



FORMULA RENAULT

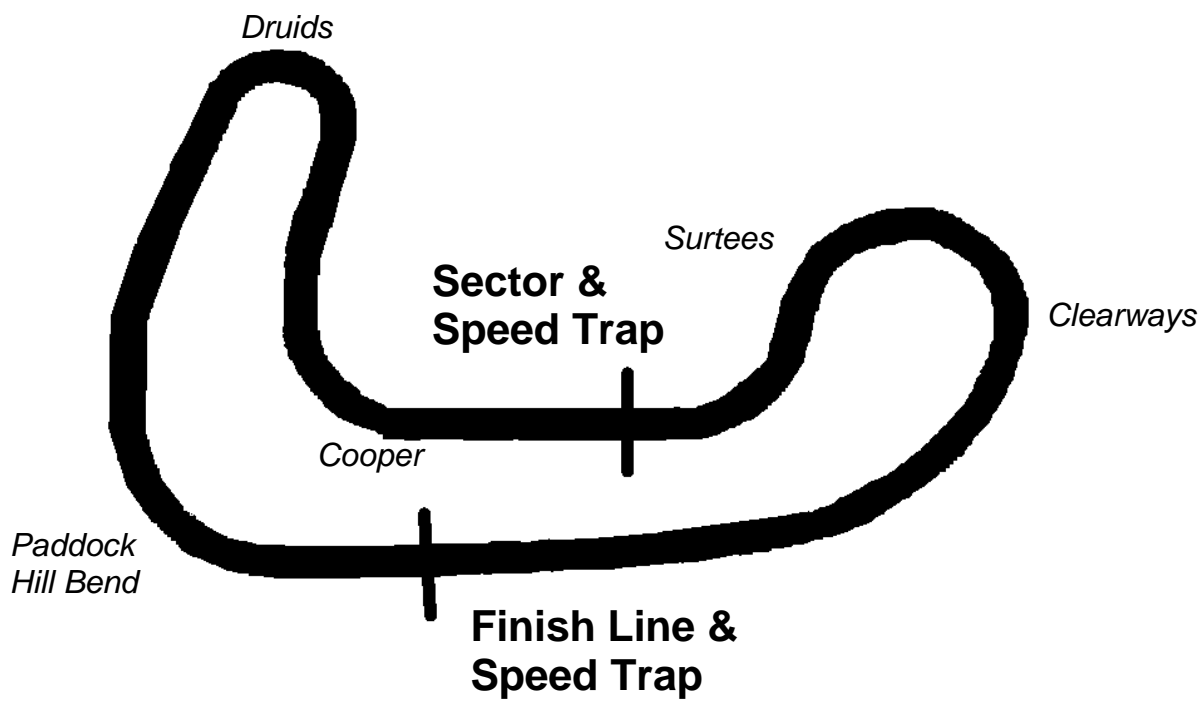
**Rounds 3 & 4
Brands Hatch Indy**

24th & 25th April 2004



Results Provided by MST Sports Timing Ltd
www.mstworld.com

BRANDS HATCH - INDY



Circuit Length – 1.2262 miles

2004 Formula Renault UK Championship CLASSIFICATION - QUALIFYING ROUND 3

| POS | NO | CL | DRIVER | NAT | ENTRANT | TIME | LAPS | GAP | MPH |
|-----|----|----|--------------------|-----|-----------------------------|--------|------|-------|--------|
| 1 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 44.057 | 21 | | 100.19 |
| 2 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 44.114 | 19 | 0.057 | 100.06 |
| 3 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 44.120 | 18 | 0.063 | 100.05 |
| 4 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 44.150 | 16 | 0.093 | 99.98 |
| 5 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 44.294 | 20 | 0.237 | 99.66 |
| 6 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 44.302 | 16 | 0.245 | 99.64 |
| 7 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 44.326 | 19 | 0.269 | 99.58 |
| 8 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 44.327 | 21 | 0.270 | 99.58 |
| 9 | 37 | | David EPTON | GBR | Motaworld Racing | 44.341 | 17 | 0.284 | 99.55 |
| 10 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 44.393 | 14 | 0.336 | 99.43 |
| 11 | 27 | | Stephen SIMPSON | GBR | Team JLR | 44.419 | 22 | 0.362 | 99.37 |
| 12 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 44.441 | 14 | 0.384 | 99.33 |
| 13 | 32 | | John BYRNE | GBR | Team JVA | 44.457 | 18 | 0.400 | 99.29 |
| 14 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 44.490 | 17 | 0.433 | 99.22 |
| 15 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 44.495 | 21 | 0.438 | 99.20 |
| 16 | 47 | | James MURPHY | IRL | Team Firstair | 44.521 | 19 | 0.464 | 99.15 |
| 17 | 19 | | Rodolfo GONZALEZ | VEN | Paston Racing | 44.582 | 23 | 0.525 | 99.01 |
| 18 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 44.598 | 19 | 0.541 | 98.98 |
| 19 | 7 | | James JAKES | GBR | Team aka | 44.623 | 23 | 0.566 | 98.92 |
| 20 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 44.625 | 23 | 0.568 | 98.92 |
| 21 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 44.630 | 24 | 0.573 | 98.90 |
| 22 | 4 | | Josh WEBER | GBR | Manor Motorsport | 44.671 | 19 | 0.614 | 98.81 |
| 23 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 44.703 | 17 | 0.646 | 98.74 |
| 24 | 20 | | James GORNALL | GBR | J A Motorsport | 44.817 | 22 | 0.760 | 98.49 |
| 25 | 28 | | Jason TAHINCI | TUR | Team JLR | 44.908 | 20 | 0.851 | 98.29 |
| 26 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 44.974 | 23 | 0.917 | 98.15 |
| 27 | 22 | | Matt RUSSELL | GBR | Mark Burdett Motorsport | 44.978 | 20 | 0.921 | 98.14 |
| 28 | 31 | | Craig DOLBY | GBR | Paston Racing | 45.018 | 26 | 0.961 | 98.05 |
| 29 | 88 | | Michael VITULLI | GBR | Vitulli Racing | 45.065 | 20 | 1.008 | 97.95 |
| 30 | 10 | | Sean EDWARDS | GBR | Team JVA | 45.147 | 18 | 1.090 | 97.77 |
| 31 | 15 | | Pippa MANN | GBR | Team JVA | 45.192 | 22 | 1.135 | 97.67 |
| 32 | 12 | | Nik GOODFELLOW | GBR | Falcon Motorsport | 45.219 | 21 | 1.162 | 97.62 |
| 33 | 6 | | Daniel WELCH | GBR | Paston Racing | 45.381 | 22 | 1.324 | 97.27 |

Weather / Track : Sunny / Dry

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

Brands Hatch

Circuit Length = 1.2262 miles.

Start: 09:35 End: 09:55

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

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 3

| 1 | CHENG Cong Fu | | | | CHN | Manor Motorsport | | | | | |
|------|---------------|--------------|--------|--------------|---------------|------------------|--------|--------------|----------|--------------|---------------|
| 1 - | 7:09.709 | 79.4 | 22.964 | 104.6 | X:00.000 | 11 - | 26.584 | 109.8 | 18.370 | 128.8 | 44.954 |
| 2 - | 32.036 | 88.3 | 19.669 | 126.6 | 51.705 | 12 - | 29.122 | 88.8 | 19.626 | 128.3 | 48.748 |
| 3 - | 27.787 | 108.2 | 18.408 | 128.8 | 46.195 | 13 - | 26.628 | 110.1 | 17.998 | 129.3 | 44.626 |
| 4 - | 26.885 | 108.2 | 18.958 | 128.0 | 45.843 | 14 - | 28.262 | 106.3 | 18.699 | 129.0 | 46.961 |
| 5 - | 26.804 | 109.2 | 18.089 | 128.0 | 44.893 | 15 - | 26.673 | 109.8 | 2:33.380 | | 3:00.053P |
| 6 - | 26.834 | 108.2 | 19.810 | 127.5 | 46.644 | 16 - | 34.397 | 101.8 | 20.109 | 128.0 | 54.506 |
| 7 - | 26.846 | 109.2 | 18.027 | 129.3 | 44.873 | 17 - | 26.714 | 103.7 | 18.994 | 130.0 | 45.708 |
| 8 - | 28.429 | 90.5 | 19.777 | 129.0 | 48.206 | 18 - | 26.970 | 110.0 | 18.045 | 129.0 | 45.015 |
| 9 - | 26.620 | 109.8 | 18.078 | 129.8 | 44.698 | 19 - | 26.606 | 110.5 | 17.992 | 129.3 | 44.598 |
| 10 - | 27.363 | 104.2 | 18.933 | 128.3 | 46.296 | | | | | | |
| 2 | Patrick HOGAN | | | | IRL | Manor Motorsport | | | | | |
| 1 - | 7:31.498 | 79.9 | 22.502 | 121.5 | X:00.000 | 8 - | 30.179 | 85.1 | 3:47.751 | | 4:17.930P |
| 2 - | 34.241 | 92.4 | 20.354 | 129.3 | 54.595 | 9 - | 43.757 | 89.2 | 20.542 | 128.8 | 1:04.299 |
| 3 - | 30.746 | 91.4 | 19.999 | 129.0 | 50.745 | 10 - | 27.683 | 100.3 | 19.031 | 130.3 | 46.714 |
| 4 - | 27.114 | 110.9 | 17.878 | 130.5 | 44.992 | 11 - | 28.989 | 106.8 | 19.142 | 128.5 | 48.131 |
| 5 - | 26.703 | 111.1 | 17.955 | 131.0 | 44.658 | 12 - | 26.614 | 111.1 | 17.837 | 131.8 | 44.451 |
| 6 - | 31.159 | 76.6 | 19.853 | 129.3 | 51.012 | 13 - | 29.904 | 81.2 | 20.099 | 128.5 | 50.003 |
| 7 - | 26.613 | 110.7 | 17.780 | 129.8 | 44.393 | 14 - | 26.609 | 110.1 | 17.924 | 130.8 | 44.533 |
| 3 | Paul DI RESTA | | | | GBR | Manor Motorsport | | | | | |
| 1 - | 7:01.519 | 91.3 | 20.596 | 128.5 | X:00.000 | 11 - | 26.530 | 111.4 | 17.883 | 122.4 | 44.413 |
| 2 - | 30.209 | 92.1 | 19.126 | 129.8 | 49.335 | 12 - | 29.850 | 106.5 | 2:33.925 | | 3:03.775P |
| 3 - | 26.741 | 110.3 | 17.914 | 131.8 | 44.655 | 13 - | 40.493 | 97.5 | 18.974 | 129.8 | 59.467 |
| 4 - | 26.610 | 110.5 | 18.042 | 118.9 | 44.652 | 14 - | 26.442 | 110.5 | 17.904 | 129.8 | 44.346 |
| 5 - | 29.987 | 106.8 | 18.573 | 130.8 | 48.560 | 15 - | 28.655 | 95.1 | 19.924 | 129.8 | 48.579 |
| 6 - | 26.571 | 110.7 | 17.962 | 130.5 | 44.533 | 16 - | 28.814 | 101.2 | 19.603 | 130.8 | 48.417 |
| 7 - | 26.581 | 112.4 | 17.866 | 130.8 | 44.447 | 17 - | 27.237 | 103.5 | 18.744 | 132.3 | 45.981 |
| 8 - | 26.477 | 111.1 | 17.849 | 131.8 | 44.326 | 18 - | 26.644 | 111.4 | 17.912 | 130.5 | 44.556 |
| 9 - | 31.681 | 72.7 | 20.571 | 125.4 | 52.252 | 19 - | 26.565 | 110.9 | 17.952 | 131.0 | 44.517 |
| 10 - | 28.965 | 107.2 | 18.405 | 130.3 | 47.370 | | | | | | |
| 4 | Josh WEBER | | | | GBR | Manor Motorsport | | | | | |
| 1 - | 7:32.338 | 79.0 | 22.450 | 121.3 | X:00.000 | 11 - | 26.760 | 110.0 | 2:21.824 | | 2:48.584P |
| 2 - | 34.366 | 96.9 | 20.205 | 127.3 | 54.571 | 12 - | 39.070 | 77.2 | 21.374 | 130.5 | 1:00.444 |
| 3 - | 31.597 | 95.7 | 19.248 | 129.5 | 50.845 | 13 - | 27.120 | 109.2 | 18.120 | 130.3 | 45.240 |
| 4 - | 27.450 | 109.1 | 18.186 | 131.3 | 45.636 | 14 - | 28.689 | 100.0 | 19.209 | 131.3 | 47.898 |
| 5 - | 27.525 | 109.6 | 18.092 | 130.0 | 45.617 | 15 - | 26.829 | 110.0 | 18.197 | 131.3 | 45.026 |
| 6 - | 27.028 | 109.6 | 18.060 | 131.0 | 45.088 | 16 - | 27.439 | 100.9 | 19.145 | 131.0 | 46.584 |
| 7 - | 26.670 | 109.6 | 18.001 | 131.5 | 44.671 | 17 - | 27.451 | 109.8 | 18.191 | 130.5 | 45.642 |
| 8 - | 26.984 | 109.8 | 18.061 | 131.5 | 45.045 | 18 - | 26.947 | 109.6 | 18.088 | 131.0 | 45.035 |
| 9 - | 28.362 | 109.2 | 18.379 | 131.0 | 46.741 | 19 - | 26.985 | 109.6 | 18.583 | 130.5 | 45.568 |
| 10 - | 26.641 | 109.2 | 18.047 | 130.5 | 44.688 | | | | | | |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 3

(contd.)

| 5 | Stefan SODERBERG | | | | | SWE | Hill Speed Racing | | | | |
|------|------------------|--------------|----------|-------|---------------|------|-----------------------------|--------------|----------|--------------|---------------|
| 1 - | 4:08.654 | 104.5 | 19.575 | 127.5 | 4:28.229 | 13 - | 30.138 | 102.9 | 18.391 | 130.0 | 48.529 |
| 2 - | 28.580 | 106.6 | 18.566 | 129.3 | 47.146 | 14 - | 29.149 | 93.4 | 19.701 | 131.5 | 48.850 |
| 3 - | 27.798 | 108.0 | 19.545 | 130.8 | 47.343 | 15 - | 26.769 | 107.7 | 19.846 | 132.3 | 46.615 |
| 4 - | 28.229 | 107.3 | 18.695 | 131.0 | 46.924 | 16 - | 30.708 | 104.2 | 19.060 | 129.5 | 49.768 |
| 5 - | 27.083 | 108.5 | 18.373 | 131.3 | 45.456 | 17 - | 26.914 | 108.4 | 18.114 | 130.5 | 45.028 |
| 6 - | 29.113 | 108.0 | 18.768 | 131.3 | 47.881 | 18 - | 26.810 | 108.7 | 2:34.701 | | 3:01.511P |
| 7 - | 27.025 | 108.2 | 18.088 | 131.5 | 45.113 | 19 - | 36.509 | 105.3 | 18.712 | 129.3 | 55.221 |
| 8 - | 27.083 | 107.5 | 18.598 | 131.3 | 45.681 | 20 - | 27.088 | 107.8 | 18.199 | 130.8 | 45.287 |
| 9 - | 26.908 | 108.5 | 18.066 | 130.3 | 44.974 | 21 - | 26.973 | 108.5 | 19.002 | 130.8 | 45.975 |
| 10 - | 30.334 | 64.6 | 21.544 | 129.5 | 51.878 | 22 - | 27.035 | 107.0 | 18.254 | 130.3 | 45.289 |
| 11 - | 26.900 | 109.1 | 18.146 | 131.0 | 45.046 | 23 - | 27.307 | 108.9 | 18.082 | 131.0 | 45.389 |
| 12 - | 29.905 | 98.6 | 18.990 | 129.0 | 48.895 | | | | | | |
| 6 | Daniel WELCH | | | | | GBR | Paston Racing | | | | |
| 1 - | 4:44.807 | 96.9 | 22.271 | 126.6 | X:00.000 | 12 - | 27.531 | 107.3 | 18.568 | 127.3 | 46.099 |
| 2 - | 28.488 | 106.6 | 19.210 | 128.0 | 47.698 | 13 - | 27.092 | 107.3 | 18.437 | 127.0 | 45.529 |
| 3 - | 27.792 | 105.1 | 18.718 | 127.0 | 46.510 | 14 - | 27.027 | 107.3 | 18.354 | 126.8 | 45.381 |
| 4 - | 27.736 | 98.1 | 20.339 | 126.8 | 48.075 | 15 - | 27.261 | 106.6 | 18.704 | 128.0 | 45.965 |
| 5 - | 27.089 | 108.0 | 18.365 | 128.3 | 45.454 | 16 - | 27.043 | 107.2 | 18.374 | 127.0 | 45.417 |
| 6 - | 27.245 | 106.8 | 18.404 | 126.3 | 45.649 | 17 - | 26.967 | 107.7 | 18.472 | 127.8 | 45.439 |
| 7 - | 28.276 | 103.0 | 20.507 | 126.1 | 48.783 | 18 - | 29.929 | 71.7 | 20.391 | 127.3 | 50.320 |
| 8 - | 27.296 | 104.2 | 18.466 | 126.1 | 45.762 | 19 - | 27.085 | 107.3 | 18.541 | 128.0 | 45.626 |
| 9 - | 27.352 | 106.0 | 2:43.388 | | 3:10.740P | 20 - | 30.091 | 98.6 | 18.666 | 128.0 | 48.757 |
| 10 - | 32.456 | 105.0 | 19.519 | 127.3 | 51.975 | 21 - | 27.793 | 106.3 | 19.302 | 129.0 | 47.095 |
| 11 - | 27.439 | 107.5 | 18.485 | 128.0 | 45.924 | 22 - | 28.236 | 107.3 | 19.190 | 127.0 | 47.426 |
| 7 | James JAKES | | | | | GBR | Team aka | | | | |
| 1 - | 4:34.209 | 94.9 | 21.772 | 124.7 | 4:55.981 | 13 - | 26.716 | 110.3 | 18.248 | 129.5 | 44.964 |
| 2 - | 31.072 | 103.8 | 20.392 | 127.5 | 51.464 | 14 - | 26.849 | 110.3 | 18.232 | 129.3 | 45.081 |
| 3 - | 29.680 | 90.4 | 21.150 | 128.3 | 50.830 | 15 - | 32.319 | 94.5 | 20.504 | 128.5 | 52.823 |
| 4 - | 27.463 | 109.2 | 20.177 | 128.8 | 47.640 | 16 - | 26.806 | 110.5 | 18.250 | 130.0 | 45.056 |
| 5 - | 27.091 | 98.9 | 20.043 | 128.8 | 47.134 | 17 - | 29.442 | 107.7 | 1:21.757 | | 1:51.199P |
| 6 - | 26.908 | 109.8 | 18.019 | 129.5 | 44.927 | 18 - | 34.691 | 106.0 | 18.486 | 128.5 | 53.177 |
| 7 - | 28.198 | 92.8 | 21.075 | 128.8 | 49.273 | 19 - | 28.520 | 110.3 | 18.842 | 129.8 | 47.362 |
| 8 - | 26.562 | 110.0 | 18.075 | 128.8 | 44.637 | 20 - | 26.511 | 110.7 | 18.112 | 129.8 | 44.623 |
| 9 - | 28.186 | 95.4 | 20.219 | 128.5 | 48.405 | 21 - | 31.416 | 61.3 | 20.346 | 128.5 | 51.762 |
| 10 - | 26.804 | 108.7 | 18.194 | 129.5 | 44.998 | 22 - | 26.783 | 110.1 | 18.165 | 130.8 | 44.948 |
| 11 - | 26.630 | 110.1 | 18.178 | 129.5 | 44.808 | 23 - | 27.840 | 105.0 | 19.132 | 129.0 | 46.972 |
| 12 - | 26.797 | 105.3 | 21.025 | 128.8 | 47.822 | | | | | | |
| 8 | Westley BARBER | | | | | GBR | Comtec Racing with Duckhams | | | | |
| 1 - | 4:43.913 | 86.9 | 22.632 | 128.5 | X:00.000 | 12 - | 26.218 | 111.2 | 17.839 | 131.8 | 44.057 |
| 2 - | 28.638 | 107.0 | 19.067 | 129.8 | 47.705 | 13 - | 30.358 | 78.3 | 20.356 | 131.0 | 50.714 |
| 3 - | 26.983 | 109.2 | 18.572 | 130.0 | 45.555 | 14 - | 26.364 | 111.2 | 17.846 | 132.3 | 44.210 |
| 4 - | 28.845 | 102.1 | 20.114 | 130.5 | 48.959 | 15 - | 30.591 | 96.1 | 1:55.842 | | 2:26.433P |
| 5 - | 26.606 | 110.1 | 18.762 | 130.5 | 45.368 | 16 - | 39.629 | 79.3 | 22.127 | 114.5 | 1:01.756 |
| 6 - | 26.404 | 111.1 | 17.818 | 132.1 | 44.222 | 17 - | 34.519 | 76.2 | 21.257 | 119.4 | 55.776 |
| 7 - | 29.710 | 104.0 | 20.475 | 130.5 | 50.185 | 18 - | 32.201 | 93.4 | 20.266 | 118.7 | 52.467 |
| 8 - | 26.258 | 111.2 | 17.836 | 131.3 | 44.094 | 19 - | 32.203 | 90.1 | 20.184 | 125.4 | 52.387 |
| 9 - | 31.059 | 87.0 | 19.293 | 130.0 | 50.352 | 20 - | 31.984 | 90.4 | 20.195 | 126.8 | 52.179 |
| 10 - | 26.264 | 111.1 | 17.818 | 131.8 | 44.082 | 21 - | 29.612 | 95.8 | 19.690 | 129.5 | 49.302 |
| 11 - | 32.765 | 91.0 | 19.456 | 130.3 | 52.221 | | | | | | |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 3

(contd.)

| 9 | Susie STODDART | GBR | | Comtec Racing with Duckhams | | | | | | |
|------|---------------------|----------|--------------|-----------------------------|------|--------|--------------|----------|--------------|---------------|
| 1 - | 5:17.878 52.4 | 21.453 | 128.5 | X:00.000 | 11 - | 26.255 | 111.4 | 17.859 | 132.3 | 44.114 |
| 2 - | 27.776 107.5 | 18.106 | 130.3 | 45.882 | 12 - | 26.583 | 110.7 | 17.817 | 132.6 | 44.400 |
| 3 - | 27.106 109.2 | 18.080 | 131.5 | 45.186 | 13 - | 30.148 | 91.9 | 21.347 | 97.5 | 51.495 |
| 4 - | 26.502 110.5 | 24.601 | 106.3 | 51.103 | 14 - | 31.221 | 80.8 | 1:38.079 | | 2:09.300P |
| 5 - | 31.658 93.9 | 23.936 | 84.7 | 55.594 | 15 - | 44.463 | 64.6 | 25.043 | 90.6 | 1:09.506 |
| 6 - | 39.668 70.4 | 18.893 | 131.0 | 58.561 | 16 - | 32.764 | 85.1 | 22.054 | 96.1 | 54.818 |
| 7 - | 26.433 111.2 | 17.938 | 131.0 | 44.371 | 17 - | 32.536 | 72.5 | 1:17.150 | | 1:49.686P |
| 8 - | 27.530 87.3 | 22.902 | 77.2 | 50.432 | 18 - | 41.646 | 83.5 | 21.679 | 131.0 | 1:03.325 |
| 9 - | 43.053 84.3 | 19.151 | 130.5 | 1:02.204 | 19 - | 31.689 | 82.2 | 22.122 | 88.8 | 53.811 |
| 10 - | 28.828 90.0 | 19.177 | 131.8 | 48.005 | | | | | | |
| 10 | Sean EDWARDS | GBR | | Team JVA | | | | | | |
| 1 - | 6:20.375 88.8 | 22.459 | 117.9 | X:00.000 | 10 - | 27.374 | 110.1 | 18.507 | 130.8 | 45.881 |
| 2 - | 29.494 107.5 | 19.817 | 125.6 | 49.311 | 11 - | 27.309 | 108.9 | 18.359 | 130.5 | 45.668 |
| 3 - | 28.426 109.1 | 18.396 | 130.3 | 46.822 | 12 - | 29.247 | 94.5 | 4:28.943 | | 4:58.190P |
| 4 - | 27.735 107.2 | 18.234 | 130.5 | 45.969 | 13 - | 35.899 | 106.3 | 19.833 | 128.3 | 55.732 |
| 5 - | 28.219 106.6 | 19.176 | 130.0 | 47.395 | 14 - | 27.555 | 110.5 | 18.070 | 131.3 | 45.625 |
| 6 - | 27.372 108.7 | 18.155 | 130.5 | 45.527 | 15 - | 27.179 | 110.0 | 18.240 | 131.8 | 45.419 |
| 7 - | 27.589 109.4 | 19.220 | 131.0 | 46.809 | 16 - | 28.051 | 110.3 | 18.181 | 131.3 | 46.232 |
| 8 - | 27.405 110.0 | 18.103 | 131.0 | 45.508 | 17 - | 26.953 | 110.7 | 18.194 | 131.5 | 45.147 |
| 9 - | 27.134 109.1 | 18.180 | 131.0 | 45.314 | 18 - | 27.245 | 109.4 | 18.220 | 132.3 | 45.465 |
| 11 | Charles HOLLINGS | GBR | | Fortec Motorsport | | | | | | |
| 1 - | 4:15.749 97.2 | 19.830 | 126.3 | 4:35.579 | 10 - | 26.250 | 110.5 | 17.870 | 131.3 | 44.120 |
| 2 - | 30.354 99.1 | 18.827 | 129.0 | 49.181 | 11 - | 28.658 | 94.6 | 19.424 | 130.0 | 48.082 |
| 3 - | 26.856 108.7 | 18.043 | 129.5 | 44.899 | 12 - | 28.221 | 96.5 | 5:45.117 | | X:00.000P |
| 4 - | 26.564 110.3 | 18.157 | 128.3 | 44.721 | 13 - | 34.774 | 100.4 | 18.400 | 128.8 | 53.174 |
| 5 - | 32.549 93.9 | 19.740 | 128.8 | 52.289 | 14 - | 26.603 | 109.4 | 18.170 | 129.8 | 44.773 |
| 6 - | 26.556 109.6 | 20.406 | 116.3 | 46.962 | 15 - | 30.486 | 97.6 | 18.810 | 130.3 | 49.296 |
| 7 - | 32.852 82.9 | 19.242 | 129.0 | 52.094 | 16 - | 26.528 | 110.3 | 18.194 | 130.5 | 44.722 |
| 8 - | 27.020 83.8 | 19.991 | 129.8 | 47.011 | 17 - | 29.676 | 106.0 | 18.539 | 129.3 | 48.215 |
| 9 - | 26.379 110.9 | 17.847 | 130.3 | 44.226 | 18 - | 26.475 | 110.3 | 18.008 | 130.3 | 44.483 |
| 12 | Nik GOODFELLOW | GBR | | Falcon Motorsport | | | | | | |
| 1 - | 4:50.890 90.6 | 22.862 | 123.5 | X:00.000 | 12 - | 27.173 | 109.8 | 18.183 | 130.8 | 45.356 |
| 2 - | 30.924 72.0 | 20.573 | 128.0 | 51.497 | 13 - | 27.167 | 109.8 | 18.091 | 130.3 | 45.258 |
| 3 - | 28.064 107.0 | 18.907 | 129.5 | 46.971 | 14 - | 27.618 | 108.5 | 18.066 | 130.5 | 45.684 |
| 4 - | 28.067 108.7 | 18.361 | 129.5 | 46.428 | 15 - | 36.411 | | 24.599 | 129.3 | 1:01.010 |
| 5 - | 28.022 109.2 | 18.535 | 129.0 | 46.557 | 16 - | 27.591 | 110.0 | 18.916 | 129.8 | 46.507 |
| 6 - | 27.962 109.2 | 18.332 | 130.3 | 46.294 | 17 - | 27.228 | 109.8 | 20.443 | 130.3 | 47.671 |
| 7 - | 27.601 108.4 | 2:38.974 | | 3:06.575P | 18 - | 27.567 | 110.0 | 18.155 | 130.5 | 45.722 |
| 8 - | 40.293 92.9 | 19.153 | 129.3 | 59.446 | 19 - | 27.668 | 105.8 | 18.729 | 130.5 | 46.397 |
| 9 - | 27.081 109.4 | 18.138 | 130.3 | 45.219 | 20 - | 29.697 | 64.2 | 21.622 | 130.0 | 51.319 |
| 10 - | 27.043 109.8 | 18.368 | 131.0 | 45.411 | 21 - | 27.683 | 106.6 | 18.374 | 128.0 | 46.057 |
| 11 - | 36.826 59.7 | 19.497 | 128.8 | 56.323 | | | | | | |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 3

(contd.)

| | | | | | | | | | | | |
|-----------|-------------------------|-------|----------|--------------|---------------|-------------------|--------|--------------|----------|--------------|---------------|
| 14 | Carlos MASTRETTA | | | | MEX | Falcon Motorsport | | | | | |
| 1 - | 4:48.300 | 90.6 | 21.478 | 128.3 | X:00.000 | 13 - | 29.801 | 91.8 | 21.089 | 106.3 | 50.890 |
| 2 - | 29.369 | 95.1 | 20.486 | 130.0 | 49.855 | 14 - | 35.272 | 88.0 | 19.242 | 130.5 | 54.514 |
| 3 - | 27.456 | 107.8 | 18.951 | 130.8 | 46.407 | 15 - | 28.583 | 104.5 | 19.133 | 132.1 | 47.716 |
| 4 - | 27.325 | 108.7 | 19.165 | 125.6 | 46.490 | 16 - | 26.600 | 109.4 | 18.030 | 132.3 | 44.630 |
| 5 - | 29.303 | 103.0 | 18.590 | 131.0 | 47.893 | 17 - | 26.855 | 109.4 | 18.099 | 131.8 | 44.954 |
| 6 - | 27.008 | 107.0 | 18.226 | 131.0 | 45.234 | 18 - | 26.868 | 108.9 | 18.450 | 131.3 | 45.318 |
| 7 - | 32.842 | 98.5 | 18.791 | 132.1 | 51.633 | 19 - | 30.567 | 107.2 | 19.253 | 131.0 | 49.820 |
| 8 - | 26.970 | 109.8 | 18.139 | 131.8 | 45.109 | 20 - | 26.759 | 110.3 | 18.188 | 131.8 | 44.947 |
| 9 - | 26.679 | 110.0 | 19.285 | 132.3 | 45.964 | 21 - | 27.899 | 106.8 | 18.827 | 131.0 | 46.726 |
| 10 - | 28.598 | 108.4 | 18.223 | 131.3 | 46.821 | 22 - | 26.830 | 110.1 | 18.623 | 126.8 | 45.453 |
| 11 - | 27.206 | 99.5 | 19.754 | 131.5 | 46.960 | 23 - | 29.570 | 108.2 | 18.536 | 131.5 | 48.106 |
| 12 - | 26.686 | 110.1 | 18.144 | 131.8 | 44.830 | 24 - | 26.809 | 110.5 | 18.152 | 131.5 | 44.961 |
| 15 | Pippa MANN | | | | GBR | Team JVA | | | | | |
| 1 - | 5:46.594 | 104.5 | 20.436 | 126.3 | X:00.000 | 12 - | 27.126 | 110.3 | 18.215 | 130.0 | 45.341 |
| 2 - | 28.721 | 108.5 | 19.048 | 129.3 | 47.769 | 13 - | 26.930 | 110.7 | 18.262 | 130.5 | 45.192 |
| 3 - | 29.547 | 106.8 | 18.833 | 129.0 | 48.380 | 14 - | 27.107 | 110.0 | 18.296 | 130.3 | 45.403 |
| 4 - | 27.580 | 109.1 | 19.179 | 129.0 | 46.759 | 15 - | 27.350 | 108.7 | 18.367 | 129.8 | 45.717 |
| 5 - | 27.777 | 107.7 | 18.400 | 128.5 | 46.177 | 16 - | 26.990 | 109.6 | 18.342 | 130.0 | 45.332 |
| 6 - | 27.239 | 109.4 | 18.321 | 128.8 | 45.560 | 17 - | 27.103 | 110.0 | 18.236 | 129.8 | 45.339 |
| 7 - | 27.380 | 109.8 | 18.259 | 129.0 | 45.639 | 18 - | 27.313 | 107.5 | 19.407 | 130.3 | 46.720 |
| 8 - | 27.066 | 109.8 | 18.150 | 130.0 | 45.216 | 19 - | 27.201 | 110.3 | 19.436 | 130.3 | 46.637 |
| 9 - | 27.433 | 108.7 | 1:47.274 | | 2:14.707P | 20 - | 27.288 | 109.6 | 18.712 | 129.8 | 46.000 |
| 10 - | 33.403 | 109.2 | 19.318 | 130.3 | 52.721 | 21 - | 27.077 | 109.4 | 18.376 | 129.8 | 45.453 |
| 11 - | 28.114 | 101.3 | 18.857 | 130.5 | 46.971 | 22 - | 27.239 | 109.6 | 18.324 | 129.8 | 45.563 |
| 16 | Ben FREUDENBERG | | | | USA | Fortec Motorsport | | | | | |
| 1 - | 4:40.530 | 83.6 | 19.998 | 126.8 | X:00.000 | 13 - | 28.702 | 100.4 | 19.604 | 130.3 | 48.306 |
| 2 - | 30.677 | 74.1 | 20.795 | 127.0 | 51.472 | 14 - | 26.575 | 110.0 | 18.050 | 130.5 | 44.625 |
| 3 - | 33.014 | 79.7 | 22.465 | 94.1 | 55.479 | 15 - | 26.562 | 110.1 | 18.237 | 129.0 | 44.799 |
| 4 - | 36.292 | 96.0 | 18.487 | 128.3 | 54.779 | 16 - | 26.662 | 110.0 | 18.130 | 130.5 | 44.792 |
| 5 - | 27.751 | 99.7 | 19.465 | 129.3 | 47.216 | 17 - | 28.122 | 85.5 | 20.404 | 124.7 | 48.526 |
| 6 - | 28.141 | 80.8 | 1:13.902 | | 1:42.043P | 18 - | 29.188 | 102.7 | 19.040 | 129.5 | 48.228 |
| 7 - | 34.220 | 92.1 | 19.451 | 128.0 | 53.671 | 19 - | 26.919 | 109.6 | 18.199 | 129.3 | 45.118 |
| 8 - | 27.464 | 108.0 | 17.978 | 129.0 | 45.442 | 20 - | 26.779 | 109.8 | 18.255 | 130.5 | 45.034 |
| 9 - | 26.700 | 109.1 | 18.589 | 127.5 | 45.289 | 21 - | 26.768 | 110.3 | 18.077 | 130.0 | 44.845 |
| 10 - | 34.174 | 84.5 | 18.762 | 128.8 | 52.936 | 22 - | 30.063 | | 23.136 | 130.5 | 53.199 |
| 11 - | 26.657 | 109.2 | 18.131 | 127.8 | 44.788 | 23 - | 30.129 | 89.8 | 21.115 | 129.5 | 51.244 |
| 12 - | 26.770 | 107.5 | 24.056 | 127.0 | 50.826 | | | | | | |
| 17 | Stuart HALL | | | | GBR | Fortec Motorsport | | | | | |
| 1 - | 4:21.429 | 82.2 | 20.855 | 122.6 | 4:42.284 | 10 - | 26.628 | 110.5 | 17.949 | 131.3 | 44.577 |
| 2 - | 28.885 | 109.2 | 18.267 | 131.0 | 47.152 | 11 - | 28.482 | 99.7 | 19.631 | 130.5 | 48.113 |
| 3 - | 27.038 | 110.3 | 17.931 | 130.0 | 44.969 | 12 - | 28.507 | 106.5 | 18.169 | 132.1 | 46.676 |
| 4 - | 26.755 | 110.3 | 17.983 | 130.8 | 44.738 | 13 - | 26.504 | 111.8 | 7:15.444 | | X:00.000P |
| 5 - | 30.678 | 70.3 | 20.521 | 131.8 | 51.199 | 14 - | 31.667 | 109.1 | 18.113 | 129.3 | 49.780 |
| 6 - | 26.731 | 110.7 | 18.357 | 131.0 | 45.088 | 15 - | 26.817 | 110.1 | 18.815 | 130.5 | 45.632 |
| 7 - | 29.134 | 88.5 | 19.267 | 131.0 | 48.401 | 16 - | 26.570 | 110.5 | 18.657 | 130.0 | 45.227 |
| 8 - | 28.406 | 100.6 | 18.755 | 130.8 | 47.161 | 17 - | 26.856 | 111.1 | 18.169 | 130.5 | 45.025 |
| 9 - | 26.631 | 111.1 | 17.859 | 131.0 | 44.490 | | | | | | |

Weather / Track : Sunny / Dry

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 3

(contd.)

| 19 | | Rodolfo GONZALEZ | | | | VEN | | Paston Racing | | | |
|------|----------|--------------------|----------|--------------|---------------|------|--------|-------------------------|----------|--------------|---------------|
| 1 - | 4:10.885 | 73.7 | 23.717 | 128.5 | 4:34.602 | 13 - | 26.755 | 111.1 | 18.137 | 130.0 | 44.892 |
| 2 - | 27.983 | 109.1 | 18.195 | 129.8 | 46.178 | 14 - | 26.996 | 110.3 | 19.492 | 129.3 | 46.488 |
| 3 - | 27.095 | 110.9 | 18.582 | 130.3 | 45.677 | 15 - | 27.789 | 102.1 | 19.527 | 130.3 | 47.316 |
| 4 - | 27.089 | 110.1 | 18.170 | 131.0 | 45.259 | 16 - | 26.959 | 112.4 | 2:04.500 | | 2:31.459P |
| 5 - | 27.002 | 110.0 | 18.017 | 131.0 | 45.019 | 17 - | 42.901 | 57.4 | 22.434 | 129.3 | 1:05.335 |
| 6 - | 28.710 | 105.6 | 18.753 | 130.8 | 47.463 | 18 - | 27.079 | 110.1 | 18.261 | 130.0 | 45.340 |
| 7 - | 26.622 | 112.0 | 17.960 | 131.0 | 44.582 | 19 - | 28.265 | 108.9 | 18.642 | 126.3 | 46.907 |
| 8 - | 26.734 | 111.1 | 18.609 | 130.8 | 45.343 | 20 - | 27.155 | 111.6 | 18.138 | 130.5 | 45.293 |
| 9 - | 27.433 | 108.7 | 18.736 | 128.5 | 46.169 | 21 - | 26.750 | 110.7 | 18.205 | 130.5 | 44.955 |
| 10 - | 26.981 | 110.3 | 18.442 | 130.5 | 45.423 | 22 - | 27.081 | 110.9 | 18.223 | 101.6 | 45.304 |
| 11 - | 26.941 | 110.3 | 18.205 | 130.5 | 45.146 | 23 - | 26.897 | 111.4 | 18.178 | 131.0 | 45.075 |
| 12 - | 32.021 | 79.8 | 21.129 | 129.8 | 53.150 | | | | | | |
| 20 | | James GORNALL | | | | GBR | | J A Motorsport | | | |
| 1 - | 5:29.039 | 89.2 | 21.185 | 127.0 | X:00.000 | 12 - | 31.705 | 88.7 | 19.781 | 130.3 | 51.486 |
| 2 - | 29.764 | 106.1 | 19.190 | 130.0 | 48.954 | 13 - | 27.116 | 110.9 | 17.924 | 131.5 | 45.040 |
| 3 - | 29.381 | 84.5 | 25.139 | | 54.520 | 14 - | 26.896 | 111.1 | 17.921 | 132.1 | 44.817 |
| 4 - | 34.638 | 98.8 | 19.201 | | 53.839 | 15 - | 26.870 | 111.2 | 18.022 | 131.5 | 44.892 |
| 5 - | 27.478 | 108.0 | 18.142 | 130.5 | 45.620 | 16 - | 28.279 | 101.3 | 19.240 | 130.8 | 47.519 |
| 6 - | 27.145 | 110.0 | 18.231 | | 45.376 | 17 - | 27.150 | 110.7 | 17.998 | 131.0 | 45.148 |
| 7 - | 27.061 | 110.0 | 18.083 | 131.8 | 45.144 | 18 - | 27.234 | 109.1 | 18.423 | 130.8 | 45.657 |
| 8 - | 26.867 | 110.3 | 1:56.588 | | 2:23.455P | 19 - | 27.165 | 111.1 | 17.985 | 132.1 | 45.150 |
| 9 - | 33.620 | 107.7 | 18.611 | 130.5 | 52.231 | 20 - | 27.148 | 111.6 | 18.070 | 131.5 | 45.218 |
| 10 - | 26.957 | 110.7 | 17.941 | 131.3 | 44.898 | 21 - | 26.946 | 110.1 | 20.465 | | 47.411 |
| 11 - | 27.086 | 110.5 | 18.320 | 117.7 | 45.406 | 22 - | 30.988 | 108.5 | 18.412 | 129.3 | 49.400 |
| 21 | | Alex STORCKENFELDT | | | | SWE | | Mark Burdett Motorsport | | | |
| 1 - | 6:49.639 | 94.6 | 19.093 | 129.5 | X:00.000 | 11 - | 26.620 | 110.1 | 17.881 | 131.3 | 44.501 |
| 2 - | 27.481 | 108.2 | 21.537 | 129.3 | 49.018 | 12 - | 28.664 | 97.8 | 19.879 | 130.3 | 48.543 |
| 3 - | 29.214 | 97.3 | 19.266 | 130.5 | 48.480 | 13 - | 26.963 | 108.9 | 18.686 | 130.8 | 45.649 |
| 4 - | 26.925 | 109.8 | 18.077 | 130.8 | 45.002 | 14 - | 26.572 | 109.4 | 17.810 | 131.5 | 44.382 |
| 5 - | 29.070 | 100.4 | 19.819 | 131.5 | 48.889 | 15 - | 26.506 | 111.1 | 17.788 | 131.5 | 44.294 |
| 6 - | 26.472 | 110.0 | 18.252 | 129.5 | 44.724 | 16 - | 32.296 | 68.3 | 22.339 | 129.8 | 54.635 |
| 7 - | 26.599 | 110.3 | 17.828 | 130.5 | 44.427 | 17 - | 28.576 | 101.8 | 1:53.009 | | 2:21.585P |
| 8 - | 26.667 | 109.6 | 17.848 | 129.8 | 44.515 | 18 - | 37.327 | 92.3 | 19.010 | 128.8 | 56.337 |
| 9 - | 28.846 | 80.3 | 20.047 | 129.8 | 48.893 | 19 - | 26.630 | 110.9 | 17.975 | 133.6 | 44.605 |
| 10 - | 26.886 | 109.6 | 17.948 | 130.3 | 44.834 | 20 - | 29.039 | 88.5 | 20.607 | 124.9 | 49.646 |
| 22 | | Matt RUSSELL | | | | GBR | | Mark Burdett Motorsport | | | |
| 1 - | 6:58.915 | 93.5 | 21.567 | 123.3 | X:00.000 | 11 - | 27.670 | 105.6 | 18.958 | 129.0 | 46.628 |
| 2 - | 32.395 | 96.5 | 21.796 | 126.3 | 54.191 | 12 - | 29.474 | 96.5 | 19.942 | 130.5 | 49.416 |
| 3 - | 30.013 | 95.8 | 19.405 | 129.8 | 49.418 | 13 - | 26.847 | 109.1 | 18.131 | 130.3 | 44.978 |
| 4 - | 27.471 | 108.9 | 19.026 | 129.5 | 46.497 | 14 - | 29.799 | 92.8 | 19.577 | 130.8 | 49.376 |
| 5 - | 27.305 | 108.9 | 18.193 | 131.3 | 45.498 | 15 - | 34.274 | 79.6 | 1:34.535 | | 2:08.809P |
| 6 - | 28.209 | 91.0 | 19.984 | 129.0 | 48.193 | 16 - | 35.596 | 90.4 | 20.528 | 129.0 | 56.124 |
| 7 - | 27.052 | 110.0 | 18.048 | 128.5 | 45.100 | 17 - | 28.651 | 101.2 | 20.516 | 130.5 | 49.167 |
| 8 - | 27.163 | 108.7 | 18.446 | 129.0 | 45.609 | 18 - | 28.171 | 108.0 | 18.837 | 132.3 | 47.008 |
| 9 - | 26.917 | 110.0 | 18.214 | 129.5 | 45.131 | 19 - | 29.919 | 105.1 | 19.169 | 130.3 | 49.088 |
| 10 - | 29.235 | 105.1 | 19.000 | 129.3 | 48.235 | 20 - | 30.646 | 97.5 | 19.719 | 128.0 | 50.365 |

Weather / Track : Sunny / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 09:35 End: 09:55

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 3

(contd.)

| | | | | | | | | | | | |
|-----------|------------------------|-------|----------|-------|---------------|-------------------------|--------|--------------|----------|--------------|---------------|
| 23 | Juan POLAR | | | | PER | Mark Burdett Motorsport | | | | | |
| 1 - | 7:04.887 | 92.3 | 26.468 | 88.6 | X:00.000 | 12 - | 26.891 | 109.4 | 18.893 | 130.8 | 45.784 |
| 2 - | 43.865 | 77.5 | 22.464 | 126.8 | 1:06.329 | 13 - | 26.743 | 110.9 | 17.930 | 130.5 | 44.673 |
| 3 - | 30.093 | 88.8 | 21.427 | 120.9 | 51.520 | 14 - | 33.717 | 73.9 | 23.604 | 125.6 | 57.321 |
| 4 - | 32.257 | 91.0 | 20.453 | 128.3 | 52.710 | 15 - | 27.424 | 98.3 | 20.905 | 129.3 | 48.329 |
| 5 - | 27.419 | 109.1 | 18.074 | 128.5 | 45.493 | 16 - | 29.558 | 87.7 | 19.969 | 128.8 | 49.527 |
| 6 - | 26.929 | 109.1 | 17.960 | 129.3 | 44.889 | 17 - | 28.510 | 92.5 | 19.434 | 129.3 | 47.944 |
| 7 - | 26.780 | 109.8 | 17.961 | 129.8 | 44.741 | 18 - | 26.860 | 111.4 | 17.948 | 130.5 | 44.808 |
| 8 - | 26.700 | 109.4 | 19.615 | 129.8 | 46.315 | 19 - | 27.017 | 109.8 | 18.447 | 130.0 | 45.464 |
| 9 - | 26.771 | 109.1 | 17.935 | 130.5 | 44.706 | 20 - | 26.751 | 111.4 | 19.763 | 128.5 | 46.514 |
| 10 - | 26.647 | 109.4 | 17.848 | 130.5 | 44.495 | 21 - | 27.018 | 111.1 | 18.076 | 130.5 | 45.094 |
| 11 - | 28.771 | 102.1 | 19.720 | 130.0 | 48.491 | | | | | | |
| 24 | Sean MCINTOSH | | | | CAN | Team Firstair | | | | | |
| 1 - | 4:27.344 | 73.4 | 22.500 | 126.3 | 4:49.844 | 10 - | 26.743 | 110.5 | 17.960 | 130.3 | 44.703 |
| 2 - | 30.216 | 77.7 | 21.526 | 126.1 | 51.742 | 11 - | 26.774 | 107.7 | 17.985 | 130.5 | 44.759 |
| 3 - | 27.388 | 108.0 | 18.633 | 127.5 | 46.021 | 12 - | 32.011 | 87.9 | 20.797 | 129.5 | 52.808 |
| 4 - | 26.875 | 109.1 | 18.065 | 128.0 | 44.940 | 13 - | 26.976 | 110.3 | 18.061 | 130.0 | 45.037 |
| 5 - | 26.808 | 109.6 | 18.445 | 125.2 | 45.253 | 14 - | 26.726 | 110.9 | 18.115 | 130.5 | 44.841 |
| 6 - | 33.457 | 85.5 | 20.546 | 128.8 | 54.003 | 15 - | 30.445 | 84.0 | 1:48.178 | | 2:18.623P |
| 7 - | 27.172 | 108.9 | 18.125 | 128.5 | 45.297 | 16 - | 39.476 | 108.4 | 18.219 | 129.5 | 57.695 |
| 8 - | 26.824 | 109.8 | 18.284 | 129.3 | 45.108 | 17 - | 26.843 | 110.3 | 18.062 | 131.0 | 44.905 |
| 9 - | 35.857 | 98.1 | 18.915 | 129.0 | 54.772 | | | | | | |
| 26 | Mike CONWAY | | | | GBR | Fortec Motorsport | | | | | |
| 1 - | 4:20.774 | 85.2 | 21.291 | 121.3 | 4:42.065 | 9 - | 26.370 | 111.8 | 17.780 | 130.5 | 44.150 |
| 2 - | 28.690 | 110.1 | 18.146 | 129.8 | 46.836 | 10 - | 26.354 | 109.6 | 17.858 | 130.8 | 44.212 |
| 3 - | 26.673 | 110.9 | 17.899 | 129.5 | 44.572 | 11 - | 29.569 | 98.5 | 19.413 | 129.8 | 48.982 |
| 4 - | 26.436 | 110.3 | 17.822 | 130.0 | 44.258 | 12 - | 26.363 | 111.8 | 17.816 | 131.5 | 44.179 |
| 5 - | 31.513 | 69.6 | 20.484 | 129.5 | 51.997 | 13 - | 28.363 | 105.1 | 1:29.878 | | 1:58.241P |
| 6 - | 26.378 | 111.2 | 18.555 | 130.8 | 44.933 | 14 - | 33.978 | 99.2 | 19.357 | 130.5 | 53.335 |
| 7 - | 29.365 | 91.8 | 19.175 | 131.0 | 48.540 | 15 - | 26.332 | 112.2 | 18.095 | 130.8 | 44.427 |
| 8 - | 28.602 | 104.0 | 18.430 | 130.3 | 47.032 | 16 - | 27.130 | 110.9 | 18.211 | 131.5 | 45.341 |
| 27 | Stephen SIMPSON | | | | GBR | Team JLR | | | | | |
| 1 - | 4:24.021 | 72.6 | 20.983 | 115.9 | 4:45.004 | 12 - | 39.579 | 79.1 | 19.915 | 129.8 | 59.494 |
| 2 - | 29.278 | 99.7 | 18.713 | 129.0 | 47.991 | 13 - | 26.483 | 110.5 | 17.936 | 130.3 | 44.419 |
| 3 - | 27.042 | 109.8 | 18.125 | 129.3 | 45.167 | 14 - | 26.537 | 110.3 | 17.964 | 130.3 | 44.501 |
| 4 - | 26.758 | 110.0 | 18.018 | 130.0 | 44.776 | 15 - | 30.864 | 77.6 | 21.349 | 129.3 | 52.213 |
| 5 - | 32.882 | 79.9 | 20.421 | 128.3 | 53.303 | 16 - | 26.564 | 110.5 | 17.992 | 130.0 | 44.556 |
| 6 - | 28.381 | 108.9 | 18.551 | 129.5 | 46.932 | 17 - | 29.493 | 100.7 | 19.013 | 130.3 | 48.506 |
| 7 - | 26.777 | 108.9 | 18.347 | 128.8 | 45.124 | 18 - | 26.975 | 110.7 | 18.176 | 130.5 | 45.151 |
| 8 - | 30.055 | 82.1 | 20.126 | 128.8 | 50.181 | 19 - | 27.595 | 108.2 | 18.470 | 130.0 | 46.065 |
| 9 - | 26.871 | 109.1 | 18.095 | 130.0 | 44.966 | 20 - | 26.571 | 111.2 | 17.985 | 130.3 | 44.556 |
| 10 - | 26.610 | 110.5 | 18.018 | 129.8 | 44.628 | 21 - | 26.665 | 110.5 | 18.108 | 130.5 | 44.773 |
| 11 - | 28.180 | 99.4 | 3:09.357 | | 3:37.537P | 22 - | 28.551 | 90.3 | 19.780 | 123.1 | 48.331 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 3

(contd.)

| 28 | | Jason TAHINCI | | | | TUR | | Team JLR | | | |
|-----------|----------|----------------------|--------|--------------|---------------|------------|--------|-------------------------|----------|--------------|---------------|
| 1 - | 4:44.935 | 80.1 | 23.263 | 128.0 | X:00.000 | 11 - | 28.915 | 91.1 | 19.398 | 129.5 | 48.313 |
| 2 - | 28.509 | 105.5 | 19.253 | 129.0 | 47.762 | 12 - | 26.870 | 110.1 | 18.162 | 130.0 | 45.032 |
| 3 - | 27.537 | 108.5 | 18.428 | 129.5 | 45.965 | 13 - | 29.957 | 97.1 | 21.045 | 112.2 | 51.002 |
| 4 - | 27.353 | 103.4 | 20.409 | 129.0 | 47.762 | 14 - | 32.138 | 74.8 | 20.126 | 129.8 | 52.264 |
| 5 - | 27.252 | 110.3 | 18.188 | 124.9 | 45.440 | 15 - | 27.565 | 105.8 | 2:36.833 | | 3:04.398P |
| 6 - | 29.306 | 107.3 | 18.392 | 130.3 | 47.698 | 16 - | 34.758 | 108.2 | 19.186 | 130.3 | 53.944 |
| 7 - | 27.135 | 109.6 | 19.725 | 131.0 | 46.860 | 17 - | 26.764 | 109.8 | 18.163 | 129.8 | 44.927 |
| 8 - | 27.307 | 106.8 | 18.254 | 129.5 | 45.561 | 18 - | 27.345 | 108.4 | 19.150 | 130.0 | 46.495 |
| 9 - | 29.733 | 104.5 | 21.617 | 126.1 | 51.350 | 19 - | 26.764 | 110.5 | 18.144 | 130.5 | 44.908 |
| 10 - | 26.812 | 110.0 | 18.127 | 129.8 | 44.939 | 20 - | 26.925 | 109.4 | 18.181 | 130.0 | 45.106 |
| 31 | | Craig DOLBY | | | | GBR | | Paston Racing | | | |
| 1 - | 4:08.924 | 101.9 | 20.331 | 127.0 | 4:29.255 | 14 - | 28.166 | 109.8 | 19.423 | 130.0 | 47.589 |
| 2 - | 27.835 | 109.4 | 18.620 | 130.3 | 46.455 | 15 - | 27.991 | 110.1 | 18.219 | 130.0 | 46.210 |
| 3 - | 28.317 | 109.6 | 20.285 | 130.8 | 48.602 | 16 - | 27.001 | 111.2 | 19.147 | 128.8 | 46.148 |
| 4 - | 27.487 | 110.0 | 18.406 | 130.3 | 45.893 | 17 - | 27.113 | 110.9 | 18.194 | 130.3 | 45.307 |
| 5 - | 27.152 | 110.5 | 18.180 | 130.5 | 45.332 | 18 - | 27.233 | 110.0 | 20.020 | 121.1 | 47.253 |
| 6 - | 30.869 | 100.7 | 18.278 | 132.1 | 49.147 | 19 - | 31.139 | 104.6 | 19.076 | 128.8 | 50.215 |
| 7 - | 29.226 | 82.6 | 18.665 | 129.8 | 47.891 | 20 - | 27.214 | 110.9 | 18.236 | 130.8 | 45.450 |
| 8 - | 27.092 | 110.5 | 19.895 | 115.7 | 46.987 | 21 - | 27.733 | 111.1 | 18.476 | 129.8 | 46.209 |
| 9 - | 28.299 | 110.3 | 18.125 | 130.0 | 46.424 | 22 - | 27.159 | 111.1 | 18.184 | 130.0 | 45.343 |
| 10 - | 26.875 | 110.7 | 18.143 | 131.0 | 45.018 | 23 - | 27.157 | 111.2 | 18.281 | 130.3 | 45.438 |
| 11 - | 30.058 | 105.0 | 18.529 | 129.0 | 48.587 | 24 - | 27.475 | 109.1 | 18.959 | 130.5 | 46.434 |
| 12 - | 27.032 | 110.9 | 18.864 | 129.8 | 45.896 | 25 - | 27.502 | 110.7 | 19.589 | 129.5 | 47.091 |
| 13 - | 27.537 | 110.7 | 18.249 | 129.8 | 45.786 | 26 - | 28.259 | 110.7 | 18.914 | 129.3 | 47.173 |
| 32 | | John BYRNE | | | | GBR | | Team JVA | | | |
| 1 - | 6:07.688 | 81.3 | 26.525 | 123.8 | X:00.000 | 10 - | 26.856 | 110.1 | 3:37.311 | | 4:04.167P |
| 2 - | 28.142 | 107.8 | 18.739 | 129.5 | 46.881 | 11 - | 34.113 | 109.4 | 19.200 | 129.8 | 53.313 |
| 3 - | 27.884 | 109.6 | 17.887 | 129.8 | 45.771 | 12 - | 27.462 | 107.0 | 18.970 | 130.3 | 46.432 |
| 4 - | 26.817 | 110.0 | 19.568 | 112.9 | 46.385 | 13 - | 27.232 | 108.5 | 18.380 | 130.3 | 45.612 |
| 5 - | 38.660 | 73.0 | 26.359 | | 1:05.019 | 14 - | 26.549 | 111.2 | 17.935 | 130.0 | 44.484 |
| 6 - | 33.016 | 104.2 | 18.412 | 130.3 | 51.428 | 15 - | 31.104 | 96.8 | 19.196 | 130.5 | 50.300 |
| 7 - | 26.750 | 109.4 | 17.917 | 130.5 | 44.667 | 16 - | 26.785 | 110.7 | 17.933 | 131.0 | 44.718 |
| 8 - | 29.767 | 93.3 | 20.067 | 129.8 | 49.834 | 17 - | 27.063 | 108.9 | 19.298 | 116.3 | 46.361 |
| 9 - | 26.512 | 110.1 | 17.945 | 130.0 | 44.457 | 18 - | 29.179 | 107.5 | 18.445 | 130.8 | 47.624 |
| 34 | | Joey FOSTER | | | | GBR | | Motaworld Racing | | | |
| 1 - | 4:26.456 | 96.2 | 21.234 | 128.0 | 4:47.690 | 12 - | 26.304 | 111.1 | 18.269 | 122.4 | 44.573 |
| 2 - | 30.919 | 102.6 | 19.408 | 130.0 | 50.327 | 13 - | 33.408 | 102.2 | 18.371 | 130.5 | 51.779 |
| 3 - | 27.739 | 108.9 | 17.979 | 130.0 | 45.718 | 14 - | 26.510 | 111.4 | 2:50.530 | | 3:17.040P |
| 4 - | 26.917 | 109.8 | 23.105 | 107.3 | 50.022 | 15 - | 42.825 | 80.7 | 25.886 | 113.5 | 1:08.711 |
| 5 - | 30.958 | 109.8 | 18.037 | 130.8 | 48.995 | 16 - | 31.819 | 95.1 | 21.174 | 124.9 | 52.993 |
| 6 - | 26.896 | 109.1 | 22.296 | 108.0 | 49.192 | 17 - | 30.323 | 98.2 | 19.101 | 130.3 | 49.424 |
| 7 - | 31.300 | 62.4 | 21.912 | 130.5 | 53.212 | 18 - | 26.803 | 111.1 | 18.329 | 131.3 | 45.132 |
| 8 - | 26.323 | 111.2 | 18.011 | 131.8 | 44.334 | 19 - | 26.547 | 111.2 | 18.095 | 131.8 | 44.642 |
| 9 - | 32.064 | 96.1 | 19.500 | 130.3 | 51.564 | 20 - | 30.950 | 106.6 | 18.691 | 130.8 | 49.641 |
| 10 - | 26.441 | 110.3 | 18.093 | 109.1 | 44.534 | 21 - | 26.438 | 110.9 | 17.889 | 131.0 | 44.327 |
| 11 - | 30.102 | 108.2 | 18.441 | 130.8 | 48.543 | | | | | | |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 3

(contd.)

| | | | | | | | | | | | |
|-----------|--------------------------|--------------|----------|--------------|---------------|-------------|--------------------|--------------|----------|--------------|---------------|
| 35 | Oliver JARVIS | | | | | GBR | Motaworld Racing | | | | |
| 1 - | 4:32.877 | 101.9 | 20.850 | 127.8 | 4:53.727 | 9 - | 26.514 | 110.3 | 17.788 | 131.8 | 44.302 |
| 2 - | 29.945 | 107.2 | 6:07.844 | | X:00.000P | 10 - | 26.844 | 106.6 | 19.040 | 131.8 | 45.884 |
| 3 - | 38.864 | 98.8 | 20.807 | 122.6 | 59.671 | 11 - | 27.547 | 89.3 | 19.825 | 131.5 | 47.372 |
| 4 - | 28.568 | 99.7 | 19.760 | 132.8 | 48.328 | 12 - | 26.472 | 110.1 | 18.137 | 132.8 | 44.609 |
| 5 - | 26.726 | 110.0 | 17.794 | 132.1 | 44.520 | 13 - | 26.610 | 110.3 | 1:15.619 | | 1:42.229P |
| 6 - | 26.438 | 110.1 | 17.897 | 132.8 | 44.335 | 14 - | 32.702 | 105.1 | 18.191 | 131.8 | 50.893 |
| 7 - | 33.283 | 65.4 | 25.897 | 116.9 | 59.180 | 15 - | 26.561 | 110.5 | 17.855 | 132.6 | 44.416 |
| 8 - | 28.133 | 108.2 | 18.522 | 132.8 | 46.655 | 16 - | 27.050 | 105.3 | 19.405 | 131.0 | 46.455 |
| 37 | David EPTON | | | | | GBR | Motaworld Racing | | | | |
| 1 - | 4:41.485 | 76.5 | 21.894 | 124.2 | X:00.000 | 10 - | 30.120 | 86.8 | 19.115 | 130.8 | 49.235 |
| 2 - | 32.765 | 87.9 | 4:44.703 | | X:00.000P | 11 - | 26.570 | 110.9 | 21.229 | 105.8 | 47.799 |
| 3 - | 33.889 | 105.8 | 18.619 | 116.3 | 52.508 | 12 - | 31.994 | 94.3 | 19.915 | 130.3 | 51.909 |
| 4 - | 28.725 | 108.7 | 18.778 | 130.5 | 47.503 | 13 - | 26.814 | 110.0 | 17.968 | 130.8 | 44.782 |
| 5 - | 26.650 | 110.3 | 17.764 | 131.0 | 44.414 | 14 - | 29.765 | 90.9 | 2:00.128 | | 2:29.893P |
| 6 - | 27.201 | 108.7 | 19.253 | 130.3 | 46.454 | 15 - | 40.879 | 64.5 | 19.647 | 130.3 | 1:00.526 |
| 7 - | 27.844 | 107.8 | 18.080 | 130.8 | 45.924 | 16 - | 26.593 | 110.7 | 18.066 | 131.0 | 44.659 |
| 8 - | 26.673 | 110.5 | 17.938 | 131.3 | 44.611 | 17 - | 35.609 | 71.5 | 19.475 | 119.1 | 55.084 |
| 9 - | 26.461 | 111.8 | 17.880 | 131.0 | 44.341 | | | | | | |
| 43 | Ruben CARRAPATOSO | | | | | BRA | Eurotek Motorsport | | | | |
| 1 - | 8:58.715 | 82.6 | 23.209 | 119.4 | X:00.000 | 8 - | 26.854 | 110.7 | 17.951 | 132.1 | 44.805 |
| 2 - | 32.701 | 79.5 | 19.998 | 128.8 | 52.699 | 9 - | 26.492 | 111.8 | 17.949 | 132.3 | 44.441 |
| 3 - | 27.269 | 109.1 | 18.212 | 128.8 | 45.481 | 10 - | 38.712 | 74.8 | 20.400 | 130.3 | 59.112 |
| 4 - | 26.981 | 109.4 | 17.939 | 130.5 | 44.920 | 11 - | 26.703 | 110.3 | 17.836 | 132.3 | 44.539 |
| 5 - | 26.911 | 110.7 | 18.670 | 130.3 | 45.581 | 12 - | 30.414 | 105.0 | 2:49.164 | | 3:19.578P |
| 6 - | 26.961 | 109.4 | 18.708 | 131.0 | 45.669 | 13 - | 33.440 | 107.3 | 18.228 | 131.8 | 51.668 |
| 7 - | 26.740 | 110.5 | 17.875 | 132.1 | 44.615 | 14 - | 26.737 | 110.5 | 18.146 | 131.3 | 44.883 |
| 47 | James MURPHY | | | | | IRL | Team Firstair | | | | |
| 1 - | 6:18.573 | 101.3 | 24.566 | 96.1 | X:00.000 | 11 - | 26.646 | 110.0 | 18.097 | 129.5 | 44.743 |
| 2 - | 33.094 | 104.8 | 19.079 | 114.1 | 52.173 | 12 - | 26.743 | 110.3 | 1:23.228 | | 1:49.971P |
| 3 - | 35.627 | 69.8 | 25.021 | 89.4 | 1:00.648 | 13 - | 31.974 | 108.7 | 18.761 | 128.5 | 50.735 |
| 4 - | 35.015 | 73.4 | 20.186 | 128.5 | 55.201 | 14 - | 26.536 | 110.1 | 18.041 | 130.3 | 44.577 |
| 5 - | 29.636 | 87.4 | 20.768 | 128.5 | 50.404 | 15 - | 26.504 | 110.1 | 18.017 | 130.0 | 44.521 |
| 6 - | 26.791 | 108.5 | 18.043 | 129.0 | 44.834 | 16 - | 26.725 | 110.1 | 18.924 | 116.1 | 45.649 |
| 7 - | 26.693 | 108.9 | 18.075 | 129.3 | 44.768 | 17 - | 29.803 | 103.7 | 19.754 | 128.8 | 49.557 |
| 8 - | 30.761 | 95.0 | 18.756 | 127.8 | 49.517 | 18 - | 28.530 | 94.5 | 19.485 | 129.5 | 48.015 |
| 9 - | 26.854 | 109.1 | 18.094 | 129.0 | 44.948 | 19 - | 27.050 | 109.6 | 18.680 | 130.3 | 45.730 |
| 10 - | 26.605 | 109.8 | 18.024 | 129.5 | 44.629 | | | | | | |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 3

(contd.)

| 88 | Michael VITULLI | | | | | GBR | Vitulli Racing | | | | |
|-------------|------------------------|-------|----------|-------|-----------|-------------|-----------------------|--------------|----------|--------------|---------------|
| 1 - | 5:40.553 | 88.0 | 21.561 | 125.2 | X:00.000 | 11 - | 27.250 | 109.4 | 19.193 | 130.5 | 46.443 |
| 2 - | 31.757 | 83.4 | 20.140 | 124.9 | 51.897 | 12 - | 27.262 | 110.3 | 18.397 | 128.0 | 45.659 |
| 3 - | 31.085 | 105.6 | 18.883 | 126.3 | 49.968 | 13 - | 26.986 | 110.5 | 18.079 | 130.8 | 45.065 |
| 4 - | 28.396 | 105.5 | 19.786 | 127.0 | 48.182 | 14 - | 27.217 | 109.1 | 18.074 | 131.0 | 45.291 |
| 5 - | 27.748 | 108.0 | 18.721 | 128.8 | 46.469 | 15 - | 27.723 | 103.4 | 18.954 | 129.0 | 46.677 |
| 6 - | 27.640 | 108.7 | 18.083 | 128.8 | 45.723 | 16 - | 27.132 | 110.3 | 18.174 | 130.0 | 45.306 |
| 7 - | 27.133 | 109.2 | 18.455 | 130.3 | 45.588 | 17 - | 27.281 | 110.3 | 18.237 | 129.0 | 45.518 |
| 8 - | 27.599 | 109.2 | 18.238 | 128.3 | 45.837 | 18 - | 30.461 | 84.2 | 1:41.032 | | 2:11.493P |
| 9 - | 29.836 | 94.7 | 1:44.106 | | 2:13.942P | 19 - | 36.441 | 72.6 | 22.127 | 126.3 | 58.568 |
| 10 - | 33.491 | 85.2 | 19.644 | 128.3 | 53.135 | 20 - | 27.325 | 110.1 | 18.712 | 131.0 | 46.037 |

2004 Formula Renault UK Championship

SPEED TRAP - QUALIFYING ROUND 3 - FINISH LINE

| POS | NO | CL | DRIVER | NAT | ENTRANT | MPH |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 133.6 |
| 2 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 132.8 |
| 3 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 132.6 |
| 4 | 10 | | Sean EDWARDS | GBR | Team JVA | 132.3 |
| 5 | 22 | | Matt RUSSELL | GBR | Mark Burdett Motorsport | 132.3 |
| 6 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 132.3 |
| 7 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 132.3 |
| 8 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 132.3 |
| 9 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 132.3 |
| 10 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 132.3 |
| 11 | 20 | | James GORNALL | GBR | J A Motorsport | 132.1 |
| 12 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 132.1 |
| 13 | 31 | | Craig DOLBY | GBR | Paston Racing | 132.1 |
| 14 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 131.8 |
| 15 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 131.8 |
| 16 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 131.5 |
| 17 | 4 | | Josh WEBER | GBR | Manor Motorsport | 131.5 |
| 18 | 37 | | David EPTON | GBR | Motaworld Racing | 131.3 |
| 19 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 131.3 |
| 20 | 32 | | John BYRNE | GBR | Team JVA | 131.0 |
| 21 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 131.0 |
| 22 | 88 | | Michael VITULLI | GBR | Vitulli Racing | 131.0 |
| 23 | 12 | | Nik GOODFELLOW | GBR | Falcon Motorsport | 131.0 |
| 24 | 28 | | Jason TAHINCI | TUR | Team JLR | 131.0 |
| 25 | 19 | | Rodolfo GONZALEZ | VEN | Paston Racing | 131.0 |
| 26 | 7 | | James JAKES | GBR | Team aka | 130.8 |
| 27 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 130.8 |
| 28 | 27 | | Stephen SIMPSON | GBR | Team JLR | 130.5 |
| 29 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 130.5 |
| 30 | 15 | | Pippa MANN | GBR | Team JVA | 130.5 |
| 31 | 47 | | James MURPHY | IRL | Team Firstair | 130.3 |
| 32 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 130.0 |
| 33 | 6 | | Daniel WELCH | GBR | Paston Racing | 129.0 |

Weather / Track : Sunny / Dry

www.mstworld.com

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 09:35 End: 09:55

Printed - 09:57 Saturday, 24 April 2004

2004 Formula Renault UK Championship
SPEED TRAP - QUALIFYING ROUND 3 - SECTOR
 (contd.)

| POS | NO | CL | DRIVER | NAT | ENTRANT | MPH |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 112.4 |
| 2 | 19 | | Rodolfo GONZALEZ | VEN | Paston Racing | 112.4 |
| 3 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 112.4 |
| 4 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 112.2 |
| 5 | 37 | | David EPTON | GBR | Motaworld Racing | 111.8 |
| 6 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 111.8 |
| 7 | 20 | | James GORNALL | GBR | J A Motorsport | 111.6 |
| 8 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 111.4 |
| 9 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 111.4 |
| 10 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 111.4 |
| 11 | 27 | | Stephen SIMPSON | GBR | Team JLR | 111.2 |
| 12 | 32 | | John BYRNE | GBR | Team JVA | 111.2 |
| 13 | 31 | | Craig DOLBY | GBR | Paston Racing | 111.2 |
| 14 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 111.2 |
| 15 | 47 | | James MURPHY | IRL | Team Firstair | 111.1 |
| 16 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 111.1 |
| 17 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 111.1 |
| 18 | 28 | | Jason TAHINCI | TUR | Team JLR | 110.9 |
| 19 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 110.9 |
| 20 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 110.9 |
| 21 | 10 | | Sean EDWARDS | GBR | Team JVA | 110.7 |
| 22 | 7 | | James JAKES | GBR | Team aka | 110.7 |
| 23 | 15 | | Pippa MANN | GBR | Team JVA | 110.7 |
| 24 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 110.5 |
| 25 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 110.5 |
| 26 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 110.5 |
| 27 | 88 | | Michael VITULLI | GBR | Vitulli Racing | 110.5 |
| 28 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 110.3 |
| 29 | 12 | | Nik GOODFELLOW | GBR | Falcon Motorsport | 110.0 |
| 30 | 4 | | Josh WEBER | GBR | Manor Motorsport | 110.0 |
| 31 | 22 | | Matt RUSSELL | GBR | Mark Burdett Motorsport | 110.0 |
| 32 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 109.1 |
| 33 | 6 | | Daniel WELCH | GBR | Paston Racing | 108.0 |

2004 Formula Renault UK Championship BEST SECTOR TIMES - QUALIFYING ROUND 3

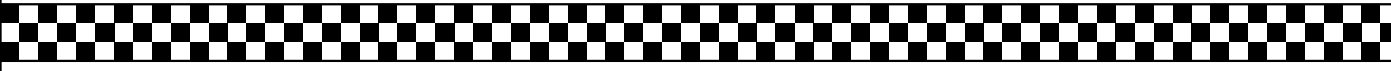
| SECTOR 1 | | | | SECTOR 2 | | IDEAL / BEST COMPARISON | | | | | | |
|----------|----|--------------|--------|----------|--------------|-------------------------|-----|----|--------------|-------------|--------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 8 | BARBER | 26.218 | 37 | EPTON | 17.764 | 1 | 8 | BARBER | 44.036 | 44.057 | 0.021 |
| 2 | 11 | HOLLINGS | 26.250 | 26 | CONWAY | 17.780 | 2 | 9 | STODDART | 44.072 | 44.114 | 0.042 |
| 3 | 9 | STODDART | 26.255 | 2 | HOGAN | 17.780 | 3 | 11 | HOLLINGS | 44.097 | 44.120 | 0.023 |
| 4 | 34 | FOSTER | 26.304 | 35 | JARVIS | 17.788 | 4 | 26 | CONWAY | 44.112 | 44.150 | 0.038 |
| 5 | 26 | CONWAY | 26.332 | 21 | STORCKENFELD | 17.788 | 5 | 34 | FOSTER | 44.193 | 44.327 | 0.134 |
| 6 | 35 | JARVIS | 26.438 | 9 | STODDART | 17.817 | 6 | 37 | EPTON | 44.225 | 44.341 | 0.116 |
| 7 | 3 | RESTA | 26.442 | 8 | BARBER | 17.818 | 7 | 35 | JARVIS | 44.226 | 44.302 | 0.076 |
| 8 | 37 | EPTON | 26.461 | 43 | CARRAPATOSO | 17.836 | 8 | 21 | STORCKENFELD | 44.260 | 44.294 | 0.034 |
| 9 | 21 | STORCKENFELD | 26.472 | 11 | HOLLINGS | 17.847 | 9 | 3 | RESTA | 44.291 | 44.326 | 0.035 |
| 10 | 27 | SIMPSON | 26.483 | 23 | POLAR | 17.848 | 10 | 43 | CARRAPATOSO | 44.328 | 44.441 | 0.113 |
| 11 | 43 | CARRAPATOSO | 26.492 | 3 | RESTA | 17.849 | 11 | 17 | HALL | 44.363 | 44.490 | 0.127 |
| 12 | 17 | HALL | 26.504 | 17 | HALL | 17.859 | 12 | 2 | HOGAN | 44.389 | 44.393 | 0.004 |
| 13 | 47 | MURPHY | 26.504 | 32 | BYRNE | 17.887 | 13 | 32 | BYRNE | 44.399 | 44.457 | 0.058 |
| 14 | 7 | JAKES | 26.511 | 34 | FOSTER | 17.889 | 14 | 27 | SIMPSON | 44.419 | 44.419 | 0.000 |
| 15 | 32 | BYRNE | 26.512 | 20 | GORNALL | 17.921 | 15 | 23 | POLAR | 44.495 | 44.495 | 0.000 |
| 16 | 16 | FREUDENBERG | 26.562 | 27 | SIMPSON | 17.936 | 16 | 47 | MURPHY | 44.521 | 44.521 | 0.000 |
| 17 | 1 | CHENG | 26.584 | 19 | GONZALEZ | 17.960 | 17 | 7 | JAKES | 44.530 | 44.623 | 0.093 |
| 18 | 14 | MASTRETTA | 26.600 | 24 | MCINTOSH | 17.960 | 18 | 16 | FREUDENBERG | 44.540 | 44.625 | 0.085 |
| 19 | 2 | HOGAN | 26.609 | 16 | FREUDENBERG | 17.978 | 19 | 1 | CHENG | 44.576 | 44.598 | 0.022 |
| 20 | 19 | GONZALEZ | 26.622 | 1 | CHENG | 17.992 | 20 | 19 | GONZALEZ | 44.582 | 44.582 | 0.000 |
| 21 | 4 | WEBER | 26.641 | 4 | WEBER | 18.001 | 21 | 14 | MASTRETTA | 44.630 | 44.630 | 0.000 |
| 22 | 23 | POLAR | 26.647 | 47 | MURPHY | 18.017 | 22 | 4 | WEBER | 44.642 | 44.671 | 0.029 |
| 23 | 24 | MCINTOSH | 26.726 | 7 | JAKES | 18.019 | 23 | 24 | MCINTOSH | 44.686 | 44.703 | 0.017 |
| 24 | 28 | TAHINCI | 26.764 | 14 | MASTRETTA | 18.030 | 24 | 20 | GORNALL | 44.788 | 44.817 | 0.029 |
| 25 | 5 | SODERBERG | 26.769 | 22 | RUSSELL | 18.048 | 25 | 5 | SODERBERG | 44.835 | 44.974 | 0.139 |
| 26 | 22 | RUSSELL | 26.847 | 5 | SODERBERG | 18.066 | 26 | 28 | TAHINCI | 44.891 | 44.908 | 0.017 |
| 27 | 20 | GORNALL | 26.867 | 12 | GOODFELLOW | 18.066 | 27 | 22 | RUSSELL | 44.895 | 44.978 | 0.083 |
| 28 | 31 | DOLBY | 26.875 | 10 | EDWARDS | 18.070 | 28 | 31 | DOLBY | 45.000 | 45.018 | 0.018 |
| 29 | 15 | MANN | 26.930 | 88 | VITULLI | 18.074 | 29 | 10 | EDWARDS | 45.023 | 45.147 | 0.124 |
| 30 | 10 | EDWARDS | 26.953 | 31 | DOLBY | 18.125 | 30 | 88 | VITULLI | 45.060 | 45.065 | 0.005 |
| 31 | 6 | WELCH | 26.967 | 28 | TAHINCI | 18.127 | 31 | 15 | MANN | 45.080 | 45.192 | 0.112 |
| 32 | 88 | VITULLI | 26.986 | 15 | MANN | 18.150 | 32 | 12 | GOODFELLOW | 45.109 | 45.219 | 0.110 |
| 33 | 12 | GOODFELLOW | 27.043 | 6 | WELCH | 18.354 | 33 | 6 | WELCH | 45.321 | 45.381 | 0.060 |
| | | | | | | | | | | Perfect Lap | 43.982 | |

Brands Hatch
Circuit Length = 1.2262 miles
Start: 09:35 End: 09:55

MST sports timing

2004 Formula Renault UK Championship

GRID - ROUND 3

| | | |
|--|----------------------------|--------------------------|
| ROW 14 | 44.978 22 RUSSELL | 45.018 31 DOLBY |
| ROW 13 | 44.908 28 TAHINCI | 44.974 5 SODERBERG |
| ROW 12 | 44.703 24 MCINTOSH | 44.817 20 GORNALL |
| ROW 11 | 44.630 14 MASTRETTA | 44.671 4 WEBER |
| ROW 10 | 44.623 7 JAKES | 44.625 16 FREUDENBERG |
| ROW 9 | 44.582 19 GONZALEZ | 44.598 1 CHENG |
| ROW 8 | 44.495 23 POLAR | 44.521 47 MURPHY |
| ROW 7 | 44.457 32 BYRNE | 44.490 17 HALL |
| ROW 6 | 44.419 27 SIMPSON | 44.441 43 CARRAPATOSO |
| ROW 5 | 44.341 37 EPTON | 44.393 2 HOGAN |
| ROW 4 | 44.326 3 DI RESTA | 44.327 34 FOSTER |
| ROW 3 | 44.294 21 STORCKENFELDT | 44.302 35 JARVIS |
| ROW 2 | 44.120 11 HOLLINGS | 44.150 26 CONWAY |
| ROW 1 | 44.057 8 BARBER | 44.114 9 STODDART |
| POLE | | |
|  | | |

Reserves will be called forward in the following order 88,10,15,12,& 6

Weather / Track : Sunny / Dry

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

Brands Hatch

Circuit Length = 1.2262 miles.

Start: 09:35 End: 09:55

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

2004 Formula Renault UK Championship CLASSIFICATION - QUALIFYING ROUND 4

| POS | NO | CL | DRIVER | NAT | ENTRANT | TIME | LAPS | GAP | MPH |
|-----|----|----|---------------------------|------------|-----------------------------|--------|------|-------|-------|
| 1 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 44.617 | 18 | | 98.93 |
| 2 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 44.739 | 16 | 0.122 | 98.66 |
| 3 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 44.797 | 17 | 0.180 | 98.54 |
| 4 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 44.824 | 18 | 0.207 | 98.48 |
| 5 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 44.832 | 20 | 0.215 | 98.46 |
| 6 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 44.853 | 21 | 0.236 | 98.41 |
| 7 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 44.943 | 16 | 0.326 | 98.22 |
| 8 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 44.972 | 17 | 0.355 | 98.15 |
| 9 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 44.982 | 21 | 0.365 | 98.13 |
| 10 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 45.017 | 22 | 0.400 | 98.05 |
| 11 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 45.036 | 25 | 0.419 | 98.01 |
| 12 | 32 | | John BYRNE | GBR | Team JVA | 45.083 | 25 | 0.466 | 97.91 |
| 13 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 45.127 | 22 | 0.510 | 97.82 |
| 14 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 45.141 | 19 | 0.524 | 97.79 |
| 15 | 37 | | David EPTON | GBR | Motaworld Racing | 45.214 | 15 | 0.597 | 97.63 |
| 16 | 7 | | James JAKES | GBR | Team aka | 45.219 | 22 | 0.602 | 97.62 |
| 17 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 45.219 | 23 | 0.602 | 97.62 |
| 18 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 45.252 | 25 | 0.635 | 97.55 |
| 19 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 45.275 | 23 | 0.658 | 97.50 |
| 20 | 88 | | Michael VITULLI | GBR | Vitulli Racing | 45.321 | 20 | 0.704 | 97.40 |
| 21 | 4 | | Josh WEBER | GBR | Manor Motorsport | 45.325 | 19 | 0.708 | 97.39 |
| 22 | 27 | | Stephen SIMPSON | GBR | Team JLR | 45.345 | 23 | 0.728 | 97.35 |
| 23 | 28 | | Jason TAHINCI | TUR | Team JLR | 45.350 | 21 | 0.733 | 97.33 |
| 24 | 19 | | Rodolfo GONZALEZ | VEN | Paston Racing | 45.387 | 25 | 0.770 | 97.26 |
| 25 | 47 | | James MURPHY | IRL | Team Firstair | 45.422 | 8 | 0.805 | 97.18 |
| 26 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 45.476 | 23 | 0.859 | 97.06 |
| 27 | 10 | | Sean EDWARDS | GBR | Team JVA | 45.493 | 24 | 0.876 | 97.03 |
| 28 | 31 | | Craig DOLBY | GBR | Paston Racing | 45.665 | 25 | 1.048 | 96.66 |
| 29 | 12 | | Nik GOODFELLOW | GBR | Falcon Motorsport | 45.672 | 21 | 1.055 | 96.65 |
| 30 | 20 | | James GORNALL | GBR | J A Motorsport | 45.691 | 22 | 1.074 | 96.61 |
| 31 | 6 | | Daniel WELCH | GBR | Paston Racing | 45.715 | 21 | 1.098 | 96.56 |
| 32 | 15 | | Pippa MANN | GBR | Team JVA | 45.868 | 24 | 1.251 | 96.24 |
| 33 | 22 | | Matt RUSSELL | GBR | Mark Burdett Motorsport | 46.004 | 21 | 1.387 | 95.95 |

Weather / Track : Sunny / Dry

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

Brands Hatch

Circuit Length = 1.2262 miles.

Start: 14:18 End: 14:38

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

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 4

| 1 | CHENG Cong Fu | | | | CHN | Manor Motorsport | | | | | |
|------|---------------|--------------|----------|-------|-----------|------------------|--------|--------------|--------|--------------|---------------|
| 1 - | 4:35.926 | 96.1 | 19.244 | 124.7 | 4:55.170 | 13 - | 27.106 | 108.7 | 18.292 | 128.5 | 45.398 |
| 2 - | 27.502 | 108.7 | 18.575 | 127.5 | 46.077 | 14 - | 30.740 | 102.7 | 18.713 | 127.0 | 49.453 |
| 3 - | 27.744 | 101.5 | 18.956 | 127.3 | 46.700 | 15 - | 27.506 | 108.0 | 18.404 | 128.5 | 45.910 |
| 4 - | 27.380 | 109.2 | 18.491 | 128.8 | 45.871 | 16 - | 27.151 | 109.2 | 18.366 | 128.0 | 45.517 |
| 5 - | 27.216 | 109.4 | 18.240 | 127.3 | 45.456 | 17 - | 27.989 | 108.7 | 18.520 | 128.0 | 46.509 |
| 6 - | 28.632 | 104.8 | 18.574 | 126.8 | 47.206 | 18 - | 27.002 | 109.4 | 18.273 | 129.3 | 45.275 |
| 7 - | 28.453 | 102.6 | 18.979 | 127.0 | 47.432 | 19 - | 27.279 | 109.4 | 18.297 | 128.3 | 45.576 |
| 8 - | 28.316 | 108.4 | 18.656 | 127.0 | 46.972 | 20 - | 27.132 | 108.9 | 18.354 | 129.3 | 45.486 |
| 9 - | 27.546 | 109.1 | 1:21.596 | | 1:49.142P | 21 - | 26.993 | 109.1 | 18.296 | 129.5 | 45.289 |
| 10 - | 35.866 | 107.5 | 4:00.054 | | 4:35.920P | 22 - | 28.020 | 99.2 | 19.675 | 127.8 | 47.695 |
| 11 - | 32.811 | 106.5 | 19.035 | 126.6 | 51.846 | 23 - | 27.164 | 109.4 | 18.391 | 122.2 | 45.555 |
| 12 - | 27.528 | 107.8 | 19.295 | 128.5 | 46.823 | | | | | | |

| 2 | Patrick HOGAN | | | | IRL | Manor Motorsport | | | | | |
|-----|---------------|-------|----------|-------|-----------|------------------|--------|--------------|----------|--------------|---------------|
| 1 - | | | | | X:00.000P | 9 - | 27.671 | 98.6 | 19.276 | 130.8 | 46.947 |
| 2 - | 40.607 | 100.0 | 20.269 | 122.4 | 1:00.876 | 10 - | 26.785 | 110.1 | 18.158 | 131.8 | 44.943 |
| 3 - | 30.265 | 107.2 | 18.423 | 129.5 | 48.688 | 11 - | 30.434 | 96.8 | 1:20.692 | | 1:51.126P |
| 4 - | 27.248 | 110.5 | 18.121 | 130.0 | 45.369 | 12 - | 40.994 | 94.9 | 19.406 | 129.5 | 1:00.400 |
| 5 - | 1:31.390 | 53.3 | 3:02.285 | | 4:33.675P | 13 - | 27.064 | 111.8 | 19.477 | 119.8 | 46.541 |
| 6 - | 36.952 | 95.8 | 20.463 | 129.0 | 57.415 | 14 - | 30.896 | 105.5 | 21.014 | 110.9 | 51.910 |
| 7 - | 29.255 | 92.3 | 21.183 | 130.3 | 50.438 | 15 - | 30.510 | 92.3 | 20.475 | 129.3 | 50.985 |
| 8 - | 26.979 | 110.5 | 18.170 | 131.5 | 45.149 | 16 - | 26.938 | 110.3 | 18.165 | 131.3 | 45.103 |

| 3 | Paul DI RESTA | | | | GBR | Manor Motorsport | | | | | |
|------|---------------|-------|----------|-------|---------------|------------------|--------|--------------|----------|--------------|-----------|
| 1 - | 5:51.316 | 95.3 | 20.381 | 109.6 | X:00.000 | 11 - | 27.011 | 110.9 | 18.106 | 130.0 | 45.117 |
| 2 - | 32.573 | 90.8 | 19.604 | 128.5 | 52.177 | 12 - | 26.840 | 111.4 | 18.087 | 128.8 | 44.927 |
| 3 - | 29.560 | 87.8 | 22.605 | 127.5 | 52.165 | 13 - | 26.810 | 110.5 | 18.143 | 129.3 | 44.953 |
| 4 - | 26.988 | 110.0 | 17.984 | 130.3 | 44.972 | 14 - | 29.806 | 100.6 | 1:56.267 | | 2:26.073P |
| 5 - | 26.730 | 110.5 | 18.102 | 130.0 | 44.832 | 15 - | 36.573 | 101.5 | 18.661 | 126.8 | 55.234 |
| 6 - | 27.825 | 106.8 | 1:48.016 | | 2:15.841P | 16 - | 27.075 | 105.8 | 18.217 | 130.5 | 45.292 |
| 7 - | 31.269 | 107.3 | 18.627 | 128.8 | 49.896 | 17 - | 26.816 | 110.3 | 18.077 | 128.3 | 44.893 |
| 8 - | 28.401 | 89.4 | 3:27.242 | | 3:55.643P | 18 - | 26.960 | 109.2 | 18.187 | 131.3 | 45.147 |
| 9 - | 40.083 | 86.3 | 20.397 | 127.0 | 1:00.480 | 19 - | 32.176 | 79.9 | 20.461 | 126.6 | 52.637 |
| 10 - | 30.280 | 87.8 | 20.733 | 128.5 | 51.013 | 20 - | 26.960 | 110.1 | 18.171 | 128.5 | 45.131 |

| 4 | Josh WEBER | | | | GBR | Manor Motorsport | | | | | |
|------|------------|-------|----------|-------|-----------|------------------|--------|--------------|--------|--------------|---------------|
| 1 - | | | | | X:00.000P | 11 - | 27.342 | 108.5 | 18.296 | 128.3 | 45.638 |
| 2 - | 36.566 | 101.6 | 20.617 | 122.2 | 57.183 | 12 - | 27.101 | 109.6 | 18.423 | 129.5 | 45.524 |
| 3 - | 28.636 | 108.7 | 18.826 | 128.0 | 47.462 | 13 - | 27.117 | 109.2 | 18.650 | 128.8 | 45.767 |
| 4 - | 27.509 | 108.9 | 18.292 | 128.8 | 45.801 | 14 - | 28.341 | 108.5 | 18.447 | 129.0 | 46.788 |
| 5 - | 1:30.831 | 50.7 | 3:05.798 | | 4:36.629P | 15 - | 27.070 | 109.6 | 18.255 | 129.8 | 45.325 |
| 6 - | 34.905 | 61.8 | 22.124 | 127.0 | 57.029 | 16 - | 27.319 | 109.6 | 18.292 | 130.8 | 45.611 |
| 7 - | 28.521 | 106.3 | 19.439 | 129.5 | 47.960 | 17 - | 27.784 | 108.5 | 19.104 | 129.3 | 46.888 |
| 8 - | 27.665 | 107.0 | 19.016 | 128.0 | 46.681 | 18 - | 27.285 | 109.4 | 18.421 | 128.5 | 45.706 |
| 9 - | 27.187 | 109.2 | 18.797 | 128.0 | 45.984 | 19 - | 30.298 | 102.9 | 19.240 | 128.5 | 49.538 |
| 10 - | 27.228 | 108.9 | 18.404 | 128.0 | 45.632 | | | | | | |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 4

(contd.)

| 5 | Stefan SODERBERG | | | | SWE | Hill Speed Racing | | | | | |
|------|------------------|--------------|----------|--------------|---------------|-----------------------------|--------|--------------|----------|--------------|---------------|
| 1 - | 5:45.418 | 89.4 | 22.372 | 126.1 | X:00.000 | 13 - | 27.122 | 107.8 | 21.699 | 107.3 | 48.821 |
| 2 - | 29.449 | 106.8 | 21.109 | 126.8 | 50.558 | 14 - | 29.876 | 108.2 | 18.388 | 129.0 | 48.264 |
| 3 - | 29.179 | 93.9 | 21.511 | 127.0 | 50.690 | 15 - | 27.093 | 108.2 | 18.281 | 129.8 | 45.374 |
| 4 - | 28.106 | 87.6 | 20.644 | 128.8 | 48.750 | 16 - | 27.115 | 108.0 | 19.312 | 128.3 | 46.427 |
| 5 - | 27.345 | 107.7 | 18.228 | 129.5 | 45.573 | 17 - | 27.086 | 108.5 | 18.190 | 129.0 | 45.276 |
| 6 - | 27.871 | 107.5 | 18.367 | 128.5 | 46.238 | 18 - | 27.104 | 107.2 | 18.238 | 129.5 | 45.342 |
| 7 - | 27.170 | 108.7 | 18.529 | 128.8 | 45.699 | 19 - | 26.985 | 107.5 | 18.234 | 129.5 | 45.219 |
| 8 - | 27.237 | 108.0 | 18.327 | 128.8 | 45.564 | 20 - | 27.181 | 106.5 | 18.328 | 129.5 | 45.509 |
| 9 - | 27.151 | 107.8 | 19.794 | 127.5 | 46.945 | 21 - | 31.428 | 106.0 | 18.753 | 128.3 | 50.181 |
| 10 - | 27.242 | 107.8 | 4:18.233 | | 4:45.475P | 22 - | 27.246 | 106.8 | 18.253 | 129.3 | 45.499 |
| 11 - | 47.060 | 88.6 | 21.392 | 128.3 | 1:08.452 | 23 - | 30.245 | 98.2 | 18.939 | 128.5 | 49.184 |
| 12 - | 27.257 | 107.3 | 18.254 | 129.3 | 45.511 | | | | | | |
| 6 | Daniel WELCH | | | | GBR | Paston Racing | | | | | |
| 1 - | 4:40.324 | 100.6 | 19.838 | 124.2 | X:00.000 | 12 - | 27.259 | 107.7 | 18.473 | 127.5 | 45.732 |
| 2 - | 27.905 | 106.1 | 18.843 | 126.3 | 46.748 | 13 - | 27.364 | 107.0 | 18.523 | 126.6 | 45.887 |
| 3 - | 27.684 | 107.0 | 18.512 | 126.6 | 46.196 | 14 - | 27.227 | 107.5 | 18.488 | 126.6 | 45.715 |
| 4 - | 27.398 | 107.3 | 18.441 | 127.3 | 45.839 | 15 - | 27.505 | 106.1 | 18.801 | 126.3 | 46.306 |
| 5 - | 27.338 | 106.8 | 18.479 | 126.1 | 45.817 | 16 - | 27.483 | 106.5 | 18.519 | 127.0 | 46.002 |
| 6 - | 28.005 | 106.5 | 18.661 | 126.8 | 46.666 | 17 - | 27.278 | 107.3 | 18.495 | 126.8 | 45.773 |
| 7 - | 28.755 | 100.9 | 19.233 | 126.1 | 47.988 | 18 - | 27.238 | 107.8 | 18.502 | 127.3 | 45.740 |
| 8 - | 27.441 | 107.5 | 19.404 | 126.8 | 46.845 | 19 - | 27.438 | 107.3 | 18.741 | 128.3 | 46.179 |
| 9 - | 27.724 | 107.3 | 7:15.475 | | X:00.000P | 20 - | 27.573 | 107.5 | 18.571 | 127.5 | 46.144 |
| 10 - | 36.942 | 105.5 | 18.691 | 126.6 | 55.633 | 21 - | 29.788 | 106.0 | 19.751 | 128.8 | 49.539 |
| 11 - | 28.745 | 99.2 | 19.581 | 128.5 | 48.326 | | | | | | |
| 7 | James JAKES | | | | GBR | Team aka | | | | | |
| 1 - | 5:11.628 | 88.3 | 21.058 | 124.9 | X:00.000 | 12 - | 26.882 | 108.9 | 20.463 | 128.0 | 47.345 |
| 2 - | 28.873 | 107.3 | 18.880 | 127.5 | 47.753 | 13 - | 29.015 | 84.3 | 19.960 | 128.5 | 48.975 |
| 3 - | 29.404 | 76.6 | 1:08.162 | | 1:37.566P | 14 - | 27.047 | 110.3 | 20.091 | 129.0 | 47.138 |
| 4 - | 39.678 | 101.5 | 18.789 | 126.3 | 58.467 | 15 - | 27.009 | 110.0 | 18.335 | 129.0 | 45.344 |
| 5 - | 28.305 | 103.8 | 19.966 | 127.0 | 48.271 | 16 - | 26.967 | 109.8 | 18.333 | 129.0 | 45.300 |
| 6 - | 26.900 | 109.6 | 18.319 | 128.5 | 45.219 | 17 - | 30.214 | 87.1 | 1:20.354 | | 1:50.568P |
| 7 - | 27.164 | 107.7 | 19.810 | 128.8 | 46.974 | 18 - | 35.513 | 108.2 | 18.592 | 128.5 | 54.105 |
| 8 - | 27.105 | 109.2 | 18.353 | 128.5 | 45.458 | 19 - | 27.042 | 110.1 | 19.461 | 129.5 | 46.503 |
| 9 - | 1:36.400 | 58.9 | 3:10.284 | | 4:46.684P | 20 - | 27.059 | 109.4 | 18.466 | 129.0 | 45.525 |
| 10 - | 38.042 | 95.0 | 19.842 | 128.0 | 57.884 | 21 - | 28.240 | 109.8 | 18.657 | 129.0 | 46.897 |
| 11 - | 27.189 | 108.9 | 20.420 | 128.5 | 47.609 | 22 - | 27.123 | 109.6 | 18.425 | 129.3 | 45.548 |
| 8 | Westley BARBER | | | | GBR | Comtec Racing with Duckhams | | | | | |
| 1 - | 5:07.584 | 80.9 | 21.351 | 127.8 | X:00.000 | 9 - | 29.521 | 99.1 | 19.350 | 128.3 | 48.871 |
| 2 - | 27.254 | 108.7 | 18.176 | 130.0 | 45.430 | 10 - | 27.596 | 105.5 | 19.322 | 129.8 | 46.918 |
| 3 - | 26.895 | 109.8 | 18.046 | 130.5 | 44.941 | 11 - | 29.514 | 85.1 | 3:55.533 | | 4:25.047P |
| 4 - | 30.707 | 88.6 | 19.758 | 130.5 | 50.465 | 12 - | 39.486 | 96.0 | 19.640 | 128.8 | 59.126 |
| 5 - | 29.153 | 88.3 | 20.376 | 130.5 | 49.529 | 13 - | 26.682 | 110.5 | 18.057 | 130.3 | 44.739 |
| 6 - | 27.636 | 102.4 | 18.470 | 130.5 | 46.106 | 14 - | 26.858 | 109.8 | 18.285 | 128.3 | 45.143 |
| 7 - | 27.181 | 103.7 | 19.330 | 130.5 | 46.511 | 15 - | 28.384 | 99.8 | 19.614 | 130.0 | 47.998 |
| 8 - | 26.779 | 110.9 | 18.093 | 131.0 | 44.872 | 16 - | 26.824 | 110.3 | 18.469 | 130.5 | 45.293 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 4

(contd.)

| 9 | Susie STODDART | | GBR | | Comtec Racing with Duckhams | | | | | | |
|------|------------------|--------------|----------|--------------|-----------------------------|------|--------|--------------|----------|--------------|---------------|
| 1 - | 7:21.156 | 72.6 | 1:18.648 | | X:00.000P | 10 - | 28.623 | 95.0 | 19.787 | 130.5 | 48.410 |
| 2 - | 38.660 | 92.9 | 19.754 | 128.3 | 58.414 | 11 - | 26.793 | 110.7 | 18.314 | 128.0 | 45.107 |
| 3 - | 27.248 | 109.4 | 18.981 | 129.8 | 46.229 | 12 - | 30.056 | 105.3 | 18.755 | 129.3 | 48.811 |
| 4 - | 26.991 | 110.5 | 18.199 | 129.5 | 45.190 | 13 - | 28.258 | 84.5 | 1:45.779 | | 2:14.037P |
| 5 - | 27.323 | 110.7 | 18.183 | 125.4 | 45.506 | 14 - | 42.102 | 63.5 | 21.719 | 129.8 | 1:03.821 |
| 6 - | 1:33.986 | | 3:29.108 | | X:00.000P | 15 - | 26.917 | 110.7 | 20.240 | 123.8 | 47.157 |
| 7 - | 40.315 | 106.1 | 19.151 | 129.3 | 59.466 | 16 - | 27.972 | 107.3 | 18.549 | 130.5 | 46.521 |
| 8 - | 26.814 | 110.1 | 18.083 | 130.8 | 44.897 | 17 - | 26.919 | 110.3 | 18.257 | 130.8 | 45.176 |
| 9 - | 26.701 | 110.3 | 18.096 | 130.8 | 44.797 | | | | | | |
| 10 | Sean EDWARDS | | GBR | | Team JVA | | | | | | |
| 1 - | 4:48.791 | 95.7 | 20.931 | 127.0 | X:00.000 | 13 - | 27.185 | 110.0 | 18.349 | 130.3 | 45.534 |
| 2 - | 29.742 | 103.8 | 19.301 | 128.5 | 49.043 | 14 - | 27.381 | 110.1 | 18.324 | 129.5 | 45.705 |
| 3 - | 27.551 | 108.9 | 18.266 | 130.0 | 45.817 | 15 - | 27.501 | 111.2 | 18.279 | 131.0 | 45.780 |
| 4 - | 28.142 | 108.0 | 18.380 | 129.8 | 46.522 | 16 - | 27.126 | 111.2 | 18.385 | 130.5 | 45.511 |
| 5 - | 27.338 | 108.4 | 18.396 | 129.3 | 45.734 | 17 - | 30.592 | 91.4 | 19.053 | 128.8 | 49.645 |
| 6 - | 27.629 | 104.8 | 19.164 | 128.8 | 46.793 | 18 - | 30.914 | 81.0 | 19.737 | 129.5 | 50.651 |
| 7 - | 27.416 | 109.6 | 18.444 | 128.5 | 45.860 | 19 - | 27.439 | 105.6 | 18.527 | 130.5 | 45.966 |
| 8 - | 27.412 | 109.8 | 18.451 | 128.5 | 45.863 | 20 - | 27.158 | 111.4 | 18.477 | 130.5 | 45.635 |
| 9 - | 30.479 | 84.2 | 19.731 | 129.0 | 50.210 | 21 - | 27.179 | 111.1 | 18.314 | 130.8 | 45.493 |
| 10 - | 29.140 | 79.8 | 19.414 | 128.8 | 48.554 | 22 - | 28.288 | 105.5 | 19.436 | 131.3 | 47.724 |
| 11 - | 1:27.319 | 63.8 | 3:29.024 | | 4:56.343P | 23 - | 27.337 | 109.2 | 18.349 | 130.3 | 45.686 |
| 12 - | 46.078 | 97.6 | 19.269 | 130.0 | 1:05.347 | 24 - | 29.568 | 96.8 | 19.435 | 129.5 | 49.003 |
| 11 | Charles HOLLINGS | | GBR | | Fortec Motorsport | | | | | | |
| 1 - | 4:53.327 | 88.5 | 20.422 | 125.9 | X:00.000 | 12 - | 41.542 | 102.2 | 18.764 | 128.8 | 1:00.306 |
| 2 - | 30.476 | 77.0 | 21.302 | 126.1 | 51.778 | 13 - | 26.963 | 110.5 | 18.144 | 129.8 | 45.107 |
| 3 - | 28.083 | 95.0 | 19.239 | 128.5 | 47.322 | 14 - | 28.660 | 82.9 | 19.804 | 130.0 | 48.464 |
| 4 - | 27.331 | 107.5 | 20.196 | 124.0 | 47.527 | 15 - | 26.824 | 110.1 | 18.193 | 127.5 | 45.017 |
| 5 - | 28.570 | 106.3 | 18.751 | 127.3 | 47.321 | 16 - | 28.838 | 90.9 | 19.837 | 129.0 | 48.675 |
| 6 - | 26.907 | 109.6 | 18.170 | 128.3 | 45.077 | 17 - | 26.907 | 110.0 | 18.243 | 129.3 | 45.150 |
| 7 - | 26.812 | 109.8 | 18.853 | 127.3 | 45.665 | 18 - | 27.559 | 109.2 | 18.439 | 128.8 | 45.998 |
| 8 - | 27.314 | 109.1 | 18.485 | 129.3 | 45.799 | 19 - | 27.027 | 110.1 | 18.239 | 130.5 | 45.266 |
| 9 - | 27.273 | 110.0 | 18.310 | 127.8 | 45.583 | 20 - | 30.687 | 106.3 | 18.727 | 128.5 | 49.414 |
| 10 - | 27.002 | 110.3 | 18.394 | 127.8 | 45.396 | 21 - | 26.892 | 109.8 | 18.218 | 129.8 | 45.110 |
| 11 - | 1:28.138 | 61.5 | 3:48.705 | | X:00.000P | 22 - | 26.841 | 110.1 | 18.220 | 129.3 | 45.061 |
| 12 | Nik GOODFELLOW | | GBR | | Falcon Motorsport | | | | | | |
| 1 - | 5:36.068 | 104.8 | 19.091 | 125.9 | X:00.000 | 12 - | 27.622 | 109.4 | 18.486 | 129.5 | 46.108 |
| 2 - | 28.141 | 107.0 | 18.711 | 128.3 | 46.852 | 13 - | 27.410 | 109.8 | 18.904 | 128.5 | 46.314 |
| 3 - | 28.258 | 108.7 | 18.489 | 128.0 | 46.747 | 14 - | 27.223 | 110.0 | 18.585 | 130.0 | 45.808 |
| 4 - | 27.419 | 108.5 | 18.461 | 128.0 | 45.880 | 15 - | 27.496 | 92.6 | 20.262 | 110.3 | 47.758 |
| 5 - | 27.482 | 108.9 | 18.541 | 128.5 | 46.023 | 16 - | 38.449 | 77.6 | 19.144 | 128.3 | 57.593 |
| 6 - | 27.608 | 107.7 | 18.614 | 128.3 | 46.222 | 17 - | 27.331 | 109.4 | 18.341 | 129.3 | 45.672 |
| 7 - | 27.514 | 109.1 | 18.445 | 128.5 | 45.959 | 18 - | 29.059 | 108.5 | 19.039 | 130.0 | 48.098 |
| 8 - | 27.667 | 109.1 | 18.572 | 128.8 | 46.239 | 19 - | 27.536 | 109.6 | 18.668 | 130.0 | 46.204 |
| 9 - | 31.178 | 97.9 | 19.103 | 126.8 | 50.281 | 20 - | 31.695 | 88.6 | 19.449 | 129.0 | 51.144 |
| 10 - | 1:30.120 | 58.6 | 3:32.234 | | X:00.000P | 21 - | 27.328 | 107.2 | 18.420 | 129.8 | 45.748 |
| 11 - | 48.980 | 70.1 | 22.558 | 127.3 | 1:11.538 | | | | | | |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 4

(contd.)

| 14 | | Carlos MASTRETTA | | | | MEX | | Falcon Motorsport | | | |
|-----------|----------|-------------------------|----------|-------|-----------|-------------|--------|--------------------------|--------|--------------|---------------|
| 1 - | 5:42.955 | 97.2 | 21.928 | 121.3 | X:00.000 | 13 - | 27.872 | 107.5 | 18.887 | 129.5 | 46.759 |
| 2 - | 30.412 | 95.7 | 19.294 | 128.0 | 49.706 | 14 - | 26.999 | 109.8 | 18.494 | 129.0 | 45.493 |
| 3 - | 27.514 | 106.6 | 21.855 | 126.3 | 49.369 | 15 - | 27.572 | 97.8 | 19.642 | 129.8 | 47.214 |
| 4 - | 27.799 | 107.8 | 18.811 | 128.5 | 46.610 | 16 - | 27.326 | 108.0 | 18.969 | 130.0 | 46.295 |
| 5 - | 27.240 | 109.8 | 18.475 | 128.5 | 45.715 | 17 - | 28.008 | 109.1 | 18.678 | 129.0 | 46.686 |
| 6 - | 27.242 | 109.1 | 18.350 | 129.0 | 45.592 | 18 - | 27.121 | 108.9 | 18.435 | 130.5 | 45.556 |
| 7 - | 27.518 | 108.2 | 18.591 | 129.8 | 46.109 | 19 - | 28.805 | 98.1 | 19.423 | 127.3 | 48.228 |
| 8 - | 27.135 | 109.8 | 18.535 | 129.0 | 45.670 | 20 - | 27.171 | 109.1 | 18.305 | 129.8 | 45.476 |
| 9 - | 27.157 | 109.4 | 5:00.974 | | X:00.000P | 21 - | 32.717 | 81.9 | 20.347 | 125.6 | 53.064 |
| 10 - | 39.464 | 102.2 | 19.909 | 127.8 | 59.373 | 22 - | 27.323 | 108.7 | 19.393 | 130.0 | 46.716 |
| 11 - | 27.219 | 107.8 | 18.442 | 128.8 | 45.661 | 23 - | 27.213 | 109.2 | 18.451 | 127.8 | 45.664 |
| 12 - | 27.167 | 108.9 | 18.773 | 129.5 | 45.940 | | | | | | |
| 15 | | Pippa MANN | | | | GBR | | Team JVA | | | |
| 1 - | 5:13.314 | 95.8 | 21.068 | 126.3 | X:00.000 | 13 - | 27.766 | 109.2 | 18.400 | 129.3 | 46.166 |
| 2 - | 28.902 | 108.0 | 19.130 | 128.3 | 48.032 | 14 - | 27.579 | 109.6 | 18.409 | 129.5 | 45.988 |
| 3 - | 27.834 | 109.2 | 18.697 | 128.0 | 46.531 | 15 - | 31.123 | 97.9 | 19.912 | 129.3 | 51.035 |
| 4 - | 27.648 | 109.4 | 19.847 | 128.0 | 47.495 | 16 - | 27.650 | 109.4 | 18.501 | 129.5 | 46.151 |
| 5 - | 27.594 | 109.6 | 18.531 | 128.0 | 46.125 | 17 - | 27.652 | 109.6 | 18.649 | 128.3 | 46.301 |
| 6 - | 27.514 | 109.2 | 18.579 | 128.5 | 46.093 | 18 - | 27.474 | 109.8 | 18.971 | 128.5 | 46.445 |
| 7 - | 28.928 | 107.5 | 18.921 | 127.5 | 47.849 | 19 - | 33.948 | 98.8 | 19.205 | 128.8 | 53.153 |
| 8 - | 27.556 | 109.6 | 18.420 | 128.0 | 45.976 | 20 - | 27.605 | 108.9 | 18.520 | 129.3 | 46.125 |
| 9 - | 27.517 | 109.1 | 18.684 | 128.3 | 46.201 | 21 - | 27.386 | 109.8 | 18.482 | 129.0 | 45.868 |
| 10 - | 27.463 | 108.7 | 18.639 | 129.3 | 46.102 | 22 - | 29.516 | 105.0 | 19.256 | 128.3 | 48.772 |
| 11 - | 31.291 | 71.1 | 4:13.586 | | 4:44.877P | 23 - | 27.709 | 109.6 | 18.598 | 129.8 | 46.307 |
| 12 - | 44.434 | 75.5 | 20.972 | 129.0 | 1:05.406 | 24 - | 27.500 | 110.1 | 18.485 | 129.3 | 45.985 |
| 16 | | Ben FREUDENBERG | | | | USA | | Fortec Motorsport | | | |
| 1 - | 4:54.061 | 92.4 | 20.596 | 124.7 | X:00.000 | 14 - | 27.309 | 108.2 | 18.318 | 128.8 | 45.627 |
| 2 - | 30.085 | 79.1 | 21.560 | 126.6 | 51.645 | 15 - | 27.506 | 100.3 | 20.173 | 128.0 | 47.679 |
| 3 - | 28.398 | 105.6 | 18.708 | 128.3 | 47.106 | 16 - | 30.447 | 108.7 | 18.772 | 127.5 | 49.219 |
| 4 - | 27.333 | 107.5 | 19.889 | 123.8 | 47.222 | 17 - | 31.869 | 82.6 | 20.131 | 127.0 | 52.000 |
| 5 - | 28.708 | 105.6 | 18.983 | 127.0 | 47.691 | 18 - | 26.991 | 110.0 | 18.261 | 128.8 | 45.252 |
| 6 - | 27.288 | 108.2 | 18.287 | 128.3 | 45.575 | 19 - | 27.050 | 109.2 | 18.326 | 129.5 | 45.376 |
| 7 - | 27.522 | 106.0 | 19.227 | 127.3 | 46.749 | 20 - | 27.193 | 109.1 | 19.469 | 129.8 | 46.662 |
| 8 - | 27.072 | 108.9 | 18.769 | 127.8 | 45.841 | 21 - | 27.127 | 108.7 | 18.298 | 130.0 | 45.425 |
| 9 - | 27.523 | 96.0 | 18.766 | 127.8 | 46.289 | 22 - | 29.620 | 89.1 | 19.661 | 128.8 | 49.281 |
| 10 - | 27.740 | 106.6 | 18.368 | 127.0 | 46.108 | 23 - | 26.927 | 109.2 | 18.927 | 130.0 | 45.854 |
| 11 - | 1:27.856 | 65.9 | 3:04.905 | | 4:32.761P | 24 - | 27.877 | 91.8 | 21.504 | 127.5 | 49.381 |
| 12 - | 34.518 | 105.3 | 18.594 | 126.1 | 53.112 | 25 - | 27.018 | 110.0 | 18.345 | 128.5 | 45.363 |
| 13 - | 27.226 | 109.2 | 18.581 | 129.3 | 45.807 | | | | | | |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 4

(contd.)

| 17 | | Stuart HALL | | | GBR | | Fortec Motorsport | | | | |
|------|----------|--------------------|----------|--------------|---------------|------|-------------------------|--------------|--------|--------------|---------------|
| 1 - | 5:25.573 | 107.7 | 18.593 | 127.0 | X:00.000 | 14 - | 29.938 | 71.0 | 19.361 | 130.0 | 49.299 |
| 2 - | 27.179 | 109.4 | 18.428 | 129.5 | 45.607 | 15 - | 26.917 | 110.9 | 18.119 | 129.8 | 45.036 |
| 3 - | 27.071 | 110.3 | 19.513 | 130.0 | 46.584 | 16 - | 28.381 | 74.1 | 19.483 | 129.8 | 47.864 |
| 4 - | 26.954 | 110.1 | 18.386 | 130.5 | 45.340 | 17 - | 27.165 | 110.1 | 18.266 | 129.8 | 45.431 |
| 5 - | 27.982 | 93.7 | 19.338 | 128.0 | 47.320 | 18 - | 27.117 | 110.7 | 18.875 | 130.3 | 45.992 |
| 6 - | 29.304 | 87.2 | 18.895 | 129.3 | 48.199 | 19 - | 26.866 | 110.1 | 18.186 | 131.3 | 45.052 |
| 7 - | 27.294 | 109.6 | 18.227 | 130.5 | 45.521 | 20 - | 28.490 | 110.0 | 18.504 | 130.8 | 46.994 |
| 8 - | 26.958 | 111.2 | 18.239 | 129.3 | 45.197 | 21 - | 27.020 | 110.7 | 18.128 | 132.1 | 45.148 |
| 9 - | 28.298 | 108.7 | 18.569 | 128.0 | 46.867 | 22 - | 27.222 | 110.3 | 18.131 | 130.8 | 45.353 |
| 10 - | 27.061 | 110.1 | 18.173 | 130.3 | 45.234 | 23 - | 26.893 | 110.7 | 18.183 | 131.5 | 45.076 |
| 11 - | 31.299 | 69.7 | 3:36.372 | | 4:07.671P | 24 - | 28.668 | 104.6 | 18.432 | 130.5 | 47.100 |
| 12 - | 35.177 | 108.0 | 18.735 | 127.5 | 53.912 | 25 - | 27.103 | 110.3 | 18.210 | 130.5 | 45.313 |
| 13 - | 28.635 | 107.7 | 19.625 | 130.0 | 48.260 | | | | | | |
| 19 | | Rodolfo GONZALEZ | | | VEN | | Paston Racing | | | | |
| 1 - | 4:48.513 | 99.8 | 20.947 | 126.8 | X:00.000 | 14 - | 27.231 | 110.7 | 19.561 | 129.0 | 46.792 |
| 2 - | 29.836 | 83.9 | 21.995 | 128.0 | 51.831 | 15 - | 27.249 | 111.2 | 18.212 | 130.3 | 45.461 |
| 3 - | 28.015 | 108.0 | 19.259 | 129.8 | 47.274 | 16 - | 27.489 | 109.6 | 19.349 | 130.0 | 46.838 |
| 4 - | 28.737 | 95.4 | 19.541 | 129.5 | 48.278 | 17 - | 27.201 | 109.6 | 18.615 | 129.8 | 45.816 |
| 5 - | 27.476 | 110.5 | 20.851 | 128.0 | 48.327 | 18 - | 27.538 | 110.9 | 18.588 | 129.5 | 46.126 |
| 6 - | 27.257 | 110.1 | 18.300 | 129.3 | 45.557 | 19 - | 27.198 | 111.1 | 19.382 | 129.8 | 46.580 |
| 7 - | 27.154 | 110.3 | 18.254 | 130.0 | 45.408 | 20 - | 27.222 | 110.9 | 18.332 | 130.3 | 45.554 |
| 8 - | 27.097 | 112.2 | 18.348 | 129.8 | 45.445 | 21 - | 27.191 | 110.9 | 18.706 | 129.0 | 45.897 |
| 9 - | 27.223 | 111.4 | 18.314 | 129.8 | 45.537 | 22 - | 27.317 | 111.4 | 18.332 | 130.3 | 45.649 |
| 10 - | 36.302 | 92.3 | 19.776 | 128.3 | 56.078 | 23 - | 27.467 | 110.7 | 18.434 | 130.0 | 45.901 |
| 11 - | 27.211 | 110.7 | 4:09.691 | | 4:36.902P | 24 - | 29.109 | 92.8 | 20.515 | 129.0 | 49.624 |
| 12 - | 40.174 | 105.1 | 19.755 | 128.0 | 59.929 | 25 - | 27.357 | 111.1 | 18.373 | 129.5 | 45.730 |
| 13 - | 27.135 | 111.1 | 18.252 | 130.3 | 45.387 | | | | | | |
| 20 | | James GORNALL | | | GBR | | J A Motorsport | | | | |
| 1 - | 5:27.733 | 105.8 | 19.309 | 128.5 | X:00.000 | 12 - | 27.660 | 111.1 | 18.341 | 129.3 | 46.001 |
| 2 - | 28.290 | 107.8 | 18.732 | 129.0 | 47.022 | 13 - | 27.460 | 110.3 | 18.283 | 129.3 | 45.743 |
| 3 - | 27.657 | 109.6 | 18.385 | 128.3 | 46.042 | 14 - | 27.372 | 111.4 | 18.403 | 129.5 | 45.775 |
| 4 - | 27.462 | 109.8 | 18.275 | 128.5 | 45.737 | 15 - | 27.342 | 111.1 | 18.349 | 130.0 | 45.691 |
| 5 - | 27.595 | 110.0 | 18.505 | 128.3 | 46.100 | 16 - | 27.900 | 110.3 | 18.343 | 129.0 | 46.243 |
| 6 - | 29.659 | 109.6 | 18.579 | 129.5 | 48.238 | 17 - | 27.415 | 110.7 | 18.376 | 129.5 | 45.791 |
| 7 - | 27.522 | 110.9 | 2:18.124 | | 2:45.646P | 18 - | 27.841 | 107.7 | 19.145 | 130.5 | 46.986 |
| 8 - | 37.326 | 75.0 | 3:25.814 | | 4:03.140P | 19 - | 27.694 | 110.7 | 18.524 | 130.5 | 46.218 |
| 9 - | 38.913 | 84.0 | 20.444 | 127.0 | 59.357 | 20 - | 27.574 | 111.1 | 18.956 | 132.3 | 46.530 |
| 10 - | 30.071 | 77.5 | 21.058 | 128.5 | 51.129 | 21 - | 27.484 | 110.5 | 18.344 | 129.3 | 45.828 |
| 11 - | 27.364 | 109.2 | 18.409 | 129.8 | 45.773 | 22 - | 29.939 | 108.5 | 18.388 | 129.8 | 48.327 |
| 21 | | Alex STORCKENFELDT | | | SWE | | Mark Burdett Motorsport | | | | |
| 1 - | 6:28.964 | 106.8 | 18.713 | 127.0 | X:00.000 | 10 - | 26.875 | 109.6 | 18.107 | 128.8 | 44.982 |
| 2 - | 29.313 | 105.3 | 19.087 | 124.7 | 48.400 | 11 - | 29.513 | 101.5 | 18.475 | 129.8 | 47.988 |
| 3 - | 28.468 | 91.9 | 8:47.915 | | X:00.000P | 12 - | 27.343 | 100.1 | 19.331 | 129.3 | 46.674 |
| 4 - | 36.149 | 76.4 | 20.871 | 126.6 | 57.020 | 13 - | 27.144 | 107.8 | 18.172 | 128.5 | 45.316 |
| 5 - | 27.270 | 108.4 | 18.212 | 129.3 | 45.482 | 14 - | 28.926 | 107.8 | 18.862 | 128.8 | 47.788 |
| 6 - | 28.955 | 93.8 | 19.578 | 129.0 | 48.533 | 15 - | 27.254 | 110.3 | 19.751 | 129.3 | 47.005 |
| 7 - | 26.884 | 108.2 | 18.088 | 129.8 | 44.972 | 16 - | 27.453 | 89.8 | 19.666 | 128.8 | 47.119 |
| 8 - | 28.827 | 104.0 | 19.501 | 129.3 | 48.328 | 17 - | 27.149 | 108.0 | 18.098 | 130.8 | 45.247 |
| 9 - | 27.001 | 108.2 | 18.324 | 128.5 | 45.325 | | | | | | |

Weather / Track : Sunny / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:18 End: 14:38

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 4

(contd.)

| 22 | Matt RUSSELL | | | | GBR | | Mark Burdett Motorsport | | | | |
|-----------|---------------------|--------------|----------|-------|------------|------|--------------------------------|-------|--------|--------------|---------------|
| 1 - | 6:04.648 | 102.4 | 19.804 | 123.8 | X:00.000 | 12 - | 27.918 | 108.2 | 19.697 | 125.9 | 47.615 |
| 2 - | 29.490 | 88.6 | 19.714 | 125.2 | 49.204 | 13 - | 27.585 | 108.4 | 19.645 | 125.2 | 47.230 |
| 3 - | 29.175 | 108.9 | 18.767 | 126.8 | 47.942 | 14 - | 27.511 | 108.7 | 18.493 | 126.6 | 46.004 |
| 4 - | 28.944 | 108.2 | 19.675 | 125.6 | 48.619 | 15 - | 27.594 | 107.3 | 19.112 | 125.2 | 46.706 |
| 5 - | 35.410 | 77.5 | 1:38.257 | | 2:13.667P | 16 - | 27.917 | 107.5 | 19.189 | 128.0 | 47.106 |
| 6 - | 34.426 | 105.0 | 19.696 | 126.1 | 54.122 | 17 - | 27.772 | 107.8 | 18.419 | 126.8 | 46.191 |
| 7 - | 1:31.883 | | 3:23.543 | | 4:55.426P | 18 - | 27.791 | 108.2 | 18.504 | 129.5 | 46.295 |
| 8 - | 36.353 | 100.1 | 20.177 | 126.1 | 56.530 | 19 - | 30.673 | 99.1 | 19.394 | 127.5 | 50.067 |
| 9 - | 27.921 | 107.8 | 18.674 | 128.0 | 46.595 | 20 - | 27.745 | 108.7 | 19.764 | 126.1 | 47.509 |
| 10 - | 27.812 | 106.0 | 20.007 | 127.0 | 47.819 | 21 - | 29.453 | 107.7 | 18.642 | 125.2 | 48.095 |
| 11 - | 27.597 | 107.5 | 19.492 | 126.8 | 47.089 | | | | | | |

| 23 | Juan POLAR | | | | PER | | Mark Burdett Motorsport | | | | |
|-----------|-------------------|-------|----------|-------|---------------|------|--------------------------------|--------------|--------|--------------|--------|
| 1 - | 6:16.913 | 97.9 | 22.086 | 101.8 | X:00.000 | 12 - | 29.705 | 86.2 | 19.873 | 128.5 | 49.578 |
| 2 - | 41.488 | 68.6 | 21.810 | 126.3 | 1:03.298 | 13 - | 27.078 | 110.1 | 19.044 | 132.8 | 46.122 |
| 3 - | 27.857 | 108.0 | 18.588 | 128.3 | 46.445 | 14 - | 34.968 | 63.7 | 24.559 | 128.0 | 59.527 |
| 4 - | 27.379 | 98.2 | 19.370 | 127.5 | 46.749 | 15 - | 27.046 | 110.7 | 18.150 | 129.5 | 45.196 |
| 5 - | 27.207 | 109.8 | 18.174 | 129.5 | 45.381 | 16 - | 29.133 | 71.6 | 26.430 | 127.3 | 55.563 |
| 6 - | 30.939 | 83.2 | 19.925 | 128.8 | 50.864 | 17 - | 27.395 | 110.3 | 18.183 | 128.3 | 45.578 |
| 7 - | 27.076 | 109.4 | 18.163 | 128.3 | 45.239 | 18 - | 27.289 | 110.3 | 18.868 | 124.0 | 46.157 |
| 8 - | 29.009 | 96.1 | 21.655 | 92.3 | 50.664 | 19 - | 27.399 | 110.7 | 18.132 | 129.5 | 45.531 |
| 9 - | 33.511 | 95.5 | 4:20.080 | | 4:53.591P | 20 - | 27.195 | 110.7 | 18.123 | 128.8 | 45.318 |
| 10 - | 45.875 | 87.6 | 20.430 | 127.8 | 1:06.305 | 21 - | 27.072 | 111.4 | 18.343 | 129.3 | 45.415 |
| 11 - | 27.068 | 110.9 | 18.059 | 130.0 | 45.127 | 22 - | 27.495 | 111.1 | 18.084 | 130.0 | 45.579 |

| 24 | Sean MCINTOSH | | | | CAN | | Team Firstair | | | | |
|-----------|----------------------|-------|----------|-------|------------|------|----------------------|--------------|----------|--------------|---------------|
| 1 - | 5:32.874 | 108.4 | 18.533 | 127.3 | X:00.000 | 11 - | 36.020 | 108.4 | 19.921 | 127.8 | 55.941 |
| 2 - | 27.517 | 107.7 | 18.278 | 126.8 | 45.795 | 12 - | 27.006 | 108.0 | 18.135 | 129.3 | 45.141 |
| 3 - | 27.207 | 108.7 | 18.300 | 128.5 | 45.507 | 13 - | 34.937 | 72.5 | 21.090 | 128.8 | 56.027 |
| 4 - | 27.282 | 107.8 | 18.263 | 127.3 | 45.545 | 14 - | 27.017 | 109.6 | 19.374 | 128.8 | 46.391 |
| 5 - | 27.445 | 107.0 | 18.273 | 127.0 | 45.718 | 15 - | 27.401 | 108.0 | 18.496 | 129.3 | 45.897 |
| 6 - | 29.825 | 95.0 | 19.447 | 127.8 | 49.272 | 16 - | 27.059 | 109.8 | 18.235 | 130.0 | 45.294 |
| 7 - | 27.098 | 108.7 | 18.510 | 127.5 | 45.608 | 17 - | 27.277 | 109.1 | 18.343 | 130.3 | 45.620 |
| 8 - | 27.478 | 96.6 | 19.448 | 128.5 | 46.926 | 18 - | 34.350 | 86.4 | 19.955 | 129.0 | 54.305 |
| 9 - | 27.161 | 109.2 | 18.412 | 129.0 | 45.573 | 19 - | 28.265 | 72.3 | 2:56.238 | | 3:24.503P |
| 10 - | 1:38.808 | 57.1 | 3:50.618 | | X:00.000P | | | | | | |

| 26 | Mike CONWAY | | | | GBR | | Fortec Motorsport | | | | |
|-----------|--------------------|-------|--------|--------------|------------|------|--------------------------|--------------|----------|-------|---------------|
| 1 - | 5:13.288 | 107.2 | 19.670 | 128.0 | X:00.000 | 10 - | 30.320 | 98.1 | 19.758 | 128.0 | 50.078 |
| 2 - | 27.645 | 109.8 | 18.393 | 128.8 | 46.038 | 11 - | 28.654 | 92.9 | 4:08.802 | | 4:37.456P |
| 3 - | 26.741 | 110.3 | 18.237 | 131.5 | 44.978 | 12 - | 46.578 | 102.6 | 19.073 | 128.3 | 1:05.651 |
| 4 - | 27.672 | 86.8 | 20.326 | 128.3 | 47.998 | 13 - | 26.637 | 110.9 | 18.051 | 129.0 | 44.688 |
| 5 - | 26.744 | 110.7 | 18.184 | 128.8 | 44.928 | 14 - | 26.590 | 111.4 | 18.027 | 129.8 | 44.617 |
| 6 - | 26.629 | 110.9 | 18.075 | 129.5 | 44.704 | 15 - | 28.888 | 107.2 | 18.720 | 128.8 | 47.608 |
| 7 - | 26.700 | 110.7 | 18.080 | 129.0 | 44.780 | 16 - | 26.798 | 105.3 | 19.450 | 129.0 | 46.248 |
| 8 - | 29.417 | 103.8 | 19.051 | 128.8 | 48.468 | 17 - | 26.591 | 111.6 | 18.087 | 129.0 | 44.678 |
| 9 - | 26.737 | 111.2 | 18.150 | 128.8 | 44.887 | 18 - | 31.010 | 96.9 | 19.309 | 129.0 | 50.319 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 4

(contd.)

| 27 | | Stephen SIMPSON | | | | GBR | | Team JLR | | | |
|-----------|----------|------------------------|----------|--------------|---------------|-------------|--------|----------------------|----------|--------------|---------------|
| 1 - | 4:46.269 | 63.4 | 20.989 | 125.2 | X:00.000 | 13 - | 27.059 | 109.8 | 18.286 | 128.8 | 45.345 |
| 2 - | 33.295 | 96.9 | 24.514 | 110.1 | 57.809 | 14 - | 28.527 | 100.0 | 19.096 | 126.8 | 47.623 |
| 3 - | 32.059 | 101.3 | 19.246 | 127.3 | 51.305 | 15 - | 27.064 | 109.8 | 18.353 | 129.3 | 45.417 |
| 4 - | 27.375 | 105.8 | 21.866 | 127.5 | 49.241 | 16 - | 27.180 | 109.8 | 18.344 | 128.0 | 45.524 |
| 5 - | 27.146 | 108.7 | 18.368 | 129.5 | 45.514 | 17 - | 27.012 | 110.0 | 18.356 | 128.5 | 45.368 |
| 6 - | 30.125 | 105.1 | 18.895 | 127.8 | 49.020 | 18 - | 29.609 | 107.3 | 1:02.634 | | 1:32.243P |
| 7 - | 27.251 | 108.4 | 18.302 | 128.5 | 45.553 | 19 - | 37.373 | 99.4 | 19.172 | 127.5 | 56.545 |
| 8 - | 27.101 | 109.6 | 21.216 | 128.0 | 48.317 | 20 - | 27.990 | 108.4 | 18.772 | 128.8 | 46.762 |
| 9 - | 27.045 | 109.4 | 18.304 | 127.8 | 45.349 | 21 - | 27.292 | 109.8 | 18.443 | 129.3 | 45.735 |
| 10 - | 27.179 | 90.8 | 4:57.706 | | X:00.000P | 22 - | 27.218 | 110.0 | 18.447 | 130.0 | 45.665 |
| 11 - | 42.970 | 105.5 | 19.409 | 127.0 | 1:02.379 | 23 - | 27.490 | 108.5 | 18.389 | 124.5 | 45.879 |
| 12 - | 27.088 | 108.5 | 18.316 | 128.3 | 45.404 | | | | | | |
| 28 | | Jason TAHINCI | | | | TUR | | Team JLR | | | |
| 1 - | 5:35.299 | 106.5 | 19.019 | 127.5 | X:00.000 | 12 - | 27.356 | 109.2 | 18.373 | 129.0 | 45.729 |
| 2 - | 28.006 | 109.1 | 18.547 | 128.8 | 46.553 | 13 - | 27.283 | 110.1 | 19.452 | 129.5 | 46.735 |
| 3 - | 27.793 | 109.2 | 18.299 | 128.8 | 46.092 | 14 - | 27.106 | 110.7 | 18.376 | 127.5 | 45.482 |
| 4 - | 27.130 | 109.2 | 18.220 | 128.8 | 45.350 | 15 - | 28.372 | 109.4 | 18.946 | 129.0 | 47.318 |
| 5 - | 27.139 | 110.0 | 18.330 | 129.5 | 45.469 | 16 - | 27.184 | 109.8 | 18.361 | 129.0 | 45.545 |
| 6 - | 27.508 | 108.4 | 20.315 | 130.0 | 47.823 | 17 - | 27.090 | 110.0 | 18.375 | 129.3 | 45.465 |
| 7 - | 27.282 | 110.5 | 18.360 | 129.8 | 45.642 | 18 - | 32.402 | 99.7 | 1:17.210 | | 1:49.612P |
| 8 - | 27.222 | 109.6 | 19.806 | 129.0 | 47.028 | 19 - | 32.978 | 108.5 | 18.514 | 129.3 | 51.492 |
| 9 - | 27.293 | 110.1 | 18.355 | 129.3 | 45.648 | 20 - | 27.348 | 109.1 | 18.349 | 129.3 | 45.697 |
| 10 - | 29.640 | 75.4 | 4:59.624 | | X:00.000P | 21 - | 27.235 | 109.1 | 18.326 | 129.5 | 45.561 |
| 11 - | 37.817 | 107.7 | 20.206 | 128.5 | 58.023 | | | | | | |
| 31 | | Craig DOLBY | | | | GBR | | Paston Racing | | | |
| 1 - | 4:49.620 | 87.2 | 21.059 | 127.0 | X:00.000 | 14 - | 27.909 | 109.6 | 18.543 | 130.3 | 46.452 |
| 2 - | 29.948 | 106.0 | 21.403 | 128.3 | 51.351 | 15 - | 27.412 | 109.2 | 19.034 | 129.3 | 46.446 |
| 3 - | 27.669 | 109.4 | 19.896 | 129.0 | 47.565 | 16 - | 27.570 | 109.2 | 19.208 | 130.0 | 46.778 |
| 4 - | 29.925 | 87.9 | 21.481 | 126.6 | 51.406 | 17 - | 27.468 | 109.4 | 18.677 | 128.8 | 46.145 |
| 5 - | 30.096 | 87.0 | 19.712 | 129.3 | 49.808 | 18 - | 27.415 | 110.1 | 18.537 | 130.0 | 45.952 |
| 6 - | 28.254 | 107.5 | 18.892 | 128.0 | 47.146 | 19 - | 27.348 | 110.3 | 18.466 | 129.5 | 45.814 |
| 7 - | 27.274 | 109.8 | 18.391 | 129.5 | 45.665 | 20 - | 27.754 | 110.5 | 18.587 | 129.3 | 46.341 |
| 8 - | 27.514 | 110.9 | 19.165 | 128.3 | 46.679 | 21 - | 27.377 | 109.8 | 18.400 | 129.8 | 45.777 |
| 9 - | 27.579 | 109.6 | 18.483 | 125.6 | 46.062 | 22 - | 27.383 | 109.4 | 18.894 | 130.0 | 46.277 |
| 10 - | 28.498 | 106.5 | 19.361 | 129.0 | 47.859 | 23 - | 27.747 | 110.5 | 18.398 | 130.0 | 46.145 |
| 11 - | 27.452 | 110.7 | 3:54.907 | | 4:22.359P | 24 - | 27.646 | 109.4 | 18.894 | 129.3 | 46.540 |
| 12 - | 34.926 | 107.2 | 19.334 | 127.5 | 54.260 | 25 - | 27.753 | 110.3 | 18.740 | 129.0 | 46.493 |
| 13 - | 27.506 | 108.5 | 19.572 | 130.8 | 47.078 | | | | | | |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 4

(contd.)

| 32 | | John BYRNE | | GBR | | Team JVA | | | | | |
|-----------|----------|-------------------|----------|------------|---------------|-----------------|--------|--------------|--------|--------------|--------|
| 1 - | 5:05.998 | 98.5 | 19.571 | 128.0 | X:00.000 | 14 - | 28.308 | 108.4 | 18.445 | 129.8 | 46.753 |
| 2 - | 27.307 | 108.5 | 18.503 | 128.8 | 45.810 | 15 - | 26.999 | 110.3 | 18.197 | 130.5 | 45.196 |
| 3 - | 27.196 | 109.8 | 18.612 | 128.8 | 45.808 | 16 - | 28.627 | 99.8 | 19.042 | 128.8 | 47.669 |
| 4 - | 27.756 | 79.6 | 23.223 | 119.6 | 50.979 | 17 - | 27.051 | 110.7 | 18.256 | 127.3 | 45.307 |
| 5 - | 28.147 | 109.6 | 18.098 | 128.3 | 46.245 | 18 - | 27.296 | 109.4 | 18.340 | 130.0 | 45.636 |
| 6 - | 27.160 | 109.4 | 20.172 | 106.8 | 47.332 | 19 - | 27.105 | 110.3 | 19.433 | 126.8 | 46.538 |
| 7 - | 35.264 | 107.0 | 18.735 | 128.3 | 53.999 | 20 - | 26.948 | 110.5 | 18.285 | 130.3 | 45.233 |
| 8 - | 26.922 | 110.0 | 18.161 | 129.0 | 45.083 | 21 - | 27.766 | 108.5 | 18.633 | 129.5 | 46.399 |
| 9 - | 27.019 | 110.0 | 18.232 | 129.3 | 45.251 | 22 - | 27.207 | 110.9 | 18.539 | 130.3 | 45.746 |
| 10 - | 27.702 | 107.7 | 19.528 | 128.8 | 47.230 | 23 - | 27.319 | 110.3 | 18.303 | 129.8 | 45.622 |
| 11 - | 30.515 | 69.5 | 3:59.264 | | 4:29.779P | 24 - | 29.523 | 106.8 | 18.931 | 128.3 | 48.454 |
| 12 - | 47.094 | 106.0 | 18.852 | 129.3 | 1:05.946 | 25 - | 27.117 | 110.7 | 18.372 | 126.8 | 45.489 |
| 13 - | 27.251 | 106.6 | 18.254 | 129.3 | 45.505 | | | | | | |

| 34 | | Joey FOSTER | | GBR | | Motaworld Racing | | | | | |
|-----------|----------|--------------------|----------|------------|-----------|-------------------------|--------|--------------|--------|--------------|---------------|
| 1 - | 5:24.074 | 108.0 | 18.621 | 128.3 | X:00.000 | 12 - | 27.117 | 110.1 | 18.211 | 130.5 | 45.328 |
| 2 - | 27.455 | 108.5 | 19.096 | 130.0 | 46.551 | 13 - | 27.080 | 110.1 | 18.340 | 131.0 | 45.420 |
| 3 - | 27.302 | 105.6 | 18.244 | 130.5 | 45.546 | 14 - | 27.783 | 104.8 | 18.506 | 130.5 | 46.289 |
| 4 - | 27.232 | 107.0 | 18.184 | 129.5 | 45.416 | 15 - | 26.773 | 110.9 | 18.209 | 130.5 | 44.982 |
| 5 - | 26.975 | 109.8 | 18.190 | 129.3 | 45.165 | 16 - | 29.278 | 108.5 | 18.356 | 130.5 | 47.634 |
| 6 - | 30.800 | 94.9 | 18.858 | 129.8 | 49.658 | 17 - | 26.809 | 111.1 | 18.531 | 130.3 | 45.340 |
| 7 - | 28.444 | 105.5 | 18.576 | 130.3 | 47.020 | 18 - | 26.908 | 110.7 | 18.406 | 131.0 | 45.314 |
| 8 - | 30.413 | 84.6 | 19.323 | 129.3 | 49.736 | 19 - | 27.039 | 109.6 | 18.250 | 130.8 | 45.289 |
| 9 - | 27.034 | 110.1 | 18.619 | 129.5 | 45.653 | 20 - | 28.796 | 97.2 | 19.251 | 129.8 | 48.047 |
| 10 - | 1:25.899 | 80.2 | 3:51.415 | | X:00.000P | 21 - | 26.932 | 110.9 | 18.271 | 129.0 | 45.203 |
| 11 - | 49.957 | 51.5 | 24.881 | 126.3 | 1:14.838 | | | | | | |

| 35 | | Oliver JARVIS | | GBR | | Motaworld Racing | | | | | |
|-----------|----------|----------------------|----------|------------|-----------|-------------------------|--------|-------|--------|--------------|---------------|
| 1 - | 5:13.777 | 104.8 | 20.114 | 126.1 | X:00.000 | 12 - | 41.362 | 105.1 | 18.937 | 128.8 | 1:00.299 |
| 2 - | 29.122 | 104.3 | 18.371 | 131.3 | 47.493 | 13 - | 26.883 | 110.1 | 18.242 | 125.4 | 45.125 |
| 3 - | 26.741 | 110.0 | 18.150 | 131.0 | 44.891 | 14 - | 35.141 | 65.5 | 21.030 | 128.5 | 56.171 |
| 4 - | 27.194 | 103.7 | 19.741 | 130.5 | 46.935 | 15 - | 26.866 | 101.5 | 21.479 | 131.0 | 48.345 |
| 5 - | 26.764 | 110.7 | 18.738 | 130.5 | 45.502 | 16 - | 26.740 | 110.5 | 18.113 | 132.3 | 44.853 |
| 6 - | 26.790 | 111.2 | 18.366 | 121.1 | 45.156 | 17 - | 28.110 | 93.4 | 19.370 | 131.8 | 47.480 |
| 7 - | 28.307 | 109.2 | 18.582 | 131.3 | 46.889 | 18 - | 26.716 | 110.5 | 23.938 | 129.3 | 50.654 |
| 8 - | 26.925 | 110.9 | 18.344 | 121.1 | 45.269 | 19 - | 27.436 | 106.3 | 18.776 | 132.1 | 46.212 |
| 9 - | 32.298 | 87.9 | 19.472 | 129.5 | 51.770 | 20 - | 27.281 | 108.4 | 18.544 | 131.3 | 45.825 |
| 10 - | 26.993 | 110.7 | 19.332 | 131.8 | 46.325 | 21 - | | | | 119.8 | 45.294 |
| 11 - | 30.449 | 73.9 | 6:58.329 | | X:00.000P | | | | | | |

| 37 | | David EPTON | | GBR | | Motaworld Racing | | | | | |
|-----------|----------|--------------------|----------|------------|-----------|-------------------------|--------|--------------|--------|--------------|---------------|
| 1 - | 5:08.754 | 92.4 | X:00.000 | | X:00.000P | 9 - | 26.853 | 110.1 | 18.361 | 129.8 | 45.214 |
| 2 - | 41.790 | 93.0 | 19.519 | 126.6 | 1:01.309 | 10 - | 27.067 | 109.6 | 18.307 | 128.0 | 45.374 |
| 3 - | 30.285 | 98.5 | 19.835 | 128.8 | 50.120 | 11 - | 29.314 | 108.9 | 18.443 | 129.5 | 47.757 |
| 4 - | 27.043 | 108.7 | 18.252 | 129.0 | 45.295 | 12 - | 27.049 | 109.8 | 18.609 | 129.3 | 45.658 |
| 5 - | 27.066 | 110.0 | 18.487 | 128.5 | 45.553 | 13 - | 32.383 | 54.1 | 22.239 | 128.8 | 54.622 |
| 6 - | 27.032 | 110.1 | 18.379 | 128.3 | 45.411 | 14 - | 27.184 | 109.4 | 18.435 | 129.5 | 45.619 |
| 7 - | 30.997 | 103.8 | 18.897 | 128.8 | 49.894 | 15 - | 30.574 | 85.8 | 19.929 | 120.6 | 50.503 |
| 8 - | 27.182 | 108.9 | 18.236 | 128.8 | 45.418 | | | | | | |

2004 Formula Renault UK Championship SECTOR ANALYSIS - QUALIFYING ROUND 4

(contd.)

| | | | | | | | | | | | |
|-----------|--------------------------|-------|------------|--------------|---------------------------|------|----------|--------------|----------|--------------|---------------|
| 43 | Ruben CARRAPATOSO | | BRA | | Eurotek Motorsport | | | | | | |
| 1 - | 5:42.581 | 102.6 | 21.547 | 117.7 | X:00.000 | 10 - | 1:27.998 | 64.1 | 4:14.326 | X:00.000P | |
| 2 - | 28.207 | 108.4 | 18.390 | 129.5 | 46.597 | 11 - | 33.423 | 108.7 | 18.333 | 127.8 | 51.756 |
| 3 - | 28.206 | 105.6 | 18.571 | 128.3 | 46.777 | 12 - | 26.925 | 110.5 | 18.046 | 130.0 | 44.971 |
| 4 - | 29.627 | 105.5 | 18.578 | 128.0 | 48.205 | 13 - | 26.864 | 110.7 | 18.017 | 130.8 | 44.881 |
| 5 - | 27.108 | 110.7 | 18.187 | 130.0 | 45.295 | 14 - | 30.345 | 103.8 | 18.691 | 128.5 | 49.036 |
| 6 - | 30.038 | 108.2 | 18.182 | 129.5 | 48.220 | 15 - | 26.779 | 110.9 | 18.045 | 130.0 | 44.824 |
| 7 - | 27.114 | 110.9 | 18.206 | 130.0 | 45.320 | 16 - | 26.829 | 111.4 | 18.275 | 130.5 | 45.104 |
| 8 - | 29.006 | 109.1 | 18.184 | 128.8 | 47.190 | 17 - | 27.774 | 83.1 | 19.291 | 130.0 | 47.065 |
| 9 - | 27.106 | 110.1 | 18.257 | 130.0 | 45.363 | 18 - | 26.949 | 110.0 | 18.110 | 128.8 | 45.059 |
| 47 | James MURPHY | | IRL | | Team Firstair | | | | | | |
| 1 - | 5:21.710 | 104.8 | 18.926 | 125.2 | X:00.000 | 5 - | 27.141 | 109.2 | 18.472 | 127.5 | 45.613 |
| 2 - | 27.585 | 107.8 | 18.446 | 127.0 | 46.031 | 6 - | 29.287 | 106.6 | 18.988 | 127.0 | 48.275 |
| 3 - | 27.261 | 108.5 | 18.378 | 127.5 | 45.639 | 7 - | 27.410 | 107.2 | 18.561 | 126.3 | 45.971 |
| 4 - | 27.032 | 108.4 | 18.390 | 128.0 | 45.422 | 8 - | 29.237 | 94.1 | 19.510 | 124.5 | 48.747 |
| 88 | Michael VITULLI | | GBR | | Vitulli Racing | | | | | | |
| 1 - | 5:38.086 | 104.6 | 19.496 | 126.1 | X:00.000 | 11 - | 27.509 | 109.8 | 18.274 | 128.3 | 45.783 |
| 2 - | 27.937 | 107.5 | 18.542 | 127.8 | 46.479 | 12 - | 27.110 | 110.9 | 18.211 | 129.0 | 45.321 |
| 3 - | 29.178 | 104.5 | 19.152 | 127.3 | 48.330 | 13 - | 30.332 | 96.0 | 18.966 | 125.4 | 49.298 |
| 4 - | 27.575 | 109.4 | 18.570 | 127.8 | 46.145 | 14 - | 27.505 | 110.7 | 18.449 | 128.3 | 45.954 |
| 5 - | 27.318 | 108.5 | 18.396 | 128.0 | 45.714 | 15 - | 27.324 | 110.7 | 18.335 | 128.0 | 45.659 |
| 6 - | 27.740 | 109.8 | 18.371 | 127.5 | 46.111 | 16 - | 27.340 | 109.8 | 18.412 | 128.8 | 45.752 |
| 7 - | 27.539 | 106.0 | 18.472 | 127.8 | 46.011 | 17 - | 27.186 | 110.1 | 18.285 | 129.5 | 45.471 |
| 8 - | 27.484 | 109.1 | 18.466 | 127.5 | 45.950 | 18 - | 27.857 | 106.5 | 1:26.148 | | 1:54.005P |
| 9 - | 31.166 | 89.4 | 5:12.452 | | X:00.000P | 19 - | 35.208 | 100.6 | 19.512 | 128.3 | 54.720 |
| 10 - | 44.494 | 107.8 | 20.155 | 126.6 | 1:04.649 | 20 - | 27.518 | 109.2 | 19.491 | 128.0 | 47.009 |

2004 Formula Renault UK Championship

SPEED TRAP - QUALIFYING ROUND 4 - FINISH LINE

| POS | NO | CL | DRIVER | NAT | ENTRANT | MPH |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 132.8 |
| 2 | 20 | | James GORNALL | GBR | J A Motorsport | 132.3 |
| 3 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 132.3 |
| 4 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 132.1 |
| 5 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 131.8 |
| 6 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 131.5 |
| 7 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 131.3 |
| 8 | 10 | | Sean EDWARDS | GBR | Team JVA | 131.3 |
| 9 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 131.0 |
| 10 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 131.0 |
| 11 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 130.8 |
| 12 | 4 | | Josh WEBER | GBR | Manor Motorsport | 130.8 |
| 13 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 130.8 |
| 14 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 130.8 |
| 15 | 31 | | Craig DOLBY | GBR | Paston Racing | 130.8 |
| 16 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 130.5 |
| 17 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 130.5 |
| 18 | 32 | | John BYRNE | GBR | Team JVA | 130.5 |
| 19 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 130.3 |
| 20 | 19 | | Rodolfo GONZALEZ | VEN | Paston Racing | 130.3 |
| 21 | 27 | | Stephen SIMPSON | GBR | Team JLR | 130.0 |
| 22 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 130.0 |
| 23 | 12 | | Nik GOODFELLOW | GBR | Falcon Motorsport | 130.0 |
| 24 | 28 | | Jason TAHINCI | TUR | Team JLR | 130.0 |
| 25 | 15 | | Pippa MANN | GBR | Team JVA | 129.8 |
| 26 | 37 | | David EPTON | GBR | Motaworld Racing | 129.8 |
| 27 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 129.8 |
| 28 | 7 | | James JAKES | GBR | Team aka | 129.5 |
| 29 | 22 | | Matt RUSSELL | GBR | Mark Burdett Motorsport | 129.5 |
| 30 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 129.5 |
| 31 | 88 | | Michael VITULLI | GBR | Vitulli Racing | 129.5 |
| 32 | 6 | | Daniel WELCH | GBR | Paston Racing | 128.8 |
| 33 | 47 | | James MURPHY | IRL | Team Firstair | 128.0 |

2004 Formula Renault UK Championship
SPEED TRAP - QUALIFYING ROUND 4 - SECTOR
 (contd.)

| POS | NO | CL | DRIVER | NAT | ENTRANT | MPH |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1 | 19 | | Rodolfo GONZALEZ | VEN | Paston Racing | 112.2 |
| 2 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 111.8 |
| 3 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 111.6 |
| 4 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 111.4 |
| 5 | 10 | | Sean EDWARDS | GBR | Team JVA | 111.4 |
| 6 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 111.4 |
| 7 | 20 | | James GORNALL | GBR | J A Motorsport | 111.4 |
| 8 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 111.4 |
| 9 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 111.2 |
| 10 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 111.2 |
| 11 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 111.1 |
| 12 | 32 | | John BYRNE | GBR | Team JVA | 110.9 |
| 13 | 88 | | Michael VITULLI | GBR | Vitulli Racing | 110.9 |
| 14 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 110.9 |
| 15 | 31 | | Craig DOLBY | GBR | Paston Racing | 110.9 |
| 16 | 28 | | Jason TAHINCI | TUR | Team JLR | 110.7 |
| 17 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 110.7 |
| 18 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 110.5 |
| 19 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 110.3 |
| 20 | 7 | | James JAKES | GBR | Team aka | 110.3 |
| 21 | 15 | | Pippa MANN | GBR | Team JVA | 110.1 |
| 22 | 37 | | David EPTON | GBR | Motaworld Racing | 110.1 |
| 23 | 27 | | Stephen SIMPSON | GBR | Team JLR | 110.0 |
| 24 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 110.0 |
| 25 | 12 | | Nik GOODFELLOW | GBR | Falcon Motorsport | 110.0 |
| 26 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 109.8 |
| 27 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 109.8 |
| 28 | 4 | | Josh WEBER | GBR | Manor Motorsport | 109.6 |
| 29 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 109.4 |
| 30 | 47 | | James MURPHY | IRL | Team Firstair | 109.2 |
| 31 | 22 | | Matt RUSSELL | GBR | Mark Burdett Motorsport | 108.9 |
| 32 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 108.7 |
| 33 | 6 | | Daniel WELCH | GBR | Paston Racing | 107.8 |

2004 Formula Renault UK Championship BEST SECTOR TIMES - QUALIFYING ROUND 4

| SECTOR 1 | | | | SECTOR 2 | | IDEAL / BEST COMPARISON | | | | | | |
|----------|----|--------------|--------|----------|--------------|-------------------------|-----|----|--------------|-------------|--------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 26 | CONWAY | 26.590 | 3 | RESTA | 17.984 | 1 | 26 | CONWAY | 44.617 | 44.617 | 0.000 |
| 2 | 8 | BARBER | 26.682 | 43 | CARRAPATOSO | 18.017 | 2 | 3 | RESTA | 44.714 | 44.832 | 0.118 |
| 3 | 9 | STODDART | 26.701 | 26 | CONWAY | 18.027 | 3 | 8 | BARBER | 44.728 | 44.739 | 0.011 |
| 4 | 35 | JARVIS | 26.716 | 8 | BARBER | 18.046 | 4 | 9 | STODDART | 44.784 | 44.797 | 0.013 |
| 5 | 3 | RESTA | 26.730 | 23 | POLAR | 18.059 | 5 | 43 | CARRAPATOSO | 44.796 | 44.824 | 0.028 |
| 6 | 34 | FOSTER | 26.773 | 9 | STODDART | 18.083 | 6 | 35 | JARVIS | 44.829 | 44.853 | 0.024 |
| 7 | 43 | CARRAPATOSO | 26.779 | 21 | STORCKENFELD | 18.088 | 7 | 2 | HOGAN | 44.906 | 44.943 | 0.037 |
| 8 | 2 | HOGAN | 26.785 | 32 | BYRNE | 18.098 | 8 | 11 | HOLLINGS | 44.956 | 45.017 | 0.061 |
| 9 | 11 | HOLLINGS | 26.812 | 35 | JARVIS | 18.113 | 9 | 34 | FOSTER | 44.957 | 44.982 | 0.025 |
| 10 | 37 | EPTON | 26.853 | 17 | HALL | 18.119 | 10 | 21 | STORCKENFELD | 44.963 | 44.972 | 0.009 |
| 11 | 17 | HALL | 26.866 | 2 | HOGAN | 18.121 | 11 | 17 | HALL | 44.985 | 45.036 | 0.051 |
| 12 | 21 | STORCKENFELD | 26.875 | 24 | MCINTOSH | 18.135 | 12 | 32 | BYRNE | 45.020 | 45.083 | 0.063 |
| 13 | 7 | JAKES | 26.882 | 11 | HOLLINGS | 18.144 | 13 | 37 | EPTON | 45.089 | 45.214 | 0.125 |
| 14 | 32 | BYRNE | 26.922 | 34 | FOSTER | 18.184 | 14 | 23 | POLAR | 45.105 | 45.127 | 0.022 |
| 15 | 16 | FREUDENBERG | 26.927 | 5 | SODERBERG | 18.190 | 15 | 24 | MCINTOSH | 45.141 | 45.141 | 0.000 |
| 16 | 5 | SODERBERG | 26.985 | 88 | VITULLI | 18.211 | 16 | 5 | SODERBERG | 45.175 | 45.219 | 0.044 |
| 17 | 1 | CHENG | 26.993 | 19 | GONZALEZ | 18.212 | 17 | 16 | FREUDENBERG | 45.188 | 45.252 | 0.064 |
| 18 | 14 | MASTRETTA | 26.999 | 28 | TAHINCI | 18.220 | 18 | 7 | JAKES | 45.201 | 45.219 | 0.018 |
| 19 | 24 | MCINTOSH | 27.006 | 37 | EPTON | 18.236 | 19 | 1 | CHENG | 45.233 | 45.275 | 0.042 |
| 20 | 27 | SIMPSON | 27.012 | 1 | CHENG | 18.240 | 20 | 27 | SIMPSON | 45.298 | 45.345 | 0.047 |
| 21 | 47 | MURPHY | 27.032 | 4 | WEBER | 18.255 | 21 | 14 | MASTRETTA | 45.304 | 45.476 | 0.172 |
| 22 | 23 | POLAR | 27.046 | 16 | FREUDENBERG | 18.261 | 22 | 19 | GONZALEZ | 45.309 | 45.387 | 0.078 |
| 23 | 4 | WEBER | 27.070 | 10 | EDWARDS | 18.266 | 23 | 28 | TAHINCI | 45.310 | 45.350 | 0.040 |
| 24 | 28 | TAHINCI | 27.090 | 20 | GORNALL | 18.275 | 24 | 88 | VITULLI | 45.321 | 45.321 | 0.000 |
| 25 | 19 | GONZALEZ | 27.097 | 27 | SIMPSON | 18.286 | 25 | 4 | WEBER | 45.325 | 45.325 | 0.000 |
| 26 | 88 | VITULLI | 27.110 | 14 | MASTRETTA | 18.305 | 26 | 10 | EDWARDS | 45.392 | 45.493 | 0.101 |
| 27 | 10 | EDWARDS | 27.126 | 7 | JAKES | 18.319 | 27 | 47 | MURPHY | 45.410 | 45.422 | 0.012 |
| 28 | 12 | GOODFELLOW | 27.223 | 12 | GOODFELLOW | 18.341 | 28 | 12 | GOODFELLOW | 45.564 | 45.672 | 0.108 |
| 29 | 6 | WELCH | 27.227 | 47 | MURPHY | 18.378 | 29 | 20 | GORNALL | 45.617 | 45.691 | 0.074 |
| 30 | 31 | DOLBY | 27.274 | 31 | DOLBY | 18.391 | 30 | 31 | DOLBY | 45.665 | 45.665 | 0.000 |
| 31 | 20 | GORNALL | 27.342 | 15 | MANN | 18.400 | 31 | 6 | WELCH | 45.668 | 45.715 | 0.047 |
| 32 | 15 | MANN | 27.386 | 22 | RUSSELL | 18.419 | 32 | 15 | MANN | 45.786 | 45.868 | 0.082 |
| 33 | 22 | RUSSELL | 27.511 | 6 | WELCH | 18.441 | 33 | 22 | RUSSELL | 45.930 | 46.004 | 0.074 |
| | | | | | | | | | | Perfect Lap | 44.574 | |

Brands Hatch
Circuit Length = 1.2262 miles
Start: 14:18 End: 14:42

MST sports timing

2004 Formula Renault UK Championship

GRID - ROUND 4

| | | | |
|-------------|-------------|----|---------------|
| ROW 14 | 45.493 | 31 | 45.665 |
| | 10 EDWARDS | | DOLBY |
| ROW 13 | 45.422 | 14 | 45.476 |
| | 47 MURPHY | | MASTRETTA |
| ROW 12 | 45.350 | 19 | 45.387 |
| | 28 TAHINCI | | GONZALEZ |
| ROW 11 | 45.325 | 27 | 45.345 |
| | 4 WEBER | | SIMPSON |
| ROW 10 | 45.275 | 88 | 45.321 |
| | 1 CHENG | | VITULLI |
| ROW 9 | 45.219 | 16 | 45.252 |
| | 5 SODERBERG | | FREUDENBERG |
| ROW 8 | 45.214 | 7 | 45.219 |
| | 37 EPTON | | JAKES |
| ROW 7 | 45.127 | 24 | 45.141 |
| | 23 POLAR | | MCINTOSH |
| ROW 6 | 45.036 | 32 | 45.083 |
| | 17 HALL | | BYRNE |
| ROW 5 | 44.982 | 11 | 45.017 |
| | 34 FOSTER | | HOLLINGS |
| ROW 4 | 44.943 | 21 | 44.972 |
| | 2 HOGAN | | STORCKENFELDT |
| ROW 3 | 44.832 | 35 | 44.853 |
| | 3 DI RESTA | | JARVIS |
| ROW 2 | 44.797 | 43 | 44.824 |
| | 9 STODDART | | CARRAPATOSO |
| ROW 1 | 44.617 | 8 | 44.739 |
| | 26 CONWAY | | BARBER |
| POLE | | | |

Reserves will be called forward in the following order:- 12,20,6,15 & 22

Weather / Track : Sunny / Dry

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

Brands Hatch

Circuit Length = 1.2262 miles.

Start: 14:18 End: 14:38

Clerk of Course

Timekeeper:

2004 Formula Renault UK Championship PROVISIONAL RESULT - ROUND 3

| POS | NO | CL | DRIVER | NAT | ENTRANT | TIME | LAPS | GAP | MPH | BEST |
|-----|----|----|--------------------|-----|-----------------------------|-----------|------|--------|-------|--------|
| 1 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 18:13.499 | 24 | | 96.94 | 44.968 |
| 2 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 18:15.414 | 24 | 1.915 | 96.77 | 45.070 |
| 3 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 18:16.417 | 24 | 2.918 | 96.68 | 45.183 |
| 4 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 18:16.525 | 24 | 3.026 | 96.67 | 45.086 |
| 5 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 18:17.329 | 24 | 3.830 | 96.60 | 45.131 |
| 6 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 18:17.904 | 24 | 4.405 | 96.55 | 45.188 |
| 7 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 18:18.953 | 24 | 5.454 | 96.46 | 45.156 |
| 8 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 18:19.596 | 24 | 6.097 | 96.40 | 45.191 |
| 9 | 37 | | David EPTON | GBR | Motaworld Racing | 18:21.456 | 24 | 7.957 | 96.24 | 45.292 |
| 10 | 27 | | Stephen SIMPSON | GBR | Team JLR | 18:23.155 | 24 | 9.656 | 96.09 | 45.321 |
| 11 | 32 | | John BYRNE | GBR | Team JVA | 18:24.008 | 24 | 10.509 | 96.02 | 45.314 |
| 12 | 47 | | James MURPHY | IRL | Team Firstair | 18:24.390 | 24 | 10.891 | 95.99 | 45.270 |
| 13 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 18:27.055 | 24 | 13.556 | 95.76 | 45.458 |
| 14 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 18:27.455 | 24 | 13.956 | 95.72 | 45.357 |
| 15 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 18:27.850 | 24 | 14.351 | 95.69 | 45.405 |
| 16 | 19 | | Rodolfo GONZALEZ | VEN | Paston Racing | 18:28.670 | 24 | 15.171 | 95.62 | 45.427 |
| 17 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 18:30.146 | 24 | 16.647 | 95.49 | 45.490 |
| 18 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 18:32.838 | 24 | 19.339 | 95.26 | 45.552 |
| 19 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 18:35.085 | 24 | 21.586 | 95.07 | 45.479 |
| 20 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 18:36.650 | 24 | 23.151 | 94.93 | 45.512 |
| 21 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 18:37.452 | 24 | 23.953 | 94.86 | 45.464 |
| 22 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 18:37.921 | 24 | 24.422 | 94.82 | 45.316 |
| 23 | 28 | | Jason TAHINCI | TUR | Team JLR | 18:38.479 | 24 | 24.980 | 94.78 | 45.687 |
| 24 | 20 | | James GORNALL | GBR | J A Motorsport | 18:40.912 | 24 | 27.413 | 94.57 | 45.640 |
| 25 | 7 | | James JAKES | GBR | Team aka | 18:44.101 | 24 | 30.602 | 94.30 | 45.463 |
| 26 | 31 | | Craig DOLBY | GBR | Paston Racing | 18:47.469 | 24 | 33.970 | 94.02 | 45.672 |
| 27 | 22 | | Matt RUSSELL | GBR | Mark Burdett Motorsport | 18:56.720 | 24 | 43.221 | 93.26 | 46.257 |
| 28 | 4 | | Josh WEBER | GBR | Manor Motorsport | 18:41.802 | 23 | 1 LAP | 90.56 | 45.561 |

FASTEST LAP

| | | | | | | |
|---|----------------|-----------------------------|--------|---|----------|-----------|
| 8 | Westley BARBER | Comtec Racing with Duckhams | 44.968 | 9 | 98.16mph | 157.98kph |
|---|----------------|-----------------------------|--------|---|----------|-----------|

Weather / Track : Sunny / Dry

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

Brands Hatch

Circuit Length = 1.2262 miles.

Start: 17:26 End: 17:44

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

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 3

| 1 | CHENG Cong Fu | | | | | CHN | Manor Motorsport | | | | |
|------|---------------|--------------|--------|--------------|---------------|------|------------------|-------|--------|-------|--------|
| 1 - | 37.919 | 105.1 | 18.916 | 126.3 | 56.835 | 13 - | 27.221 | 108.4 | 18.330 | 127.3 | 45.551 |
| 2 - | 28.451 | 108.5 | 18.646 | 127.3 | 47.097 | 14 - | 27.225 | 109.2 | 18.422 | 127.3 | 45.647 |
| 3 - | 27.881 | 109.2 | 18.402 | 127.0 | 46.283 | 15 - | 27.318 | 108.9 | 18.385 | 127.3 | 45.703 |
| 4 - | 27.363 | 109.2 | 18.308 | 127.3 | 45.671 | 16 - | 27.302 | 108.7 | 18.388 | 127.0 | 45.690 |
| 5 - | 27.361 | 110.0 | 18.316 | 128.0 | 45.677 | 17 - | 27.393 | 109.8 | 18.440 | 127.3 | 45.833 |
| 6 - | 27.200 | 108.4 | 18.290 | 127.8 | 45.490 | 18 - | 27.249 | 109.2 | 18.356 | 127.8 | 45.605 |
| 7 - | 27.624 | 101.5 | 18.482 | 125.9 | 46.106 | 19 - | 27.301 | 107.7 | 18.441 | 127.0 | 45.742 |
| 8 - | 27.168 | 108.0 | 18.363 | 127.3 | 45.531 | 20 - | 27.338 | 108.9 | 18.562 | 127.3 | 45.900 |
| 9 - | 27.226 | 107.8 | 18.320 | 126.8 | 45.546 | 21 - | 27.318 | 109.1 | 18.421 | 127.8 | 45.739 |
| 10 - | 27.198 | 108.5 | 18.428 | 127.0 | 45.626 | 22 - | 27.305 | 108.5 | 18.388 | 127.5 | 45.693 |
| 11 - | 27.356 | 107.8 | 18.338 | 127.8 | 45.694 | 23 - | 27.244 | 108.7 | 18.581 | 127.5 | 45.825 |
| 12 - | 27.188 | 108.2 | 18.373 | 126.1 | 45.561 | 24 - | 27.518 | 107.7 | 18.583 | 127.8 | 46.101 |

| 2 | Patrick HOGAN | | | | | IRL | Manor Motorsport | | | | |
|------|---------------|--------------|--------|--------------|--------|------|------------------|-------|--------|-------|---------------|
| 1 - | 39.899 | 106.0 | 19.389 | 129.5 | 59.288 | 13 - | 27.412 | 108.5 | 18.319 | 129.8 | 45.731 |
| 2 - | 28.576 | 108.7 | 18.717 | 130.3 | 47.293 | 14 - | 27.156 | 109.2 | 18.313 | 129.8 | 45.469 |
| 3 - | 28.120 | 109.4 | 18.523 | 130.8 | 46.643 | 15 - | 27.053 | 110.0 | 18.263 | 130.0 | 45.316 |
| 4 - | 27.904 | 110.0 | 18.301 | 132.3 | 46.205 | 16 - | 27.299 | 110.0 | 18.376 | 130.3 | 45.675 |
| 5 - | 27.662 | 109.4 | 18.457 | 131.3 | 46.119 | 17 - | 27.370 | 110.3 | 18.369 | 130.8 | 45.739 |
| 6 - | 27.409 | 110.3 | 18.371 | 130.5 | 45.780 | 18 - | 27.594 | 109.6 | 18.737 | 128.5 | 46.331 |
| 7 - | 27.457 | 110.7 | 18.587 | 129.8 | 46.044 | 19 - | 27.965 | 110.5 | 18.782 | 129.3 | 46.747 |
| 8 - | 27.924 | 110.0 | 18.324 | 130.8 | 46.248 | 20 - | 27.826 | 109.2 | 18.457 | 130.3 | 46.283 |
| 9 - | 27.588 | 110.9 | 18.403 | 130.8 | 45.991 | 21 - | 27.450 | 110.1 | 18.390 | 130.3 | 45.840 |
| 10 - | 27.576 | 111.4 | 18.284 | 130.8 | 45.860 | 22 - | 27.284 | 109.6 | 18.356 | 130.5 | 45.640 |
| 11 - | 27.125 | 110.5 | 18.384 | 129.8 | 45.509 | 23 - | 27.486 | 109.2 | 18.439 | 130.3 | 45.925 |
| 12 - | 27.137 | 109.6 | 18.405 | 127.0 | 45.542 | 24 - | 27.734 | 104.6 | 18.969 | 130.5 | 46.703 |

| 3 | Paul DI RESTA | | | | | GBR | Manor Motorsport | | | | |
|------|---------------|--------------|--------|--------------|---------------|------|------------------|-------|--------|-------|--------|
| 1 - | 35.045 | 108.5 | 18.849 | 128.3 | 53.894 | 13 - | 27.085 | 109.4 | 18.230 | 128.5 | 45.315 |
| 2 - | 27.595 | 109.6 | 18.267 | 130.3 | 45.862 | 14 - | 27.004 | 109.6 | 18.284 | 128.8 | 45.288 |
| 3 - | 27.441 | 108.9 | 18.252 | 129.0 | 45.693 | 15 - | 27.175 | 108.2 | 18.267 | 128.8 | 45.442 |
| 4 - | 27.246 | 108.7 | 18.168 | 129.3 | 45.414 | 16 - | 27.161 | 108.5 | 18.318 | 128.5 | 45.479 |
| 5 - | 27.043 | 110.0 | 18.145 | 128.8 | 45.188 | 17 - | 27.268 | 110.1 | 18.324 | 128.5 | 45.592 |
| 6 - | 27.068 | 108.7 | 18.197 | 129.3 | 45.265 | 18 - | 27.150 | 108.9 | 18.278 | 127.5 | 45.428 |
| 7 - | 26.971 | 109.6 | 18.185 | 128.0 | 45.156 | 19 - | 27.186 | 108.9 | 18.393 | 127.8 | 45.579 |
| 8 - | 27.038 | 109.4 | 18.395 | 129.5 | 45.433 | 20 - | 27.240 | 109.2 | 18.330 | 127.3 | 45.570 |
| 9 - | 27.154 | 109.8 | 18.191 | 128.8 | 45.345 | 21 - | 27.073 | 109.6 | 18.363 | 127.5 | 45.436 |
| 10 - | 27.124 | 110.5 | 18.202 | 128.3 | 45.326 | 22 - | 27.164 | 109.8 | 18.369 | 126.8 | 45.533 |
| 11 - | 27.190 | 109.1 | 18.272 | 128.0 | 45.462 | 23 - | 27.147 | 109.4 | 18.268 | 129.0 | 45.415 |
| 12 - | 27.198 | 108.5 | 18.235 | 128.3 | 45.433 | 24 - | 27.077 | 109.8 | 18.328 | 127.8 | 45.405 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 3

(contd.)

| 4 | Josh WEBER | | | | | GBR | Manor Motorsport | | | | |
|----------|-------------------|--------------|--------|--------------|---------------|-------------|-------------------------|--------------|----------|-------|----------|
| 1 - | 38.312 | 105.6 | 19.063 | 126.8 | 57.375 | 13 - | 27.767 | 108.9 | 18.475 | 127.8 | 46.242 |
| 2 - | 28.242 | 108.5 | 18.526 | 129.8 | 46.768 | 14 - | 27.146 | 109.1 | 18.492 | 127.5 | 45.638 |
| 3 - | 28.160 | 107.7 | 18.484 | 128.8 | 46.644 | 15 - | 27.261 | 108.5 | 18.464 | 127.5 | 45.725 |
| 4 - | 27.342 | 109.1 | 18.352 | 129.0 | 45.694 | 16 - | 27.398 | 109.4 | 18.482 | 128.0 | 45.880 |
| 5 - | 27.356 | 109.8 | 18.376 | 129.0 | 45.732 | 17 - | 27.282 | 109.8 | 18.563 | 128.3 | 45.845 |
| 6 - | 27.169 | 108.9 | 18.392 | 128.8 | 45.561 | 18 - | 27.490 | 109.4 | 1:10.593 | 122.4 | 1:38.083 |
| 7 - | 27.206 | 108.0 | 18.449 | 128.3 | 45.655 | 19 - | 27.881 | 108.4 | 18.654 | 129.0 | 46.535 |
| 8 - | 27.377 | 109.6 | 18.311 | 128.5 | 45.688 | 20 - | 27.364 | 109.6 | 18.662 | 128.5 | 46.026 |
| 9 - | 27.322 | 109.1 | 18.334 | 128.3 | 45.656 | 21 - | 27.577 | 108.9 | 18.758 | 127.8 | 46.335 |
| 10 - | 27.268 | 109.2 | 18.332 | 130.0 | 45.600 | 22 - | 28.994 | 108.2 | 18.690 | 128.0 | 47.684 |
| 11 - | 27.270 | 109.1 | 18.368 | 129.3 | 45.638 | 23 - | 27.596 | 109.4 | 18.628 | 128.0 | 46.224 |
| 12 - | 27.221 | 109.8 | 18.353 | 129.5 | 45.574 | | | | | | |

| 5 | Stefan SODERBERG | | | | | SWE | Hill Speed Racing | | | | |
|----------|-------------------------|-------|--------|-------|---------------|-------------|--------------------------|--------------|--------|--------------|--------|
| 1 - | 39.614 | 105.3 | 19.632 | 128.3 | 59.246 | 13 - | 27.405 | 108.2 | 18.340 | 128.8 | 45.745 |
| 2 - | 28.510 | 106.5 | 18.661 | 129.8 | 47.171 | 14 - | 27.474 | 107.8 | 18.349 | 130.0 | 45.823 |
| 3 - | 28.129 | 107.2 | 18.552 | 128.5 | 46.681 | 15 - | 27.576 | 108.0 | 18.411 | 128.0 | 45.987 |
| 4 - | 27.721 | 107.2 | 18.390 | 130.0 | 46.111 | 16 - | 27.512 | 107.5 | 18.344 | 128.3 | 45.856 |
| 5 - | 27.761 | 107.3 | 18.352 | 129.3 | 46.113 | 17 - | 27.378 | 108.0 | 18.428 | 127.3 | 45.806 |
| 6 - | 27.340 | 107.8 | 18.343 | 130.5 | 45.683 | 18 - | 27.324 | 108.9 | 19.390 | 126.3 | 46.714 |
| 7 - | 27.617 | 108.0 | 18.389 | 130.5 | 46.006 | 19 - | 28.396 | 107.7 | 18.733 | 128.5 | 47.129 |
| 8 - | 27.431 | 107.7 | 18.180 | 129.3 | 45.611 | 20 - | 27.649 | 108.2 | 18.305 | 131.8 | 45.954 |
| 9 - | 27.202 | 107.7 | 18.262 | 128.5 | 45.464 | 21 - | 27.800 | 108.4 | 18.338 | 129.0 | 46.138 |
| 10 - | 27.216 | 108.2 | 18.372 | 129.3 | 45.588 | 22 - | 27.293 | 108.9 | 18.303 | 129.3 | 45.596 |
| 11 - | 27.160 | 108.2 | 18.339 | 129.8 | 45.499 | 23 - | 27.485 | 107.8 | 18.427 | 128.5 | 45.912 |
| 12 - | 27.379 | 107.8 | 18.354 | 129.0 | 45.733 | 24 - | 27.318 | 107.2 | 18.568 | 128.5 | 45.886 |

| 7 | James JAKES | | | | | GBR | Team aka | | | | |
|----------|--------------------|-------|--------|--------------|---------------|-------------|-----------------|--------------|--------|-------|--------|
| 1 - | 38.287 | 104.2 | 19.459 | 127.3 | 57.746 | 13 - | 27.458 | 108.4 | 18.579 | 129.3 | 46.037 |
| 2 - | 28.232 | 107.8 | 18.737 | 127.5 | 46.969 | 14 - | 27.184 | 109.1 | 18.389 | 129.0 | 45.573 |
| 3 - | 27.765 | 108.0 | 18.704 | 128.0 | 46.469 | 15 - | 27.354 | 109.1 | 18.556 | 128.8 | 45.910 |
| 4 - | 27.329 | 108.5 | 18.322 | 128.3 | 45.651 | 16 - | 27.435 | 108.4 | 18.467 | 129.0 | 45.902 |
| 5 - | 27.355 | 108.7 | 18.354 | 128.5 | 45.709 | 17 - | 27.298 | 110.3 | 18.496 | 129.0 | 45.794 |
| 6 - | 27.286 | 108.2 | 18.323 | 128.5 | 45.609 | 18 - | 27.395 | 109.6 | 29.356 | 118.9 | 56.751 |
| 7 - | 27.337 | 107.3 | 18.424 | 127.8 | 45.761 | 19 - | 28.432 | 109.2 | 18.648 | 127.5 | 47.080 |
| 8 - | 27.402 | 107.8 | 18.407 | 127.8 | 45.809 | 20 - | 27.355 | 108.7 | 18.493 | 127.3 | 45.848 |
| 9 - | 27.180 | 109.2 | 18.443 | 128.5 | 45.623 | 21 - | 27.374 | 108.2 | 18.514 | 128.3 | 45.888 |
| 10 - | 27.187 | 109.6 | 18.365 | 129.5 | 45.552 | 22 - | 27.146 | 107.7 | 18.478 | 128.5 | 45.624 |
| 11 - | 27.271 | 108.7 | 18.515 | 128.5 | 45.786 | 23 - | 27.166 | 108.9 | 18.579 | 125.9 | 45.745 |
| 12 - | 27.068 | 109.6 | 18.395 | 128.8 | 45.463 | 24 - | 27.263 | 109.2 | 18.539 | 125.4 | 45.802 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 3

(contd.)

| 8 | Westley BARBER | | | | | GBR | Comtec Racing with Duckhams | | | | |
|----------|-----------------------|-------|--------|--------------|---------------|-------------|------------------------------------|--------------|--------|--------------|--------|
| 1 - | 32.843 | 108.0 | 18.366 | 127.5 | 51.209 | 13 - | 26.994 | 109.2 | 18.328 | 128.8 | 45.322 |
| 2 - | 27.229 | 109.2 | 18.245 | 128.8 | 45.474 | 14 - | 26.987 | 109.6 | 18.242 | 129.0 | 45.229 |
| 3 - | 26.903 | 109.4 | 18.114 | 128.5 | 45.017 | 15 - | 27.028 | 109.8 | 18.284 | 128.5 | 45.312 |
| 4 - | 26.816 | 109.4 | 18.221 | 128.8 | 45.037 | 16 - | 27.051 | 109.8 | 18.344 | 128.8 | 45.395 |
| 5 - | 26.886 | 110.0 | 18.181 | 129.0 | 45.067 | 17 - | 27.026 | 110.0 | 18.329 | 127.8 | 45.355 |
| 6 - | 26.886 | 109.4 | 18.135 | 129.0 | 45.021 | 18 - | 27.069 | 110.3 | 18.271 | 128.5 | 45.340 |
| 7 - | 26.836 | 110.0 | 18.157 | 129.0 | 44.993 | 19 - | 27.153 | 109.6 | 18.483 | 128.5 | 45.636 |
| 8 - | 26.838 | 109.6 | 18.220 | 128.5 | 45.058 | 20 - | 27.431 | 109.8 | 18.303 | 128.8 | 45.734 |
| 9 - | 26.803 | 110.1 | 18.165 | 128.8 | 44.968 | 21 - | 27.147 | 110.0 | 18.340 | 128.5 | 45.487 |
| 10 - | 26.833 | 110.0 | 18.249 | 128.3 | 45.082 | 22 - | 27.163 | 109.6 | 18.330 | 129.0 | 45.493 |
| 11 - | 26.914 | 109.8 | 18.242 | 128.8 | 45.156 | 23 - | 27.510 | 108.5 | 18.459 | 128.5 | 45.969 |
| 12 - | 26.926 | 109.6 | 18.223 | 128.5 | 45.149 | 24 - | 27.484 | 109.1 | 18.512 | 128.5 | 45.996 |

| 9 | Susie STODDART | | | | | GBR | Comtec Racing with Duckhams | | | | |
|----------|-----------------------|-------|--------|--------------|---------------|-------------|------------------------------------|--------------|--------|-------|--------|
| 1 - | 33.420 | 108.5 | 18.441 | 128.3 | 51.861 | 13 - | 27.023 | 110.1 | 18.305 | 129.3 | 45.328 |
| 2 - | 27.380 | 109.4 | 18.251 | 129.3 | 45.631 | 14 - | 26.931 | 110.5 | 18.309 | 129.5 | 45.240 |
| 3 - | 27.150 | 108.9 | 18.204 | 129.3 | 45.354 | 15 - | 27.096 | 110.1 | 18.364 | 129.3 | 45.460 |
| 4 - | 26.961 | 110.3 | 18.203 | 129.3 | 45.164 | 16 - | 27.180 | 110.3 | 18.270 | 129.5 | 45.450 |
| 5 - | 26.897 | 110.1 | 18.188 | 129.5 | 45.085 | 17 - | 27.071 | 110.0 | 18.379 | 129.0 | 45.450 |
| 6 - | 26.914 | 109.2 | 18.156 | 129.3 | 45.070 | 18 - | 27.110 | 110.5 | 18.373 | 129.3 | 45.483 |
| 7 - | 27.002 | 110.0 | 18.231 | 129.8 | 45.233 | 19 - | 27.198 | 110.1 | 18.355 | 129.0 | 45.553 |
| 8 - | 26.945 | 110.5 | 18.193 | 129.5 | 45.138 | 20 - | 27.212 | 110.3 | 18.437 | 129.0 | 45.649 |
| 9 - | 26.990 | 109.6 | 18.239 | 129.8 | 45.229 | 21 - | 27.181 | 110.0 | 18.431 | 129.3 | 45.612 |
| 10 - | 27.074 | 110.3 | 18.229 | 129.3 | 45.303 | 22 - | 27.215 | 110.0 | 18.463 | 128.8 | 45.678 |
| 11 - | 26.975 | 110.1 | 18.299 | 129.0 | 45.274 | 23 - | 27.078 | 110.7 | 18.265 | 129.5 | 45.343 |
| 12 - | 26.992 | 110.0 | 18.230 | 129.5 | 45.222 | 24 - | 27.230 | 110.0 | 18.374 | 129.3 | 45.604 |

| 11 | Charles HOLLINGS | | | | | GBR | Fortec Motorsport | | | | |
|-----------|-------------------------|-------|--------|-------|---------------|-------------|--------------------------|--------------|--------|--------------|--------|
| 1 - | 33.965 | 106.8 | 18.411 | 127.3 | 52.376 | 13 - | 26.951 | 109.1 | 18.360 | 128.5 | 45.311 |
| 2 - | 27.411 | 108.4 | 18.377 | 129.0 | 45.788 | 14 - | 27.041 | 108.9 | 18.382 | 127.3 | 45.423 |
| 3 - | 27.050 | 109.8 | 18.301 | 127.8 | 45.351 | 15 - | 27.124 | 108.9 | 18.351 | 128.8 | 45.475 |
| 4 - | 27.086 | 108.7 | 18.249 | 127.3 | 45.335 | 16 - | 27.102 | 109.2 | 18.340 | 129.0 | 45.442 |
| 5 - | 27.039 | 108.9 | 18.269 | 127.8 | 45.308 | 17 - | 27.367 | 109.6 | 18.297 | 129.0 | 45.664 |
| 6 - | 26.940 | 109.1 | 18.243 | 128.5 | 45.183 | 18 - | 26.936 | 109.2 | 18.279 | 128.8 | 45.215 |
| 7 - | 26.996 | 109.1 | 18.394 | 126.8 | 45.390 | 19 - | 27.161 | 109.4 | 18.392 | 129.8 | 45.553 |
| 8 - | 27.169 | 108.9 | 18.237 | 128.5 | 45.406 | 20 - | 27.119 | 109.4 | 18.352 | 129.3 | 45.471 |
| 9 - | 27.023 | 108.7 | 18.269 | 127.8 | 45.292 | 21 - | 27.026 | 108.9 | 18.283 | 128.0 | 45.309 |
| 10 - | 26.951 | 109.6 | 18.280 | 127.8 | 45.231 | 22 - | 27.107 | 110.5 | 18.352 | 129.5 | 45.459 |
| 11 - | 26.960 | 109.6 | 18.287 | 127.8 | 45.247 | 23 - | 27.063 | 109.8 | 18.339 | 129.5 | 45.402 |
| 12 - | 26.924 | 110.0 | 18.324 | 128.0 | 45.248 | 24 - | 27.155 | 109.8 | 18.383 | 127.8 | 45.538 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 3

(contd.)

| 14 | | Carlos MASTRETTA | | | | MEX | | Falcon Motorsport | | | |
|-----------|--------|-------------------------|--------|-------|---------------|-------------|--------|--------------------------|--------|--------------|--------|
| 1 - | 38.921 | 106.1 | 19.525 | 127.5 | 58.446 | 13 - | 27.323 | 108.7 | 18.557 | 129.3 | 45.880 |
| 2 - | 28.310 | 108.5 | 18.828 | 128.0 | 47.138 | 14 - | 27.244 | 108.7 | 18.461 | 128.5 | 45.705 |
| 3 - | 27.646 | 108.7 | 18.778 | 129.0 | 46.424 | 15 - | 27.318 | 108.5 | 18.398 | 130.5 | 45.716 |
| 4 - | 27.730 | 108.0 | 18.498 | 128.5 | 46.228 | 16 - | 27.304 | 108.9 | 18.489 | 129.5 | 45.793 |
| 5 - | 27.248 | 108.7 | 18.561 | 128.3 | 45.809 | 17 - | 27.320 | 108.7 | 18.524 | 129.5 | 45.844 |
| 6 - | 27.323 | 108.0 | 18.444 | 128.5 | 45.767 | 18 - | 27.346 | 109.1 | 19.678 | 126.6 | 47.024 |
| 7 - | 27.073 | 109.4 | 18.439 | 129.0 | 45.512 | 19 - | 28.344 | 108.9 | 18.917 | 127.5 | 47.261 |
| 8 - | 27.209 | 108.7 | 18.457 | 128.5 | 45.666 | 20 - | 27.390 | 108.9 | 18.480 | 128.3 | 45.870 |
| 9 - | 27.297 | 109.2 | 18.423 | 129.3 | 45.720 | 21 - | 27.177 | 108.9 | 18.547 | 129.3 | 45.724 |
| 10 - | 27.175 | 109.2 | 18.466 | 130.0 | 45.641 | 22 - | 27.308 | 109.1 | 18.494 | 128.3 | 45.802 |
| 11 - | 27.412 | 108.4 | 18.576 | 128.3 | 45.988 | 23 - | 27.413 | 109.1 | 18.411 | 128.8 | 45.824 |
| 12 - | 27.327 | 108.2 | 18.586 | 129.3 | 45.913 | 24 - | 27.368 | 108.2 | 18.587 | 128.3 | 45.955 |

| 16 | | Ben FREUDENBERG | | | | USA | | Fortec Motorsport | | | |
|-----------|--------|------------------------|--------|-------|---------------|-------------|--------|--------------------------|--------|--------------|--------|
| 1 - | 38.502 | 105.1 | 19.668 | 125.9 | 58.170 | 13 - | 27.516 | 107.2 | 18.454 | 127.8 | 45.970 |
| 2 - | 28.141 | 107.5 | 18.834 | 126.1 | 46.975 | 14 - | 27.184 | 108.9 | 18.431 | 128.5 | 45.615 |
| 3 - | 27.835 | 105.6 | 18.614 | 126.3 | 46.449 | 15 - | 27.372 | 109.1 | 18.539 | 128.8 | 45.911 |
| 4 - | 27.454 | 107.3 | 18.437 | 126.6 | 45.891 | 16 - | 27.235 | 108.4 | 18.450 | 128.0 | 45.685 |
| 5 - | 27.312 | 108.5 | 18.420 | 127.0 | 45.732 | 17 - | 27.199 | 109.6 | 18.416 | 129.0 | 45.615 |
| 6 - | 27.199 | 107.8 | 18.547 | 127.0 | 45.746 | 18 - | 27.397 | 109.6 | 19.048 | 126.6 | 46.445 |
| 7 - | 27.090 | 108.4 | 18.552 | 126.3 | 45.642 | 19 - | 27.274 | 108.4 | 18.488 | 126.8 | 45.762 |
| 8 - | 27.257 | 108.7 | 18.425 | 127.5 | 45.682 | 20 - | 27.102 | 108.5 | 18.611 | 127.0 | 45.713 |
| 9 - | 27.176 | 108.5 | 18.376 | 128.0 | 45.552 | 21 - | 27.180 | 108.4 | 18.498 | 127.3 | 45.678 |
| 10 - | 27.349 | 108.2 | 18.398 | 128.0 | 45.747 | 22 - | 27.244 | 109.1 | 18.869 | 123.5 | 46.113 |
| 11 - | 27.246 | 108.7 | 18.439 | 128.8 | 45.685 | 23 - | 27.202 | 109.1 | 18.447 | 127.5 | 45.649 |
| 12 - | 27.282 | 108.4 | 18.408 | 128.3 | 45.690 | 24 - | 27.276 | 108.9 | 18.445 | 127.5 | 45.721 |

| 17 | | Stuart HALL | | | | GBR | | Fortec Motorsport | | | |
|-----------|--------|--------------------|--------|--------------|---------------|-------------|--------|--------------------------|--------|--------------|--------|
| 1 - | 37.363 | 106.3 | 18.775 | 129.5 | 56.138 | 13 - | 27.292 | 110.7 | 18.318 | 130.3 | 45.610 |
| 2 - | 28.450 | 104.5 | 18.492 | 129.8 | 46.942 | 14 - | 27.338 | 111.1 | 18.350 | 130.3 | 45.688 |
| 3 - | 27.730 | 109.1 | 18.331 | 129.5 | 46.061 | 15 - | 27.175 | 109.2 | 18.410 | 130.8 | 45.585 |
| 4 - | 27.153 | 109.6 | 18.252 | 128.8 | 45.405 | 16 - | 27.678 | 107.3 | 18.343 | 130.3 | 46.021 |
| 5 - | 27.355 | 110.0 | 18.349 | 129.8 | 45.704 | 17 - | 27.277 | 110.1 | 18.290 | 130.3 | 45.567 |
| 6 - | 27.196 | 109.4 | 18.239 | 129.3 | 45.435 | 18 - | 27.260 | 110.7 | 18.365 | 130.3 | 45.625 |
| 7 - | 27.214 | 109.6 | 18.334 | 130.8 | 45.548 | 19 - | 27.206 | 110.3 | 18.338 | 130.3 | 45.544 |
| 8 - | 27.455 | 110.3 | 18.338 | 128.8 | 45.793 | 20 - | 27.603 | 103.7 | 18.491 | 130.0 | 46.094 |
| 9 - | 27.147 | 110.0 | 18.296 | 130.0 | 45.443 | 21 - | 27.162 | 111.1 | 18.267 | 130.8 | 45.429 |
| 10 - | 27.211 | 110.5 | 18.327 | 129.8 | 45.538 | 22 - | 27.283 | 110.7 | 18.356 | 130.3 | 45.639 |
| 11 - | 27.504 | 110.5 | 18.328 | 130.8 | 45.832 | 23 - | 27.058 | 110.5 | 18.418 | 130.3 | 45.476 |
| 12 - | 27.257 | 110.1 | 18.386 | 129.3 | 45.643 | 24 - | 27.688 | 109.8 | 18.402 | 130.8 | 46.090 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 3

(contd.)

| 19 | | Rodolfo GONZALEZ | | | VEN | | Paston Racing | | | | |
|-----------|--------|--------------------|--------|--------------|---------------|-------------|-------------------------|--------------|--------|--------------|---------------|
| 1 - | 37.559 | 106.6 | 19.012 | 127.3 | 56.571 | 13 - | 27.382 | 110.1 | 18.400 | 129.0 | 45.782 |
| 2 - | 28.334 | 109.8 | 18.800 | 129.0 | 47.134 | 14 - | 27.199 | 110.3 | 18.358 | 130.0 | 45.557 |
| 3 - | 27.538 | 110.7 | 18.413 | 129.8 | 45.951 | 15 - | 27.169 | 111.4 | 18.558 | 128.5 | 45.727 |
| 4 - | 27.356 | 111.1 | 18.328 | 129.8 | 45.684 | 16 - | 27.322 | 110.7 | 18.467 | 129.3 | 45.789 |
| 5 - | 27.320 | 111.1 | 18.339 | 130.3 | 45.659 | 17 - | 27.223 | 111.6 | 18.376 | 130.0 | 45.599 |
| 6 - | 27.165 | 111.2 | 18.285 | 130.3 | 45.450 | 18 - | 27.227 | 111.6 | 18.405 | 129.3 | 45.632 |
| 7 - | 27.124 | 111.6 | 18.303 | 130.8 | 45.427 | 19 - | 27.462 | 110.7 | 18.416 | 130.0 | 45.878 |
| 8 - | 27.570 | 107.7 | 18.394 | 130.3 | 45.964 | 20 - | 27.187 | 110.7 | 18.484 | 130.0 | 45.671 |
| 9 - | 27.291 | 111.1 | 18.321 | 130.3 | 45.612 | 21 - | 27.208 | 111.1 | 18.447 | 130.0 | 45.655 |
| 10 - | 27.217 | 111.4 | 18.345 | 129.8 | 45.562 | 22 - | 27.191 | 111.4 | 18.464 | 129.8 | 45.655 |
| 11 - | 27.361 | 111.1 | 18.342 | 130.3 | 45.703 | 23 - | 27.244 | 110.3 | 18.372 | 130.0 | 45.616 |
| 12 - | 27.284 | 111.2 | 18.368 | 130.0 | 45.652 | 24 - | 27.282 | 110.3 | 18.458 | 129.0 | 45.740 |
| 20 | | James GORNALL | | | GBR | | J A Motorsport | | | | |
| 1 - | 39.890 | 106.5 | 19.797 | 128.5 | 59.687 | 13 - | 27.466 | 111.2 | 18.400 | 129.5 | 45.866 |
| 2 - | 28.421 | 109.1 | 18.972 | 127.5 | 47.393 | 14 - | 27.359 | 110.7 | 18.363 | 130.3 | 45.722 |
| 3 - | 27.870 | 109.8 | 18.703 | 129.5 | 46.573 | 15 - | 27.673 | 109.6 | 18.397 | 129.3 | 46.070 |
| 4 - | 28.366 | 108.5 | 18.671 | 129.0 | 47.037 | 16 - | 27.574 | 110.3 | 18.386 | 129.8 | 45.960 |
| 5 - | 27.650 | 109.8 | 18.384 | 129.3 | 46.034 | 17 - | 27.607 | 111.4 | 18.366 | 129.3 | 45.973 |
| 6 - | 27.617 | 108.2 | 18.417 | 129.8 | 46.034 | 18 - | 27.691 | 110.7 | 18.425 | 128.8 | 46.116 |
| 7 - | 27.416 | 110.7 | 18.275 | 129.3 | 45.691 | 19 - | 27.592 | 110.1 | 18.535 | 130.0 | 46.127 |
| 8 - | 27.311 | 111.2 | 18.329 | 131.0 | 45.640 | 20 - | 27.771 | 109.4 | 18.615 | 129.5 | 46.386 |
| 9 - | 27.655 | 110.3 | 18.323 | 130.3 | 45.978 | 21 - | 27.959 | 109.8 | 18.533 | 129.0 | 46.492 |
| 10 - | 27.719 | 111.2 | 18.350 | 129.5 | 46.069 | 22 - | 27.580 | 110.9 | 18.469 | 129.8 | 46.049 |
| 11 - | 27.634 | 110.7 | 18.236 | 129.8 | 45.870 | 23 - | 27.668 | 110.5 | 18.411 | 129.0 | 46.079 |
| 12 - | 27.497 | 111.1 | 18.338 | 130.0 | 45.835 | 24 - | 27.766 | 109.8 | 18.465 | 128.0 | 46.231 |
| 21 | | Alex STORCKENFELDT | | | SWE | | Mark Burdett Motorsport | | | | |
| 1 - | 34.890 | 107.3 | 18.813 | 126.3 | 53.703 | 13 - | 26.959 | 109.4 | 18.229 | 129.0 | 45.188 |
| 2 - | 27.428 | 109.8 | 18.451 | 128.3 | 45.879 | 14 - | 27.089 | 108.9 | 18.261 | 129.8 | 45.350 |
| 3 - | 27.192 | 109.6 | 18.220 | 129.0 | 45.412 | 15 - | 27.032 | 109.2 | 18.251 | 129.0 | 45.283 |
| 4 - | 27.134 | 109.1 | 18.199 | 129.0 | 45.333 | 16 - | 27.148 | 110.0 | 18.233 | 130.0 | 45.381 |
| 5 - | 27.113 | 108.9 | 18.196 | 129.3 | 45.309 | 17 - | 27.278 | 109.4 | 18.285 | 129.8 | 45.563 |
| 6 - | 27.018 | 109.1 | 18.214 | 129.3 | 45.232 | 18 - | 27.124 | 110.0 | 18.280 | 129.5 | 45.404 |
| 7 - | 27.050 | 109.4 | 18.139 | 129.3 | 45.189 | 19 - | 27.196 | 109.2 | 18.321 | 129.3 | 45.517 |
| 8 - | 27.149 | 108.7 | 18.376 | 129.3 | 45.525 | 20 - | 27.181 | 110.0 | 18.278 | 129.5 | 45.459 |
| 9 - | 27.159 | 109.1 | 18.200 | 129.3 | 45.359 | 21 - | 27.208 | 109.6 | 18.213 | 130.0 | 45.421 |
| 10 - | 27.097 | 108.7 | 18.223 | 129.3 | 45.320 | 22 - | 27.114 | 109.8 | 18.250 | 129.0 | 45.364 |
| 11 - | 27.112 | 109.2 | 18.266 | 129.0 | 45.378 | 23 - | 27.163 | 110.0 | 18.235 | 130.0 | 45.398 |
| 12 - | 27.094 | 108.2 | 18.259 | 129.5 | 45.353 | 24 - | 27.269 | 109.1 | 18.315 | 128.0 | 45.584 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 3

(contd.)

| 22 | Matt RUSSELL | | | | | GBR | Mark Burdett Motorsport | | | | |
|-----------|---------------------|--------------|--------|--------------|----------|-------------|--------------------------------|--------------|--------|-------|---------------|
| 1 - | 40.549 | 105.8 | 19.532 | 127.8 | 1:00.081 | 13 - | 27.991 | 107.0 | 18.673 | 126.6 | 46.664 |
| 2 - | 28.844 | 106.8 | 18.832 | 128.0 | 47.676 | 14 - | 27.889 | 108.4 | 18.731 | 127.0 | 46.620 |
| 3 - | 28.246 | 104.2 | 19.079 | 128.0 | 47.325 | 15 - | 27.935 | 108.4 | 18.597 | 127.0 | 46.532 |
| 4 - | 28.121 | 107.2 | 18.602 | 127.3 | 46.723 | 16 - | 27.871 | 108.0 | 18.691 | 127.8 | 46.562 |
| 5 - | 27.931 | 108.7 | 18.640 | 127.8 | 46.571 | 17 - | 28.024 | 108.7 | 18.460 | 128.0 | 46.484 |
| 6 - | 28.332 | 108.0 | 18.688 | 127.5 | 47.020 | 18 - | 27.901 | 107.5 | 18.639 | 126.1 | 46.540 |
| 7 - | 28.868 | 105.5 | 18.583 | 127.8 | 47.451 | 19 - | 27.850 | 108.2 | 18.715 | 126.8 | 46.565 |
| 8 - | 28.131 | 106.8 | 18.518 | 127.0 | 46.649 | 20 - | 27.700 | 107.7 | 18.765 | 126.8 | 46.465 |
| 9 - | 28.844 | 108.2 | 18.578 | 129.0 | 47.422 | 21 - | 27.800 | 107.8 | 18.457 | 128.5 | 46.257 |
| 10 - | 28.449 | 99.4 | 18.845 | 126.8 | 47.294 | 22 - | 27.878 | 107.3 | 18.593 | 127.8 | 46.471 |
| 11 - | 27.915 | 107.0 | 18.666 | 127.3 | 46.581 | 23 - | 27.976 | 107.7 | 18.893 | 127.3 | 46.869 |
| 12 - | 28.395 | 108.0 | 18.858 | 126.8 | 47.253 | 24 - | 27.987 | 107.5 | 18.658 | 126.6 | 46.645 |

| 23 | Juan POLAR | | | | | PER | Mark Burdett Motorsport | | | | |
|-----------|-------------------|-------|--------|--------------|---------------|-------------|--------------------------------|--------------|--------|-------|--------|
| 1 - | 37.039 | 107.5 | 18.870 | 127.5 | 55.909 | 13 - | 27.420 | 109.4 | 18.299 | 127.5 | 45.719 |
| 2 - | 28.396 | 106.3 | 18.387 | 128.0 | 46.783 | 14 - | 27.330 | 109.8 | 18.290 | 128.8 | 45.620 |
| 3 - | 27.208 | 109.2 | 18.272 | 128.3 | 45.480 | 15 - | 27.183 | 110.7 | 18.420 | 127.5 | 45.603 |
| 4 - | 27.271 | 110.0 | 18.191 | 129.0 | 45.462 | 16 - | 27.340 | 109.2 | 18.386 | 127.8 | 45.726 |
| 5 - | 27.394 | 109.1 | 18.295 | 129.5 | 45.689 | 17 - | 27.287 | 110.3 | 18.426 | 128.8 | 45.713 |
| 6 - | 27.317 | 109.4 | 18.245 | 129.0 | 45.562 | 18 - | 27.190 | 110.9 | 18.283 | 128.5 | 45.473 |
| 7 - | 27.552 | 107.8 | 18.347 | 129.3 | 45.899 | 19 - | 27.285 | 109.8 | 18.418 | 127.8 | 45.703 |
| 8 - | 27.179 | 109.8 | 18.279 | 126.8 | 45.458 | 20 - | 27.458 | 109.6 | 18.309 | 127.8 | 45.767 |
| 9 - | 27.291 | 108.7 | 18.348 | 128.0 | 45.639 | 21 - | 27.293 | 110.5 | 18.370 | 127.8 | 45.663 |
| 10 - | 27.199 | 110.1 | 18.370 | 128.5 | 45.569 | 22 - | 27.196 | 110.1 | 18.335 | 128.5 | 45.531 |
| 11 - | 27.351 | 109.4 | 18.284 | 127.8 | 45.635 | 23 - | 27.584 | 108.7 | 18.402 | 127.8 | 45.986 |
| 12 - | 27.297 | 109.1 | 18.298 | 127.3 | 45.595 | 24 - | 27.457 | 109.4 | 18.414 | 128.5 | 45.871 |

| 24 | Sean MCINTOSH | | | | | CAN | Team Firstair | | | | |
|-----------|----------------------|-------|--------|--------------|---------------|-------------|----------------------|--------------|--------|--------------|--------|
| 1 - | 39.398 | 105.3 | 19.449 | 127.8 | 58.847 | 13 - | 27.455 | 109.4 | 18.359 | 130.0 | 45.814 |
| 2 - | 28.377 | 107.2 | 18.600 | 128.0 | 46.977 | 14 - | 27.372 | 110.0 | 18.564 | 129.5 | 45.936 |
| 3 - | 27.694 | 108.9 | 18.605 | 129.8 | 46.299 | 15 - | 27.466 | 109.8 | 18.397 | 129.0 | 45.863 |
| 4 - | 27.839 | 109.1 | 18.492 | 128.5 | 46.331 | 16 - | 27.335 | 110.0 | 18.430 | 128.8 | 45.765 |
| 5 - | 27.504 | 108.7 | 18.410 | 128.8 | 45.914 | 17 - | 27.275 | 110.3 | 18.367 | 129.8 | 45.642 |
| 6 - | 27.318 | 109.1 | 18.587 | 128.3 | 45.905 | 18 - | 27.375 | 110.5 | 19.394 | 130.0 | 46.769 |
| 7 - | 27.380 | 109.1 | 18.294 | 128.5 | 45.674 | 19 - | 27.770 | 110.3 | 18.562 | 128.3 | 46.332 |
| 8 - | 27.188 | 109.2 | 18.291 | 128.8 | 45.479 | 20 - | 27.175 | 109.8 | 18.440 | 128.8 | 45.615 |
| 9 - | 27.314 | 109.2 | 18.298 | 129.3 | 45.612 | 21 - | 27.269 | 109.4 | 18.414 | 128.8 | 45.683 |
| 10 - | 27.221 | 109.4 | 18.626 | 128.0 | 45.847 | 22 - | 27.250 | 109.2 | 18.457 | 128.5 | 45.707 |
| 11 - | 27.256 | 109.8 | 18.515 | 129.8 | 45.771 | 23 - | 27.335 | 109.2 | 18.379 | 128.5 | 45.714 |
| 12 - | 27.266 | 110.3 | 18.590 | 130.0 | 45.856 | 24 - | 27.270 | 108.9 | 18.463 | 128.5 | 45.733 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 3

(contd.)

| 26 | | Mike CONWAY | | | | GBR | | Fortec Motorsport | | | |
|-----------|--------|--------------------|--------|-------|---------------|-------------|--------|--------------------------|--------|--------------|--------|
| 1 - | 34.539 | 108.9 | 18.530 | 128.0 | 53.069 | 13 - | 27.053 | 110.0 | 18.228 | 131.0 | 45.281 |
| 2 - | 27.512 | 109.4 | 18.608 | 129.3 | 46.120 | 14 - | 26.967 | 110.7 | 18.198 | 131.0 | 45.165 |
| 3 - | 27.134 | 109.6 | 18.051 | 130.0 | 45.185 | 15 - | 27.281 | 111.1 | 18.185 | 130.3 | 45.466 |
| 4 - | 27.198 | 110.0 | 18.127 | 129.5 | 45.325 | 16 - | 27.290 | 111.1 | 18.199 | 131.5 | 45.489 |
| 5 - | 27.009 | 110.0 | 18.259 | 128.8 | 45.268 | 17 - | 27.378 | 111.8 | 18.439 | 130.0 | 45.817 |
| 6 - | 26.899 | 110.0 | 18.187 | 129.5 | 45.086 | 18 - | 27.057 | 109.6 | 18.187 | 130.3 | 45.244 |
| 7 - | 26.972 | 110.1 | 18.229 | 129.8 | 45.201 | 19 - | 27.132 | 110.0 | 18.397 | 130.3 | 45.529 |
| 8 - | 27.471 | 108.5 | 18.127 | 129.8 | 45.598 | 20 - | 27.246 | 110.9 | 18.172 | 131.0 | 45.418 |
| 9 - | 26.794 | 110.9 | 18.324 | 129.0 | 45.118 | 21 - | 27.162 | 110.5 | 18.208 | 131.3 | 45.370 |
| 10 - | 26.913 | 110.7 | 18.196 | 128.8 | 45.109 | 22 - | 27.090 | 110.9 | 18.456 | 129.5 | 45.546 |
| 11 - | 26.872 | 110.9 | 18.248 | 129.5 | 45.120 | 23 - | 27.040 | 110.3 | 18.356 | 129.8 | 45.396 |
| 12 - | 27.111 | 110.9 | 18.185 | 129.8 | 45.296 | 24 - | 27.066 | 111.6 | 18.243 | 131.3 | 45.309 |

| 27 | | Stephen SIMPSON | | | | GBR | | Team JLR | | | |
|-----------|--------|------------------------|--------|--------------|---------------|-------------|--------|-----------------|--------|--------------|--------|
| 1 - | 35.957 | 106.5 | 18.733 | 127.5 | 54.690 | 13 - | 27.050 | 109.2 | 18.404 | 128.0 | 45.454 |
| 2 - | 28.154 | 108.7 | 18.475 | 127.8 | 46.629 | 14 - | 27.088 | 109.1 | 18.346 | 128.5 | 45.434 |
| 3 - | 27.388 | 108.2 | 18.391 | 128.3 | 45.779 | 15 - | 27.119 | 109.1 | 18.385 | 128.5 | 45.504 |
| 4 - | 27.218 | 108.9 | 18.333 | 128.3 | 45.551 | 16 - | 27.160 | 108.9 | 18.425 | 128.3 | 45.585 |
| 5 - | 27.330 | 109.2 | 18.344 | 128.5 | 45.674 | 17 - | 27.232 | 109.6 | 18.427 | 128.0 | 45.659 |
| 6 - | 27.152 | 108.7 | 18.323 | 128.3 | 45.475 | 18 - | 27.160 | 110.0 | 18.355 | 128.0 | 45.515 |
| 7 - | 27.083 | 108.9 | 18.293 | 127.8 | 45.376 | 19 - | 27.179 | 109.2 | 18.507 | 127.5 | 45.686 |
| 8 - | 27.084 | 109.1 | 18.285 | 128.0 | 45.369 | 20 - | 27.140 | 109.4 | 18.459 | 127.5 | 45.599 |
| 9 - | 27.161 | 108.7 | 18.289 | 128.5 | 45.450 | 21 - | 27.104 | 109.6 | 18.425 | 127.8 | 45.529 |
| 10 - | 27.140 | 109.6 | 18.327 | 128.0 | 45.467 | 22 - | 27.331 | 108.7 | 18.393 | 127.5 | 45.724 |
| 11 - | 27.007 | 109.2 | 18.314 | 128.3 | 45.321 | 23 - | 27.118 | 109.8 | 18.398 | 128.5 | 45.516 |
| 12 - | 27.136 | 109.1 | 18.256 | 128.0 | 45.392 | 24 - | 27.251 | 109.1 | 18.526 | 127.5 | 45.777 |

| 28 | | Jason TAHINCI | | | | TUR | | Team JLR | | | |
|-----------|--------|----------------------|--------|-------|--------|-------------|--------|-----------------|--------|--------------|---------------|
| 1 - | 39.457 | 105.5 | 19.458 | 128.5 | 58.915 | 13 - | 27.279 | 109.2 | 18.458 | 130.8 | 45.737 |
| 2 - | 28.660 | 106.8 | 18.688 | 129.0 | 47.348 | 14 - | 27.214 | 108.9 | 18.530 | 129.3 | 45.744 |
| 3 - | 27.912 | 108.5 | 18.585 | 128.3 | 46.497 | 15 - | 27.256 | 108.5 | 18.431 | 129.3 | 45.687 |
| 4 - | 27.707 | 109.2 | 18.537 | 129.0 | 46.244 | 16 - | 27.289 | 110.5 | 18.440 | 127.3 | 45.729 |
| 5 - | 27.574 | 110.1 | 18.446 | 129.0 | 46.020 | 17 - | 27.310 | 109.4 | 18.435 | 129.3 | 45.745 |
| 6 - | 27.226 | 109.8 | 18.558 | 129.5 | 45.784 | 18 - | 27.248 | 109.8 | 18.614 | 129.3 | 45.862 |
| 7 - | 27.490 | 109.1 | 18.555 | 128.8 | 46.045 | 19 - | 27.926 | 108.7 | 18.674 | 128.8 | 46.600 |
| 8 - | 28.197 | 109.8 | 18.369 | 129.0 | 46.566 | 20 - | 27.630 | 109.1 | 18.582 | 129.3 | 46.212 |
| 9 - | 27.554 | 108.7 | 18.467 | 128.5 | 46.021 | 21 - | 27.472 | 109.8 | 18.588 | 129.3 | 46.060 |
| 10 - | 27.503 | 108.9 | 18.390 | 129.3 | 45.893 | 22 - | 27.405 | 109.4 | 18.556 | 128.8 | 45.961 |
| 11 - | 27.885 | 109.6 | 18.412 | 130.3 | 46.297 | 23 - | 27.303 | 108.7 | 18.559 | 129.3 | 45.862 |
| 12 - | 27.219 | 109.8 | 18.484 | 129.3 | 45.703 | 24 - | 27.342 | 110.3 | 18.605 | 129.3 | 45.947 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 3

(contd.)

| 31 | | Craig DOLBY | | GBR | | Paston Racing | | | | | |
|-----------|--------|--------------------|--------|--------------|---------------|----------------------|--------|--------------|--------|-------|--------|
| 1 - | 40.745 | 106.1 | 19.683 | 127.3 | 1:00.428 | 13 - | 27.524 | 110.0 | 18.547 | 127.8 | 46.071 |
| 2 - | 28.672 | 107.2 | 18.741 | 128.3 | 47.413 | 14 - | 27.716 | 109.8 | 18.459 | 128.5 | 46.175 |
| 3 - | 28.187 | 108.2 | 19.245 | 128.8 | 47.432 | 15 - | 27.646 | 109.2 | 18.472 | 128.5 | 46.118 |
| 4 - | 28.382 | 108.2 | 18.665 | 129.5 | 47.047 | 16 - | 27.494 | 110.0 | 18.462 | 128.0 | 45.956 |
| 5 - | 27.635 | 109.8 | 18.469 | 129.3 | 46.104 | 17 - | 27.588 | 110.5 | 18.529 | 128.3 | 46.117 |
| 6 - | 28.596 | 109.4 | 18.517 | 129.3 | 47.113 | 18 - | 27.644 | 110.0 | 18.518 | 128.8 | 46.162 |
| 7 - | 29.075 | 99.7 | 18.506 | 129.5 | 47.581 | 19 - | 27.823 | 110.0 | 18.552 | 128.3 | 46.375 |
| 8 - | 28.247 | 107.7 | 18.340 | 130.0 | 46.587 | 20 - | 27.656 | 109.4 | 18.413 | 129.0 | 46.069 |
| 9 - | 28.194 | 109.6 | 18.306 | 129.0 | 46.500 | 21 - | 27.736 | 110.3 | 18.601 | 128.0 | 46.337 |
| 10 - | 27.365 | 108.9 | 18.307 | 128.5 | 45.672 | 22 - | 27.578 | 109.4 | 18.564 | 128.5 | 46.142 |
| 11 - | 27.456 | 108.9 | 18.502 | 127.8 | 45.958 | 23 - | 27.462 | 109.4 | 18.391 | 128.8 | 45.853 |
| 12 - | 27.486 | 110.0 | 18.462 | 128.5 | 45.948 | 24 - | 27.617 | 108.9 | 18.694 | 127.3 | 46.311 |

| 32 | | John BYRNE | | GBR | | Team JVA | | | | | |
|-----------|--------|-------------------|--------|--------------|--------|-----------------|--------|--------------|--------|--------------|---------------|
| 1 - | 36.339 | 106.6 | 18.622 | 128.3 | 54.961 | 13 - | 27.051 | 110.7 | 18.311 | 130.3 | 45.362 |
| 2 - | 28.265 | 108.9 | 18.363 | 129.0 | 46.628 | 14 - | 27.610 | 106.6 | 18.286 | 129.3 | 45.896 |
| 3 - | 27.457 | 109.4 | 18.387 | 130.0 | 45.844 | 15 - | 27.018 | 110.1 | 18.296 | 129.3 | 45.314 |
| 4 - | 27.285 | 110.1 | 18.274 | 129.8 | 45.559 | 16 - | 27.181 | 110.3 | 18.334 | 129.3 | 45.515 |
| 5 - | 27.314 | 110.1 | 18.356 | 129.8 | 45.670 | 17 - | 27.175 | 110.3 | 18.309 | 129.0 | 45.484 |
| 6 - | 27.203 | 110.1 | 18.376 | 129.0 | 45.579 | 18 - | 27.341 | 111.2 | 18.306 | 128.8 | 45.647 |
| 7 - | 27.215 | 110.3 | 18.237 | 129.8 | 45.452 | 19 - | 27.663 | 106.6 | 18.475 | 128.5 | 46.138 |
| 8 - | 27.093 | 110.5 | 18.235 | 129.5 | 45.328 | 20 - | 27.244 | 110.1 | 18.286 | 129.8 | 45.530 |
| 9 - | 27.221 | 109.4 | 18.318 | 129.3 | 45.539 | 21 - | 27.084 | 109.2 | 18.283 | 129.0 | 45.367 |
| 10 - | 27.254 | 110.9 | 18.210 | 129.8 | 45.464 | 22 - | 27.271 | 110.5 | 18.310 | 130.3 | 45.581 |
| 11 - | 27.287 | 110.7 | 18.315 | 130.0 | 45.602 | 23 - | 27.116 | 110.5 | 18.415 | 126.8 | 45.531 |
| 12 - | 27.225 | 110.9 | 18.166 | 130.3 | 45.391 | 24 - | 27.170 | 110.0 | 18.456 | 127.5 | 45.626 |

| 34 | | Joey FOSTER | | GBR | | Motaworld Racing | | | | | |
|-----------|--------|--------------------|--------|--------------|---------------|-------------------------|--------|--------------|--------|-------|--------|
| 1 - | 35.199 | 107.8 | 18.881 | 129.3 | 54.080 | 13 - | 27.145 | 110.3 | 18.314 | 130.0 | 45.459 |
| 2 - | 27.773 | 109.2 | 18.357 | 130.0 | 46.130 | 14 - | 27.109 | 110.0 | 18.273 | 130.5 | 45.382 |
| 3 - | 27.281 | 110.1 | 18.319 | 130.5 | 45.600 | 15 - | 27.119 | 108.9 | 18.410 | 130.0 | 45.529 |
| 4 - | 27.273 | 109.6 | 18.243 | 130.3 | 45.516 | 16 - | 27.085 | 109.4 | 18.343 | 130.0 | 45.428 |
| 5 - | 27.032 | 110.1 | 18.166 | 130.8 | 45.198 | 17 - | 27.153 | 109.4 | 18.298 | 129.8 | 45.451 |
| 6 - | 27.090 | 109.4 | 18.299 | 129.8 | 45.389 | 18 - | 27.292 | 110.3 | 18.274 | 129.8 | 45.566 |
| 7 - | 27.004 | 109.8 | 18.275 | 131.0 | 45.279 | 19 - | 27.232 | 109.6 | 18.356 | 129.8 | 45.588 |
| 8 - | 26.961 | 109.2 | 18.230 | 130.3 | 45.191 | 20 - | 27.267 | 110.1 | 18.443 | 130.3 | 45.710 |
| 9 - | 27.073 | 110.5 | 18.262 | 130.3 | 45.335 | 21 - | 27.024 | 110.7 | 18.251 | 130.5 | 45.275 |
| 10 - | 27.028 | 110.7 | 18.196 | 131.0 | 45.224 | 22 - | 27.068 | 111.1 | 18.246 | 130.5 | 45.314 |
| 11 - | 27.191 | 109.6 | 18.336 | 130.8 | 45.527 | 23 - | 27.192 | 110.7 | 18.306 | 130.8 | 45.498 |
| 12 - | 27.148 | 109.8 | 18.343 | 130.5 | 45.491 | 24 - | 27.143 | 109.4 | 18.293 | 130.5 | 45.436 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 3

(contd.)

| 35 | Oliver JARVIS | | | | | GBR | Motaworld Racing | | | | |
|-----------|----------------------|-------|--------|-------|---------------|-------------|-------------------------|--------------|--------|--------------|--------|
| 1 - | 34.337 | 107.8 | 18.440 | 129.3 | 52.777 | 13 - | 27.003 | 111.1 | 18.240 | 131.3 | 45.243 |
| 2 - | 27.723 | 105.5 | 18.397 | 129.8 | 46.120 | 14 - | 27.049 | 110.1 | 18.274 | 131.0 | 45.323 |
| 3 - | 27.083 | 109.8 | 18.210 | 130.0 | 45.293 | 15 - | 27.110 | 110.1 | 18.286 | 131.3 | 45.396 |
| 4 - | 27.017 | 110.1 | 18.137 | 130.3 | 45.154 | 16 - | 27.048 | 111.2 | 18.283 | 131.5 | 45.331 |
| 5 - | 27.050 | 110.3 | 18.081 | 131.3 | 45.131 | 17 - | 27.291 | 110.1 | 18.344 | 132.8 | 45.635 |
| 6 - | 27.027 | 109.8 | 18.208 | 130.3 | 45.235 | 18 - | 27.164 | 109.6 | 18.354 | 130.8 | 45.518 |
| 7 - | 27.042 | 109.8 | 18.136 | 132.6 | 45.178 | 19 - | 27.022 | 111.1 | 18.369 | 131.0 | 45.391 |
| 8 - | 28.029 | 105.0 | 18.370 | 131.0 | 46.399 | 20 - | 27.259 | 110.5 | 18.260 | 131.5 | 45.519 |
| 9 - | 27.035 | 110.3 | 18.155 | 131.0 | 45.190 | 21 - | 27.095 | 110.3 | 18.340 | 131.5 | 45.435 |
| 10 - | 27.017 | 110.7 | 18.206 | 131.0 | 45.223 | 22 - | 27.150 | 109.8 | 18.227 | 132.6 | 45.377 |
| 11 - | 26.969 | 110.1 | 18.196 | 131.3 | 45.165 | 23 - | 27.081 | 110.0 | 18.255 | 132.1 | 45.336 |
| 12 - | 27.093 | 110.3 | 18.247 | 130.8 | 45.340 | 24 - | 27.253 | 109.1 | 18.367 | 131.0 | 45.620 |

| 37 | David EPTON | | | | | GBR | Motaworld Racing | | | | |
|-----------|--------------------|-------|--------|-------|---------------|-------------|-------------------------|--------------|--------|--------------|--------|
| 1 - | 35.496 | 107.8 | 18.804 | 129.0 | 54.300 | 13 - | 27.217 | 109.6 | 18.312 | 129.0 | 45.529 |
| 2 - | 27.889 | 108.9 | 18.554 | 127.5 | 46.443 | 14 - | 27.066 | 109.6 | 18.431 | 129.5 | 45.497 |
| 3 - | 27.344 | 108.7 | 18.300 | 128.8 | 45.644 | 15 - | 27.238 | 109.2 | 18.375 | 129.3 | 45.613 |
| 4 - | 27.190 | 109.2 | 18.309 | 128.8 | 45.499 | 16 - | 27.226 | 110.0 | 18.345 | 129.0 | 45.571 |
| 5 - | 27.057 | 109.8 | 18.415 | 128.5 | 45.472 | 17 - | 27.156 | 109.8 | 18.374 | 128.5 | 45.530 |
| 6 - | 26.995 | 109.2 | 18.341 | 128.0 | 45.336 | 18 - | 27.264 | 110.5 | 18.372 | 128.8 | 45.636 |
| 7 - | 27.003 | 109.2 | 18.455 | 129.0 | 45.458 | 19 - | 27.164 | 109.1 | 18.386 | 128.5 | 45.550 |
| 8 - | 27.131 | 109.1 | 18.266 | 128.8 | 45.397 | 20 - | 27.182 | 109.4 | 18.306 | 129.0 | 45.488 |
| 9 - | 27.094 | 109.1 | 18.251 | 128.3 | 45.345 | 21 - | 27.086 | 110.1 | 18.260 | 128.8 | 45.346 |
| 10 - | 27.066 | 110.3 | 18.226 | 128.5 | 45.292 | 22 - | 27.174 | 109.8 | 18.309 | 128.8 | 45.483 |
| 11 - | 26.997 | 109.4 | 18.364 | 128.8 | 45.361 | 23 - | 27.174 | 109.2 | 18.329 | 128.5 | 45.503 |
| 12 - | 27.074 | 110.1 | 18.271 | 128.3 | 45.345 | 24 - | 27.402 | 108.7 | 18.416 | 126.8 | 45.818 |

| 43 | Ruben CARRAPATOSO | | | | | BRA | Eurotek Motorsport | | | | |
|-----------|--------------------------|-------|--------|-------|---------------|-------------|---------------------------|--------------|--------|--------------|--------|
| 1 - | 36.602 | 105.0 | 18.739 | 127.8 | 55.341 | 13 - | 27.428 | 109.4 | 18.318 | 130.5 | 45.746 |
| 2 - | 29.123 | 106.8 | 18.502 | 129.0 | 47.625 | 14 - | 27.307 | 109.6 | 18.213 | 130.5 | 45.520 |
| 3 - | 27.577 | 108.7 | 18.220 | 128.5 | 45.797 | 15 - | 27.255 | 110.1 | 18.313 | 130.0 | 45.568 |
| 4 - | 27.169 | 109.8 | 18.188 | 129.5 | 45.357 | 16 - | 27.443 | 109.4 | 18.248 | 129.3 | 45.691 |
| 5 - | 27.451 | 109.1 | 18.281 | 129.0 | 45.732 | 17 - | 27.424 | 110.1 | 18.334 | 130.0 | 45.758 |
| 6 - | 27.153 | 109.1 | 18.264 | 129.3 | 45.417 | 18 - | 27.300 | 110.5 | 18.303 | 129.8 | 45.603 |
| 7 - | 27.283 | 107.7 | 18.569 | 129.5 | 45.852 | 19 - | 27.302 | 110.3 | 18.329 | 129.8 | 45.631 |
| 8 - | 27.311 | 109.4 | 18.261 | 129.5 | 45.572 | 20 - | 27.498 | 109.8 | 18.300 | 131.0 | 45.798 |
| 9 - | 27.222 | 109.6 | 18.256 | 129.5 | 45.478 | 21 - | 27.397 | 109.4 | 18.477 | 129.5 | 45.874 |
| 10 - | 27.259 | 110.0 | 18.252 | 130.3 | 45.511 | 22 - | 27.269 | 110.1 | 18.254 | 130.8 | 45.523 |
| 11 - | 27.606 | 109.6 | 18.269 | 129.8 | 45.875 | 23 - | 27.250 | 110.0 | 18.387 | 130.0 | 45.637 |
| 12 - | 27.273 | 110.3 | 18.263 | 128.8 | 45.536 | 24 - | 27.709 | 110.1 | 18.304 | 130.8 | 46.013 |

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 3

(contd.)

| 47 | James MURPHY | | | | IRL | Team Firstair | | | | | |
|-------------|---------------------|-------|--------|--------------|------------|----------------------|--------|--------------|--------|--------------|---------------|
| 1 - | 36.773 | 99.8 | 18.895 | 126.1 | 55.668 | 13 - | 26.970 | 110.0 | 18.300 | 128.5 | 45.270 |
| 2 - | 27.969 | 108.4 | 18.384 | 127.5 | 46.353 | 14 - | 27.183 | 109.4 | 18.617 | 128.5 | 45.800 |
| 3 - | 27.358 | 108.5 | 18.311 | 128.8 | 45.669 | 15 - | 27.154 | 109.2 | 18.315 | 128.5 | 45.469 |
| 4 - | 27.413 | 109.6 | 18.327 | 128.0 | 45.740 | 16 - | 27.211 | 110.0 | 18.459 | 128.5 | 45.670 |
| 5 - | 27.280 | 109.1 | 18.372 | 128.0 | 45.652 | 17 - | 27.217 | 109.8 | 18.344 | 128.3 | 45.561 |
| 6 - | 27.153 | 109.1 | 18.387 | 128.3 | 45.540 | 18 - | 27.177 | 110.5 | 18.364 | 128.3 | 45.541 |
| 7 - | 27.284 | 109.2 | 18.335 | 128.3 | 45.619 | 19 - | 27.280 | 109.8 | 18.453 | 128.8 | 45.733 |
| 8 - | 27.098 | 109.6 | 18.352 | 128.0 | 45.450 | 20 - | 27.350 | 109.8 | 18.394 | 128.8 | 45.744 |
| 9 - | 26.999 | 110.0 | 18.331 | 128.3 | 45.330 | 21 - | 27.120 | 110.1 | 18.360 | 129.0 | 45.480 |
| 10 - | 27.319 | 109.6 | 18.373 | 128.8 | 45.692 | 22 - | 27.118 | 109.6 | 18.351 | 129.3 | 45.469 |
| 11 - | 27.104 | 108.7 | 18.308 | 128.8 | 45.412 | 23 - | 27.165 | 110.5 | 18.297 | 129.3 | 45.462 |
| 12 - | 27.221 | 109.8 | 18.364 | 129.5 | 45.585 | 24 - | 27.109 | 110.5 | 18.372 | 129.5 | 45.481 |

2004 Formula Renault UK Championship

SPEED TRAP - ROUND 3 - FINISH LINE

| POS | NO | CL | DRIVER | NAT | ENTRANT | MPH |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 132.8 |
| 2 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 132.3 |
| 3 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 131.8 |
| 4 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 131.5 |
| 5 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 131.0 |
| 6 | 20 | | James GORNALL | GBR | J A Motorsport | 131.0 |
| 7 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 131.0 |
| 8 | 28 | | Jason TAHINCI | TUR | Team JLR | 130.8 |
| 9 | 19 | | Rodolfo GONZALEZ | VEN | Paston Racing | 130.8 |
| 10 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 130.8 |
| 11 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 130.5 |
| 12 | 32 | | John BYRNE | GBR | Team JVA | 130.3 |
| 13 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 130.3 |
| 14 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 130.0 |
| 15 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 130.0 |
| 16 | 4 | | Josh WEBER | GBR | Manor Motorsport | 130.0 |
| 17 | 31 | | Craig DOLBY | GBR | Paston Racing | 130.0 |
| 18 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 129.8 |
| 19 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 129.8 |
| 20 | 37 | | David EPTON | GBR | Motaworld Racing | 129.5 |
| 21 | 47 | | James MURPHY | IRL | Team Firstair | 129.5 |
| 22 | 7 | | James JAKES | GBR | Team aka | 129.5 |
| 23 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 129.5 |
| 24 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 129.0 |
| 25 | 22 | | Matt RUSSELL | GBR | Mark Burdett Motorsport | 129.0 |
| 26 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 129.0 |
| 27 | 27 | | Stephen SIMPSON | GBR | Team JLR | 128.5 |
| 28 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 128.0 |

2004 Formula Renault UK Championship SPEED TRAP - ROUND 3 - SECTOR

(contd.)

| POS | NO | CL | DRIVER | NAT | ENTRANT | MPH |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 111.8 |
| 2 | 19 | | Rodolfo GONZALEZ | VEN | Paston Racing | 111.6 |
| 3 | 20 | | James GORNALL | GBR | J A Motorsport | 111.4 |
| 4 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 111.4 |
| 5 | 32 | | John BYRNE | GBR | Team JVA | 111.2 |
| 6 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 111.2 |
| 7 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 111.1 |
| 8 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 111.1 |
| 9 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 110.9 |
| 10 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 110.7 |
| 11 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 110.5 |
| 12 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 110.5 |
| 13 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 110.5 |
| 14 | 47 | | James MURPHY | IRL | Team Firstair | 110.5 |
| 15 | 37 | | David EPTON | GBR | Motaworld Racing | 110.5 |
| 16 | 31 | | Craig DOLBY | GBR | Paston Racing | 110.5 |
| 17 | 28 | | Jason TAHINCI | TUR | Team JLR | 110.5 |
| 18 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 110.5 |
| 19 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 110.3 |
| 20 | 7 | | James JAKES | GBR | Team aka | 110.3 |
| 21 | 27 | | Stephen SIMPSON | GBR | Team JLR | 110.0 |
| 22 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 110.0 |
| 23 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 110.0 |
| 24 | 4 | | Josh WEBER | GBR | Manor Motorsport | 109.8 |
| 25 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 109.6 |
| 26 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 109.4 |
| 27 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 108.9 |
| 28 | 22 | | Matt RUSSELL | GBR | Mark Burdett Motorsport | 108.7 |

2004 Formula Renault UK Championship BEST SECTOR TIMES - ROUND 3

| SECTOR 1 | | | | SECTOR 2 | | IDEAL / BEST COMPARISON | | | | | | |
|----------|----|--------------|--------|----------|--------------|-------------------------|-----|----|--------------|--------|--------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 26 | CONWAY | 26.794 | 26 | CONWAY | 18.051 | 1 | 26 | CONWAY | 44.845 | 45.086 | 0.241 |
| 2 | 8 | BARBER | 26.803 | 35 | JARVIS | 18.081 | 2 | 8 | BARBER | 44.917 | 44.968 | 0.051 |
| 3 | 9 | STODDART | 26.897 | 8 | BARBER | 18.114 | 3 | 35 | JARVIS | 45.050 | 45.131 | 0.081 |
| 4 | 11 | HOLLINGS | 26.924 | 21 | STORCKENFELD | 18.139 | 4 | 9 | STODDART | 45.053 | 45.070 | 0.017 |
| 5 | 21 | STORCKENFELD | 26.959 | 3 | RESTA | 18.145 | 5 | 21 | STORCKENFELD | 45.098 | 45.188 | 0.090 |
| 6 | 34 | FOSTER | 26.961 | 9 | STODDART | 18.156 | 6 | 3 | RESTA | 45.116 | 45.156 | 0.040 |
| 7 | 35 | JARVIS | 26.969 | 34 | FOSTER | 18.166 | 7 | 34 | FOSTER | 45.127 | 45.191 | 0.064 |
| 8 | 47 | MURPHY | 26.970 | 32 | BYRNE | 18.166 | 8 | 11 | HOLLINGS | 45.161 | 45.183 | 0.022 |
| 9 | 3 | RESTA | 26.971 | 5 | SODERBERG | 18.180 | 9 | 32 | BYRNE | 45.184 | 45.314 | 0.130 |
| 10 | 37 | EPTON | 26.995 | 43 | CARRAPATOSO | 18.188 | 10 | 37 | EPTON | 45.221 | 45.292 | 0.071 |
| 11 | 27 | SIMPSON | 27.007 | 23 | POLAR | 18.191 | 11 | 27 | SIMPSON | 45.263 | 45.321 | 0.058 |
| 12 | 32 | BYRNE | 27.018 | 37 | EPTON | 18.226 | 12 | 47 | MURPHY | 45.267 | 45.270 | 0.003 |
| 13 | 2 | HOGAN | 27.053 | 20 | GORNALL | 18.236 | 13 | 17 | HALL | 45.297 | 45.405 | 0.108 |
| 14 | 17 | HALL | 27.058 | 11 | HOLLINGS | 18.237 | 14 | 2 | HOGAN | 45.316 | 45.316 | 0.000 |
| 15 | 7 | JAKES | 27.068 | 17 | HALL | 18.239 | 15 | 5 | SODERBERG | 45.340 | 45.464 | 0.124 |
| 16 | 14 | MASTRETTA | 27.073 | 27 | SIMPSON | 18.256 | 16 | 43 | CARRAPATOSO | 45.341 | 45.357 | 0.016 |
| 17 | 16 | FREUDENBERG | 27.090 | 2 | HOGAN | 18.263 | 17 | 23 | POLAR | 45.370 | 45.458 | 0.088 |
| 18 | 19 | GONZALEZ | 27.124 | 19 | GONZALEZ | 18.285 | 18 | 7 | JAKES | 45.390 | 45.463 | 0.073 |
| 19 | 4 | WEBER | 27.146 | 1 | CHENG | 18.290 | 19 | 19 | GONZALEZ | 45.409 | 45.427 | 0.018 |
| 20 | 43 | CARRAPATOSO | 27.153 | 24 | MCINTOSH | 18.291 | 20 | 4 | WEBER | 45.457 | 45.561 | 0.104 |
| 21 | 5 | SODERBERG | 27.160 | 47 | MURPHY | 18.297 | 21 | 1 | CHENG | 45.458 | 45.490 | 0.032 |
| 22 | 1 | CHENG | 27.168 | 31 | DOLBY | 18.306 | 22 | 16 | FREUDENBERG | 45.466 | 45.552 | 0.086 |
| 23 | 24 | MCINTOSH | 27.175 | 4 | WEBER | 18.311 | 23 | 24 | MCINTOSH | 45.466 | 45.479 | 0.013 |
| 24 | 23 | POLAR | 27.179 | 7 | JAKES | 18.322 | 24 | 14 | MASTRETTA | 45.471 | 45.512 | 0.041 |
| 25 | 28 | TAHINCI | 27.214 | 28 | TAHINCI | 18.369 | 25 | 20 | GORNALL | 45.547 | 45.640 | 0.093 |
| 26 | 20 | GORNALL | 27.311 | 16 | FREUDENBERG | 18.376 | 26 | 28 | TAHINCI | 45.583 | 45.687 | 0.104 |
| 27 | 31 | DOLBY | 27.365 | 14 | MASTRETTA | 18.398 | 27 | 31 | DOLBY | 45.671 | 45.672 | 0.001 |
| 28 | 22 | RUSSELL | 27.700 | 22 | RUSSELL | 18.457 | 28 | 22 | RUSSELL | 46.157 | 46.257 | 0.100 |
| | | | | | | | | | Perfect Lap | 44.845 | | |

Brands Hatch
Circuit Length = 1.2262 miles
Start: 17:26 End: 17:44

MST sports timing

2004 Formula Renault UK Championship LAP CHART - ROUND 3

| 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 |
| 8 | | 51.209 | 8 | | 45.474 | 8 | | 45.017 | 8 | | 45.037 | 8 | | 45.067 |
| 9 | 0.652 | 51.861 | 9 | 0.809 | 45.631 | 9 | 1.146 | 45.354 | 9 | 1.273 | 45.164 | 9 | 1.291 | 45.085 |
| 11 | 1.167 | 52.376 | 11 | 1.481 | 45.788 | 11 | 1.815 | 45.351 | 11 | 2.113 | 45.335 | 11 | 2.354 | 45.308 |
| 35 | 1.568 | 52.777 | 35 | 2.214 | 46.120 | 35 | 2.490 | 45.293 | 35 | 2.607 | 45.154 | 35 | 2.671 | 45.131 |
| 26 | 1.860 | 53.069 | 26 | 2.506 | 46.120 | 26 | 2.674 | 45.185 | 26 | 2.962 | 45.325 | 26 | 3.163 | 45.268 |
| 21 | 2.494 | 53.703 | 21 | 2.899 | 45.879 | 21 | 3.294 | 45.412 | 21 | 3.590 | 45.333 | 21 | 3.832 | 45.309 |
| 3 | 2.685 | 53.894 | 3 | 3.073 | 45.862 | 3 | 3.749 | 45.693 | 3 | 4.126 | 45.414 | 3 | 4.247 | 45.188 |
| 34 | 2.871 | 54.080 | 34 | 3.527 | 46.130 | 34 | 4.110 | 45.600 | 34 | 4.589 | 45.516 | 34 | 4.720 | 45.198 |
| 37 | 3.091 | 54.300 | 37 | 4.060 | 46.443 | 37 | 4.687 | 45.644 | 37 | 5.149 | 45.499 | 37 | 5.554 | 45.472 |
| 27 | 3.481 | 54.690 | 27 | 4.636 | 46.629 | 27 | 5.398 | 45.779 | 27 | 5.912 | 45.551 | 27 | 6.519 | 45.674 |
| 32 | 3.752 | 54.961 | 32 | 4.906 | 46.628 | 32 | 5.733 | 45.844 | 32 | 6.255 | 45.559 | 32 | 6.858 | 45.670 |
| 43 | 4.132 | 55.341 | 47 | 5.338 | 46.353 | 47 | 5.990 | 45.669 | 47 | 6.693 | 45.740 | 47 | 7.278 | 45.652 |
| 47 | 4.459 | 55.668 | 23 | 6.009 | 46.783 | 23 | 6.472 | 45.480 | 23 | 6.897 | 45.462 | 23 | 7.519 | 45.689 |
| 23 | 4.700 | 55.909 | 43 | 6.283 | 47.625 | 43 | 7.063 | 45.797 | 43 | 7.383 | 45.357 | 43 | 8.048 | 45.732 |
| 17 | 4.929 | 56.138 | 17 | 6.397 | 46.942 | 17 | 7.441 | 46.061 | 17 | 7.809 | 45.405 | 17 | 8.446 | 45.704 |
| 19 | 5.362 | 56.571 | 19 | 7.022 | 47.134 | 19 | 7.956 | 45.951 | 19 | 8.603 | 45.684 | 19 | 9.195 | 45.659 |
| 1 | 5.626 | 56.835 | 1 | 7.249 | 47.097 | 1 | 8.515 | 46.283 | 1 | 9.149 | 45.671 | 1 | 9.759 | 45.677 |
| 4 | 6.166 | 57.375 | 4 | 7.460 | 46.768 | 4 | 9.087 | 46.644 | 4 | 9.744 | 45.694 | 4 | 10.409 | 45.732 |
| 7 | 6.537 | 57.746 | 7 | 8.032 | 46.969 | 7 | 9.484 | 46.469 | 7 | 10.098 | 45.651 | 7 | 10.740 | 45.709 |
| 16 | 6.961 | 58.170 | 16 | 8.462 | 46.975 | 16 | 9.894 | 46.449 | 16 | 10.748 | 45.891 | 16 | 11.413 | 45.732 |
| 14 | 7.237 | 58.446 | 14 | 8.901 | 47.138 | 14 | 10.308 | 46.424 | 14 | 11.499 | 46.228 | 14 | 12.241 | 45.809 |
| 24 | 7.638 | 58.847 | 24 | 9.141 | 46.977 | 24 | 10.423 | 46.299 | 24 | 11.717 | 46.331 | 24 | 12.564 | 45.914 |
| 28 | 7.706 | 58.915 | 28 | 9.580 | 47.348 | 28 | 11.060 | 46.497 | 28 | 12.267 | 46.244 | 28 | 13.220 | 46.020 |
| 5 | 8.037 | 59.246 | 5 | 9.734 | 47.171 | 5 | 11.398 | 46.681 | 5 | 12.472 | 46.111 | 5 | 13.518 | 46.113 |
| 2 | 8.079 | 59.288 | 2 | 9.898 | 47.293 | 2 | 11.524 | 46.643 | 2 | 12.692 | 46.205 | 2 | 13.744 | 46.119 |
| 20 | 8.478 | 59.687 | 20 | 10.397 | 47.393 | 20 | 11.953 | 46.573 | 20 | 13.953 | 47.037 | 20 | 14.920 | 46.034 |
| 22 | 8.872 | 1:00.081 | 22 | 11.074 | 47.676 | 22 | 13.382 | 47.325 | 22 | 15.068 | 46.723 | 22 | 16.572 | 46.571 |
| 31 | 9.219 | 1:00.428 | 31 | 11.158 | 47.413 | 31 | 13.573 | 47.432 | 31 | 15.583 | 47.047 | 31 | 16.620 | 46.104 |

2004 Formula Renault UK Championship LAP CHART - ROUND 3

(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 |
| 8 | | 45.021 | 8 | | 44.993 | 8 | | 45.058 | 8 | | 44.968 | 8 | | 45.082 |
| 9 | 1.340 | 45.070 | 9 | 1.580 | 45.233 | 9 | 1.660 | 45.138 | 9 | 1.921 | 45.229 | 9 | 2.142 | 45.303 |
| 11 | 2.516 | 45.183 | 11 | 2.913 | 45.390 | 11 | 3.261 | 45.406 | 11 | 3.585 | 45.292 | 11 | 3.734 | 45.231 |
| 35 | 2.885 | 45.235 | 35 | 3.070 | 45.178 | 26 | 3.976 | 45.598 | 26 | 4.126 | 45.118 | 26 | 4.153 | 45.109 |
| 26 | 3.228 | 45.086 | 26 | 3.436 | 45.201 | 35 | 4.411 | 46.399 | 35 | 4.633 | 45.190 | 35 | 4.774 | 45.223 |
| 21 | 4.043 | 45.232 | 21 | 4.239 | 45.189 | 21 | 4.706 | 45.525 | 21 | 5.097 | 45.359 | 21 | 5.335 | 45.320 |
| 3 | 4.491 | 45.265 | 3 | 4.654 | 45.156 | 3 | 5.029 | 45.433 | 3 | 5.406 | 45.345 | 3 | 5.650 | 45.326 |
| 34 | 5.088 | 45.389 | 34 | 5.374 | 45.279 | 34 | 5.507 | 45.191 | 34 | 5.874 | 45.335 | 34 | 6.016 | 45.224 |
| 37 | 5.869 | 45.336 | 37 | 6.334 | 45.458 | 37 | 6.673 | 45.397 | 37 | 7.050 | 45.345 | 37 | 7.260 | 45.292 |
| 27 | 6.973 | 45.475 | 27 | 7.356 | 45.376 | 27 | 7.667 | 45.369 | 27 | 8.149 | 45.450 | 27 | 8.534 | 45.467 |
| 32 | 7.416 | 45.579 | 32 | 7.875 | 45.452 | 32 | 8.145 | 45.328 | 32 | 8.716 | 45.539 | 32 | 9.098 | 45.464 |
| 47 | 7.797 | 45.540 | 47 | 8.423 | 45.619 | 47 | 8.815 | 45.450 | 47 | 9.177 | 45.330 | 47 | 9.787 | 45.692 |
| 23 | 8.060 | 45.562 | 23 | 8.966 | 45.899 | 23 | 9.366 | 45.458 | 23 | 10.037 | 45.639 | 23 | 10.524 | 45.569 |
| 43 | 8.444 | 45.417 | 43 | 9.303 | 45.852 | 43 | 9.817 | 45.572 | 43 | 10.327 | 45.478 | 43 | 10.756 | 45.511 |
| 17 | 8.860 | 45.435 | 17 | 9.415 | 45.548 | 17 | 10.150 | 45.793 | 17 | 10.625 | 45.443 | 17 | 11.081 | 45.538 |
| 19 | 9.624 | 45.450 | 19 | 10.058 | 45.427 | 19 | 10.964 | 45.964 | 19 | 11.608 | 45.612 | 19 | 12.088 | 45.562 |
| 1 | 10.228 | 45.490 | 1 | 11.341 | 46.106 | 1 | 11.814 | 45.531 | 1 | 12.392 | 45.546 | 1 | 12.936 | 45.626 |
| 4 | 10.949 | 45.561 | 4 | 11.611 | 45.655 | 4 | 12.241 | 45.688 | 4 | 12.929 | 45.656 | 4 | 13.447 | 45.600 |
| 7 | 11.328 | 45.609 | 7 | 12.096 | 45.761 | 7 | 12.847 | 45.809 | 7 | 13.502 | 45.623 | 7 | 13.972 | 45.552 |
| 16 | 12.138 | 45.746 | 16 | 12.787 | 45.642 | 16 | 13.411 | 45.682 | 16 | 13.995 | 45.552 | 16 | 14.660 | 45.747 |
| 14 | 12.987 | 45.767 | 14 | 13.506 | 45.512 | 14 | 14.114 | 45.666 | 14 | 14.866 | 45.720 | 14 | 15.425 | 45.641 |
| 24 | 13.448 | 45.905 | 24 | 14.129 | 45.674 | 24 | 14.550 | 45.479 | 24 | 15.194 | 45.612 | 24 | 15.959 | 45.847 |
| 28 | 13.983 | 45.784 | 28 | 15.035 | 46.045 | 5 | 15.746 | 45.611 | 5 | 16.242 | 45.464 | 5 | 16.748 | 45.588 |
| 5 | 14.180 | 45.683 | 5 | 15.193 | 46.006 | 28 | 16.543 | 46.566 | 28 | 17.596 | 46.021 | 28 | 18.407 | 45.893 |
| 2 | 14.503 | 45.780 | 2 | 15.554 | 46.044 | 2 | 16.744 | 46.248 | 2 | 17.767 | 45.991 | 2 | 18.545 | 45.860 |
| 20 | 15.933 | 46.034 | 20 | 16.631 | 45.691 | 20 | 17.213 | 45.640 | 20 | 18.223 | 45.978 | 20 | 19.210 | 46.069 |
| 22 | 18.571 | 47.020 | 22 | 21.029 | 47.451 | 22 | 22.620 | 46.649 | 31 | 24.361 | 46.500 | 31 | 24.951 | 45.672 |
| 31 | 18.712 | 47.113 | 31 | 21.300 | 47.581 | 31 | 22.829 | 46.587 | 22 | 25.074 | 47.422 | 22 | 27.286 | 47.294 |

2004 Formula Renault UK Championship LAP CHART - ROUND 3

(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 |
| 8 | | 45.156 | 8 | | 45.149 | 8 | | 45.322 | 8 | | 45.229 | 8 | | 45.312 |
| 9 | 2.260 | 45.274 | 9 | 2.333 | 45.222 | 9 | 2.339 | 45.328 | 9 | 2.350 | 45.240 | 9 | 2.498 | 45.460 |
| 11 | 3.825 | 45.247 | 11 | 3.924 | 45.248 | 11 | 3.913 | 45.311 | 11 | 4.107 | 45.423 | 11 | 4.270 | 45.475 |
| 26 | 4.117 | 45.120 | 26 | 4.264 | 45.296 | 26 | 4.223 | 45.281 | 26 | 4.159 | 45.165 | 26 | 4.313 | 45.466 |
| 35 | 4.783 | 45.165 | 35 | 4.974 | 45.340 | 35 | 4.895 | 45.243 | 35 | 4.989 | 45.323 | 35 | 5.073 | 45.396 |
| 21 | 5.557 | 45.378 | 21 | 5.761 | 45.353 | 21 | 5.627 | 45.188 | 21 | 5.748 | 45.350 | 21 | 5.719 | 45.283 |
| 3 | 5.956 | 45.462 | 3 | 6.240 | 45.433 | 3 | 6.233 | 45.315 | 3 | 6.292 | 45.288 | 3 | 6.422 | 45.442 |
| 34 | 6.387 | 45.527 | 34 | 6.729 | 45.491 | 34 | 6.866 | 45.459 | 34 | 7.019 | 45.382 | 34 | 7.236 | 45.529 |
| 37 | 7.465 | 45.361 | 37 | 7.661 | 45.345 | 37 | 7.868 | 45.529 | 37 | 8.136 | 45.497 | 37 | 8.437 | 45.613 |
| 27 | 8.699 | 45.321 | 27 | 8.942 | 45.392 | 27 | 9.074 | 45.454 | 27 | 9.279 | 45.434 | 27 | 9.471 | 45.504 |
| 32 | 9.544 | 45.602 | 32 | 9.786 | 45.391 | 32 | 9.826 | 45.362 | 32 | 10.493 | 45.896 | 32 | 10.495 | 45.314 |
| 47 | 10.043 | 45.412 | 47 | 10.479 | 45.585 | 47 | 10.427 | 45.270 | 47 | 10.998 | 45.800 | 47 | 11.155 | 45.469 |
| 23 | 11.003 | 45.635 | 23 | 11.449 | 45.595 | 23 | 11.846 | 45.719 | 23 | 12.237 | 45.620 | 23 | 12.528 | 45.603 |
| 43 | 11.475 | 45.875 | 43 | 11.862 | 45.536 | 43 | 12.286 | 45.746 | 43 | 12.577 | 45.520 | 43 | 12.833 | 45.568 |
| 17 | 11.757 | 45.832 | 17 | 12.251 | 45.643 | 17 | 12.539 | 45.610 | 17 | 12.998 | 45.688 | 17 | 13.271 | 45.585 |
| 19 | 12.635 | 45.703 | 19 | 13.138 | 45.652 | 19 | 13.598 | 45.782 | 19 | 13.926 | 45.557 | 19 | 14.341 | 45.727 |
| 1 | 13.474 | 45.694 | 1 | 13.886 | 45.561 | 1 | 14.115 | 45.551 | 1 | 14.533 | 45.647 | 1 | 14.924 | 45.703 |
| 4 | 13.929 | 45.638 | 4 | 14.354 | 45.574 | 4 | 15.274 | 46.242 | 4 | 15.683 | 45.638 | 4 | 16.096 | 45.725 |
| 7 | 14.602 | 45.786 | 7 | 14.916 | 45.463 | 7 | 15.631 | 46.037 | 7 | 15.975 | 45.573 | 7 | 16.573 | 45.910 |
| 16 | 15.189 | 45.685 | 16 | 15.730 | 45.690 | 16 | 16.378 | 45.970 | 16 | 16.764 | 45.615 | 16 | 17.363 | 45.911 |
| 14 | 16.257 | 45.988 | 14 | 17.021 | 45.913 | 14 | 17.579 | 45.880 | 14 | 18.055 | 45.705 | 14 | 18.459 | 45.716 |
| 24 | 16.574 | 45.771 | 24 | 17.281 | 45.856 | 24 | 17.773 | 45.814 | 24 | 18.480 | 45.936 | 24 | 19.031 | 45.863 |
| 5 | 17.091 | 45.499 | 5 | 17.675 | 45.733 | 5 | 18.098 | 45.745 | 5 | 18.692 | 45.823 | 5 | 19.367 | 45.987 |
| 2 | 18.898 | 45.509 | 2 | 19.291 | 45.542 | 2 | 19.700 | 45.731 | 2 | 19.940 | 45.469 | 2 | 19.944 | 45.316 |
| 28 | 19.548 | 46.297 | 28 | 20.102 | 45.703 | 28 | 20.517 | 45.737 | 28 | 21.032 | 45.744 | 28 | 21.407 | 45.687 |
| 20 | 19.924 | 45.870 | 20 | 20.610 | 45.835 | 20 | 21.154 | 45.866 | 20 | 21.647 | 45.722 | 20 | 22.405 | 46.070 |
| 31 | 25.753 | 45.958 | 31 | 26.552 | 45.948 | 31 | 27.301 | 46.071 | 31 | 28.247 | 46.175 | 31 | 29.053 | 46.118 |
| 22 | 28.711 | 46.581 | 22 | 30.815 | 47.253 | 22 | 32.157 | 46.664 | 22 | 33.548 | 46.620 | 22 | 34.768 | 46.532 |

2004 Formula Renault UK Championship LAP CHART - ROUND 3

(contd.)

| Lap 16 | | | Lap 17 | | | Lap 18 | | | Lap 19 | | | Lap 20 | | |
|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|----------|--------|--------|---------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 8 | | 45.395 | 8 | | 45.355 | 8 | | 45.340 | 8 | | 45.636 | 8 | | 45.734 |
| 9 | 2.553 | 45.450 | 9 | 2.648 | 45.450 | 9 | 2.791 | 45.483 | 9 | 2.708 | 45.553 | 9 | 2.623 | 45.649 |
| 11 | 4.317 | 45.442 | 11 | 4.626 | 45.664 | 11 | 4.501 | 45.215 | 11 | 4.418 | 45.553 | 11 | 4.155 | 45.471 |
| 26 | 4.407 | 45.489 | 26 | 4.869 | 45.817 | 26 | 4.773 | 45.244 | 26 | 4.666 | 45.529 | 26 | 4.350 | 45.418 |
| 35 | 5.009 | 45.331 | 35 | 5.289 | 45.635 | 35 | 5.467 | 45.518 | 35 | 5.222 | 45.391 | 35 | 5.007 | 45.519 |
| 21 | 5.705 | 45.381 | 21 | 5.913 | 45.563 | 21 | 5.977 | 45.404 | 21 | 5.858 | 45.517 | 21 | 5.583 | 45.459 |
| 3 | 6.506 | 45.479 | 3 | 6.743 | 45.592 | 3 | 6.831 | 45.428 | 3 | 6.774 | 45.579 | 3 | 6.610 | 45.570 |
| 34 | 7.269 | 45.428 | 34 | 7.365 | 45.451 | 34 | 7.591 | 45.566 | 34 | 7.543 | 45.588 | 34 | 7.519 | 45.710 |
| 37 | 8.613 | 45.571 | 37 | 8.788 | 45.530 | 37 | 9.084 | 45.636 | 37 | 8.998 | 45.550 | 37 | 8.752 | 45.488 |
| 27 | 9.661 | 45.585 | 27 | 9.965 | 45.659 | 27 | 10.140 | 45.515 | 27 | 10.190 | 45.686 | 27 | 10.055 | 45.599 |
| 32 | 10.615 | 45.515 | 32 | 10.744 | 45.484 | 32 | 11.051 | 45.647 | 32 | 11.553 | 46.138 | 32 | 11.349 | 45.530 |
| 47 | 11.430 | 45.670 | 47 | 11.636 | 45.561 | 47 | 11.837 | 45.541 | 47 | 11.934 | 45.733 | 47 | 11.944 | 45.744 |
| 23 | 12.859 | 45.726 | 23 | 13.217 | 45.713 | 23 | 13.350 | 45.473 | 23 | 13.417 | 45.703 | 23 | 13.450 | 45.767 |
| 43 | 13.129 | 45.691 | 43 | 13.532 | 45.758 | 43 | 13.795 | 45.603 | 43 | 13.790 | 45.631 | 43 | 13.854 | 45.798 |
| 17 | 13.897 | 46.021 | 17 | 14.109 | 45.567 | 17 | 14.394 | 45.625 | 17 | 14.302 | 45.544 | 17 | 14.662 | 46.094 |
| 19 | 14.735 | 45.789 | 19 | 14.979 | 45.599 | 19 | 15.271 | 45.632 | 19 | 15.513 | 45.878 | 19 | 15.450 | 45.671 |
| 1 | 15.219 | 45.690 | 1 | 15.697 | 45.833 | 1 | 15.962 | 45.605 | 1 | 16.068 | 45.742 | 1 | 16.234 | 45.900 |
| 4 | 16.581 | 45.880 | 4 | 17.071 | 45.845 | 16 | 19.018 | 46.445 | 16 | 19.144 | 45.762 | 16 | 19.123 | 45.713 |
| 7 | 17.080 | 45.902 | 7 | 17.519 | 45.794 | 14 | 21.030 | 47.024 | 24 | 21.813 | 46.332 | 24 | 21.694 | 45.615 |
| 16 | 17.653 | 45.685 | 16 | 17.913 | 45.615 | 24 | 21.117 | 46.769 | 14 | 22.655 | 47.261 | 14 | 22.791 | 45.870 |
| 14 | 18.857 | 45.793 | 14 | 19.346 | 45.844 | 2 | 21.599 | 46.331 | 2 | 22.710 | 46.747 | 2 | 23.259 | 46.283 |
| 24 | 19.401 | 45.765 | 24 | 19.688 | 45.642 | 5 | 21.653 | 46.714 | 5 | 23.146 | 47.129 | 5 | 23.366 | 45.954 |
| 5 | 19.828 | 45.856 | 5 | 20.279 | 45.806 | 28 | 22.653 | 45.862 | 28 | 23.617 | 46.600 | 28 | 24.095 | 46.212 |
| 2 | 20.224 | 45.675 | 2 | 20.608 | 45.739 | 20 | 24.364 | 46.116 | 4 | 1 LAP | 1:38.083 | 4 | 1 LAP | 46.535 |
| 28 | 21.741 | 45.729 | 28 | 22.131 | 45.745 | 7 | 28.930 | 56.751 | 20 | 24.855 | 46.127 | 20 | 25.507 | 46.386 |
| 20 | 22.970 | 45.960 | 20 | 23.588 | 45.973 | 31 | 31.198 | 46.162 | 7 | 30.374 | 47.080 | 7 | 30.488 | 45.848 |
| 31 | 29.614 | 45.956 | 31 | 30.376 | 46.117 | 22 | 38.264 | 46.540 | 31 | 31.937 | 46.375 | 31 | 32.272 | 46.069 |
| 22 | 35.935 | 46.562 | 22 | 37.064 | 46.484 | | | | 22 | 39.193 | 46.565 | 22 | 39.924 | 46.465 |

2004 Formula Renault UK Championship LAP CHART - ROUND 3

(contd.)

| Lap 21 | | | Lap 22 | | | Lap 23 | | | Lap 24 | | | Lap 25 | | |
|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 8 | | 45.487 | 8 | | 45.493 | 8 | | 45.969 | 8 | | 45.996 | | | |
| 9 | 2.748 | 45.612 | 9 | 2.933 | 45.678 | 9 | 2.307 | 45.343 | 9 | 1.915 | 45.604 | | | |
| 11 | 3.977 | 45.309 | 11 | 3.943 | 45.459 | 11 | 3.376 | 45.402 | 11 | 2.918 | 45.538 | | | |
| 26 | 4.233 | 45.370 | 26 | 4.286 | 45.546 | 26 | 3.713 | 45.396 | 26 | 3.026 | 45.309 | | | |
| 35 | 4.955 | 45.435 | 35 | 4.839 | 45.377 | 35 | 4.206 | 45.336 | 35 | 3.830 | 45.620 | | | |
| 21 | 5.517 | 45.421 | 21 | 5.388 | 45.364 | 21 | 4.817 | 45.398 | 21 | 4.405 | 45.584 | | | |
| 3 | 6.559 | 45.436 | 3 | 6.599 | 45.533 | 3 | 6.045 | 45.415 | 3 | 5.454 | 45.405 | | | |
| 34 | 7.307 | 45.275 | 34 | 7.128 | 45.314 | 34 | 6.657 | 45.498 | 34 | 6.097 | 45.436 | | | |
| 37 | 8.611 | 45.346 | 37 | 8.601 | 45.483 | 37 | 8.135 | 45.503 | 37 | 7.957 | 45.818 | | | |
| 27 | 10.097 | 45.529 | 27 | 10.328 | 45.724 | 27 | 9.875 | 45.516 | 27 | 9.656 | 45.777 | | | |
| 32 | 11.229 | 45.367 | 32 | 11.317 | 45.581 | 32 | 10.879 | 45.531 | 32 | 10.509 | 45.626 | | | |
| 47 | 11.937 | 45.480 | 47 | 11.913 | 45.469 | 47 | 11.406 | 45.462 | 47 | 10.891 | 45.481 | | | |
| 23 | 13.626 | 45.663 | 23 | 13.664 | 45.531 | 23 | 13.681 | 45.986 | 23 | 13.556 | 45.871 | | | |
| 43 | 14.241 | 45.874 | 43 | 14.271 | 45.523 | 43 | 13.939 | 45.637 | 43 | 13.956 | 46.013 | | | |
| 17 | 14.604 | 45.429 | 17 | 14.750 | 45.639 | 17 | 14.257 | 45.476 | 17 | 14.351 | 46.090 | | | |
| 19 | 15.618 | 45.655 | 19 | 15.780 | 45.655 | 19 | 15.427 | 45.616 | 19 | 15.171 | 45.740 | | | |
| 1 | 16.486 | 45.739 | 1 | 16.686 | 45.693 | 1 | 16.542 | 45.825 | 1 | 16.647 | 46.101 | | | |
| 16 | 19.314 | 45.678 | 16 | 19.934 | 46.113 | 16 | 19.614 | 45.649 | 16 | 19.339 | 45.721 | | | |
| 24 | 21.890 | 45.683 | 24 | 22.104 | 45.707 | 24 | 21.849 | 45.714 | 24 | 21.586 | 45.733 | | | |
| 14 | 23.028 | 45.724 | 14 | 23.337 | 45.802 | 14 | 23.192 | 45.824 | 14 | 23.151 | 45.955 | | | |
| 2 | 23.612 | 45.840 | 2 | 23.759 | 45.640 | 2 | 23.715 | 45.925 | 5 | 23.953 | 45.886 | | | |
| 5 | 24.017 | 46.138 | 5 | 24.120 | 45.596 | 5 | 24.063 | 45.912 | 2 | 24.422 | 46.703 | | | |
| 28 | 24.668 | 46.060 | 28 | 25.136 | 45.961 | 28 | 25.029 | 45.862 | 28 | 24.980 | 45.947 | | | |
| 4 | 1 LAP | 46.026 | 4 | 1 LAP | 46.335 | 20 | 27.178 | 46.079 | 20 | 27.413 | 46.231 | | | |
| 20 | 26.512 | 46.492 | 20 | 27.068 | 46.049 | 4 | 1 LAP | 47.684 | 4 | 1 LAP | 46.224 | | | |
| 7 | 30.889 | 45.888 | 7 | 31.020 | 45.624 | 7 | 30.796 | 45.745 | 7 | 30.602 | 45.802 | | | |
| 31 | 33.122 | 46.337 | 31 | 33.771 | 46.142 | 31 | 33.655 | 45.853 | 31 | 33.970 | 46.311 | | | |
| 22 | 40.694 | 46.257 | 22 | 41.672 | 46.471 | 22 | 42.572 | 46.869 | 22 | 43.221 | 46.645 | | | |

2004 Formula Renault UK Championship PROVISIONAL RESULT - ROUND 4

| POS | NO | CL | DRIVER | NAT | ENTRANT | TIME | LAPS | GAP | MPH | BEST |
|-----|----|----|--------------------|-----|-----------------------------|-----------|------|--------|-------|--------|
| 1 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 18:14.728 | 24 | | 96.83 | 45.206 |
| 2 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 18:17.541 | 24 | 2.813 | 96.59 | 44.833 |
| 3 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 18:19.960 | 24 | 5.232 | 96.37 | 45.230 |
| 4 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 18:20.348 | 24 | 5.620 | 96.34 | 45.327 |
| 5 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 18:22.255 | 24 | 7.527 | 96.17 | 45.328 |
| 6 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 18:22.977 | 24 | 8.249 | 96.11 | 45.276 |
| 7 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 18:26.240 | 24 | 11.512 | 95.83 | 45.424 |
| 8 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 18:27.567 | 24 | 12.839 | 95.71 | 45.558 |
| 9 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 18:27.923 | 24 | 13.195 | 95.68 | 45.501 |
| 10 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 18:28.485 | 24 | 13.757 | 95.63 | 45.471 |
| 11 | 32 | | John BYRNE | GBR | Team JVA | 18:29.104 | 24 | 14.376 | 95.58 | 45.472 |
| 12 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 18:33.147 | 24 | 18.419 | 95.23 | 45.661 |
| 13 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 18:35.349 | 24 | 20.621 | 95.04 | 45.753 |
| 14 | 37 | | David EPTON | GBR | Motaworld Racing | 18:35.688 | 24 | 20.960 | 95.01 | 45.670 |
| 15 | 4 | | Josh WEBER | GBR | Manor Motorsport | 18:36.509 | 24 | 21.781 | 94.94 | 45.674 |
| 16 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 18:36.898 | 24 | 22.170 | 94.91 | 45.697 |
| 17 | 88 | | Michael VITULLI | GBR | Vitulli Racing | 18:39.582 | 24 | 24.854 | 94.68 | 45.665 |
| 18 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 18:39.884 | 24 | 25.156 | 94.66 | 45.261 |
| 19 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 18:40.916 | 24 | 26.188 | 94.57 | 45.616 |
| 20 | 47 | | James MURPHY | IRL | Team Firstair | 18:41.557 | 24 | 26.829 | 94.52 | 45.641 |
| 21 | 28 | | Jason TAHINCI | TUR | Team JLR | 18:43.158 | 24 | 28.430 | 94.38 | 45.763 |
| 22 | 10 | | Sean EDWARDS | GBR | Team JVA | 18:44.910 | 24 | 30.182 | 94.24 | 45.815 |
| 23 | 31 | | Craig DOLBY | GBR | Paston Racing | 18:46.392 | 24 | 31.664 | 94.11 | 45.888 |
| 24 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 18:47.838 | 24 | 33.110 | 93.99 | 45.960 |
| 25 | 7 | | James JAKES | GBR | Team aka | 18:48.065 | 24 | 33.337 | 93.97 | 45.868 |

NOT CLASSIFIED

| | | | | | | | | |
|----|------------------|-----|-------------------|----------|---|--------|-------|--------|
| 27 | Stephen SIMPSON | GBR | Team JLR | 2:30.906 | 3 | D.N.F. | 88.20 | 46.426 |
| 5 | Stefan SODERBERG | SWE | Hill Speed Racing | 2:31.252 | 3 | D.N.F. | 88.00 | 47.070 |
| 12 | Nik GOODFELLOW | GBR | Falcon Motorsport | | 0 | D.N.F. | N/A | |

FASTEST LAP

| | | | | | | | | |
|----|-------------|--|-------------------|--------|----|----------|-----------|--|
| 26 | Mike CONWAY | | Fortec Motorsport | 44.833 | 12 | 98.46mph | 158.45kph | |
|----|-------------|--|-------------------|--------|----|----------|-----------|--|

Car 26 -10 sec penalty - false start

Weather / Track : Cloudy / Dry

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

Brands Hatch

Circuit Length = 1.2262 miles.

Start: 14:16 End: 14:34

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

2004 Formula Renault UK Championship

SECTOR ANALYSIS - ROUND 4

| 1 | CHENG Cong Fu | | | | | CHN | Manor Motorsport | | | | |
|----------|----------------------|-------|--------|--------------|--------|-------------|-------------------------|--------------|--------|--------------|---------------|
| 1 - | 38.994 | 105.0 | 18.856 | 127.3 | 57.850 | 13 - | 27.345 | 108.2 | 18.446 | 126.1 | 45.791 |
| 2 - | 28.830 | 107.8 | 18.591 | 126.8 | 47.421 | 14 - | 27.311 | 108.9 | 18.512 | 126.3 | 45.823 |
| 3 - | 27.819 | 108.2 | 18.752 | 126.6 | 46.571 | 15 - | 27.313 | 108.5 | 18.522 | 127.0 | 45.835 |
| 4 - | 29.459 | 108.5 | 18.617 | 125.6 | 48.076 | 16 - | 27.295 | 108.9 | 18.404 | 126.6 | 45.699 |
| 5 - | 27.626 | 109.2 | 18.549 | 125.6 | 46.175 | 17 - | 27.249 | 110.0 | 18.448 | 126.3 | 45.697 |
| 6 - | 27.519 | 108.9 | 18.433 | 125.9 | 45.952 | 18 - | 27.297 | 109.6 | 18.413 | 126.1 | 45.710 |
| 7 - | 27.495 | 108.7 | 18.438 | 126.1 | 45.933 | 19 - | 27.317 | 108.9 | 18.431 | 127.3 | 45.748 |
| 8 - | 27.341 | 109.1 | 18.481 | 125.4 | 45.822 | 20 - | 27.640 | 108.7 | 18.480 | 126.3 | 46.120 |
| 9 - | 27.384 | 108.5 | 18.407 | 125.2 | 45.791 | 21 - | 27.395 | 109.8 | 18.539 | 126.8 | 45.934 |
| 10 - | 27.355 | 108.5 | 18.402 | 126.3 | 45.757 | 22 - | 27.386 | 110.0 | 18.593 | 125.6 | 45.979 |
| 11 - | 27.239 | 109.4 | 18.509 | 125.9 | 45.748 | 23 - | 27.395 | 109.2 | 18.425 | 126.6 | 45.820 |
| 12 - | 27.334 | 108.4 | 18.538 | 125.9 | 45.872 | 24 - | 27.279 | 109.4 | 18.495 | 126.6 | 45.774 |

| 2 | Patrick HOGAN | | | | | IRL | Manor Motorsport | | | | |
|----------|----------------------|--------------|--------|--------------|---------------|-------------|-------------------------|-------|--------|-------|--------|
| 1 - | 35.721 | 108.2 | 18.922 | 128.0 | 54.643 | 13 - | 27.383 | 109.6 | 18.452 | 129.0 | 45.835 |
| 2 - | 27.446 | 110.3 | 18.421 | 129.8 | 45.867 | 14 - | 27.152 | 109.2 | 18.564 | 130.3 | 45.716 |
| 3 - | 27.604 | 109.8 | 18.383 | 130.5 | 45.987 | 15 - | 27.177 | 109.4 | 18.438 | 130.3 | 45.615 |
| 4 - | 27.295 | 110.5 | 18.302 | 130.5 | 45.597 | 16 - | 27.198 | 109.2 | 18.533 | 130.5 | 45.731 |
| 5 - | 27.326 | 110.9 | 18.451 | 130.5 | 45.777 | 17 - | 27.274 | 110.1 | 18.466 | 130.0 | 45.740 |
| 6 - | 27.371 | 109.4 | 18.408 | 130.3 | 45.779 | 18 - | 27.250 | 110.1 | 18.344 | 129.5 | 45.594 |
| 7 - | 27.296 | 110.9 | 18.376 | 129.3 | 45.672 | 19 - | 27.218 | 109.1 | 18.566 | 128.8 | 45.784 |
| 8 - | 27.305 | 111.4 | 18.318 | 131.0 | 45.623 | 20 - | 27.359 | 110.5 | 18.441 | 130.5 | 45.800 |
| 9 - | 27.415 | 109.6 | 18.361 | 130.0 | 45.776 | 21 - | 27.301 | 110.0 | 18.375 | 130.3 | 45.676 |
| 10 - | 27.206 | 110.3 | 18.352 | 130.0 | 45.558 | 22 - | 28.069 | 111.1 | 18.580 | 130.3 | 46.649 |
| 11 - | 27.253 | 110.3 | 18.362 | 130.8 | 45.615 | 23 - | 27.510 | 110.7 | 18.453 | 130.0 | 45.963 |
| 12 - | 27.355 | 110.0 | 18.444 | 129.5 | 45.799 | 24 - | 27.340 | 109.6 | 18.431 | 129.5 | 45.771 |

| 3 | Paul DI RESTA | | | | | GBR | Manor Motorsport | | | | |
|----------|----------------------|-------|--------|-------|--------|-------------|-------------------------|--------------|--------|--------------|---------------|
| 1 - | 34.815 | 108.2 | 18.488 | 127.0 | 53.303 | 13 - | 27.092 | 109.1 | 18.303 | 127.5 | 45.395 |
| 2 - | 27.690 | 109.6 | 18.420 | 127.5 | 46.110 | 14 - | 27.055 | 110.3 | 18.312 | 128.0 | 45.367 |
| 3 - | 27.361 | 109.1 | 18.302 | 128.5 | 45.663 | 15 - | 27.067 | 110.0 | 18.260 | 128.8 | 45.327 |
| 4 - | 27.379 | 110.1 | 18.316 | 127.8 | 45.695 | 16 - | 27.117 | 110.5 | 18.330 | 128.5 | 45.447 |
| 5 - | 27.380 | 109.8 | 18.296 | 127.3 | 45.676 | 17 - | 27.132 | 110.3 | 18.356 | 129.0 | 45.488 |
| 6 - | 27.261 | 110.3 | 18.320 | 127.3 | 45.581 | 18 - | 27.135 | 110.7 | 18.210 | 128.3 | 45.345 |
| 7 - | 27.206 | 110.0 | 18.284 | 127.5 | 45.490 | 19 - | 27.143 | 110.0 | 18.303 | 126.8 | 45.446 |
| 8 - | 27.127 | 110.1 | 18.319 | 127.3 | 45.446 | 20 - | 27.273 | 109.1 | 18.337 | 128.8 | 45.610 |
| 9 - | 27.167 | 110.1 | 18.331 | 127.0 | 45.498 | 21 - | 27.061 | 110.5 | 18.345 | 128.8 | 45.406 |
| 10 - | 27.069 | 110.5 | 18.304 | 126.8 | 45.373 | 22 - | 27.181 | 110.3 | 18.327 | 127.3 | 45.508 |
| 11 - | 27.186 | 110.0 | 18.342 | 127.3 | 45.528 | 23 - | 27.304 | 109.8 | 18.344 | 127.5 | 45.648 |
| 12 - | 27.080 | 109.6 | 18.281 | 127.5 | 45.361 | 24 - | 27.269 | 109.8 | 18.368 | 127.3 | 45.637 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 4

(contd.)

| 4 | Josh WEBER | | | | | GBR | Manor Motorsport | | | | |
|-------------|-------------------|--------------|--------|--------------|---------------|-------------|-------------------------|--------------|--------|-------|--------|
| 1 - | 39.114 | 105.3 | 19.161 | 127.0 | 58.275 | 13 - | 27.306 | 109.1 | 18.586 | 128.3 | 45.892 |
| 2 - | 28.808 | 107.3 | 18.773 | 127.8 | 47.581 | 14 - | 27.343 | 109.4 | 18.402 | 128.5 | 45.745 |
| 3 - | 27.818 | 109.2 | 18.503 | 130.3 | 46.321 | 15 - | 27.358 | 109.6 | 18.446 | 128.5 | 45.804 |
| 4 - | 28.907 | 108.9 | 18.538 | 127.8 | 47.445 | 16 - | 27.365 | 108.9 | 18.394 | 128.5 | 45.759 |
| 5 - | 27.306 | 109.4 | 18.712 | 126.8 | 46.018 | 17 - | 27.336 | 110.3 | 18.390 | 128.3 | 45.726 |
| 6 - | 27.585 | 109.1 | 18.484 | 127.5 | 46.069 | 18 - | 27.315 | 109.4 | 18.423 | 128.0 | 45.738 |
| 7 - | 27.300 | 109.4 | 18.448 | 126.8 | 45.748 | 19 - | 27.381 | 109.4 | 18.517 | 127.8 | 45.898 |
| 8 - | 27.196 | 109.4 | 18.478 | 128.0 | 45.674 | 20 - | 27.507 | 109.8 | 18.528 | 128.5 | 46.035 |
| 9 - | 27.261 | 109.4 | 18.524 | 127.8 | 45.785 | 21 - | 27.370 | 109.4 | 18.465 | 127.3 | 45.835 |
| 10 - | 27.137 | 110.3 | 18.608 | 127.3 | 45.745 | 22 - | 27.326 | 110.0 | 18.531 | 127.8 | 45.857 |
| 11 - | 27.279 | 109.6 | 18.486 | 127.5 | 45.765 | 23 - | 27.339 | 109.6 | 18.542 | 127.5 | 45.881 |
| 12 - | 27.462 | 109.8 | 18.490 | 128.3 | 45.952 | 24 - | 27.344 | 110.1 | 18.617 | 127.5 | 45.961 |

| 5 | Stefan SODERBERG | | | | | SWE | Hill Speed Racing | | | | |
|----------|-------------------------|--------------|--------|-------|--------|------------|--------------------------|-------|--------|--------------|---------------|
| 1 - | 37.814 | 106.5 | 19.263 | 127.3 | 57.077 | 3 - | 27.979 | 105.3 | 19.091 | 128.3 | 47.070 |
| 2 - | 28.566 | 107.5 | 18.539 | 127.3 | 47.105 | | | | | | |

| 7 | James JAKES | | | | | GBR | Team aka | | | | |
|----------|--------------------|-------|--------|-------|---------------|-------------|-----------------|--------------|--------|--------------|--------|
| 1 - | 37.596 | 106.0 | 18.994 | 127.8 | 56.590 | 13 - | 27.572 | 108.9 | 18.611 | 129.0 | 46.183 |
| 2 - | 28.504 | 108.5 | 18.700 | 127.0 | 47.204 | 14 - | 27.561 | 108.7 | 18.530 | 129.8 | 46.091 |
| 3 - | 27.928 | 108.5 | 19.052 | 123.5 | 46.980 | 15 - | 27.476 | 109.1 | 18.591 | 129.0 | 46.067 |
| 4 - | 36.106 | 108.4 | 18.727 | 126.3 | 54.833 | 16 - | 27.534 | 108.9 | 18.576 | 129.0 | 46.110 |
| 5 - | 27.453 | 109.1 | 18.436 | 127.0 | 45.889 | 17 - | 27.464 | 109.8 | 18.557 | 129.5 | 46.021 |
| 6 - | 27.390 | 108.4 | 18.478 | 127.5 | 45.868 | 18 - | 27.547 | 109.4 | 18.620 | 126.8 | 46.167 |
| 7 - | 27.550 | 108.7 | 18.475 | 127.3 | 46.025 | 19 - | 27.587 | 109.6 | 18.545 | 129.0 | 46.132 |
| 8 - | 27.383 | 108.7 | 18.669 | 127.5 | 46.052 | 20 - | 27.441 | 109.2 | 18.623 | 128.5 | 46.064 |
| 9 - | 27.453 | 108.7 | 18.652 | 127.8 | 46.105 | 21 - | 27.411 | 110.0 | 18.553 | 129.3 | 45.964 |
| 10 - | 27.614 | 109.6 | 18.820 | 128.3 | 46.434 | 22 - | 27.592 | 109.2 | 18.685 | 128.5 | 46.277 |
| 11 - | 27.419 | 109.2 | 18.743 | 128.3 | 46.162 | 23 - | 27.563 | 108.9 | 18.760 | 128.3 | 46.323 |
| 12 - | 27.599 | 109.1 | 18.635 | 129.3 | 46.234 | 24 - | 27.533 | 109.4 | 18.757 | 129.0 | 46.290 |

| 8 | Westley BARBER | | | | | GBR | Comtec Racing with Duckhams | | | | |
|----------|-----------------------|-------|--------|-------|---------------|-------------|------------------------------------|--------------|--------|--------------|--------|
| 1 - | 33.914 | 107.7 | 18.604 | 127.0 | 52.518 | 13 - | 26.966 | 109.8 | 18.267 | 128.5 | 45.233 |
| 2 - | 27.416 | 109.1 | 18.317 | 128.8 | 45.733 | 14 - | 27.022 | 109.8 | 18.278 | 128.8 | 45.300 |
| 3 - | 27.101 | 109.6 | 18.194 | 129.3 | 45.295 | 15 - | 26.993 | 109.6 | 18.317 | 129.5 | 45.310 |
| 4 - | 27.055 | 110.5 | 18.239 | 128.8 | 45.294 | 16 - | 27.011 | 109.8 | 18.272 | 129.5 | 45.283 |
| 5 - | 27.176 | 110.3 | 18.218 | 128.8 | 45.394 | 17 - | 26.981 | 110.3 | 18.285 | 129.0 | 45.266 |
| 6 - | 26.971 | 110.1 | 18.257 | 128.5 | 45.228 | 18 - | 27.010 | 110.3 | 18.220 | 128.8 | 45.230 |
| 7 - | 26.968 | 110.0 | 18.252 | 128.3 | 45.220 | 19 - | 27.001 | 110.0 | 18.332 | 129.0 | 45.333 |
| 8 - | 27.051 | 110.5 | 18.254 | 128.5 | 45.305 | 20 - | 27.023 | 110.0 | 18.298 | 129.3 | 45.321 |
| 9 - | 26.965 | 110.3 | 18.263 | 127.8 | 45.228 | 21 - | 27.045 | 109.6 | 18.271 | 129.3 | 45.316 |
| 10 - | 26.911 | 110.1 | 18.295 | 128.3 | 45.206 | 22 - | 27.062 | 110.7 | 18.396 | 129.3 | 45.458 |
| 11 - | 26.981 | 110.3 | 18.362 | 128.3 | 45.343 | 23 - | 27.065 | 110.9 | 18.327 | 128.5 | 45.392 |
| 12 - | 26.989 | 110.7 | 18.245 | 128.8 | 45.234 | 24 - | 26.957 | 110.5 | 18.331 | 129.0 | 45.288 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 4

(contd.)

| 9 | Susie STODDART | | | GBR | | | Comtec Racing with Duckhams | | | | |
|------|------------------|-------|--------|--------------|--------|------|-----------------------------|--------------|--------|--------------|---------------|
| 1 - | 34.379 | 108.4 | 18.722 | 127.8 | 53.101 | 13 - | 27.109 | 110.1 | 18.330 | 129.0 | 45.439 |
| 2 - | 27.639 | 108.7 | 18.332 | 129.3 | 45.971 | 14 - | 26.958 | 110.7 | 18.272 | 129.3 | 45.230 |
| 3 - | 27.300 | 109.8 | 18.395 | 129.3 | 45.695 | 15 - | 27.097 | 109.4 | 18.356 | 130.0 | 45.453 |
| 4 - | 27.253 | 109.8 | 18.319 | 128.5 | 45.572 | 16 - | 26.958 | 111.4 | 18.322 | 129.8 | 45.280 |
| 5 - | 27.235 | 110.3 | 18.308 | 128.3 | 45.543 | 17 - | 27.070 | 110.1 | 18.289 | 129.3 | 45.359 |
| 6 - | 27.168 | 109.4 | 18.403 | 128.0 | 45.571 | 18 - | 27.100 | 110.1 | 18.253 | 129.0 | 45.353 |
| 7 - | 27.196 | 110.0 | 18.325 | 128.5 | 45.521 | 19 - | 27.174 | 110.1 | 18.390 | 129.0 | 45.564 |
| 8 - | 27.068 | 110.7 | 18.297 | 128.8 | 45.365 | 20 - | 27.114 | 110.3 | 18.411 | 129.5 | 45.525 |
| 9 - | 27.114 | 110.5 | 18.412 | 128.0 | 45.526 | 21 - | 27.232 | 109.6 | 18.331 | 129.8 | 45.563 |
| 10 - | 27.032 | 109.8 | 18.319 | 128.8 | 45.351 | 22 - | 27.293 | 110.0 | 18.429 | 128.8 | 45.722 |
| 11 - | 27.046 | 111.1 | 18.327 | 128.8 | 45.373 | 23 - | 27.276 | 110.9 | 18.332 | 128.5 | 45.608 |
| 12 - | 27.081 | 110.0 | 18.344 | 129.0 | 45.425 | 24 - | 27.348 | 111.1 | 18.502 | 121.1 | 45.850 |
| 10 | Sean EDWARDS | | | GBR | | | Team JVA | | | | |
| 1 - | 40.022 | 105.1 | 19.623 | 128.3 | 59.645 | 13 - | 27.364 | 110.5 | 18.590 | 128.5 | 45.954 |
| 2 - | 28.858 | 108.4 | 18.733 | 128.3 | 47.591 | 14 - | 27.431 | 111.1 | 18.573 | 128.3 | 46.004 |
| 3 - | 28.017 | 109.8 | 18.641 | 129.0 | 46.658 | 15 - | 27.473 | 110.7 | 18.490 | 129.5 | 45.963 |
| 4 - | 28.755 | 106.0 | 18.804 | 128.5 | 47.559 | 16 - | 27.567 | 108.4 | 18.497 | 129.0 | 46.064 |
| 5 - | 28.270 | 109.8 | 18.704 | 129.5 | 46.974 | 17 - | 27.334 | 110.5 | 18.481 | 128.8 | 45.815 |
| 6 - | 27.819 | 109.1 | 18.546 | 128.3 | 46.365 | 18 - | 27.508 | 111.1 | 18.527 | 128.5 | 46.035 |
| 7 - | 28.288 | 108.2 | 18.620 | 128.8 | 46.908 | 19 - | 27.360 | 110.7 | 18.683 | 128.5 | 46.043 |
| 8 - | 27.579 | 110.1 | 18.537 | 128.0 | 46.116 | 20 - | 27.576 | 110.7 | 18.495 | 128.8 | 46.071 |
| 9 - | 27.530 | 110.5 | 18.600 | 128.3 | 46.130 | 21 - | 27.504 | 110.5 | 18.556 | 129.5 | 46.060 |
| 10 - | 27.658 | 111.1 | 18.577 | 128.3 | 46.235 | 22 - | 27.544 | 111.2 | 18.623 | 128.3 | 46.167 |
| 11 - | 27.549 | 110.5 | 18.629 | 128.5 | 46.178 | 23 - | 27.425 | 110.9 | 18.650 | 127.8 | 46.075 |
| 12 - | 27.486 | 110.9 | 18.583 | 128.3 | 46.069 | 24 - | 27.632 | 111.4 | 18.599 | 129.0 | 46.231 |
| 11 | Charles HOLLINGS | | | GBR | | | Fortec Motorsport | | | | |
| 1 - | 36.368 | 107.7 | 18.854 | 128.8 | 55.222 | 13 - | 27.442 | 109.1 | 18.467 | 128.8 | 45.909 |
| 2 - | 28.170 | 109.4 | 18.548 | 127.3 | 46.718 | 14 - | 27.175 | 109.6 | 18.398 | 128.8 | 45.573 |
| 3 - | 27.634 | 109.2 | 18.539 | 126.6 | 46.173 | 15 - | 27.253 | 109.4 | 18.426 | 129.0 | 45.679 |
| 4 - | 27.343 | 109.2 | 18.430 | 128.3 | 45.773 | 16 - | 27.182 | 109.8 | 18.359 | 128.5 | 45.541 |
| 5 - | 27.482 | 108.5 | 18.461 | 126.3 | 45.943 | 17 - | 27.137 | 110.3 | 18.334 | 129.3 | 45.471 |
| 6 - | 27.219 | 108.9 | 18.551 | 127.3 | 45.770 | 18 - | 27.512 | 108.4 | 18.342 | 129.0 | 45.854 |
| 7 - | 27.148 | 109.6 | 18.447 | 127.3 | 45.595 | 19 - | 27.211 | 109.4 | 18.304 | 129.0 | 45.515 |
| 8 - | 27.368 | 108.5 | 18.512 | 128.0 | 45.880 | 20 - | 27.211 | 110.0 | 18.371 | 130.0 | 45.582 |
| 9 - | 27.180 | 109.6 | 18.404 | 128.8 | 45.584 | 21 - | 27.318 | 110.0 | 18.291 | 129.5 | 45.609 |
| 10 - | 27.154 | 108.5 | 18.469 | 128.5 | 45.623 | 22 - | 27.324 | 110.5 | 18.555 | 129.5 | 45.879 |
| 11 - | 27.286 | 108.9 | 18.418 | 128.5 | 45.704 | 23 - | 27.835 | 109.2 | 18.454 | 129.8 | 46.289 |
| 12 - | 27.370 | 109.2 | 18.439 | 128.8 | 45.809 | 24 - | 27.347 | 111.1 | 18.443 | 129.0 | 45.790 |
| 12 | Nik GOODFELLOW | | | GBR | | | Falcon Motorsport | | | | |
| | | | | | | | | | | | |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 4

(contd.)

| 14 | | Carlos MASTRETTA | | | | MEX | | Falcon Motorsport | | | |
|-----------|--------|-------------------------|--------|-------|----------|------------|--------|--------------------------|--------|--------------|---------------|
| 1 - | 40.348 | 106.0 | 19.788 | 127.3 | 1:00.136 | 13 - | 27.512 | 108.7 | 18.626 | 128.5 | 46.138 |
| 2 - | 28.694 | 108.2 | 18.959 | 127.8 | 47.653 | 14 - | 27.485 | 108.2 | 18.718 | 128.0 | 46.203 |
| 3 - | 28.060 | 108.5 | 18.655 | 127.8 | 46.715 | 15 - | 27.352 | 109.4 | 18.696 | 127.8 | 46.048 |
| 4 - | 28.436 | 106.5 | 19.211 | 128.8 | 47.647 | 16 - | 27.602 | 108.5 | 18.584 | 127.8 | 46.186 |
| 5 - | 28.962 | 104.6 | 19.077 | 127.8 | 48.039 | 17 - | 27.490 | 109.4 | 18.537 | 128.3 | 46.027 |
| 6 - | 27.665 | 108.2 | 18.595 | 128.3 | 46.260 | 18 - | 27.439 | 108.7 | 18.521 | 128.8 | 45.960 |
| 7 - | 27.555 | 109.1 | 18.648 | 127.8 | 46.203 | 19 - | 27.419 | 108.5 | 18.733 | 128.3 | 46.152 |
| 8 - | 27.628 | 108.0 | 18.637 | 128.8 | 46.265 | 20 - | 27.518 | 108.2 | 18.578 | 129.0 | 46.096 |
| 9 - | 27.547 | 109.6 | 18.735 | 128.3 | 46.282 | 21 - | 27.432 | 109.4 | 18.695 | 128.5 | 46.127 |
| 10 - | 27.648 | 108.9 | 18.732 | 128.0 | 46.380 | 22 - | 27.550 | 108.7 | 18.734 | 127.3 | 46.284 |
| 11 - | 27.514 | 108.4 | 18.674 | 127.3 | 46.188 | 23 - | 27.542 | 108.9 | 18.705 | 128.8 | 46.247 |
| 12 - | 27.465 | 109.2 | 18.622 | 128.8 | 46.087 | 24 - | 27.584 | 108.9 | 18.931 | 126.8 | 46.515 |

| 16 | | Ben FREUDENBERG | | | | USA | | Fortec Motorsport | | | |
|-----------|--------|------------------------|--------|-------|--------|------------|--------|--------------------------|--------|--------------|---------------|
| 1 - | 38.596 | 105.1 | 19.171 | 125.9 | 57.767 | 13 - | 27.805 | 108.4 | 18.451 | 128.5 | 46.256 |
| 2 - | 28.559 | 106.8 | 18.699 | 126.3 | 47.258 | 14 - | 27.325 | 109.2 | 18.433 | 128.8 | 45.758 |
| 3 - | 27.788 | 108.5 | 18.744 | 126.1 | 46.532 | 15 - | 27.534 | 109.4 | 18.389 | 128.8 | 45.923 |
| 4 - | 30.290 | 107.0 | 18.869 | 127.3 | 49.159 | 16 - | 27.728 | 109.6 | 18.340 | 129.5 | 46.068 |
| 5 - | 28.051 | 108.4 | 18.557 | 126.3 | 46.608 | 17 - | 27.390 | 110.0 | 18.330 | 129.3 | 45.720 |
| 6 - | 27.768 | 107.8 | 18.515 | 128.0 | 46.283 | 18 - | 27.280 | 109.8 | 18.357 | 129.0 | 45.637 |
| 7 - | 27.535 | 107.7 | 18.589 | 127.5 | 46.124 | 19 - | 28.332 | 109.1 | 18.590 | 129.0 | 46.922 |
| 8 - | 27.377 | 108.4 | 18.500 | 128.0 | 45.877 | 20 - | 27.387 | 108.9 | 18.531 | 128.5 | 45.918 |
| 9 - | 27.529 | 108.5 | 18.449 | 127.5 | 45.978 | 21 - | 27.643 | 103.8 | 18.757 | 128.8 | 46.400 |
| 10 - | 27.512 | 108.7 | 18.475 | 128.5 | 45.987 | 22 - | 27.296 | 110.0 | 18.484 | 127.3 | 45.780 |
| 11 - | 27.292 | 109.1 | 18.489 | 127.8 | 45.781 | 23 - | 27.199 | 109.8 | 18.417 | 127.8 | 45.616 |
| 12 - | 27.474 | 108.9 | 18.361 | 127.5 | 45.835 | 24 - | 27.300 | 109.8 | 18.429 | 127.3 | 45.729 |

| 17 | | Stuart HALL | | | | GBR | | Fortec Motorsport | | | |
|-----------|--------|--------------------|--------|-------|---------------|------------|--------|--------------------------|--------|--------------|--------|
| 1 - | 35.907 | 108.4 | 19.047 | 128.8 | 54.954 | 13 - | 27.289 | 110.1 | 18.335 | 129.8 | 45.624 |
| 2 - | 28.188 | 107.2 | 18.450 | 129.0 | 46.638 | 14 - | 27.270 | 110.3 | 18.434 | 129.8 | 45.704 |
| 3 - | 27.652 | 109.6 | 18.453 | 128.0 | 46.105 | 15 - | 27.152 | 110.7 | 18.403 | 129.8 | 45.555 |
| 4 - | 27.292 | 110.5 | 18.427 | 128.8 | 45.719 | 16 - | 27.231 | 111.2 | 18.372 | 130.5 | 45.603 |
| 5 - | 27.257 | 110.7 | 18.371 | 128.5 | 45.628 | 17 - | 27.257 | 111.2 | 18.407 | 130.3 | 45.664 |
| 6 - | 27.287 | 110.7 | 18.397 | 128.8 | 45.684 | 18 - | 27.476 | 111.2 | 18.395 | 130.5 | 45.871 |
| 7 - | 27.363 | 110.0 | 18.440 | 129.3 | 45.803 | 19 - | 27.247 | 110.3 | 18.449 | 131.3 | 45.696 |
| 8 - | 27.334 | 110.1 | 18.452 | 129.0 | 45.786 | 20 - | 27.342 | 110.9 | 18.421 | 130.5 | 45.763 |
| 9 - | 27.130 | 111.2 | 18.371 | 129.0 | 45.501 | 21 - | 27.343 | 111.4 | 18.378 | 130.5 | 45.721 |
| 10 - | 27.263 | 110.5 | 18.394 | 130.3 | 45.657 | 22 - | 27.565 | 110.7 | 18.438 | 132.1 | 46.003 |
| 11 - | 27.256 | 109.8 | 18.448 | 129.5 | 45.704 | 23 - | 27.782 | 110.7 | 18.468 | 130.3 | 46.250 |
| 12 - | 27.227 | 110.7 | 18.366 | 129.5 | 45.593 | 24 - | 27.215 | 111.2 | 18.482 | 130.0 | 45.697 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 4

(contd.)

| 21 | Alex STORCKENFELDT | | | | | SWE | Mark Burdett Motorsport | | | | |
|-----------|---------------------------|-------|--------|-------|---------------|-------------|--------------------------------|--------------|--------|--------------|--------|
| 1 - | 35.509 | 106.0 | 19.221 | 125.4 | 54.730 | 13 - | 27.488 | 109.4 | 18.321 | 129.3 | 45.809 |
| 2 - | 28.073 | 108.9 | 18.558 | 128.3 | 46.631 | 14 - | 27.443 | 109.4 | 18.231 | 130.5 | 45.674 |
| 3 - | 27.426 | 108.9 | 18.314 | 128.5 | 45.740 | 15 - | 27.465 | 109.6 | 18.236 | 129.3 | 45.701 |
| 4 - | 27.352 | 110.0 | 18.282 | 128.3 | 45.634 | 16 - | 27.398 | 110.5 | 18.215 | 130.3 | 45.613 |
| 5 - | 27.403 | 109.2 | 18.465 | 128.0 | 45.868 | 17 - | 27.457 | 109.8 | 18.292 | 129.8 | 45.749 |
| 6 - | 27.430 | 109.4 | 18.361 | 128.3 | 45.791 | 18 - | 27.393 | 110.0 | 18.240 | 129.0 | 45.633 |
| 7 - | 27.267 | 108.7 | 18.287 | 128.5 | 45.554 | 19 - | 27.278 | 110.1 | 18.289 | 128.0 | 45.567 |
| 8 - | 27.320 | 108.9 | 18.318 | 128.5 | 45.638 | 20 - | 27.679 | 110.0 | 18.256 | 128.8 | 45.935 |
| 9 - | 27.357 | 109.1 | 18.389 | 129.5 | 45.746 | 21 - | 27.409 | 110.5 | 18.228 | 131.3 | 45.637 |
| 10 - | 27.426 | 109.6 | 18.248 | 128.0 | 45.674 | 22 - | 27.588 | 109.6 | 18.262 | 130.5 | 45.850 |
| 11 - | 27.173 | 109.4 | 18.251 | 130.5 | 45.424 | 23 - | 27.296 | 109.8 | 18.300 | 127.0 | 45.596 |
| 12 - | 27.359 | 109.2 | 18.240 | 127.8 | 45.599 | 24 - | 27.229 | 111.6 | 18.218 | 129.0 | 45.447 |

| 23 | Juan POLAR | | | | | PER | Mark Burdett Motorsport | | | | |
|-----------|-------------------|-------|--------|-------|---------------|-------------|--------------------------------|--------------|--------|--------------|--------|
| 1 - | 37.328 | 108.4 | 19.155 | 125.9 | 56.483 | 13 - | 27.438 | 110.0 | 18.417 | 129.3 | 45.855 |
| 2 - | 28.220 | 109.4 | 18.593 | 127.8 | 46.813 | 14 - | 27.402 | 108.9 | 18.354 | 127.3 | 45.756 |
| 3 - | 28.193 | 108.7 | 18.951 | 126.6 | 47.144 | 15 - | 27.442 | 108.9 | 18.476 | 128.0 | 45.918 |
| 4 - | 27.694 | 109.4 | 18.421 | 128.8 | 46.115 | 16 - | 27.489 | 110.1 | 18.405 | 128.0 | 45.894 |
| 5 - | 27.880 | 109.1 | 18.396 | 127.0 | 46.276 | 17 - | 27.423 | 110.7 | 18.379 | 128.0 | 45.802 |
| 6 - | 27.485 | 110.0 | 18.394 | 128.0 | 45.879 | 18 - | 27.389 | 111.2 | 18.406 | 127.8 | 45.795 |
| 7 - | 27.394 | 110.3 | 18.567 | 127.8 | 45.961 | 19 - | 27.291 | 110.3 | 18.525 | 127.5 | 45.816 |
| 8 - | 27.565 | 109.6 | 18.407 | 126.1 | 45.972 | 20 - | 27.369 | 110.3 | 18.393 | 128.5 | 45.762 |
| 9 - | 27.482 | 109.8 | 18.382 | 127.0 | 45.864 | 21 - | 27.432 | 109.6 | 18.449 | 127.5 | 45.881 |
| 10 - | 27.351 | 110.3 | 18.402 | 127.3 | 45.753 | 22 - | 27.418 | 110.7 | 18.462 | 128.3 | 45.880 |
| 11 - | 27.424 | 110.1 | 18.438 | 127.5 | 45.862 | 23 - | 27.595 | 110.1 | 18.728 | 126.3 | 46.323 |
| 12 - | 27.551 | 109.1 | 18.444 | 127.3 | 45.995 | 24 - | 27.817 | 109.6 | 18.733 | 128.5 | 46.550 |

| 24 | Sean MCINTOSH | | | | | CAN | Team Firstair | | | | |
|-----------|----------------------|-------|--------|-------|--------|-------------|----------------------|--------------|--------|--------------|---------------|
| 1 - | 37.136 | 106.5 | 18.813 | 128.0 | 55.949 | 13 - | 27.261 | 109.2 | 18.400 | 129.3 | 45.661 |
| 2 - | 28.430 | 108.0 | 18.690 | 127.3 | 47.120 | 14 - | 27.421 | 109.1 | 18.385 | 129.0 | 45.806 |
| 3 - | 28.160 | 108.0 | 18.823 | 126.6 | 46.983 | 15 - | 27.545 | 109.4 | 18.405 | 129.0 | 45.950 |
| 4 - | 27.775 | 108.4 | 18.484 | 126.6 | 46.259 | 16 - | 27.322 | 109.8 | 18.403 | 128.5 | 45.725 |
| 5 - | 27.555 | 108.7 | 18.515 | 126.6 | 46.070 | 17 - | 27.337 | 109.4 | 18.370 | 127.5 | 45.707 |
| 6 - | 27.444 | 109.1 | 18.498 | 127.8 | 45.942 | 18 - | 27.393 | 110.0 | 18.327 | 128.8 | 45.720 |
| 7 - | 27.501 | 108.4 | 18.484 | 127.5 | 45.985 | 19 - | 27.349 | 109.6 | 18.414 | 128.8 | 45.763 |
| 8 - | 27.391 | 108.9 | 18.422 | 128.0 | 45.813 | 20 - | 27.460 | 109.4 | 18.411 | 129.3 | 45.871 |
| 9 - | 27.367 | 109.4 | 18.507 | 127.0 | 45.874 | 21 - | 27.393 | 109.8 | 18.408 | 129.3 | 45.801 |
| 10 - | 27.316 | 109.6 | 18.411 | 127.8 | 45.727 | 22 - | 27.402 | 110.1 | 18.437 | 128.3 | 45.839 |
| 11 - | 27.316 | 109.4 | 18.367 | 128.8 | 45.683 | 23 - | 27.458 | 108.9 | 18.536 | 128.3 | 45.994 |
| 12 - | 27.503 | 108.9 | 18.379 | 128.3 | 45.882 | 24 - | 27.434 | 110.0 | 18.589 | 128.3 | 46.023 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 4

(contd.)

| 26 | Mike CONWAY | | | | | GBR | Fortec Motorsport | | | | |
|-----------|--------------------|-------|--------|-------|---------------|-------------|--------------------------|--------------|--------|--------------|--------|
| 1 - | 33.084 | 108.5 | 18.492 | 127.3 | 51.576 | 13 - | 26.885 | 110.5 | 18.255 | 129.0 | 45.140 |
| 2 - | 27.197 | 109.1 | 18.234 | 127.3 | 45.431 | 14 - | 26.798 | 111.4 | 18.170 | 129.5 | 44.968 |
| 3 - | 26.946 | 109.4 | 18.274 | 127.5 | 45.220 | 15 - | 26.794 | 110.5 | 18.155 | 129.8 | 44.949 |
| 4 - | 26.907 | 109.1 | 18.257 | 127.8 | 45.164 | 16 - | 26.762 | 111.1 | 18.125 | 130.5 | 44.887 |
| 5 - | 26.964 | 110.1 | 18.224 | 127.3 | 45.188 | 17 - | 26.750 | 111.1 | 18.129 | 129.8 | 44.879 |
| 6 - | 26.851 | 110.7 | 18.229 | 127.8 | 45.080 | 18 - | 26.859 | 111.1 | 18.166 | 129.5 | 45.025 |
| 7 - | 26.874 | 110.1 | 18.268 | 128.5 | 45.142 | 19 - | 26.768 | 110.5 | 18.109 | 130.3 | 44.877 |
| 8 - | 26.805 | 110.9 | 18.200 | 128.0 | 45.005 | 20 - | 26.796 | 111.1 | 18.177 | 129.8 | 44.973 |
| 9 - | 26.903 | 109.8 | 18.299 | 128.0 | 45.202 | 21 - | 26.832 | 111.1 | 18.089 | 130.3 | 44.921 |
| 10 - | 26.819 | 110.7 | 18.276 | 128.8 | 45.095 | 22 - | 26.840 | 111.1 | 18.115 | 129.8 | 44.955 |
| 11 - | 26.758 | 110.7 | 18.165 | 129.3 | 44.923 | 23 - | 26.779 | 110.9 | 18.207 | 129.5 | 44.986 |
| 12 - | 26.703 | 110.1 | 18.130 | 128.5 | 44.833 | 24 - | 26.830 | 111.4 | 18.292 | 129.3 | 45.122 |

| 27 | Stephen SIMPSON | | | | | GBR | Team JLR | | | | |
|-----------|------------------------|-------|--------|--------------|--------|------------|-----------------|--------------|--------|-------|---------------|
| 1 - | 38.035 | 107.7 | 19.157 | 128.5 | 57.192 | 3 - | 27.732 | 108.5 | 18.694 | 127.8 | 46.426 |
| 2 - | 28.683 | 108.4 | 18.605 | 128.0 | 47.288 | | | | | | |

| 28 | Jason TAHINCI | | | | | TUR | Team JLR | | | | |
|-----------|----------------------|-------|--------|--------------|--------|-------------|-----------------|--------------|--------|-------|---------------|
| 1 - | 39.856 | 105.1 | 19.315 | 129.3 | 59.171 | 13 - | 27.402 | 108.9 | 18.547 | 128.8 | 45.949 |
| 2 - | 28.933 | 108.9 | 18.664 | 128.3 | 47.597 | 14 - | 27.550 | 109.2 | 18.514 | 128.3 | 46.064 |
| 3 - | 28.105 | 108.9 | 18.645 | 127.8 | 46.750 | 15 - | 27.600 | 108.2 | 18.577 | 128.8 | 46.177 |
| 4 - | 28.875 | 107.8 | 18.714 | 129.3 | 47.589 | 16 - | 27.306 | 108.9 | 18.507 | 128.0 | 45.813 |
| 5 - | 28.249 | 110.1 | 18.636 | 127.8 | 46.885 | 17 - | 27.258 | 109.2 | 18.505 | 128.0 | 45.763 |
| 6 - | 27.690 | 109.4 | 18.603 | 128.3 | 46.293 | 18 - | 27.378 | 110.1 | 18.630 | 127.8 | 46.008 |
| 7 - | 27.572 | 108.7 | 18.550 | 127.8 | 46.122 | 19 - | 27.565 | 110.0 | 18.578 | 128.3 | 46.143 |
| 8 - | 27.500 | 108.9 | 18.537 | 128.0 | 46.037 | 20 - | 27.331 | 110.0 | 18.497 | 128.3 | 45.828 |
| 9 - | 28.299 | 108.9 | 18.576 | 127.8 | 46.875 | 21 - | 27.297 | 110.1 | 18.507 | 128.8 | 45.804 |
| 10 - | 27.423 | 109.1 | 18.460 | 128.3 | 45.883 | 22 - | 27.524 | 110.3 | 18.645 | 127.3 | 46.169 |
| 11 - | 27.451 | 108.9 | 18.514 | 128.0 | 45.965 | 23 - | 27.574 | 109.6 | 18.561 | 128.0 | 46.135 |
| 12 - | 27.567 | 109.2 | 18.521 | 128.0 | 46.088 | 24 - | 27.526 | 110.0 | 18.524 | 128.3 | 46.050 |

| 31 | Craig DOLBY | | | | | GBR | Paston Racing | | | | |
|-----------|--------------------|-------|--------|--------------|----------|-------------|----------------------|--------------|--------|-------|---------------|
| 1 - | 40.568 | 106.1 | 19.897 | 128.5 | 1:00.465 | 13 - | 27.674 | 109.6 | 18.579 | 129.3 | 46.253 |
| 2 - | 28.589 | 108.2 | 18.912 | 129.5 | 47.501 | 14 - | 27.569 | 109.4 | 18.527 | 129.0 | 46.096 |
| 3 - | 28.078 | 106.5 | 18.881 | 129.8 | 46.959 | 15 - | 27.553 | 109.4 | 18.711 | 128.0 | 46.264 |
| 4 - | 28.203 | 99.7 | 19.744 | 129.5 | 47.947 | 16 - | 27.689 | 109.6 | 18.486 | 128.5 | 46.175 |
| 5 - | 28.120 | 107.3 | 18.606 | 128.5 | 46.726 | 17 - | 27.421 | 110.3 | 18.467 | 126.6 | 45.888 |
| 6 - | 27.559 | 110.1 | 18.383 | 129.8 | 45.942 | 18 - | 27.640 | 109.6 | 18.461 | 129.0 | 46.101 |
| 7 - | 27.701 | 103.5 | 18.733 | 129.3 | 46.434 | 19 - | 27.510 | 110.3 | 18.480 | 128.5 | 45.990 |
| 8 - | 27.664 | 110.1 | 18.608 | 128.3 | 46.272 | 20 - | 27.560 | 109.6 | 18.452 | 129.3 | 46.012 |
| 9 - | 27.790 | 109.2 | 18.513 | 128.3 | 46.303 | 21 - | 27.483 | 110.7 | 18.787 | 127.3 | 46.270 |
| 10 - | 27.735 | 109.6 | 18.476 | 129.0 | 46.211 | 22 - | 27.588 | 110.7 | 18.484 | 128.8 | 46.072 |
| 11 - | 27.498 | 110.0 | 18.527 | 129.0 | 46.025 | 23 - | 27.560 | 109.6 | 18.531 | 128.0 | 46.091 |
| 12 - | 27.622 | 109.1 | 18.495 | 129.0 | 46.117 | 24 - | 27.690 | 110.5 | 18.588 | 128.3 | 46.278 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 4

(contd.)

| 32 | John BYRNE | | | | | GBR | Team JVA | | | | |
|-----------|-------------------|-------|--------|--------------|--------|-------------|-----------------|--------------|--------|-------|---------------|
| 1 - | 36.789 | 107.8 | 18.898 | 129.3 | 55.687 | 13 - | 27.252 | 109.6 | 18.307 | 129.5 | 45.559 |
| 2 - | 28.076 | 109.2 | 18.547 | 128.5 | 46.623 | 14 - | 27.193 | 110.0 | 18.325 | 128.5 | 45.518 |
| 3 - | 28.620 | 107.2 | 18.516 | 127.5 | 47.136 | 15 - | 27.068 | 110.1 | 18.424 | 127.8 | 45.492 |
| 4 - | 27.369 | 109.6 | 18.359 | 126.1 | 45.728 | 16 - | 27.345 | 110.3 | 18.451 | 129.0 | 45.796 |
| 5 - | 27.523 | 109.1 | 18.685 | 122.4 | 46.208 | 17 - | 27.272 | 109.4 | 18.359 | 129.0 | 45.631 |
| 6 - | 27.543 | 108.5 | 18.562 | 125.6 | 46.105 | 18 - | 27.382 | 108.4 | 18.414 | 126.6 | 45.796 |
| 7 - | 27.302 | 109.4 | 18.384 | 127.0 | 45.686 | 19 - | 27.142 | 110.7 | 18.330 | 129.5 | 45.472 |
| 8 - | 27.187 | 109.6 | 18.457 | 126.3 | 45.644 | 20 - | 27.218 | 110.3 | 18.309 | 129.0 | 45.527 |
| 9 - | 27.325 | 109.6 | 18.448 | 128.3 | 45.773 | 21 - | 27.186 | 110.1 | 18.310 | 129.3 | 45.496 |
| 10 - | 27.226 | 108.9 | 18.356 | 130.0 | 45.582 | 22 - | 27.319 | 111.4 | 18.434 | 129.5 | 45.753 |
| 11 - | 27.084 | 109.8 | 18.421 | 128.3 | 45.505 | 23 - | 27.384 | 110.3 | 18.453 | 128.3 | 45.837 |
| 12 - | 27.249 | 109.6 | 18.323 | 129.0 | 45.572 | 24 - | 27.523 | 110.0 | 18.455 | 128.8 | 45.978 |

| 34 | Joey FOSTER | | | | | GBR | Motaworld Racing | | | | |
|-----------|--------------------|-------|--------|-------|--------|-------------|-------------------------|--------------|--------|--------------|---------------|
| 1 - | 35.538 | 105.5 | 18.598 | 128.3 | 54.136 | 13 - | 27.315 | 109.4 | 18.348 | 130.3 | 45.663 |
| 2 - | 27.547 | 109.8 | 18.414 | 130.5 | 45.961 | 14 - | 27.383 | 109.2 | 18.292 | 130.5 | 45.675 |
| 3 - | 27.505 | 108.5 | 18.498 | 129.5 | 46.003 | 15 - | 27.271 | 107.7 | 18.376 | 130.5 | 45.647 |
| 4 - | 27.214 | 110.3 | 18.292 | 130.0 | 45.506 | 16 - | 27.114 | 110.9 | 18.743 | 129.8 | 45.857 |
| 5 - | 27.476 | 110.1 | 18.428 | 129.8 | 45.904 | 17 - | 27.108 | 110.0 | 18.411 | 130.0 | 45.519 |
| 6 - | 27.268 | 110.0 | 18.369 | 130.0 | 45.637 | 18 - | 27.148 | 109.8 | 18.230 | 130.8 | 45.378 |
| 7 - | 27.170 | 108.9 | 18.333 | 130.3 | 45.503 | 19 - | 27.207 | 111.1 | 18.277 | 130.3 | 45.484 |
| 8 - | 27.295 | 109.4 | 18.532 | 130.0 | 45.827 | 20 - | 27.026 | 110.3 | 18.250 | 130.3 | 45.276 |
| 9 - | 27.218 | 110.7 | 18.363 | 129.5 | 45.581 | 21 - | 27.259 | 110.7 | 18.300 | 130.5 | 45.559 |
| 10 - | 27.086 | 110.7 | 18.342 | 130.0 | 45.428 | 22 - | 27.156 | 111.4 | 18.339 | 130.3 | 45.495 |
| 11 - | 27.170 | 110.0 | 18.305 | 130.0 | 45.475 | 23 - | 27.108 | 111.2 | 18.324 | 130.3 | 45.432 |
| 12 - | 27.212 | 109.8 | 18.384 | 130.5 | 45.596 | 24 - | 27.140 | 110.9 | 18.295 | 130.0 | 45.435 |

| 35 | Oliver JARVIS | | | | | GBR | Motaworld Racing | | | | |
|-----------|----------------------|--------------|--------|-------|---------------|-------------|-------------------------|--------------|--------|--------------|--------|
| 1 - | 47.102 | 107.8 | 18.479 | 128.0 | 1:05.581 | 13 - | 27.813 | 106.8 | 18.390 | 131.3 | 46.203 |
| 2 - | 27.079 | 109.8 | 18.278 | 130.8 | 45.357 | 14 - | 27.150 | 109.6 | 18.333 | 131.5 | 45.483 |
| 3 - | 27.110 | 109.2 | 18.151 | 130.5 | 45.261 | 15 - | 27.498 | 109.8 | 18.350 | 132.3 | 45.848 |
| 4 - | 27.415 | 108.9 | 18.913 | 130.8 | 46.328 | 16 - | 27.592 | 110.3 | 18.446 | 131.0 | 46.038 |
| 5 - | 28.058 | 108.2 | 18.280 | 130.3 | 46.338 | 17 - | 27.468 | 109.8 | 18.316 | 131.3 | 45.784 |
| 6 - | 27.599 | 109.6 | 18.539 | 131.3 | 46.138 | 18 - | 27.375 | 109.1 | 18.309 | 130.8 | 45.684 |
| 7 - | 27.818 | 108.4 | 18.207 | 131.0 | 46.025 | 19 - | 27.629 | 109.4 | 18.370 | 130.8 | 45.999 |
| 8 - | 27.301 | 110.3 | 18.302 | 130.8 | 45.603 | 20 - | 27.331 | 110.5 | 18.264 | 131.5 | 45.595 |
| 9 - | 27.629 | 110.7 | 18.352 | 130.3 | 45.981 | 21 - | 27.171 | 110.1 | 18.445 | 130.3 | 45.616 |
| 10 - | 27.197 | 110.3 | 18.379 | 131.3 | 45.576 | 22 - | 27.236 | 107.8 | 18.316 | | 45.552 |
| 11 - | 27.507 | 109.2 | 18.348 | 131.3 | 45.855 | 23 - | 27.536 | 109.8 | 18.481 | | 46.017 |
| 12 - | 27.484 | 110.3 | 18.442 | 130.3 | 45.926 | 24 - | 27.745 | 110.7 | 18.351 | | 46.096 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 4

(contd.)

| 37 | David EPTON | | | | | GBR | Motaworld Racing | | | | |
|-----------|--------------------|--------------|--------|-------|--------|-------------|-------------------------|-------|--------|--------------|---------------|
| 1 - | 36.635 | 107.3 | 18.892 | 127.8 | 55.527 | 13 - | 27.464 | 108.4 | 18.505 | 128.3 | 45.969 |
| 2 - | 28.491 | 108.9 | 18.797 | 126.6 | 47.288 | 14 - | 27.267 | 109.4 | 18.500 | 128.5 | 45.767 |
| 3 - | 28.228 | 106.3 | 18.701 | 127.8 | 46.929 | 15 - | 27.375 | 108.7 | 18.403 | 128.8 | 45.778 |
| 4 - | 27.530 | 109.1 | 19.581 | 129.0 | 47.111 | 16 - | 27.580 | 109.1 | 18.506 | 128.5 | 46.086 |
| 5 - | 28.014 | 108.9 | 18.476 | 127.5 | 46.490 | 17 - | 27.338 | 110.1 | 18.459 | 128.3 | 45.797 |
| 6 - | 27.371 | 109.6 | 18.440 | 128.0 | 45.811 | 18 - | 27.291 | 109.6 | 18.379 | 129.0 | 45.670 |
| 7 - | 27.383 | 109.8 | 18.552 | 128.0 | 45.935 | 19 - | 27.414 | 109.4 | 18.446 | 129.0 | 45.860 |
| 8 - | 27.524 | 109.8 | 18.543 | 127.3 | 46.067 | 20 - | 27.433 | 109.6 | 18.444 | 128.8 | 45.877 |
| 9 - | 27.300 | 110.3 | 18.516 | 127.5 | 45.816 | 21 - | 27.260 | 109.8 | 18.445 | 129.3 | 45.705 |
| 10 - | 27.318 | 109.8 | 18.542 | 128.0 | 45.860 | 22 - | 27.321 | 110.0 | 18.428 | 129.0 | 45.749 |
| 11 - | 27.350 | 109.6 | 18.533 | 128.3 | 45.883 | 23 - | 27.667 | 108.7 | 18.529 | 128.5 | 46.196 |
| 12 - | 27.397 | 109.8 | 18.509 | 128.0 | 45.906 | 24 - | 27.848 | 109.1 | 18.763 | 127.3 | 46.611 |

| 43 | Ruben CARRPATOSO | | | | | BRA | Eurotek Motorsport | | | | |
|-----------|-------------------------|-------|--------|--------------|--------|-------------|---------------------------|--------------|--------|-------|---------------|
| 1 - | 35.330 | 105.1 | 18.511 | 128.3 | 53.841 | 13 - | 27.280 | 109.1 | 18.305 | 129.3 | 45.585 |
| 2 - | 27.638 | 108.5 | 18.427 | 129.3 | 46.065 | 14 - | 27.318 | 110.0 | 18.299 | 129.5 | 45.617 |
| 3 - | 27.428 | 109.4 | 18.318 | 128.0 | 45.746 | 15 - | 27.288 | 110.5 | 18.282 | 130.3 | 45.570 |
| 4 - | 27.371 | 109.4 | 18.267 | 130.3 | 45.638 | 16 - | 27.106 | 110.3 | 18.222 | 129.3 | 45.328 |
| 5 - | 27.477 | 109.4 | 18.311 | 129.0 | 45.788 | 17 - | 27.148 | 110.5 | 18.265 | 129.5 | 45.413 |
| 6 - | 27.326 | 110.0 | 18.210 | 131.0 | 45.536 | 18 - | 27.262 | 109.6 | 18.234 | 129.3 | 45.496 |
| 7 - | 27.306 | 108.7 | 18.333 | 128.3 | 45.639 | 19 - | 27.179 | 109.6 | 18.302 | 130.0 | 45.481 |
| 8 - | 27.329 | 110.0 | 18.325 | 128.5 | 45.654 | 20 - | 27.178 | 109.4 | 18.222 | 130.0 | 45.400 |
| 9 - | 27.208 | 109.4 | 18.311 | 128.5 | 45.519 | 21 - | 27.239 | 111.6 | 18.248 | 129.8 | 45.487 |
| 10 - | 27.185 | 109.8 | 18.343 | 129.8 | 45.528 | 22 - | 27.220 | 112.0 | 18.267 | 129.3 | 45.487 |
| 11 - | 27.263 | 109.8 | 18.358 | 128.3 | 45.621 | 23 - | 27.319 | 110.3 | 18.334 | 129.8 | 45.653 |
| 12 - | 27.273 | 109.6 | 18.312 | 130.3 | 45.585 | 24 - | 27.300 | 110.7 | 18.278 | 130.0 | 45.578 |

| 47 | James MURPHY | | | | | IRL | Team Firstair | | | | |
|-----------|---------------------|-------|--------|-------|--------|-------------|----------------------|--------------|--------|--------------|---------------|
| 1 - | 39.742 | 103.8 | 19.357 | 127.3 | 59.099 | 13 - | 28.559 | 104.5 | 18.591 | 127.8 | 47.150 |
| 2 - | 28.770 | 107.3 | 18.620 | 127.5 | 47.390 | 14 - | 27.377 | 109.8 | 18.429 | 128.0 | 45.806 |
| 3 - | 28.055 | 108.0 | 18.516 | 127.0 | 46.571 | 15 - | 27.245 | 110.1 | 18.412 | 128.5 | 45.657 |
| 4 - | 29.172 | 106.1 | 18.659 | 128.3 | 47.831 | 16 - | 27.290 | 110.7 | 18.408 | 128.8 | 45.698 |
| 5 - | 28.265 | 108.0 | 18.548 | 127.0 | 46.813 | 17 - | 27.541 | 110.0 | 18.529 | 127.5 | 46.070 |
| 6 - | 27.589 | 108.5 | 18.626 | 128.0 | 46.215 | 18 - | 27.286 | 109.8 | 18.355 | 128.3 | 45.641 |
| 7 - | 27.469 | 109.2 | 18.558 | 128.8 | 46.027 | 19 - | 27.819 | 101.8 | 18.612 | 128.0 | 46.431 |
| 8 - | 27.555 | 108.9 | 18.549 | 127.8 | 46.104 | 20 - | 27.475 | 110.0 | 18.394 | 128.0 | 45.869 |
| 9 - | 27.403 | 109.8 | 18.610 | 127.3 | 46.013 | 21 - | 27.203 | 110.1 | 18.807 | 129.5 | 46.010 |
| 10 - | 27.410 | 109.6 | 18.536 | 127.8 | 45.946 | 22 - | 27.619 | 111.2 | 18.509 | 127.5 | 46.128 |
| 11 - | 27.292 | 110.1 | 18.473 | 127.5 | 45.765 | 23 - | 27.292 | 110.1 | 18.407 | 127.8 | 45.699 |
| 12 - | 27.374 | 110.0 | 18.494 | 127.8 | 45.868 | 24 - | 27.306 | 110.5 | 18.450 | 127.5 | 45.756 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship SECTOR ANALYSIS - ROUND 4

(contd.)

| 88 | Michael VITULLI | | | | GBR | Vitulli Racing | | | | | |
|-----------|------------------------|-------|--------|-------|------------|-----------------------|--------|--------------|--------|--------------|---------------|
| 1 - | 39.627 | 103.5 | 19.043 | 125.9 | 58.670 | 13 - | 27.460 | 109.6 | 18.459 | 128.8 | 45.919 |
| 2 - | 28.710 | 109.2 | 18.821 | 126.6 | 47.531 | 14 - | 27.392 | 110.5 | 18.515 | 127.0 | 45.907 |
| 3 - | 27.874 | 109.2 | 18.647 | 126.6 | 46.521 | 15 - | 27.539 | 110.9 | 18.412 | 129.5 | 45.951 |
| 4 - | 28.995 | 106.8 | 18.807 | 126.8 | 47.802 | 16 - | 27.582 | 110.9 | 18.482 | 127.8 | 46.064 |
| 5 - | 27.827 | 109.2 | 18.434 | 127.0 | 46.261 | 17 - | 27.288 | 111.8 | 18.393 | 128.5 | 45.681 |
| 6 - | 27.990 | 109.1 | 18.412 | 127.0 | 46.402 | 18 - | 27.266 | 110.5 | 18.399 | 128.5 | 45.665 |
| 7 - | 27.512 | 110.0 | 18.353 | 127.3 | 45.865 | 19 - | 27.389 | 110.5 | 18.601 | 128.3 | 45.990 |
| 8 - | 27.588 | 109.6 | 18.452 | 127.5 | 46.040 | 20 - | 27.281 | 110.5 | 18.442 | 128.8 | 45.723 |
| 9 - | 27.632 | 110.1 | 18.481 | 127.5 | 46.113 | 21 - | 27.310 | 111.8 | 18.431 | 128.5 | 45.741 |
| 10 - | 27.435 | 110.9 | 18.404 | 127.5 | 45.839 | 22 - | 27.261 | 111.6 | 18.451 | 128.0 | 45.712 |
| 11 - | 27.323 | 110.7 | 18.404 | 127.8 | 45.727 | 23 - | 27.691 | 110.5 | 18.492 | 128.5 | 46.183 |
| 12 - | 27.627 | 109.4 | 18.623 | 128.0 | 46.250 | 24 - | 27.546 | 111.2 | 18.479 | 127.5 | 46.025 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship

SPEED TRAP - QROUND 4 - FINISH LINE

| POS | NO | CL | DRIVER | NAT | ENTRANT | MPH |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 132.3 |
| 2 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 132.1 |
| 3 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 131.3 |
| 4 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 131.0 |
| 5 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 131.0 |
| 6 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 130.8 |
| 7 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 130.5 |
| 8 | 4 | | Josh WEBER | GBR | Manor Motorsport | 130.3 |
| 9 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 130.0 |
| 10 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 130.0 |
| 11 | 32 | | John BYRNE | GBR | Team JVA | 130.0 |
| 12 | 7 | | James JAKES | GBR | Team aka | 129.8 |
| 13 | 31 | | Craig DOLBY | GBR | Paston Racing | 129.8 |
| 14 | 47 | | James MURPHY | IRL | Team Firstair | 129.5 |
| 15 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 129.5 |
| 16 | 88 | | Michael VITULLI | GBR | Vitulli Racing | 129.5 |
| 17 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 129.5 |
| 18 | 10 | | Sean EDWARDS | GBR | Team JVA | 129.5 |
| 19 | 37 | | David EPTON | GBR | Motaworld Racing | 129.3 |
| 20 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 129.3 |
| 21 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 129.3 |
| 22 | 28 | | Jason TAHINCI | TUR | Team JLR | 129.3 |
| 23 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 129.0 |
| 24 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 129.0 |
| 25 | 27 | | Stephen SIMPSON | GBR | Team JLR | 128.5 |
| 26 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 128.3 |
| 27 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 127.3 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

www.mstworld.com

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34
Printed - 14:37 Sunday, 25 April 2004

2004 Formula Renault UK Championship SPEED TRAP - QROUND 4 - SECTOR

(contd.)

| POS | NO | CL | DRIVER | NAT | ENTRANT | MPH |
|-----|----|----|--------------------|-----|-----------------------------|-------|
| 1 | 43 | | Ruben CARRAPATOSO | BRA | Eurotek Motorsport | 112.0 |
| 2 | 88 | | Michael VITULLI | GBR | Vitulli Racing | 111.8 |
| 3 | 21 | | Alex STORCKENFELDT | SWE | Mark Burdett Motorsport | 111.6 |
| 4 | 10 | | Sean EDWARDS | GBR | Team JVA | 111.4 |
| 5 | 32 | | John BYRNE | GBR | Team JVA | 111.4 |
| 6 | 34 | | Joey FOSTER | GBR | Motaworld Racing | 111.4 |
| 7 | 17 | | Stuart HALL | GBR | Fortec Motorsport | 111.4 |
| 8 | 9 | | Susie STODDART | GBR | Comtec Racing with Duckhams | 111.4 |
| 9 | 26 | | Mike CONWAY | GBR | Fortec Motorsport | 111.4 |
| 10 | 2 | | Patrick HOGAN | IRL | Manor Motorsport | 111.4 |
| 11 | 47 | | James MURPHY | IRL | Team Firstair | 111.2 |
| 12 | 23 | | Juan POLAR | PER | Mark Burdett Motorsport | 111.2 |
| 13 | 11 | | Charles HOLLINGS | GBR | Fortec Motorsport | 111.1 |
| 14 | 8 | | Westley BARBER | GBR | Comtec Racing with Duckhams | 110.9 |
| 15 | 31 | | Craig DOLBY | GBR | Paston Racing | 110.7 |
| 16 | 3 | | Paul DI RESTA | GBR | Manor Motorsport | 110.7 |
| 17 | 35 | | Oliver JARVIS | GBR | Motaworld Racing | 110.7 |
| 18 | 28 | | Jason TAHINCI | TUR | Team JLR | 110.3 |
| 19 | 4 | | Josh WEBER | GBR | Manor Motorsport | 110.3 |
| 20 | 37 | | David EPTON | GBR | Motaworld Racing | 110.3 |
| 21 | 24 | | Sean MCINTOSH | CAN | Team Firstair | 110.1 |
| 22 | 7 | | James JAKES | GBR | Team aka | 110.0 |
| 23 | 16 | | Ben FREUDENBERG | USA | Fortec Motorsport | 110.0 |
| 24 | 1 | | CHENG Cong Fu | CHN | Manor Motorsport | 110.0 |
| 25 | 14 | | Carlos MASTRETTA | MEX | Falcon Motorsport | 109.6 |
| 26 | 27 | | Stephen SIMPSON | GBR | Team JLR | 108.5 |
| 27 | 5 | | Stefan SODERBERG | SWE | Hill Speed Racing | 107.5 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

www.mstworld.com

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34
Printed - 14:37 Sunday, 25 April 2004

2004 Formula Renault UK Championship BEST SECTOR TIMES - ROUND 4

| SECTOR 1 | | | | SECTOR 2 | | IDEAL / BEST COMPARISON | | | | | | |
|----------|----|--------------|--------|----------|--------------|-------------------------|-----|----|--------------|--------|--------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 26 | CONWAY | 26.703 | 26 | CONWAY | 18.089 | 1 | 26 | CONWAY | 44.792 | 44.833 | 0.041 |
| 2 | 8 | BARBER | 26.911 | 35 | JARVIS | 18.151 | 2 | 8 | BARBER | 45.105 | 45.206 | 0.101 |
| 3 | 9 | STODDART | 26.958 | 8 | BARBER | 18.194 | 3 | 9 | STODDART | 45.211 | 45.230 | 0.019 |
| 4 | 34 | FOSTER | 27.026 | 43 | CARRAPATOSO | 18.210 | 4 | 35 | JARVIS | 45.230 | 45.261 | 0.031 |
| 5 | 3 | RESTA | 27.055 | 3 | RESTA | 18.210 | 5 | 34 | FOSTER | 45.256 | 45.276 | 0.020 |
| 6 | 32 | BYRNE | 27.068 | 21 | STORCKENFELD | 18.215 | 6 | 3 | RESTA | 45.265 | 45.327 | 0.062 |
| 7 | 35 | JARVIS | 27.079 | 34 | FOSTER | 18.230 | 7 | 43 | CARRAPATOSO | 45.316 | 45.328 | 0.012 |
| 8 | 43 | CARRAPATOSO | 27.106 | 9 | STODDART | 18.253 | 8 | 32 | BYRNE | 45.375 | 45.472 | 0.097 |
| 9 | 17 | HALL | 27.130 | 11 | HOLLINGS | 18.291 | 9 | 21 | STORCKENFELD | 45.388 | 45.424 | 0.036 |
| 10 | 4 | WEBER | 27.137 | 2 | HOGAN | 18.302 | 10 | 11 | HOLLINGS | 45.428 | 45.471 | 0.043 |
| 11 | 11 | HOLLINGS | 27.137 | 32 | BYRNE | 18.307 | 11 | 2 | HOGAN | 45.454 | 45.558 | 0.104 |
| 12 | 2 | HOGAN | 27.152 | 24 | MCINTOSH | 18.327 | 12 | 17 | HALL | 45.465 | 45.501 | 0.036 |
| 13 | 21 | STORCKENFELD | 27.173 | 16 | FREUDENBERG | 18.330 | 13 | 4 | WEBER | 45.527 | 45.674 | 0.147 |
| 14 | 16 | FREUDENBERG | 27.199 | 17 | HALL | 18.335 | 14 | 16 | FREUDENBERG | 45.529 | 45.616 | 0.087 |
| 15 | 47 | MURPHY | 27.203 | 88 | VITULLI | 18.353 | 15 | 47 | MURPHY | 45.558 | 45.641 | 0.083 |
| 16 | 1 | CHENG | 27.239 | 23 | POLAR | 18.354 | 16 | 24 | MCINTOSH | 45.588 | 45.661 | 0.073 |
| 17 | 28 | TAHINCI | 27.258 | 47 | MURPHY | 18.355 | 17 | 88 | VITULLI | 45.614 | 45.665 | 0.051 |
| 18 | 37 | EPTON | 27.260 | 37 | EPTON | 18.379 | 18 | 37 | EPTON | 45.639 | 45.670 | 0.031 |
| 19 | 88 | VITULLI | 27.261 | 31 | DOLBY | 18.383 | 19 | 1 | CHENG | 45.641 | 45.697 | 0.056 |
| 20 | 24 | MCINTOSH | 27.261 | 4 | WEBER | 18.390 | 20 | 23 | POLAR | 45.645 | 45.753 | 0.108 |
| 21 | 23 | POLAR | 27.291 | 1 | CHENG | 18.402 | 21 | 28 | TAHINCI | 45.718 | 45.763 | 0.045 |
| 22 | 10 | EDWARDS | 27.334 | 7 | JAKES | 18.436 | 22 | 31 | DOLBY | 45.804 | 45.888 | 0.084 |
| 23 | 14 | MASTRETTA | 27.352 | 28 | TAHINCI | 18.460 | 23 | 10 | EDWARDS | 45.815 | 45.815 | 0.000 |
| 24 | 7 | JAKES | 27.383 | 10 | EDWARDS | 18.481 | 24 | 7 | JAKES | 45.819 | 45.868 | 0.049 |
| 25 | 31 | DOLBY | 27.421 | 14 | MASTRETTA | 18.521 | 25 | 14 | MASTRETTA | 45.873 | 45.960 | 0.087 |
| 26 | 27 | SIMPSON | 27.732 | 5 | SODERBERG | 18.539 | 26 | 27 | SIMPSON | 46.337 | 46.426 | 0.089 |
| 27 | 5 | SODERBERG | 27.979 | 27 | SIMPSON | 18.605 | 27 | 5 | SODERBERG | 46.518 | 47.070 | 0.552 |
| | | | | | | | | | Perfect Lap | 44.792 | | |

Brands Hatch
Circuit Length = 1.2262 miles
Start: 14:16 End: 14:34

MST sports timing

2004 Formula Renault UK Championship LAP CHART - ROUND 4

| 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 | | 51.576 | 26 | | 45.431 | 26 | | 45.220 | 26 | | 45.164 | 26 | | 45.188 |
| 8 | 0.942 | 52.518 | 8 | 1.244 | 45.733 | 8 | 1.319 | 45.295 | 8 | 1.449 | 45.294 | 8 | 1.655 | 45.394 |
| 9 | 1.525 | 53.101 | 9 | 2.065 | 45.971 | 9 | 2.540 | 45.695 | 9 | 2.948 | 45.572 | 9 | 3.303 | 45.543 |
| 3 | 1.727 | 53.303 | 3 | 2.406 | 46.110 | 3 | 2.849 | 45.663 | 3 | 3.380 | 45.695 | 3 | 3.868 | 45.676 |
| 43 | 2.265 | 53.841 | 43 | 2.899 | 46.065 | 43 | 3.425 | 45.746 | 43 | 3.899 | 45.638 | 43 | 4.499 | 45.788 |
| 34 | 2.560 | 54.136 | 34 | 3.090 | 45.961 | 34 | 3.873 | 46.003 | 34 | 4.215 | 45.506 | 34 | 4.931 | 45.904 |
| 2 | 3.067 | 54.643 | 2 | 3.503 | 45.867 | 2 | 4.270 | 45.987 | 2 | 4.703 | 45.597 | 2 | 5.292 | 45.777 |
| 21 | 3.154 | 54.730 | 21 | 4.354 | 46.631 | 21 | 4.874 | 45.740 | 21 | 5.344 | 45.634 | 21 | 6.024 | 45.868 |
| 17 | 3.378 | 54.954 | 17 | 4.585 | 46.638 | 17 | 5.470 | 46.105 | 17 | 6.025 | 45.719 | 17 | 6.465 | 45.628 |
| 11 | 3.646 | 55.222 | 11 | 4.933 | 46.718 | 11 | 5.886 | 46.173 | 11 | 6.495 | 45.773 | 11 | 7.250 | 45.943 |
| 37 | 3.951 | 55.527 | 32 | 5.303 | 46.623 | 32 | 7.219 | 47.136 | 32 | 7.783 | 45.728 | 32 | 8.803 | 46.208 |
| 32 | 4.111 | 55.687 | 37 | 5.808 | 47.288 | 37 | 7.517 | 46.929 | 24 | 8.920 | 46.259 | 24 | 9.802 | 46.070 |
| 24 | 4.373 | 55.949 | 24 | 6.062 | 47.120 | 24 | 7.825 | 46.983 | 23 | 9.164 | 46.115 | 23 | 10.252 | 46.276 |
| 23 | 4.907 | 56.483 | 23 | 6.289 | 46.813 | 23 | 8.213 | 47.144 | 37 | 9.464 | 47.111 | 37 | 10.766 | 46.490 |
| 7 | 5.014 | 56.590 | 7 | 6.787 | 47.204 | 7 | 8.547 | 46.980 | 4 | 12.231 | 47.445 | 4 | 13.061 | 46.018 |
| 5 | 5.501 | 57.077 | 5 | 7.175 | 47.105 | 27 | 8.679 | 46.426 | 1 | 12.527 | 48.076 | 1 | 13.514 | 46.175 |
| 27 | 5.616 | 57.192 | 27 | 7.473 | 47.288 | 5 | 9.025 | 47.070 | 88 | 13.133 | 47.802 | 88 | 14.206 | 46.261 |
| 16 | 6.191 | 57.767 | 16 | 8.018 | 47.258 | 16 | 9.330 | 46.532 | 16 | 13.325 | 49.159 | 16 | 14.745 | 46.608 |
| 1 | 6.274 | 57.850 | 1 | 8.264 | 47.421 | 1 | 9.615 | 46.571 | 47 | 13.500 | 47.831 | 47 | 15.125 | 46.813 |
| 4 | 6.699 | 58.275 | 4 | 8.849 | 47.581 | 4 | 9.950 | 46.321 | 28 | 13.716 | 47.589 | 28 | 15.413 | 46.885 |
| 88 | 7.094 | 58.670 | 88 | 9.194 | 47.531 | 88 | 10.495 | 46.521 | 10 | 14.062 | 47.559 | 10 | 15.848 | 46.974 |
| 47 | 7.523 | 59.099 | 47 | 9.482 | 47.390 | 47 | 10.833 | 46.571 | 14 | 14.760 | 47.647 | 35 | 16.286 | 46.338 |
| 28 | 7.595 | 59.171 | 28 | 9.761 | 47.597 | 28 | 11.291 | 46.750 | 35 | 15.136 | 46.328 | 31 | 17.019 | 46.726 |
| 10 | 8.069 | 59.645 | 10 | 10.229 | 47.591 | 10 | 11.667 | 46.658 | 31 | 15.481 | 47.947 | 14 | 17.611 | 48.039 |
| 14 | 8.560 | 1:00.136 | 14 | 10.782 | 47.653 | 14 | 12.277 | 46.715 | 7 | 18.216 | 54.833 | 7 | 18.917 | 45.889 |
| 31 | 8.889 | 1:00.465 | 31 | 10.959 | 47.501 | 31 | 12.698 | 46.959 | | | | | | |
| 35 | 14.005 | 1:05.581 | 35 | 13.931 | 45.357 | 35 | 13.972 | 45.261 | | | | | | |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship LAP CHART - ROUND 4

(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 | | 45.080 | 26 | | 45.142 | 26 | | 45.005 | 26 | | 45.202 | 26 | | 45.095 |
| 8 | 1.803 | 45.228 | 8 | 1.881 | 45.220 | 8 | 2.181 | 45.305 | 8 | 2.207 | 45.228 | 8 | 2.318 | 45.206 |
| 9 | 3.794 | 45.571 | 9 | 4.173 | 45.521 | 9 | 4.533 | 45.365 | 9 | 4.857 | 45.526 | 9 | 5.113 | 45.351 |
| 3 | 4.369 | 45.581 | 3 | 4.717 | 45.490 | 3 | 5.158 | 45.446 | 3 | 5.454 | 45.498 | 3 | 5.732 | 45.373 |
| 43 | 4.955 | 45.536 | 43 | 5.452 | 45.639 | 43 | 6.101 | 45.654 | 43 | 6.418 | 45.519 | 43 | 6.851 | 45.528 |
| 34 | 5.488 | 45.637 | 34 | 5.849 | 45.503 | 34 | 6.671 | 45.827 | 34 | 7.050 | 45.581 | 34 | 7.383 | 45.428 |
| 2 | 5.991 | 45.779 | 2 | 6.521 | 45.672 | 2 | 7.139 | 45.623 | 2 | 7.713 | 45.776 | 2 | 8.176 | 45.558 |
| 21 | 6.735 | 45.791 | 21 | 7.147 | 45.554 | 21 | 7.780 | 45.638 | 21 | 8.324 | 45.746 | 21 | 8.903 | 45.674 |
| 17 | 7.069 | 45.684 | 17 | 7.730 | 45.803 | 17 | 8.511 | 45.786 | 17 | 8.810 | 45.501 | 17 | 9.372 | 45.657 |
| 11 | 7.940 | 45.770 | 11 | 8.393 | 45.595 | 11 | 9.268 | 45.880 | 11 | 9.650 | 45.584 | 11 | 10.178 | 45.623 |
| 32 | 9.828 | 46.105 | 32 | 10.372 | 45.686 | 32 | 11.011 | 45.644 | 32 | 11.582 | 45.773 | 32 | 12.069 | 45.582 |
| 24 | 10.664 | 45.942 | 24 | 11.507 | 45.985 | 24 | 12.315 | 45.813 | 24 | 12.987 | 45.874 | 24 | 13.619 | 45.727 |
| 23 | 11.051 | 45.879 | 23 | 11.870 | 45.961 | 23 | 12.837 | 45.972 | 23 | 13.499 | 45.864 | 23 | 14.157 | 45.753 |
| 37 | 11.497 | 45.811 | 37 | 12.290 | 45.935 | 37 | 13.352 | 46.067 | 37 | 13.966 | 45.816 | 37 | 14.731 | 45.860 |
| 4 | 14.050 | 46.069 | 4 | 14.656 | 45.748 | 4 | 15.325 | 45.674 | 4 | 15.908 | 45.785 | 4 | 16.558 | 45.745 |
| 1 | 14.386 | 45.952 | 1 | 15.177 | 45.933 | 1 | 15.994 | 45.822 | 1 | 16.583 | 45.791 | 1 | 17.245 | 45.757 |
| 88 | 15.528 | 46.402 | 88 | 16.251 | 45.865 | 88 | 17.286 | 46.040 | 88 | 18.197 | 46.113 | 88 | 18.941 | 45.839 |
| 16 | 15.948 | 46.283 | 16 | 16.930 | 46.124 | 16 | 17.802 | 45.877 | 16 | 18.578 | 45.978 | 16 | 19.470 | 45.987 |
| 47 | 16.260 | 46.215 | 47 | 17.145 | 46.027 | 47 | 18.244 | 46.104 | 47 | 19.055 | 46.013 | 47 | 19.906 | 45.946 |
| 28 | 16.626 | 46.293 | 28 | 17.606 | 46.122 | 28 | 18.638 | 46.037 | 35 | 19.604 | 45.981 | 35 | 20.085 | 45.576 |
| 10 | 17.133 | 46.365 | 35 | 18.227 | 46.025 | 35 | 18.825 | 45.603 | 28 | 20.311 | 46.875 | 28 | 21.099 | 45.883 |
| 35 | 17.344 | 46.138 | 10 | 18.899 | 46.908 | 10 | 20.010 | 46.116 | 10 | 20.938 | 46.130 | 10 | 22.078 | 46.235 |
| 31 | 17.881 | 45.942 | 31 | 19.173 | 46.434 | 31 | 20.440 | 46.272 | 31 | 21.541 | 46.303 | 31 | 22.657 | 46.211 |
| 14 | 18.791 | 46.260 | 14 | 19.852 | 46.203 | 14 | 21.112 | 46.265 | 14 | 22.192 | 46.282 | 14 | 23.477 | 46.380 |
| 7 | 19.705 | 45.868 | 7 | 20.588 | 46.025 | 7 | 21.635 | 46.052 | 7 | 22.538 | 46.105 | 7 | 23.877 | 46.434 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship LAP CHART - ROUND 4

(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 | | 44.923 | 26 | | 44.833 | 26 | | 45.140 | 26 | | 44.968 | 26 | | 44.949 |
| 8 | 2.738 | 45.343 | 8 | 3.139 | 45.234 | 8 | 3.232 | 45.233 | 8 | 3.564 | 45.300 | 8 | 3.925 | 45.310 |
| 9 | 5.563 | 45.373 | 9 | 6.155 | 45.425 | 9 | 6.454 | 45.439 | 9 | 6.716 | 45.230 | 9 | 7.220 | 45.453 |
| 3 | 6.337 | 45.528 | 3 | 6.865 | 45.361 | 3 | 7.120 | 45.395 | 3 | 7.519 | 45.367 | 3 | 7.897 | 45.327 |
| 43 | 7.549 | 45.621 | 43 | 8.301 | 45.585 | 43 | 8.746 | 45.585 | 43 | 9.395 | 45.617 | 43 | 10.016 | 45.570 |
| 34 | 7.935 | 45.475 | 34 | 8.698 | 45.596 | 34 | 9.221 | 45.663 | 34 | 9.928 | 45.675 | 34 | 10.626 | 45.647 |
| 2 | 8.868 | 45.615 | 2 | 9.834 | 45.799 | 2 | 10.529 | 45.835 | 2 | 11.277 | 45.716 | 2 | 11.943 | 45.615 |
| 21 | 9.404 | 45.424 | 21 | 10.170 | 45.599 | 21 | 10.839 | 45.809 | 21 | 11.545 | 45.674 | 21 | 12.297 | 45.701 |
| 17 | 10.153 | 45.704 | 17 | 10.913 | 45.593 | 17 | 11.397 | 45.624 | 17 | 12.133 | 45.704 | 17 | 12.739 | 45.555 |
| 11 | 10.959 | 45.704 | 11 | 11.935 | 45.809 | 11 | 12.704 | 45.909 | 11 | 13.309 | 45.573 | 11 | 14.039 | 45.679 |
| 32 | 12.651 | 45.505 | 32 | 13.390 | 45.572 | 32 | 13.809 | 45.559 | 32 | 14.359 | 45.518 | 32 | 14.902 | 45.492 |
| 24 | 14.379 | 45.683 | 24 | 15.428 | 45.882 | 24 | 15.949 | 45.661 | 24 | 16.787 | 45.806 | 24 | 17.788 | 45.950 |
| 23 | 15.096 | 45.862 | 23 | 16.258 | 45.995 | 23 | 16.973 | 45.855 | 23 | 17.761 | 45.756 | 23 | 18.730 | 45.918 |
| 37 | 15.691 | 45.883 | 37 | 16.764 | 45.906 | 37 | 17.593 | 45.969 | 37 | 18.392 | 45.767 | 37 | 19.221 | 45.778 |
| 4 | 17.400 | 45.765 | 4 | 18.519 | 45.952 | 4 | 19.271 | 45.892 | 4 | 20.048 | 45.745 | 4 | 20.903 | 45.804 |
| 1 | 18.070 | 45.748 | 1 | 19.109 | 45.872 | 1 | 19.760 | 45.791 | 1 | 20.615 | 45.823 | 1 | 21.501 | 45.835 |
| 88 | 19.745 | 45.727 | 88 | 21.162 | 46.250 | 88 | 21.941 | 45.919 | 88 | 22.880 | 45.907 | 88 | 23.882 | 45.951 |
| 16 | 20.328 | 45.781 | 16 | 21.330 | 45.835 | 16 | 22.446 | 46.256 | 16 | 23.236 | 45.758 | 16 | 24.210 | 45.923 |
| 47 | 20.748 | 45.765 | 47 | 21.783 | 45.868 | 35 | 23.173 | 46.203 | 35 | 23.688 | 45.483 | 35 | 24.587 | 45.848 |
| 35 | 21.017 | 45.855 | 35 | 22.110 | 45.926 | 47 | 23.793 | 47.150 | 47 | 24.631 | 45.806 | 47 | 25.339 | 45.657 |
| 28 | 22.141 | 45.965 | 28 | 23.396 | 46.088 | 28 | 24.205 | 45.949 | 28 | 25.301 | 46.064 | 28 | 26.529 | 46.177 |
| 10 | 23.333 | 46.178 | 10 | 24.569 | 46.069 | 10 | 25.383 | 45.954 | 10 | 26.419 | 46.004 | 10 | 27.433 | 45.963 |
| 31 | 23.759 | 46.025 | 31 | 25.043 | 46.117 | 31 | 26.156 | 46.253 | 31 | 27.284 | 46.096 | 31 | 28.599 | 46.264 |
| 14 | 24.742 | 46.188 | 14 | 25.996 | 46.087 | 14 | 26.994 | 46.138 | 14 | 28.229 | 46.203 | 14 | 29.328 | 46.048 |
| 7 | 25.116 | 46.162 | 7 | 26.517 | 46.234 | 7 | 27.560 | 46.183 | 7 | 28.683 | 46.091 | 7 | 29.801 | 46.067 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship LAP CHART - ROUND 4

(contd.)

| Lap 16 | | | Lap 17 | | | Lap 18 | | | Lap 19 | | | Lap 20 | | |
|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 26 | | 44.887 | 26 | | 44.879 | 26 | | 45.025 | 26 | | 44.877 | 26 | | 44.973 |
| 8 | 4.321 | 45.283 | 8 | 4.708 | 45.266 | 8 | 4.913 | 45.230 | 8 | 5.369 | 45.333 | 8 | 5.717 | 45.321 |
| 9 | 7.613 | 45.280 | 9 | 8.093 | 45.359 | 9 | 8.421 | 45.353 | 9 | 9.108 | 45.564 | 9 | 9.660 | 45.525 |
| 3 | 8.457 | 45.447 | 3 | 9.066 | 45.488 | 3 | 9.386 | 45.345 | 3 | 9.955 | 45.446 | 3 | 10.592 | 45.610 |
| 43 | 10.457 | 45.328 | 43 | 10.991 | 45.413 | 43 | 11.462 | 45.496 | 43 | 12.066 | 45.481 | 43 | 12.493 | 45.400 |
| 34 | 11.596 | 45.857 | 34 | 12.236 | 45.519 | 34 | 12.589 | 45.378 | 34 | 13.196 | 45.484 | 34 | 13.499 | 45.276 |
| 2 | 12.787 | 45.731 | 2 | 13.648 | 45.740 | 2 | 14.217 | 45.594 | 2 | 15.124 | 45.784 | 2 | 15.951 | 45.800 |
| 21 | 13.023 | 45.613 | 21 | 13.893 | 45.749 | 21 | 14.501 | 45.633 | 21 | 15.191 | 45.567 | 21 | 16.153 | 45.935 |
| 17 | 13.455 | 45.603 | 17 | 14.240 | 45.664 | 17 | 15.086 | 45.871 | 17 | 15.905 | 45.696 | 17 | 16.695 | 45.763 |
| 11 | 14.693 | 45.541 | 11 | 15.285 | 45.471 | 11 | 16.114 | 45.854 | 11 | 16.752 | 45.515 | 11 | 17.361 | 45.582 |
| 32 | 15.811 | 45.796 | 32 | 16.563 | 45.631 | 32 | 17.334 | 45.796 | 32 | 17.929 | 45.472 | 32 | 18.483 | 45.527 |
| 24 | 18.626 | 45.725 | 24 | 19.454 | 45.707 | 24 | 20.149 | 45.720 | 24 | 21.035 | 45.763 | 24 | 21.933 | 45.871 |
| 23 | 19.737 | 45.894 | 23 | 20.660 | 45.802 | 23 | 21.430 | 45.795 | 23 | 22.369 | 45.816 | 23 | 23.158 | 45.762 |
| 37 | 20.420 | 46.086 | 37 | 21.338 | 45.797 | 37 | 21.983 | 45.670 | 37 | 22.966 | 45.860 | 37 | 23.870 | 45.877 |
| 4 | 21.775 | 45.759 | 4 | 22.622 | 45.726 | 4 | 23.335 | 45.738 | 4 | 24.356 | 45.898 | 4 | 25.418 | 46.035 |
| 1 | 22.313 | 45.699 | 1 | 23.131 | 45.697 | 1 | 23.816 | 45.710 | 1 | 24.687 | 45.748 | 1 | 25.834 | 46.120 |
| 88 | 25.059 | 46.064 | 88 | 25.861 | 45.681 | 88 | 26.501 | 45.665 | 88 | 27.614 | 45.990 | 88 | 28.364 | 45.723 |
| 16 | 25.391 | 46.068 | 16 | 26.232 | 45.720 | 16 | 26.844 | 45.637 | 35 | 28.424 | 45.999 | 35 | 29.046 | 45.595 |
| 35 | 25.738 | 46.038 | 35 | 26.643 | 45.784 | 35 | 27.302 | 45.684 | 16 | 28.889 | 46.922 | 16 | 29.834 | 45.918 |
| 47 | 26.150 | 45.698 | 47 | 27.341 | 46.070 | 47 | 27.957 | 45.641 | 47 | 29.511 | 46.431 | 47 | 30.407 | 45.869 |
| 28 | 27.455 | 45.813 | 28 | 28.339 | 45.763 | 28 | 29.322 | 46.008 | 28 | 30.588 | 46.143 | 28 | 31.443 | 45.828 |
| 10 | 28.610 | 46.064 | 10 | 29.546 | 45.815 | 10 | 30.556 | 46.035 | 10 | 31.722 | 46.043 | 10 | 32.820 | 46.071 |
| 31 | 29.887 | 46.175 | 31 | 30.896 | 45.888 | 31 | 31.972 | 46.101 | 31 | 33.085 | 45.990 | 31 | 34.124 | 46.012 |
| 14 | 30.627 | 46.186 | 14 | 31.775 | 46.027 | 14 | 32.710 | 45.960 | 14 | 33.985 | 46.152 | 14 | 35.108 | 46.096 |
| 7 | 31.024 | 46.110 | 7 | 32.166 | 46.021 | 7 | 33.308 | 46.167 | 7 | 34.563 | 46.132 | 7 | 35.654 | 46.064 |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34

2004 Formula Renault UK Championship LAP CHART - ROUND 4

(contd.)

| Lap 21 | | | Lap 22 | | | Lap 23 | | | Lap 24 | | | Lap 25 | | |
|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 26 | | 44.921 | 26 | | 44.955 | 26 | | 44.986 | 26 | | 45.122 | | | |
| 8 | 6.112 | 45.316 | 8 | 6.615 | 45.458 | 8 | 7.021 | 45.392 | 8 | 7.187 | 45.288 | | | |
| 9 | 10.302 | 45.563 | 9 | 11.069 | 45.722 | 9 | 11.691 | 45.608 | 9 | 12.419 | 45.850 | | | |
| 3 | 11.077 | 45.406 | 3 | 11.630 | 45.508 | 3 | 12.292 | 45.648 | 3 | 12.807 | 45.637 | | | |
| 43 | 13.059 | 45.487 | 43 | 13.591 | 45.487 | 43 | 14.258 | 45.653 | 43 | 14.714 | 45.578 | | | |
| 34 | 14.137 | 45.559 | 34 | 14.677 | 45.495 | 34 | 15.123 | 45.432 | 34 | 15.436 | 45.435 | | | |
| 2 | 16.706 | 45.676 | 21 | 17.764 | 45.850 | 21 | 18.374 | 45.596 | 21 | 18.699 | 45.447 | | | |
| 21 | 16.869 | 45.637 | 2 | 18.400 | 46.649 | 2 | 19.377 | 45.963 | 2 | 20.026 | 45.771 | | | |
| 17 | 17.495 | 45.721 | 17 | 18.543 | 46.003 | 17 | 19.807 | 46.250 | 17 | 20.382 | 45.697 | | | |
| 11 | 18.049 | 45.609 | 11 | 18.973 | 45.879 | 11 | 20.276 | 46.289 | 11 | 20.944 | 45.790 | | | |
| 32 | 19.058 | 45.496 | 32 | 19.856 | 45.753 | 32 | 20.707 | 45.837 | 32 | 21.563 | 45.978 | | | |
| 24 | 22.813 | 45.801 | 24 | 23.697 | 45.839 | 24 | 24.705 | 45.994 | 24 | 25.606 | 46.023 | | | |
| 23 | 24.118 | 45.881 | 23 | 25.043 | 45.880 | 23 | 26.380 | 46.323 | 23 | 27.808 | 46.550 | | | |
| 37 | 24.654 | 45.705 | 37 | 25.448 | 45.749 | 37 | 26.658 | 46.196 | 37 | 28.147 | 46.611 | | | |
| 4 | 26.332 | 45.835 | 4 | 27.234 | 45.857 | 4 | 28.129 | 45.881 | 4 | 28.968 | 45.961 | | | |
| 1 | 26.847 | 45.934 | 1 | 27.871 | 45.979 | 1 | 28.705 | 45.820 | 1 | 29.357 | 45.774 | | | |
| 88 | 29.184 | 45.741 | 88 | 29.941 | 45.712 | 88 | 31.138 | 46.183 | 88 | 32.041 | 46.025 | | | |
| 35 | 29.741 | 45.616 | 35 | 30.338 | 45.552 | 35 | 31.369 | 46.017 | 35 | 32.343 | 46.096 | | | |
| 16 | 31.313 | 46.400 | 16 | 32.138 | 45.780 | 16 | 32.768 | 45.616 | 16 | 33.375 | 45.729 | | | |
| 47 | 31.496 | 46.010 | 47 | 32.669 | 46.128 | 47 | 33.382 | 45.699 | 47 | 34.016 | 45.756 | | | |
| 28 | 32.326 | 45.804 | 28 | 33.540 | 46.169 | 28 | 34.689 | 46.135 | 28 | 35.617 | 46.050 | | | |
| 10 | 33.959 | 46.060 | 10 | 35.171 | 46.167 | 10 | 36.260 | 46.075 | 10 | 37.369 | 46.231 | | | |
| 31 | 35.473 | 46.270 | 31 | 36.590 | 46.072 | 31 | 37.695 | 46.091 | 31 | 38.851 | 46.278 | | | |
| 14 | 36.314 | 46.127 | 14 | 37.643 | 46.284 | 14 | 38.904 | 46.247 | 14 | 40.297 | 46.515 | | | |
| 7 | 36.697 | 45.964 | 7 | 38.019 | 46.277 | 7 | 39.356 | 46.323 | 7 | 40.524 | 46.290 | | | |

Car 26 -10 sec penalty - false start
Weather / Track : Cloudy / Dry

Brands Hatch
Circuit Length = 1.2262 miles.
Start: 14:16 End: 14:34