | 42.262   | 1:20.541  |        |        |         |
| 15     | 38.834   | 1:23.778 | 10     | 41.905   | 1:22.526 | 10     | 43.340   | 1:20.841 | 10     | 44.683   | 1:20.419  |        |        |         |
| 10     | 39.145   | 1:22.219 | 15     | 42.555   | 1:23.487 | 15     | 44.267   | 1:21.118 | 15     | 46.097   | 1:20.906  |        |        |         |
| 1      | 42.909   | 1:24.761 | 1      | 48.045   | 1:24.902 | 88     | 52.400   | 1:21.834 | 88     | 54.780   | 1:21.456  |        |        |         |
| 88     | 47.476   | 1:23.377 | 88     | 49.972   | 1:22.262 | 1      | 54.502   | 1:25.863 | 1      | 59.178   | 1:23.752  |        |        |         |
| 22     | 3 LAPS   | 1:26.563 | 22     | 3 LAPS   | 1:25.455 | 7      | 1:01.893 | 1:19.864 | 37     | 1:07.736 | 1:20.736  |        |        |         |
| 7      | 1:00.412 | 1:21.543 | 7      | 1:01.435 | 1:20.789 | 37     | 1:06.076 | 1:21.476 | 2      | 1:08.079 | 1:20.698  |        |        |         |
| 37     | 1:01.363 | 1:24.259 | 37     | 1:04.006 | 1:22.409 | 2      | 1:06.457 | 1:21.495 | 7      | 1:14.260 | 1:31.443P |        |        |         |
| 2      | 1:03.169 | 1:21.940 | 2      | 1:04.368 | 1:20.965 | 22     | 3 LAPS   | 1:26.418 | 22     | 3 LAPS   | 1:24.878  |        |        |         |

Car 23 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

## 2004 Formula Renault UK Championship PROVISIONAL RESULT - ROUND 12

| POS | NO | CL | DRIVER             | NAT | ENTRANT                     | TIME      | LAPS | GAP      | MPH   | BEST     |
|-----|----|----|--------------------|-----|-----------------------------|-----------|------|----------|-------|----------|
| 1   | 26 |    | Mike CONWAY        | GBR | Fortec Motorsport           | 18:29.619 | 14   |          | 96.61 | 1:18.500 |
| 2   | 11 |    | Charles HOLLINGS   | GBR | Fortec Motorsport           | 18:33.425 | 14   | 3.806    | 96.28 | 1:18.610 |
| 3   | 8  |    | Westley BARBER     | GBR | Comtec Racing with Duckhams | 18:38.836 | 14   | 9.217    | 95.81 | 1:18.886 |
| 4   | 7  | G  | James JAKES        | GBR | Team aka                    | 18:41.582 | 14   | 11.963   | 95.58 | 1:19.018 |
| 5   | 21 |    | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport     | 18:42.002 | 14   | 12.383   | 95.54 | 1:19.218 |
| 6   | 3  |    | Paul DI RESTA      | GBR | Manor Motorsport            | 18:44.736 | 14   | 15.117   | 95.31 | 1:18.780 |
| 7   | 35 |    | Oliver JARVIS      | GBR | Motaworld Racing            | 18:51.627 | 14   | 22.008   | 94.73 | 1:19.447 |
| 8   | 47 |    | Patrick ROCHA      | BRA | Team Firstair               | 18:52.487 | 14   | 22.868   | 94.66 | 1:18.855 |
| 9   | 9  |    | Susie STODDART     | GBR | Comtec Racing with Duckhams | 18:52.658 | 14   | 23.039   | 94.64 | 1:19.451 |
| 10  | 14 |    | Carlos MASTRETTA   | MEX | Falcon Motorsport           | 18:53.918 | 14   | 24.299   | 94.54 | 1:19.857 |
| 11  | 20 |    | James GORNALL      | GBR | J A Motorsport              | 18:54.619 | 14   | 25.000   | 94.48 | 1:19.576 |
| 12  | 37 |    | Gustavo SONDERMANN | BRA | Motaworld Racing            | 18:55.132 | 14   | 25.513   | 94.43 | 1:19.618 |
| 13  | 34 |    | Joey FOSTER        | GBR | Motaworld Racing            | 18:56.379 | 14   | 26.760   | 94.33 | 1:19.701 |
| 14  | 24 | G  | Sean MCINTOSH      | CAN | Team Firstair               | 18:56.853 | 14   | 27.234   | 94.29 | 1:19.254 |
| 15  | 31 | G  | Craig DOLBY        | GBR | Paston Racing               | 18:57.209 | 14   | 27.590   | 94.26 | 1:19.723 |
| 16  | 23 | G  | Rodolfo GONZALEZ   | VEN | Mark Burdett Motorsport     | 19:00.586 | 14   | 30.967   | 93.98 | 1:19.682 |
| 17  | 10 | G  | Sean EDWARDS       | GBR | Team JVA                    | 19:02.578 | 14   | 32.959   | 93.82 | 1:19.961 |
| 18  | 28 |    | Jason TAHINCI      | TUR | Team JLR                    | 19:04.869 | 14   | 35.250   | 93.63 | 1:20.197 |
| 19  | 88 |    | Michael VITULLI    | GBR | Vitulli Racing              | 19:05.622 | 14   | 36.003   | 93.57 | 1:19.947 |
| 20  | 15 |    | Pippa MANN         | GBR | Team JVA                    | 19:10.591 | 14   | 40.972   | 93.17 | 1:20.005 |
| 21  | 22 |    | Matt RUSSELL       | GBR | Mark Burdett Motorsport     | 19:13.583 | 14   | 43.964   | 92.92 | 1:20.558 |
| 22  | 1  |    | CHENG Cong Fu      | CHN | Manor Motorsport            | 19:31.148 | 14   | 1:01.529 | 91.53 | 1:19.570 |

### NOT CLASSIFIED

|    |   |                 |     |                   |           |    |        |       |          |
|----|---|-----------------|-----|-------------------|-----------|----|--------|-------|----------|
| 4  | G | Josh WEBER      | GBR | Manor Motorsport  | 17:38.510 | 13 | D.N.F. | 94.04 | 1:19.658 |
| 17 |   | Stuart HALL     | GBR | Fortec Motorsport | 14:52.533 | 11 | D.N.F. | 94.37 | 1:19.550 |
| 27 |   | Stephen SIMPSON | GBR | Team JLR          | 19:07.439 | 10 | N.C.F. | 66.73 | 1:19.744 |
| 16 |   | Ben FREUDENBERG | USA | Fortec Motorsport | 1:38.159  | 1  | D.N.F. | 78.00 | 1:38.159 |
| 2  |   | Patrick HOGAN   | IRL | Manor Motorsport  | 1:39.494  | 1  | D.N.F. | 76.96 |          |

### FASTEST LAP

|    |   |             |  |                   |          |    |          |           |
|----|---|-------------|--|-------------------|----------|----|----------|-----------|
| 26 |   | Mike CONWAY |  | Fortec Motorsport | 1:18.500 | 7  | 97.54mph | 156.98kph |
| 7  | G | James JAKES |  | Team aka          | 1:19.018 | 10 | 96.90mph | 155.95kph |

Car 3 - 10 Second Penalty - False Start

Weather / Track : Cloudy / Dry

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

Croft

Circuit Length = 2.1270 miles.

Start: 16:24 End: 16:42

Clerk of Course

Timekeeper:

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 12

|          |                       |              |            |              |                                    |      |          |              |        |              |                 |
|----------|-----------------------|--------------|------------|--------------|------------------------------------|------|----------|--------------|--------|--------------|-----------------|
| <b>1</b> | <b>CHENG Cong Fu</b>  |              | <b>CHN</b> |              | <b>Manor Motorsport</b>            |      |          |              |        |              |                 |
| 1 -      | 39.653                | 116.5        | 57.060     | 106.6        | 1:36.713                           | 8 -  | 24.596   | 125.2        | 55.042 | 106.8        | 1:19.638        |
| 2 -      | 24.899                | <b>126.3</b> | 56.026     | 106.0        | 1:20.925                           | 9 -  | 24.565   | 125.6        | 55.150 | <b>107.3</b> | 1:19.715        |
| 3 -      | 25.144                | 125.4        | 55.577     | 105.8        | 1:20.721                           | 10 - | 24.840   | 124.9        | 55.052 | 107.0        | 1:19.892        |
| 4 -      | 24.719                | <b>126.3</b> | 55.453     | 106.3        | 1:20.172                           | 11 - | 24.862   | 124.5        | 55.022 | 106.3        | 1:19.884        |
| 5 -      | 24.717                | <b>126.3</b> | 56.437     | 104.2        | 1:21.154                           | 12 - | 24.746   | 125.9        | 54.995 | 107.0        | 1:19.741        |
| 6 -      | 25.648                | 123.5        | 1:05.514   |              | 1:31.162P                          | 13 - | 24.627   | 124.0        | 54.943 | <b>107.3</b> | <b>1:19.570</b> |
| 7 -      | 46.776                | 122.0        | 55.505     | 107.2        | 1:42.281                           | 14 - | 24.660   | 125.9        | 54.920 | 106.8        | 1:19.580        |
| <b>2</b> | <b>Patrick HOGAN</b>  |              | <b>IRL</b> |              | <b>Manor Motorsport</b>            |      |          |              |        |              |                 |
| 1 -      | 35.272                | <b>72.7</b>  | 1:04.222   |              | 1:39.494P                          |      |          |              |        |              |                 |
| <b>3</b> | <b>Paul DI RESTA</b>  |              | <b>GBR</b> |              | <b>Manor Motorsport</b>            |      |          |              |        |              |                 |
| 1 -      | 30.434                | 125.6        | 55.712     | 105.6        | 1:26.146                           | 8 -  | 24.322   | <b>128.8</b> | 54.653 | 107.7        | 1:18.975        |
| 2 -      | 24.615                | 128.0        | 54.959     | 106.0        | 1:19.574                           | 9 -  | 24.461   | 127.8        | 54.630 | 107.3        | 1:19.091        |
| 3 -      | 24.474                | <b>128.8</b> | 54.788     | 106.5        | 1:19.262                           | 10 - | 24.314   | 128.3        | 54.466 | 107.5        | <b>1:18.780</b> |
| 4 -      | 24.472                | 128.0        | 54.687     | 107.2        | 1:19.159                           | 11 - | 24.576   | 127.8        | 54.541 | 107.3        | 1:19.117        |
| 5 -      | 24.419                | 128.3        | 54.567     | 107.3        | 1:18.986                           | 12 - | 24.458   | 127.8        | 54.672 | 107.5        | 1:19.130        |
| 6 -      | 24.403                | 128.0        | 54.767     | 105.6        | 1:19.170                           | 13 - | 24.443   | 128.3        | 54.729 | <b>107.8</b> | 1:19.172        |
| 7 -      | 24.479                | 128.3        | 54.622     | 107.2        | 1:19.101                           | 14 - | 24.377   | 128.0        | 54.696 | 107.2        | 1:19.073        |
| <b>4</b> | <b>Josh WEBER</b>     |              | <b>GBR</b> |              | <b>Manor Motorsport</b>            |      | <b>G</b> |              |        |              |                 |
| 1 -      | 38.478                | 115.3        | 56.552     | 105.1        | 1:35.030                           | 8 -  | 24.531   | 125.4        | 56.127 | 106.0        | 1:20.658        |
| 2 -      | 24.693                | 126.3        | 55.811     | 105.1        | 1:20.504                           | 9 -  | 24.587   | 125.9        | 55.893 | 106.0        | 1:20.480        |
| 3 -      | 24.749                | 125.9        | 55.471     | 104.6        | 1:20.220                           | 10 - | 24.656   | 125.9        | 55.618 | 105.5        | 1:20.274        |
| 4 -      | 24.850                | 124.9        | 55.699     | 105.3        | 1:20.549                           | 11 - | 24.500   | <b>127.0</b> | 55.332 | 106.0        | 1:19.832        |
| 5 -      | 24.545                | 125.4        | 55.113     | 105.1        | <b>1:19.658</b>                    | 12 - | 24.613   | 125.9        | 55.761 | 105.6        | 1:20.374        |
| 6 -      | 24.613                | 124.7        | 55.231     | <b>106.5</b> | 1:19.844                           | 13 - | 24.961   | 123.5        | 56.365 | 105.0        | 1:21.326        |
| 7 -      | 24.582                | 124.7        | 55.179     | 105.8        | 1:19.761                           |      |          |              |        |              |                 |
| <b>7</b> | <b>James JAKES</b>    |              | <b>GBR</b> |              | <b>Team aka</b>                    |      | <b>G</b> |              |        |              |                 |
| 1 -      | 31.204                | 125.2        | 56.237     | 102.7        | 1:27.441                           | 8 -  | 24.438   | 128.3        | 54.769 | 106.0        | 1:19.207        |
| 2 -      | 24.846                | 128.3        | 55.452     | 103.5        | 1:20.298                           | 9 -  | 24.471   | 128.5        | 55.157 | 105.1        | 1:19.628        |
| 3 -      | 24.828                | 127.5        | 55.179     | 103.0        | 1:20.007                           | 10 - | 24.359   | 128.5        | 54.659 | <b>107.2</b> | <b>1:19.018</b> |
| 4 -      | 24.679                | 127.5        | 55.076     | 104.8        | 1:19.755                           | 11 - | 24.624   | 127.5        | 55.181 | 106.3        | 1:19.805        |
| 5 -      | 24.454                | <b>129.0</b> | 55.066     | 105.1        | 1:19.520                           | 12 - | 24.633   | 128.0        | 54.851 | 106.8        | 1:19.484        |
| 6 -      | 24.474                | 128.3        | 54.616     | <b>107.2</b> | 1:19.090                           | 13 - | 24.400   | 128.3        | 54.888 | 106.8        | 1:19.288        |
| 7 -      | 24.364                | 128.8        | 55.149     | 103.7        | 1:19.513                           | 14 - | 24.456   | 128.0        | 55.072 | 106.3        | 1:19.528        |
| <b>8</b> | <b>Westley BARBER</b> |              | <b>GBR</b> |              | <b>Comtec Racing with Duckhams</b> |      |          |              |        |              |                 |
| 1 -      | 30.817                | 125.4        | 55.836     | 107.2        | 1:26.653                           | 8 -  | 24.744   | 124.9        | 54.719 | <b>107.5</b> | 1:19.463        |
| 2 -      | 24.974                | 126.3        | 55.083     | 106.5        | 1:20.057                           | 9 -  | 24.721   | 125.9        | 54.734 | 106.0        | 1:19.455        |
| 3 -      | 24.727                | 126.1        | 54.602     | 106.8        | 1:19.329                           | 10 - | 24.655   | 127.3        | 54.622 | 106.8        | 1:19.277        |
| 4 -      | 24.654                | 127.5        | 54.567     | 107.3        | 1:19.221                           | 11 - | 24.882   | 124.2        | 54.804 | 106.8        | 1:19.686        |
| 5 -      | 24.628                | 127.3        | 54.510     | 106.1        | 1:19.138                           | 12 - | 24.857   | 125.9        | 54.764 | 106.8        | 1:19.621        |
| 6 -      | 24.470                | <b>127.8</b> | 54.416     | 106.1        | <b>1:18.886</b>                    | 13 - | 24.626   | 126.3        | 54.843 | 106.5        | 1:19.469        |
| 7 -      | 24.583                | 125.2        | 54.479     | 107.3        | 1:19.062                           | 14 - | 24.777   | 125.4        | 54.742 | 106.5        | 1:19.519        |

Car 3 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 16:24 End: 16:42  
Printed - 16:45 Sunday, 25 July 2004

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 12

(contd.)

|           |                         |              |        |              |                 |                             |        |              |        |              |                 |
|-----------|-------------------------|--------------|--------|--------------|-----------------|-----------------------------|--------|--------------|--------|--------------|-----------------|
| <b>9</b>  | <b>Susie STODDART</b>   |              |        |              | <b>GBR</b>      | Comtec Racing with Duckhams |        |              |        |              |                 |
| 1 -       | 32.554                  | 124.2        | 56.382 | 106.8        | 1:28.936        | 8 -                         | 24.456 | 128.5        | 55.575 | 107.3        | 1:20.031        |
| 2 -       | 24.638                  | <b>130.3</b> | 55.867 | 106.1        | 1:20.505        | 9 -                         | 24.518 | 128.3        | 55.359 | 107.0        | 1:19.877        |
| 3 -       | 24.718                  | 128.3        | 55.253 | 106.5        | 1:19.971        | 10 -                        | 24.660 | 128.0        | 55.123 | 107.2        | 1:19.783        |
| 4 -       | 24.538                  | 129.0        | 55.285 | 107.0        | 1:19.823        | 11 -                        | 24.877 | 126.8        | 55.511 | 107.5        | 1:20.388        |
| 5 -       | 24.574                  | 127.8        | 57.171 | 107.0        | 1:21.745        | 12 -                        | 24.822 | 127.8        | 55.781 | 107.0        | 1:20.603        |
| 6 -       | 24.687                  | 128.3        | 55.101 | 106.5        | 1:19.788        | 13 -                        | 24.789 | 127.5        | 55.516 | 107.2        | 1:20.305        |
| 7 -       | 24.627                  | 127.8        | 54.824 | 106.6        | <b>1:19.451</b> | 14 -                        | 24.708 | 128.3        | 56.744 | <b>107.8</b> | 1:21.452        |
| <b>10</b> | <b>Sean EDWARDS</b>     |              |        |              | <b>GBR</b>      | Team JVA                    |        |              |        | <b>G</b>     |                 |
| 1 -       | 35.433                  | 92.4         | 57.627 | 105.8        | 1:33.060        | 8 -                         | 24.586 | 127.8        | 56.167 | 107.3        | 1:20.753        |
| 2 -       | 24.728                  | 126.8        | 55.836 | 106.0        | 1:20.564        | 9 -                         | 24.684 | <b>128.8</b> | 58.006 | 107.5        | 1:22.690        |
| 3 -       | 24.615                  | 127.0        | 55.481 | 105.8        | 1:20.096        | 10 -                        | 24.679 | 127.3        | 56.071 | 107.0        | 1:20.750        |
| 4 -       | 24.489                  | 126.8        | 55.472 | 105.6        | <b>1:19.961</b> | 11 -                        | 24.739 | 127.5        | 55.781 | <b>107.7</b> | 1:20.520        |
| 5 -       | 24.531                  | 126.8        | 56.028 | 107.2        | 1:20.559        | 12 -                        | 24.628 | 127.8        | 57.876 | <b>107.7</b> | 1:22.504        |
| 6 -       | 24.755                  | 126.8        | 55.276 | 107.3        | 1:20.031        | 13 -                        | 24.828 | 125.4        | 55.645 | 106.8        | 1:20.473        |
| 7 -       | 24.640                  | 128.0        | 55.560 | 106.8        | 1:20.200        | 14 -                        | 24.502 | 128.0        | 55.915 | 107.5        | 1:20.417        |
| <b>11</b> | <b>Charles HOLLINGS</b> |              |        |              | <b>GBR</b>      | Fortec Motorsport           |        |              |        |              |                 |
| 1 -       | 29.996                  | 124.5        | 54.993 | 106.6        | 1:24.989        | 8 -                         | 24.243 | 127.3        | 54.561 | 107.2        | 1:18.804        |
| 2 -       | 24.609                  | 127.0        | 55.121 | 104.8        | 1:19.730        | 9 -                         | 24.350 | 127.3        | 54.656 | 107.0        | 1:19.006        |
| 3 -       | 24.646                  | 127.0        | 54.914 | 106.3        | 1:19.560        | 10 -                        | 24.232 | 127.8        | 54.602 | 107.5        | 1:18.834        |
| 4 -       | 24.485                  | 127.3        | 54.705 | 106.5        | 1:19.190        | 11 -                        | 24.447 | 127.5        | 54.773 | 107.5        | 1:19.220        |
| 5 -       | 24.379                  | 127.0        | 54.671 | 106.0        | 1:19.050        | 12 -                        | 24.524 | 127.5        | 55.317 | <b>108.2</b> | 1:19.841        |
| 6 -       | 24.208                  | <b>128.5</b> | 54.684 | 107.2        | 1:18.892        | 13 -                        | 24.314 | <b>128.5</b> | 54.545 | 107.5        | 1:18.859        |
| 7 -       | 24.242                  | 127.8        | 54.368 | 107.7        | <b>1:18.610</b> | 14 -                        | 24.240 | 127.5        | 54.600 | 107.5        | 1:18.840        |
| <b>14</b> | <b>Carlos MASTRETTA</b> |              |        |              | <b>MEX</b>      | Falcon Motorsport           |        |              |        |              |                 |
| 1 -       | 34.301                  | 112.2        | 56.420 | 106.5        | 1:30.721        | 8 -                         | 24.732 | 123.8        | 55.535 | 105.8        | 1:20.267        |
| 2 -       | 25.138                  | 124.7        | 55.553 | 106.0        | 1:20.691        | 9 -                         | 24.807 | 124.5        | 55.415 | 105.1        | 1:20.222        |
| 3 -       | 24.716                  | 124.7        | 55.141 | 106.5        | <b>1:19.857</b> | 10 -                        | 24.781 | 124.2        | 55.474 | 106.0        | 1:20.255        |
| 4 -       | 24.717                  | 123.8        | 55.312 | 105.8        | 1:20.029        | 11 -                        | 24.906 | 123.5        | 55.212 | 106.6        | 1:20.118        |
| 5 -       | 24.647                  | 124.2        | 55.555 | 105.6        | 1:20.202        | 12 -                        | 24.729 | <b>124.9</b> | 55.628 | 105.8        | 1:20.357        |
| 6 -       | 24.722                  | 124.7        | 55.223 | 106.0        | 1:19.945        | 13 -                        | 24.739 | 124.7        | 55.237 | 106.1        | 1:19.976        |
| 7 -       | 24.702                  | 124.5        | 56.315 | 105.5        | 1:21.017        | 14 -                        | 24.926 | 124.2        | 55.335 | <b>106.8</b> | 1:20.261        |
| <b>15</b> | <b>Pippa MANN</b>       |              |        |              | <b>GBR</b>      | Team JVA                    |        |              |        |              |                 |
| 1 -       | 44.538                  | 97.1         | 59.392 | 105.0        | 1:43.930        | 8 -                         | 24.572 | 126.8        | 55.466 | 106.0        | 1:20.038        |
| 2 -       | 25.047                  | 124.7        | 56.629 | 103.8        | 1:21.676        | 9 -                         | 24.637 | 126.6        | 55.423 | 105.8        | 1:20.060        |
| 3 -       | 24.942                  | 124.9        | 55.919 | 104.5        | 1:20.861        | 10 -                        | 24.562 | 126.8        | 55.443 | 107.0        | <b>1:20.005</b> |
| 4 -       | 24.995                  | 124.2        | 55.329 | 105.0        | 1:20.324        | 11 -                        | 24.732 | 126.3        | 55.732 | <b>107.2</b> | 1:20.464        |
| 5 -       | 24.760                  | 125.9        | 55.528 | 105.5        | 1:20.288        | 12 -                        | 24.805 | <b>128.3</b> | 56.930 | 106.6        | 1:21.735        |
| 6 -       | 24.753                  | 125.9        | 55.512 | 106.0        | 1:20.265        | 13 -                        | 24.699 | 126.6        | 55.630 | 106.8        | 1:20.329        |
| 7 -       | 24.844                  | 125.2        | 55.257 | 106.1        | 1:20.101        | 14 -                        | 24.459 | 127.0        | 56.056 | 106.6        | 1:20.515        |
| <b>16</b> | <b>Ben FREUDENBERG</b>  |              |        |              | <b>USA</b>      | Fortec Motorsport           |        |              |        |              |                 |
| 1 -       | 40.279                  | 106.8        | 57.880 | <b>104.6</b> | <b>1:38.159</b> |                             |        |              |        |              |                 |

Car 3 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 16:24 End: 16:42  
Printed - 16:45 Sunday, 25 July 2004

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 12

(contd.)

|           |                           |              |        |              |                 |                         |        |              |          |              |                 |
|-----------|---------------------------|--------------|--------|--------------|-----------------|-------------------------|--------|--------------|----------|--------------|-----------------|
| <b>17</b> | <b>Stuart HALL</b>        |              |        |              | <b>GBR</b>      | Fortec Motorsport       |        |              |          |              |                 |
| 1 -       | 32.329                    | 124.5        | 56.308 | 106.3        | 1:28.637        | 7 -                     | 24.491 | 128.3        | 55.077   | <b>108.5</b> | 1:19.568        |
| 2 -       | 24.830                    | 127.3        | 55.521 | 106.0        | 1:20.351        | 8 -                     | 24.270 | 128.3        | 55.280   | 107.5        | <b>1:19.550</b> |
| 3 -       | 24.709                    | 126.6        | 55.267 | 105.8        | 1:19.976        | 9 -                     | 24.564 | 129.0        | 58.856   | 106.0        | 1:23.420        |
| 4 -       | 24.613                    | 128.0        | 55.199 | 107.3        | 1:19.812        | 10 -                    | 24.458 | <b>129.3</b> | 56.867   | 107.7        | 1:21.325        |
| 5 -       | 24.352                    | 128.5        | 55.737 | 107.3        | 1:20.089        | 11 -                    | 24.933 | 126.6        | 55.156   | 107.7        | 1:20.089        |
| 6 -       | 24.369                    | 128.5        | 55.347 | 107.8        | 1:19.716        |                         |        |              |          |              |                 |
| <b>20</b> | <b>James GORNALL</b>      |              |        |              | <b>GBR</b>      | J A Motorsport          |        |              |          |              |                 |
| 1 -       | 35.275                    | 101.2        | 56.045 | 105.6        | 1:31.320        | 8 -                     | 24.447 | 126.8        | 55.746   | 107.8        | 1:20.193        |
| 2 -       | 24.625                    | 125.9        | 55.975 | 106.0        | 1:20.600        | 9 -                     | 24.664 | 128.8        | 56.243   | 106.0        | 1:20.907        |
| 3 -       | 24.719                    | 128.3        | 55.379 | 105.3        | 1:20.098        | 10 -                    | 24.631 | 125.6        | 54.945   | 106.8        | <b>1:19.576</b> |
| 4 -       | 24.717                    | 126.6        | 55.844 | 106.1        | 1:20.561        | 11 -                    | 24.852 | 126.8        | 55.735   | 106.3        | 1:20.587        |
| 5 -       | 24.653                    | 127.3        | 55.004 | 107.3        | 1:19.657        | 12 -                    | 24.618 | 127.5        | 55.254   | 107.7        | 1:19.872        |
| 6 -       | 24.602                    | 127.0        | 55.420 | 107.3        | 1:20.022        | 13 -                    | 24.569 | 126.8        | 55.525   | <b>108.0</b> | 1:20.094        |
| 7 -       | 24.710                    | <b>129.5</b> | 55.902 | 107.3        | 1:20.612        | 14 -                    | 24.631 | 127.8        | 55.889   | 107.3        | 1:20.520        |
| <b>21</b> | <b>Alex STORCKENFELDT</b> |              |        |              | <b>SWE</b>      | Mark Burdett Motorsport |        |              |          |              |                 |
| 1 -       | 31.667                    | 125.6        | 56.366 | 106.1        | 1:28.033        | 8 -                     | 24.583 | 127.3        | 54.778   | 107.3        | 1:19.361        |
| 2 -       | 24.908                    | <b>128.8</b> | 55.490 | 106.3        | 1:20.398        | 9 -                     | 24.486 | 128.0        | 55.001   | 107.3        | 1:19.487        |
| 3 -       | 24.792                    | 127.3        | 55.024 | 105.5        | 1:19.816        | 10 -                    | 24.522 | 128.3        | 54.753   | <b>107.7</b> | 1:19.275        |
| 4 -       | 24.530                    | 127.8        | 54.907 | 107.0        | 1:19.437        | 11 -                    | 24.553 | 127.3        | 54.978   | 107.3        | 1:19.531        |
| 5 -       | 24.864                    | 126.6        | 54.767 | <b>107.7</b> | 1:19.631        | 12 -                    | 24.606 | 128.0        | 54.902   | 107.3        | 1:19.508        |
| 6 -       | 24.608                    | 127.8        | 54.830 | 106.6        | 1:19.438        | 13 -                    | 24.423 | 128.3        | 54.895   | 107.5        | 1:19.318        |
| 7 -       | 24.462                    | 127.5        | 54.756 | 107.2        | <b>1:19.218</b> | 14 -                    | 24.460 | 127.8        | 55.091   | 106.8        | 1:19.551        |
| <b>22</b> | <b>Matt RUSSELL</b>       |              |        |              | <b>GBR</b>      | Mark Burdett Motorsport |        |              |          |              |                 |
| 1 -       | 39.661                    | 111.6        | 57.816 | 106.3        | 1:37.477        | 8 -                     | 24.864 | 125.2        | 56.067   | 106.5        | 1:20.931        |
| 2 -       | 25.317                    | 124.0        | 56.071 | 106.3        | 1:21.388        | 9 -                     | 24.967 | 124.7        | 55.751   | 106.0        | 1:20.718        |
| 3 -       | 25.095                    | <b>125.6</b> | 55.834 | 106.6        | 1:20.929        | 10 -                    | 25.319 | 124.0        | 55.844   | 106.3        | 1:21.163        |
| 4 -       | 24.830                    | <b>125.6</b> | 55.728 | 106.3        | <b>1:20.558</b> | 11 -                    | 25.121 | 124.2        | 55.789   | 106.8        | 1:20.910        |
| 5 -       | 25.091                    | 125.2        | 55.888 | 106.1        | 1:20.979        | 12 -                    | 25.339 | 124.0        | 57.533   | <b>107.3</b> | 1:22.872        |
| 6 -       | 25.285                    | 125.2        | 55.831 | 106.1        | 1:21.116        | 13 -                    | 25.587 | 122.2        | 56.036   | 106.6        | 1:21.623        |
| 7 -       | 25.056                    | 124.7        | 56.139 | 106.6        | 1:21.195        | 14 -                    | 25.395 | 123.5        | 56.329   | 106.1        | 1:21.724        |
| <b>23</b> | <b>Rodolfo GONZALEZ</b>   |              |        |              | <b>VEN</b>      | Mark Burdett Motorsport |        |              |          | <b>G</b>     |                 |
| 1 -       | 37.945                    | 116.7        | 56.535 | 107.0        | 1:34.480        | 8 -                     | 24.435 | 128.3        | 55.371   | <b>107.7</b> | 1:19.806        |
| 2 -       | 24.732                    | 129.0        | 55.824 | 106.6        | 1:20.556        | 9 -                     | 24.428 | <b>130.3</b> | 56.365   | 107.3        | 1:20.793        |
| 3 -       | 24.655                    | 128.8        | 55.929 | 106.0        | 1:20.584        | 10 -                    | 25.697 | 128.8        | 55.453   | 107.3        | 1:21.150        |
| 4 -       | 24.457                    | 127.8        | 55.762 | 107.0        | 1:20.219        | 11 -                    | 24.523 | 128.8        | 55.652   | 107.2        | 1:20.175        |
| 5 -       | 24.645                    | 128.0        | 57.593 | 107.2        | 1:22.238        | 12 -                    | 24.379 | 129.3        | 56.576   | 107.3        | 1:20.955        |
| 6 -       | 24.513                    | 128.0        | 55.583 | 107.3        | 1:20.096        | 13 -                    | 24.216 | 129.3        | 55.466   | 107.0        | <b>1:19.682</b> |
| 7 -       | 24.386                    | 128.3        | 55.528 | 107.3        | 1:19.914        | 14 -                    | 24.424 | 129.0        | 55.514   | 107.3        | 1:19.938        |
| <b>24</b> | <b>Sean MCINTOSH</b>      |              |        |              | <b>CAN</b>      | Team Firstair           |        |              |          | <b>G</b>     |                 |
| 1 -       | 31.478                    | 120.6        | 56.320 | 105.1        | 1:27.798        | 8 -                     | 24.535 | 128.5        | 1:03.663 | 106.0        | 1:28.198        |
| 2 -       | 24.904                    | 128.0        | 55.204 | 106.1        | 1:20.108        | 9 -                     | 24.610 | 128.5        | 55.418   | 107.3        | 1:20.028        |
| 3 -       | 25.085                    | 128.0        | 55.508 | 106.3        | 1:20.593        | 10 -                    | 24.934 | 127.5        | 55.455   | 107.3        | 1:20.389        |
| 4 -       | 24.845                    | 128.3        | 54.835 | 106.6        | 1:19.680        | 11 -                    | 24.814 | 127.8        | 55.219   | <b>108.0</b> | 1:20.033        |
| 5 -       | 24.642                    | <b>130.0</b> | 55.308 | 107.2        | 1:19.950        | 12 -                    | 25.006 | 127.8        | 55.818   | 107.2        | 1:20.824        |
| 6 -       | 24.434                    | 129.3        | 54.820 | 107.2        | <b>1:19.254</b> | 13 -                    | 24.708 | 128.5        | 55.592   | 107.8        | 1:20.300        |
| 7 -       | 24.474                    | 128.5        | 54.841 | 107.2        | 1:19.315        | 14 -                    | 24.636 | 129.5        | 55.747   | 107.0        | 1:20.383        |

Car 3 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 16:24 End: 16:42  
Printed - 16:45 Sunday, 25 July 2004

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 12

(contd.)

|           |                        |              |          |              |                 |                   |        |              |                              |
|-----------|------------------------|--------------|----------|--------------|-----------------|-------------------|--------|--------------|------------------------------|
| <b>26</b> | <b>Mike CONWAY</b>     |              |          |              | <b>GBR</b>      | Fortec Motorsport |        |              |                              |
| 1 -       | 29.114                 | 125.9        | 55.065   | 106.3        | 1:24.179        | 8 -               | 24.270 | 127.5        | 54.361 108.2 1:18.631        |
| 2 -       | 24.532                 | 126.8        | 55.769   | 105.3        | 1:20.301        | 9 -               | 24.232 | <b>127.8</b> | 54.580 107.5 1:18.812        |
| 3 -       | 24.469                 | 126.3        | 54.632   | 106.0        | 1:19.101        | 10 -              | 24.480 | 127.0        | 54.352 107.7 1:18.832        |
| 4 -       | 24.378                 | 126.3        | 54.543   | 106.3        | 1:18.921        | 11 -              | 24.571 | 127.5        | 54.570 108.0 1:19.141        |
| 5 -       | 24.305                 | 126.8        | 54.353   | 107.0        | 1:18.658        | 12 -              | 24.387 | 127.5        | 54.281 <b>108.4</b> 1:18.668 |
| 6 -       | 24.271                 | 127.3        | 54.335   | 107.7        | 1:18.606        | 13 -              | 24.270 | 127.5        | 54.374 108.0 1:18.644        |
| 7 -       | 24.304                 | 126.3        | 54.196   | 107.8        | <b>1:18.500</b> | 14 -              | 24.232 | 127.3        | 54.393 107.3 1:18.625        |
| <b>27</b> | <b>Stephen SIMPSON</b> |              |          |              | <b>GBR</b>      | Team JLR          |        |              |                              |
| 1 -       | 44.909                 | 122.4        | 1:14.705 |              | 1:59.614P       | 6 -               | 24.696 | 125.9        | 55.056 106.0 1:19.752        |
| 2 -       | 3:38.117               | 125.6        | 1:05.153 |              | 4:43.270P       | 7 -               | 25.673 | 126.8        | 57.271 106.3 1:22.944        |
| 3 -       | 1:55.947               | 104.5        | 1:01.854 | 106.5        | 2:57.801        | 8 -               | 24.996 | 126.3        | 54.969 <b>107.2</b> 1:19.965 |
| 4 -       | 24.596                 | <b>128.3</b> | 55.148   | 106.6        | <b>1:19.744</b> | 9 -               | 24.492 | 127.5        | 57.419 106.5 1:21.911        |
| 5 -       | 24.861                 | 127.8        | 57.216   | 106.3        | 1:22.077        | 10 -              | 24.507 | 127.8        | 55.854 103.2 1:20.361        |
| <b>28</b> | <b>Jason TAHINCI</b>   |              |          |              | <b>TUR</b>      | Team JLR          |        |              |                              |
| 1 -       | 38.734                 | 114.1        | 57.466   | 106.3        | 1:36.200        | 8 -               | 24.736 | 125.9        | 55.632 106.8 1:20.368        |
| 2 -       | 25.013                 | 124.9        | 56.154   | 105.5        | 1:21.167        | 9 -               | 24.685 | 126.3        | 55.512 107.0 <b>1:20.197</b> |
| 3 -       | 24.918                 | 126.6        | 55.529   | 105.8        | 1:20.447        | 10 -              | 25.359 | 126.3        | 56.509 106.0 1:21.868        |
| 4 -       | 24.791                 | <b>126.8</b> | 55.492   | 106.1        | 1:20.283        | 11 -              | 24.899 | 126.6        | 55.378 106.8 1:20.277        |
| 5 -       | 24.768                 | 126.3        | 56.205   | 105.5        | 1:20.973        | 12 -              | 24.829 | 126.1        | 55.487 <b>107.7</b> 1:20.316 |
| 6 -       | 24.774                 | 126.3        | 55.430   | 107.2        | 1:20.204        | 13 -              | 24.898 | 125.2        | 55.309 <b>107.7</b> 1:20.207 |
| 7 -       | 24.767                 | <b>126.8</b> | 55.583   | 106.3        | 1:20.350        | 14 -              | 24.796 | 126.3        | 57.216 106.3 1:22.012        |
| <b>31</b> | <b>Craig DOLBY</b>     |              |          |              | <b>GBR</b>      | Paston Racing     |        | <b>G</b>     |                              |
| 1 -       | 36.042                 | 118.1        | 58.058   | 105.5        | 1:34.100        | 8 -               | 24.688 | 125.2        | 56.030 106.0 1:20.718        |
| 2 -       | 24.780                 | 125.6        | 55.879   | 105.5        | 1:20.659        | 9 -               | 24.681 | 126.3        | 55.807 105.5 1:20.488        |
| 3 -       | 24.710                 | 126.8        | 55.394   | 105.3        | 1:20.104        | 10 -              | 24.603 | 126.8        | 55.387 106.0 1:19.990        |
| 4 -       | 24.476                 | 125.4        | 55.247   | 106.3        | <b>1:19.723</b> | 11 -              | 24.661 | 125.9        | 55.384 106.0 1:20.045        |
| 5 -       | 24.520                 | 126.1        | 55.463   | 106.3        | 1:19.983        | 12 -              | 24.519 | <b>127.0</b> | 55.868 106.5 1:20.387        |
| 6 -       | 24.716                 | 126.3        | 55.387   | 105.6        | 1:20.103        | 13 -              | 24.624 | <b>127.0</b> | 55.581 <b>107.5</b> 1:20.205 |
| 7 -       | 24.712                 | 125.9        | 55.612   | 106.3        | 1:20.324        | 14 -              | 24.639 | 126.8        | 55.741 106.5 1:20.380        |
| <b>34</b> | <b>Joey FOSTER</b>     |              |          |              | <b>GBR</b>      | Motaworld Racing  |        |              |                              |
| 1 -       | 36.157                 | 91.6         | 57.425   | 106.3        | 1:33.582        | 8 -               | 24.656 | 125.6        | 55.907 106.5 1:20.563        |
| 2 -       | 24.552                 | 127.3        | 55.810   | 106.3        | 1:20.362        | 9 -               | 24.589 | 125.9        | 55.530 106.3 1:20.119        |
| 3 -       | 24.699                 | 125.6        | 55.424   | 106.5        | 1:20.123        | 10 -              | 24.870 | 125.2        | 55.451 105.8 1:20.321        |
| 4 -       | 24.488                 | 127.0        | 55.520   | 105.8        | 1:20.008        | 11 -              | 24.640 | 125.9        | 55.504 105.8 1:20.144        |
| 5 -       | 24.536                 | 126.1        | 55.249   | <b>106.8</b> | 1:19.785        | 12 -              | 24.914 | 123.5        | 55.927 106.1 1:20.841        |
| 6 -       | 24.471                 | 126.3        | 55.230   | <b>106.8</b> | <b>1:19.701</b> | 13 -              | 24.594 | <b>127.5</b> | 55.727 106.0 1:20.321        |
| 7 -       | 24.654                 | 125.4        | 55.619   | 106.3        | 1:20.273        | 14 -              | 24.681 | 125.4        | 55.555 105.1 1:20.236        |
| <b>35</b> | <b>Oliver JARVIS</b>   |              |          |              | <b>GBR</b>      | Motaworld Racing  |        |              |                              |
| 1 -       | 33.529                 | 119.4        | 56.363   | 105.3        | 1:29.892        | 8 -               | 24.380 | 126.3        | 55.442 <b>106.5</b> 1:19.822 |
| 2 -       | 24.786                 | 127.3        | 55.347   | 106.3        | 1:20.133        | 9 -               | 24.684 | 126.8        | 55.280 106.0 1:19.964        |
| 3 -       | 24.601                 | 126.8        | 55.927   | 105.6        | 1:20.528        | 10 -              | 24.708 | 126.3        | 54.954 106.3 1:19.662        |
| 4 -       | 24.792                 | 125.9        | 54.939   | 106.1        | 1:19.731        | 11 -              | 24.786 | 126.6        | 56.088 105.6 1:20.874        |
| 5 -       | 24.479                 | 126.6        | 55.884   | 106.0        | 1:20.363        | 12 -              | 24.672 | 127.5        | 55.965 105.0 1:20.637        |
| 6 -       | 24.572                 | 127.5        | 54.884   | 105.6        | 1:19.456        | 13 -              | 24.715 | <b>127.8</b> | 55.633 106.1 1:20.348        |
| 7 -       | 24.573                 | 126.6        | 54.874   | 106.1        | <b>1:19.447</b> | 14 -              | 24.485 | 127.0        | 56.285 105.8 1:20.770        |

Car 3 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 16:24 End: 16:42  
Printed - 16:45 Sunday, 25 July 2004

## 2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 12

(contd.)

| <b>37</b> | <b>Gustavo SONDERMANN</b> |              |        |              | <b>BRA</b>      | <b>Motaworld Racing</b> |        |              |        |       |          |
|-----------|---------------------------|--------------|--------|--------------|-----------------|-------------------------|--------|--------------|--------|-------|----------|
| 1 -       | 35.457                    | 103.5        | 56.494 | 106.5        | 1:31.951        | 8 -                     | 24.725 | 127.8        | 55.752 | 106.6 | 1:20.477 |
| 2 -       | 24.773                    | 127.5        | 55.640 | 107.0        | 1:20.413        | 9 -                     | 24.671 | 128.8        | 55.778 | 105.5 | 1:20.449 |
| 3 -       | 24.653                    | 127.5        | 55.375 | 106.8        | 1:20.028        | 10 -                    | 24.797 | 127.5        | 55.262 | 107.5 | 1:20.059 |
| 4 -       | 24.634                    | 128.8        | 54.984 | 107.0        | <b>1:19.618</b> | 11 -                    | 24.530 | 128.5        | 55.521 | 106.5 | 1:20.051 |
| 5 -       | 24.452                    | 128.3        | 55.308 | <b>107.7</b> | 1:19.760        | 12 -                    | 25.074 | 127.3        | 55.221 | 107.0 | 1:20.295 |
| 6 -       | 24.879                    | 127.8        | 55.181 | 107.0        | 1:20.060        | 13 -                    | 24.489 | 128.8        | 55.543 | 107.0 | 1:20.032 |
| 7 -       | 24.570                    | <b>129.0</b> | 56.954 | 106.8        | 1:21.524        | 14 -                    | 24.367 | <b>129.0</b> | 56.048 | 106.0 | 1:20.415 |

| <b>47</b> | <b>Patrick ROCHA</b> |              |        |       | <b>BRA</b>      | <b>Team Firstair</b> |        |              |        |              |          |
|-----------|----------------------|--------------|--------|-------|-----------------|----------------------|--------|--------------|--------|--------------|----------|
| 1 -       | 33.189               | 121.5        | 56.820 | 105.1 | 1:30.009        | 8 -                  | 24.366 | 127.3        | 55.712 | 105.0        | 1:20.078 |
| 2 -       | 25.059               | 127.8        | 55.269 | 106.6 | 1:20.328        | 9 -                  | 24.699 | 127.8        | 56.474 | 106.3        | 1:21.173 |
| 3 -       | 24.679               | 126.1        | 55.275 | 105.3 | 1:19.954        | 10 -                 | 24.401 | 127.5        | 55.967 | 106.3        | 1:20.368 |
| 4 -       | 24.556               | 128.0        | 54.814 | 105.8 | 1:19.370        | 11 -                 | 24.544 | 127.8        | 56.223 | <b>106.8</b> | 1:20.767 |
| 5 -       | 24.504               | 128.0        | 55.256 | 106.6 | 1:19.760        | 12 -                 | 24.652 | 127.8        | 56.109 | 106.0        | 1:20.761 |
| 6 -       | 24.335               | 127.5        | 54.520 | 106.3 | <b>1:18.855</b> | 13 -                 | 24.422 | <b>128.3</b> | 55.813 | <b>106.8</b> | 1:20.235 |
| 7 -       | 24.309               | <b>128.3</b> | 54.590 | 106.6 | 1:18.899        | 14 -                 | 24.481 | 125.6        | 57.449 | 105.6        | 1:21.930 |

| <b>88</b> | <b>Michael VITULLI</b> |              |        |       | <b>GBR</b>      | <b>Vitulli Racing</b> |        |       |        |              |          |
|-----------|------------------------|--------------|--------|-------|-----------------|-----------------------|--------|-------|--------|--------------|----------|
| 1 -       | 38.536                 | 115.1        | 56.935 | 107.3 | 1:35.471        | 8 -                   | 24.763 | 125.6 | 55.480 | 107.8        | 1:20.243 |
| 2 -       | 24.810                 | <b>126.6</b> | 55.897 | 106.3 | 1:20.707        | 9 -                   | 24.762 | 125.9 | 56.375 | 103.0        | 1:21.137 |
| 3 -       | 24.944                 | 124.7        | 55.194 | 106.0 | 1:20.138        | 10 -                  | 26.869 | 124.7 | 56.924 | 107.3        | 1:23.793 |
| 4 -       | 24.901                 | 123.3        | 55.529 | 106.5 | 1:20.430        | 11 -                  | 25.325 | 125.9 | 56.065 | 108.2        | 1:21.390 |
| 5 -       | 24.833                 | 125.2        | 55.466 | 106.8 | 1:20.299        | 12 -                  | 24.831 | 125.9 | 55.856 | 107.5        | 1:20.687 |
| 6 -       | 24.745                 | 124.5        | 55.382 | 106.3 | 1:20.127        | 13 -                  | 24.814 | 126.3 | 55.654 | 106.3        | 1:20.468 |
| 7 -       | 24.753                 | 125.4        | 55.194 | 107.3 | <b>1:19.947</b> | 14 -                  | 24.668 | 125.9 | 56.117 | <b>108.5</b> | 1:20.785 |

Car 3 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 16:24 End: 16:42  
Printed - 16:45 Sunday, 25 July 2004

## 2004 Formula Renault UK Championship

### SPEED TRAP - QUALIFYING ROUND 12 - FINISH LINE

| POS | NO | CL | DRIVER             | NAT | ENTRANT                     | MPH   |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1   | 88 |    | Michael VITULLI    | GBR | Vitulli Racing              | 108.5 |
| 2   | 17 |    | Stuart HALL        | GBR | Fortec Motorsport           | 108.5 |
| 3   | 26 |    | Mike CONWAY        | GBR | Fortec Motorsport           | 108.4 |
| 4   | 11 |    | Charles HOLLINGS   | GBR | Fortec Motorsport           | 108.2 |
| 5   | 20 |    | James GORNALL      | GBR | J A Motorsport              | 108.0 |
| 6   | 24 | G  | Sean MCINTOSH      | CAN | Team Firstair               | 108.0 |
| 7   | 9  |    | Susie STODDART     | GBR | Comtec Racing with Duckhams | 107.8 |
| 8   | 3  |    | Paul DI RESTA      | GBR | Manor Motorsport            | 107.8 |
| 9   | 28 |    | Jason TAHINCI      | TUR | Team JLR                    | 107.7 |
| 10  | 10 | G  | Sean EDWARDS       | GBR | Team JVA                    | 107.7 |
| 11  | 23 | G  | Rodolfo GONZALEZ   | VEN | Mark Burdett Motorsport     | 107.7 |
| 12  | 37 |    | Gustavo SONDERMANN | BRA | Motaworld Racing            | 107.7 |
| 13  | 21 |    | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport     | 107.7 |
| 14  | 31 | G  | Craig DOLBY        | GBR | Paston Racing               | 107.5 |
| 15  | 8  |    | Westley BARBER     | GBR | Comtec Racing with Duckhams | 107.5 |
| 16  | 22 |    | Matt RUSSELL       | GBR | Mark Burdett Motorsport     | 107.3 |
| 17  | 1  |    | CHENG Cong Fu      | CHN | Manor Motorsport            | 107.3 |
| 18  | 27 |    | Stephen SIMPSON    | GBR | Team JLR                    | 107.2 |
| 19  | 15 |    | Pippa MANN         | GBR | Team JVA                    | 107.2 |
| 20  | 7  | G  | James JAKES        | GBR | Team aka                    | 107.2 |
| 21  | 14 |    | Carlos MASTRETTA   | MEX | Falcon Motorsport           | 106.8 |
| 22  | 47 |    | Patrick ROCHA      | BRA | Team Firstair               | 106.8 |
| 23  | 34 |    | Joey FOSTER        | GBR | Motaworld Racing            | 106.8 |
| 24  | 35 |    | Oliver JARVIS      | GBR | Motaworld Racing            | 106.5 |
| 25  | 4  | G  | Josh WEBER         | GBR | Manor Motorsport            | 106.5 |
| 26  | 16 |    | Ben FREUDENBERG    | USA | Fortec Motorsport           | 104.6 |

Car 3 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

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Croft  
Circuit Length = 2.1270 miles.  
Start: 16:24 End: 16:42  
Printed - 16:44 Sunday, 25 July 2004

**2004 Formula Renault UK Championship**  
**SPEED TRAP - QUALIFYING ROUND 12 - SECTOR**  
 (contd.)

| POS | NO | CL | DRIVER             | NAT | ENTRANT                     | MPH   |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1   | 23 | G  | Rodolfo GONZALEZ   | VEN | Mark Burdett Motorsport     | 130.3 |
| 2   | 9  |    | Susie STODDART     | GBR | Comtec Racing with Duckhams | 130.3 |
| 3   | 24 | G  | Sean MCINTOSH      | CAN | Team Firstair               | 130.0 |
| 4   | 20 |    | James GORNALL      | GBR | J A Motorsport              | 129.5 |
| 5   | 17 |    | Stuart HALL        | GBR | Fortec Motorsport           | 129.3 |
| 6   | 37 |    | Gustavo SONDERMANN | BRA | Motaworld Racing            | 129.0 |
| 7   | 7  | G  | James JAKES        | GBR | Team aka                    | 129.0 |
| 8   | 10 | G  | Sean EDWARDS       | GBR | Team JVA                    | 128.8 |
| 9   | 3  |    | Paul DI RESTA      | GBR | Manor Motorsport            | 128.8 |
| 10  | 21 |    | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport     | 128.8 |
| 11  | 11 |    | Charles HOLLINGS   | GBR | Fortec Motorsport           | 128.5 |
| 12  | 15 |    | Pippa MANN         | GBR | Team JVA                    | 128.3 |
| 13  | 27 |    | Stephen SIMPSON    | GBR | Team JLR                    | 128.3 |
| 14  | 47 |    | Patrick ROCHA      | BRA | Team Firstair               | 128.3 |
| 15  | 35 |    | Oliver JARVIS      | GBR | Motaworld Racing            | 127.8 |
| 16  | 26 |    | Mike CONWAY        | GBR | Fortec Motorsport           | 127.8 |
| 17  | 8  |    | Westley BARBER     | GBR | Comtec Racing with Duckhams | 127.8 |
| 18  | 34 |    | Joey FOSTER        | GBR | Motaworld Racing            | 127.5 |
| 19  | 31 | G  | Craig DOLBY        | GBR | Paston Racing               | 127.0 |
| 20  | 4  | G  | Josh WEBER         | GBR | Manor Motorsport            | 127.0 |
| 21  | 28 |    | Jason TAHINCI      | TUR | Team JLR                    | 126.8 |
| 22  | 88 |    | Michael VITULLI    | GBR | Vitulli Racing              | 126.6 |
| 23  | 1  |    | CHENG Cong Fu      | CHN | Manor Motorsport            | 126.3 |
| 24  | 22 |    | Matt RUSSELL       | GBR | Mark Burdett Motorsport     | 125.6 |
| 25  | 14 |    | Carlos MASTRETTA   | MEX | Falcon Motorsport           | 124.9 |
| 26  | 16 |    | Ben FREUDENBERG    | USA | Fortec Motorsport           | 124.2 |
| 27  | 2  |    | Patrick HOGAN      | IRL | Manor Motorsport            | 72.7  |

Car 3 - 10 Second Penalty - False Start  
 Weather / Track : Cloudy / Dry

## 2004 Formula Renault UK Championship BEST SECTOR TIMES - ROUND 12

| SECTOR 1 |    |              |        | SECTOR 2 |              | IDEAL / BEST COMPARISON |     |    |              |          |          |       |
|----------|----|--------------|--------|----------|--------------|-------------------------|-----|----|--------------|----------|----------|-------|
| POS      | NO | NAME         | TIME   | NO       | NAME         | TIME                    | POS | NO | NAME         | IDEAL    | BEST     | DIFF  |
| 1        | 11 | HOLLINGS     | 24.208 | 26       | CONWAY       | 54.196                  | 1   | 26 | CONWAY       | 1:18.428 | 1:18.500 | 0.072 |
| 2        | 23 | GONZALEZ     | 24.216 | 11       | HOLLINGS     | 54.368                  | 2   | 11 | HOLLINGS     | 1:18.576 | 1:18.610 | 0.034 |
| 3        | 26 | CONWAY       | 24.232 | 8        | BARBER       | 54.416                  | 3   | 3  | RESTA        | 1:18.780 | 1:18.780 | 0.000 |
| 4        | 17 | HALL         | 24.270 | 3        | RESTA        | 54.466                  | 4   | 47 | ROCHA        | 1:18.829 | 1:18.855 | 0.026 |
| 5        | 47 | ROCHA        | 24.309 | 47       | ROCHA        | 54.520                  | 5   | 8  | BARBER       | 1:18.886 | 1:18.886 | 0.000 |
| 6        | 3  | RESTA        | 24.314 | 7        | JAKES        | 54.616                  | 6   | 7  | JAKES        | 1:18.975 | 1:19.018 | 0.043 |
| 7        | 7  | JAKES        | 24.359 | 21       | STORCKENFELD | 54.753                  | 7   | 21 | STORCKENFELD | 1:19.176 | 1:19.218 | 0.042 |
| 8        | 37 | SONDERMANN   | 24.367 | 24       | MCINTOSH     | 54.820                  | 8   | 24 | MCINTOSH     | 1:19.254 | 1:19.254 | 0.000 |
| 9        | 35 | JARVIS       | 24.380 | 9        | STODDART     | 54.824                  | 9   | 35 | JARVIS       | 1:19.254 | 1:19.447 | 0.193 |
| 10       | 21 | STORCKENFELD | 24.423 | 35       | JARVIS       | 54.874                  | 10  | 9  | STODDART     | 1:19.280 | 1:19.451 | 0.171 |
| 11       | 24 | MCINTOSH     | 24.434 | 1        | CHENG        | 54.920                  | 11  | 17 | HALL         | 1:19.347 | 1:19.550 | 0.203 |
| 12       | 20 | GORNALL      | 24.447 | 20       | GORNALL      | 54.945                  | 12  | 37 | SONDERMANN   | 1:19.351 | 1:19.618 | 0.267 |
| 13       | 9  | STODDART     | 24.456 | 27       | SIMPSON      | 54.969                  | 13  | 20 | GORNALL      | 1:19.392 | 1:19.576 | 0.184 |
| 14       | 15 | MANN         | 24.459 | 37       | SONDERMANN   | 54.984                  | 14  | 27 | SIMPSON      | 1:19.461 | 1:19.744 | 0.283 |
| 15       | 8  | BARBER       | 24.470 | 17       | HALL         | 55.077                  | 15  | 1  | CHENG        | 1:19.485 | 1:19.570 | 0.085 |
| 16       | 34 | FOSTER       | 24.471 | 4        | WEBER        | 55.113                  | 16  | 23 | GONZALEZ     | 1:19.587 | 1:19.682 | 0.095 |
| 17       | 31 | DOLBY        | 24.476 | 14       | MASTRETTA    | 55.141                  | 17  | 4  | WEBER        | 1:19.613 | 1:19.658 | 0.045 |
| 18       | 10 | EDWARDS      | 24.489 | 88       | VITULLI      | 55.194                  | 18  | 34 | FOSTER       | 1:19.701 | 1:19.701 | 0.000 |
| 19       | 27 | SIMPSON      | 24.492 | 34       | FOSTER       | 55.230                  | 19  | 15 | MANN         | 1:19.716 | 1:20.005 | 0.289 |
| 20       | 4  | WEBER        | 24.500 | 31       | DOLBY        | 55.247                  | 20  | 31 | DOLBY        | 1:19.723 | 1:19.723 | 0.000 |
| 21       | 1  | CHENG        | 24.565 | 15       | MANN         | 55.257                  | 21  | 10 | EDWARDS      | 1:19.765 | 1:19.961 | 0.196 |
| 22       | 14 | MASTRETTA    | 24.647 | 10       | EDWARDS      | 55.276                  | 22  | 14 | MASTRETTA    | 1:19.788 | 1:19.857 | 0.069 |
| 23       | 88 | VITULLI      | 24.668 | 28       | TAHINCI      | 55.309                  | 23  | 88 | VITULLI      | 1:19.862 | 1:19.947 | 0.085 |
| 24       | 28 | TAHINCI      | 24.685 | 23       | GONZALEZ     | 55.371                  | 24  | 28 | TAHINCI      | 1:19.994 | 1:20.197 | 0.203 |
| 25       | 22 | RUSSELL      | 24.830 | 22       | RUSSELL      | 55.728                  | 25  | 22 | RUSSELL      | 1:20.558 | 1:20.558 | 0.000 |
| 26       | 2  | HOGAN        | 35.272 | 16       | FREUDENBERG  | 57.880                  | 26  | 16 | FREUDENBERG  | 1:38.159 | 1:38.159 | 0.000 |
| 27       | 16 | FREUDENBERG  | 40.279 | 2        | HOGAN        | 1:04.222                | 27  | 2  | HOGAN        | 1:39.494 | 1:39.494 | 0.000 |
|          |    |              |        |          |              |                         |     |    | Perfect Lap  | 1:18.404 |          |       |

Croft  
Circuit Length = 2.127 miles  
Start: 16:24 End: 16:42

MST sports timing

## 2004 Formula Renault UK Championship LAP CHART - ROUND 12

| Lap 1 |        |           | Lap 2 |        |          | Lap 3 |        |          | Lap 4 |        |          | Lap 5 |        |           |
|-------|--------|-----------|-------|--------|----------|-------|--------|----------|-------|--------|----------|-------|--------|-----------|
| No    | Behind | Laptime   | No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime   |
| 26    |        | 1:24.179  | 26    |        | 1:20.301 | 26    |        | 1:19.101 | 26    |        | 1:18.921 | 26    |        | 1:18.658  |
| 11    | 0.810  | 1:24.989  | 11    | 0.239  | 1:19.730 | 11    | 0.698  | 1:19.560 | 11    | 0.967  | 1:19.190 | 27    | 3 LAPS | 4:43.270P |
| 3     | 1.967  | 1:26.146  | 3     | 1.240  | 1:19.574 | 3     | 1.401  | 1:19.262 | 3     | 1.639  | 1:19.159 | 11    | 1.359  | 1:19.050  |
| 8     | 2.474  | 1:26.653  | 8     | 2.230  | 1:20.057 | 8     | 2.458  | 1:19.329 | 8     | 2.758  | 1:19.221 | 3     | 1.967  | 1:18.986  |
| 7     | 3.262  | 1:27.441  | 7     | 3.259  | 1:20.298 | 7     | 4.165  | 1:20.007 | 7     | 4.999  | 1:19.755 | 8     | 3.238  | 1:19.138  |
| 24    | 3.619  | 1:27.798  | 24    | 3.426  | 1:20.108 | 21    | 4.666  | 1:19.816 | 21    | 5.182  | 1:19.437 | 7     | 5.861  | 1:19.520  |
| 21    | 3.854  | 1:28.033  | 21    | 3.951  | 1:20.398 | 24    | 4.918  | 1:20.593 | 24    | 5.677  | 1:19.680 | 21    | 6.155  | 1:19.631  |
| 17    | 4.458  | 1:28.637  | 17    | 4.508  | 1:20.351 | 17    | 5.383  | 1:19.976 | 17    | 6.274  | 1:19.812 | 24    | 6.969  | 1:19.950  |
| 9     | 4.757  | 1:28.936  | 9     | 4.961  | 1:20.505 | 9     | 5.831  | 1:19.971 | 9     | 6.733  | 1:19.823 | 17    | 7.705  | 1:20.089  |
| 35    | 5.713  | 1:29.892  | 35    | 5.545  | 1:20.133 | 47    | 6.710  | 1:19.954 | 47    | 7.159  | 1:19.370 | 47    | 8.261  | 1:19.760  |
| 47    | 5.830  | 1:30.009  | 47    | 5.857  | 1:20.328 | 35    | 6.972  | 1:20.528 | 35    | 7.782  | 1:19.731 | 35    | 9.487  | 1:20.363  |
| 14    | 6.542  | 1:30.721  | 14    | 6.932  | 1:20.691 | 14    | 7.688  | 1:19.857 | 14    | 8.796  | 1:20.029 | 9     | 9.820  | 1:21.745  |
| 20    | 7.141  | 1:31.320  | 20    | 7.440  | 1:20.600 | 20    | 8.437  | 1:20.098 | 37    | 9.508  | 1:19.618 | 14    | 10.340 | 1:20.202  |
| 37    | 7.772  | 1:31.951  | 37    | 7.884  | 1:20.413 | 37    | 8.811  | 1:20.028 | 20    | 10.077 | 1:20.561 | 37    | 10.610 | 1:19.760  |
| 10    | 8.881  | 1:33.060  | 10    | 9.144  | 1:20.564 | 10    | 10.139 | 1:20.096 | 10    | 11.179 | 1:19.961 | 20    | 11.076 | 1:19.657  |
| 34    | 9.403  | 1:33.582  | 34    | 9.464  | 1:20.362 | 34    | 10.486 | 1:20.123 | 34    | 11.573 | 1:20.008 | 34    | 12.700 | 1:19.785  |
| 31    | 9.921  | 1:34.100  | 31    | 10.279 | 1:20.659 | 31    | 11.282 | 1:20.104 | 31    | 12.084 | 1:19.723 | 10    | 13.080 | 1:20.559  |
| 23    | 10.301 | 1:34.480  | 23    | 10.556 | 1:20.556 | 23    | 12.039 | 1:20.584 | 23    | 13.337 | 1:20.219 | 31    | 13.409 | 1:19.983  |
| 4     | 10.851 | 1:35.030  | 4     | 11.054 | 1:20.504 | 4     | 12.173 | 1:20.220 | 4     | 13.801 | 1:20.549 | 4     | 14.801 | 1:19.658  |
| 88    | 11.292 | 1:35.471  | 88    | 11.698 | 1:20.707 | 88    | 12.735 | 1:20.138 | 88    | 14.244 | 1:20.430 | 88    | 15.885 | 1:20.299  |
| 28    | 12.021 | 1:36.200  | 28    | 12.887 | 1:21.167 | 28    | 14.233 | 1:20.447 | 28    | 15.595 | 1:20.283 | 23    | 16.917 | 1:22.238  |
| 1     | 12.534 | 1:36.713  | 1     | 13.158 | 1:20.925 | 1     | 14.778 | 1:20.721 | 1     | 16.029 | 1:20.172 | 28    | 17.910 | 1:20.973  |
| 22    | 13.298 | 1:37.477  | 22    | 14.385 | 1:21.388 | 22    | 16.213 | 1:20.929 | 22    | 17.850 | 1:20.558 | 1     | 18.525 | 1:21.154  |
| 16    | 13.980 | 1:38.159  | 15    | 21.126 | 1:21.676 | 15    | 22.886 | 1:20.861 | 15    | 24.289 | 1:20.324 | 22    | 20.171 | 1:20.979  |
| 2     | 15.315 | 1:39.494P |       |        |          |       |        |          |       |        |          | 15    | 25.919 | 1:20.288  |
| 15    | 19.751 | 1:43.930  |       |        |          |       |        |          |       |        |          |       |        |           |
| 27    | 35.435 | 1:59.614P |       |        |          |       |        |          |       |        |          |       |        |           |

Car 3 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

## 2004 Formula Renault UK Championship LAP CHART - ROUND 12

(contd.)

| Lap 6 |        |           | Lap 7 |        |          | Lap 8 |        |          | Lap 9 |        |          | Lap 10 |        |          |
|-------|--------|-----------|-------|--------|----------|-------|--------|----------|-------|--------|----------|--------|--------|----------|
| No    | Behind | Laptime   | No    | Behind | Laptime  | No    | Behind | Laptime  | No    | Behind | Laptime  | No     | Behind | Laptime  |
| 26    |        | 1:18.606  | 26    |        | 1:18.500 | 26    |        | 1:18.631 | 26    |        | 1:18.812 | 26     |        | 1:18.832 |
| 11    | 1.645  | 1:18.892  | 11    | 1.755  | 1:18.610 | 11    | 1.928  | 1:18.804 | 11    | 2.122  | 1:19.006 | 11     | 2.124  | 1:18.834 |
| 3     | 2.531  | 1:19.170  | 3     | 3.132  | 1:19.101 | 3     | 3.476  | 1:18.975 | 3     | 3.755  | 1:19.091 | 3      | 3.703  | 1:18.780 |
| 8     | 3.518  | 1:18.886  | 8     | 4.080  | 1:19.062 | 8     | 4.912  | 1:19.463 | 8     | 5.555  | 1:19.455 | 8      | 6.000  | 1:19.277 |
| 7     | 6.345  | 1:19.090  | 7     | 7.358  | 1:19.513 | 7     | 7.934  | 1:19.207 | 7     | 8.750  | 1:19.628 | 7      | 8.936  | 1:19.018 |
| 21    | 6.987  | 1:19.438  | 21    | 7.705  | 1:19.218 | 21    | 8.435  | 1:19.361 | 21    | 9.110  | 1:19.487 | 21     | 9.553  | 1:19.275 |
| 24    | 7.617  | 1:19.254  | 24    | 8.432  | 1:19.315 | 47    | 10.356 | 1:20.078 | 47    | 12.717 | 1:21.173 | 47     | 14.253 | 1:20.368 |
| 47    | 8.510  | 1:18.855  | 47    | 8.909  | 1:18.899 | 17    | 10.802 | 1:19.550 | 35    | 13.627 | 1:19.964 | 35     | 14.457 | 1:19.662 |
| 17    | 8.815  | 1:19.716  | 17    | 9.883  | 1:19.568 | 35    | 12.475 | 1:19.822 | 9     | 14.418 | 1:19.877 | 9      | 15.369 | 1:19.783 |
| 35    | 10.337 | 1:19.456  | 35    | 11.284 | 1:19.447 | 9     | 13.353 | 1:20.031 | 17    | 15.410 | 1:23.420 | 17     | 17.903 | 1:21.325 |
| 9     | 11.002 | 1:19.788  | 9     | 11.953 | 1:19.451 | 14    | 15.832 | 1:20.267 | 14    | 17.242 | 1:20.222 | 14     | 18.665 | 1:20.255 |
| 14    | 11.679 | 1:19.945  | 14    | 14.196 | 1:21.017 | 20    | 16.166 | 1:20.193 | 20    | 18.261 | 1:20.907 | 20     | 19.005 | 1:19.576 |
| 37    | 12.064 | 1:20.060  | 20    | 14.604 | 1:20.612 | 37    | 16.934 | 1:20.477 | 37    | 18.571 | 1:20.449 | 37     | 19.798 | 1:20.059 |
| 20    | 12.492 | 1:20.022  | 37    | 15.088 | 1:21.524 | 34    | 17.500 | 1:20.563 | 34    | 18.807 | 1:20.119 | 34     | 20.296 | 1:20.321 |
| 34    | 13.795 | 1:19.701  | 34    | 15.568 | 1:20.273 | 24    | 17.999 | 1:28.198 | 24    | 19.215 | 1:20.028 | 24     | 20.772 | 1:20.389 |
| 10    | 14.505 | 1:20.031  | 10    | 16.205 | 1:20.200 | 10    | 18.327 | 1:20.753 | 31    | 20.493 | 1:20.488 | 31     | 21.651 | 1:19.990 |
| 31    | 14.906 | 1:20.103  | 31    | 16.730 | 1:20.324 | 31    | 18.817 | 1:20.718 | 4     | 20.995 | 1:20.480 | 4      | 22.437 | 1:20.274 |
| 4     | 16.039 | 1:19.844  | 4     | 17.300 | 1:19.761 | 4     | 19.327 | 1:20.658 | 10    | 22.205 | 1:22.690 | 10     | 24.123 | 1:20.750 |
| 88    | 17.406 | 1:20.127  | 88    | 18.853 | 1:19.947 | 88    | 20.465 | 1:20.243 | 88    | 22.790 | 1:21.137 | 23     | 25.295 | 1:21.150 |
| 23    | 18.407 | 1:20.096  | 23    | 19.821 | 1:19.914 | 23    | 20.996 | 1:19.806 | 23    | 22.977 | 1:20.793 | 28     | 27.516 | 1:21.868 |
| 28    | 19.508 | 1:20.204  | 28    | 21.358 | 1:20.350 | 28    | 23.095 | 1:20.368 | 28    | 24.480 | 1:20.197 | 27     | 4 LAPS | 1:19.752 |
| 22    | 22.681 | 1:21.116  | 27    | 4 LAPS | 2:57.801 | 27    | 4 LAPS | 1:19.744 | 27    | 4 LAPS | 1:22.077 | 88     | 27.751 | 1:23.793 |
| 15    | 27.578 | 1:20.265  | 22    | 25.376 | 1:21.195 | 22    | 27.676 | 1:20.931 | 22    | 29.582 | 1:20.718 | 22     | 31.913 | 1:21.163 |
| 1     | 31.081 | 1:31.162P | 15    | 29.179 | 1:20.101 | 15    | 30.586 | 1:20.038 | 15    | 31.834 | 1:20.060 | 15     | 33.007 | 1:20.005 |
|       |        |           | 1     | 54.862 | 1:42.281 | 1     | 55.869 | 1:19.638 | 1     | 56.772 | 1:19.715 | 1      | 57.832 | 1:19.892 |

Car 3 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry

Croft  
Circuit Length = 2.1270 miles.  
Start: 16:24 End: 16:42  
Printed - 16:45 Sunday, 25 July 2004

## 2004 Formula Renault UK Championship LAP CHART - ROUND 12

(contd.)

| Lap 11 |        |          | Lap 12 |        |          | Lap 13 |          |          | Lap 14 |          |          | Lap 15 |        |         |
|--------|--------|----------|--------|--------|----------|--------|----------|----------|--------|----------|----------|--------|--------|---------|
| No     | Behind | Laptime  | No     | Behind | Laptime  | No     | Behind   | Laptime  | No     | Behind   | Laptime  | No     | Behind | Laptime |
| 26     |        | 1:19.141 | 26     |        | 1:18.668 | 26     |          | 1:18.644 | 26     |          | 1:18.625 |        |        |         |
| 11     | 2.203  | 1:19.220 | 11     | 3.376  | 1:19.841 | 11     | 3.591    | 1:18.859 | 11     | 3.806    | 1:18.840 |        |        |         |
| 3      | 3.679  | 1:19.117 | 3      | 4.141  | 1:19.130 | 3      | 4.669    | 1:19.172 | 3      | 5.117    | 1:19.073 |        |        |         |
| 8      | 6.545  | 1:19.686 | 8      | 7.498  | 1:19.621 | 8      | 8.323    | 1:19.469 | 8      | 9.217    | 1:19.519 |        |        |         |
| 7      | 9.600  | 1:19.805 | 7      | 10.416 | 1:19.484 | 7      | 11.060   | 1:19.288 | 7      | 11.963   | 1:19.528 |        |        |         |
| 21     | 9.943  | 1:19.531 | 21     | 10.783 | 1:19.508 | 21     | 11.457   | 1:19.318 | 21     | 12.383   | 1:19.551 |        |        |         |
| 47     | 15.879 | 1:20.767 | 47     | 17.972 | 1:20.761 | 47     | 19.563   | 1:20.235 | 35     | 22.008   | 1:20.770 |        |        |         |
| 35     | 16.190 | 1:20.874 | 35     | 18.159 | 1:20.637 | 35     | 19.863   | 1:20.348 | 47     | 22.868   | 1:21.930 |        |        |         |
| 9      | 16.616 | 1:20.388 | 9      | 18.551 | 1:20.603 | 9      | 20.212   | 1:20.305 | 9      | 23.039   | 1:21.452 |        |        |         |
| 17     | 18.851 | 1:20.089 | 14     | 21.331 | 1:20.357 | 14     | 22.663   | 1:19.976 | 14     | 24.299   | 1:20.261 |        |        |         |
| 14     | 19.642 | 1:20.118 | 20     | 21.655 | 1:19.872 | 20     | 23.105   | 1:20.094 | 20     | 25.000   | 1:20.520 |        |        |         |
| 20     | 20.451 | 1:20.587 | 37     | 22.335 | 1:20.295 | 37     | 23.723   | 1:20.032 | 37     | 25.513   | 1:20.415 |        |        |         |
| 37     | 20.708 | 1:20.051 | 34     | 23.472 | 1:20.841 | 34     | 25.149   | 1:20.321 | 34     | 26.760   | 1:20.236 |        |        |         |
| 34     | 21.299 | 1:20.144 | 24     | 23.820 | 1:20.824 | 24     | 25.476   | 1:20.300 | 24     | 27.234   | 1:20.383 |        |        |         |
| 24     | 21.664 | 1:20.033 | 31     | 24.274 | 1:20.387 | 31     | 25.835   | 1:20.205 | 31     | 27.590   | 1:20.380 |        |        |         |
| 31     | 22.555 | 1:20.045 | 4      | 24.834 | 1:20.374 | 4      | 27.516   | 1:21.326 | 23     | 30.967   | 1:19.938 |        |        |         |
| 4      | 23.128 | 1:19.832 | 23     | 28.616 | 1:20.955 | 23     | 29.654   | 1:19.682 | 10     | 32.959   | 1:20.417 |        |        |         |
| 10     | 25.502 | 1:20.520 | 10     | 29.338 | 1:22.504 | 10     | 31.167   | 1:20.473 | 28     | 35.250   | 1:22.012 |        |        |         |
| 23     | 26.329 | 1:20.175 | 28     | 30.300 | 1:20.316 | 28     | 31.863   | 1:20.207 | 88     | 36.003   | 1:20.785 |        |        |         |
| 28     | 28.652 | 1:20.277 | 88     | 32.019 | 1:20.687 | 88     | 33.843   | 1:20.468 | 27     | 4 LAPS   | 1:20.361 |        |        |         |
| 88     | 30.000 | 1:21.390 | 27     | 4 LAPS | 1:19.965 | 27     | 4 LAPS   | 1:21.911 | 15     | 40.972   | 1:20.515 |        |        |         |
| 27     | 4 LAPS | 1:22.944 | 15     | 37.397 | 1:21.735 | 15     | 39.082   | 1:20.329 | 22     | 43.964   | 1:21.724 |        |        |         |
| 22     | 33.682 | 1:20.910 | 22     | 37.886 | 1:22.872 | 22     | 40.865   | 1:21.623 | 1      | 1:01.529 | 1:19.580 |        |        |         |
| 15     | 34.330 | 1:20.464 | 1      | 59.648 | 1:19.741 | 1      | 1:00.574 | 1:19.570 |        |          |          |        |        |         |
| 1      | 58.575 | 1:19.884 |        |        |          |        |          |          |        |          |          |        |        |         |

Car 3 - 10 Second Penalty - False Start  
Weather / Track : Cloudy / Dry