



# BRITISH FORMULA 3

Round 2  
Donington National Circuit

20th/21st May 2006



Results Provided by MST Sports Timing Ltd  
[www.msttiming.com](http://www.msttiming.com)

# Lloyds TSB Insurance British F3 International Series

## QUALIFYING - ROUND 3 (RACE 6)

POS	NO	CL	TEAM / DRIVERS	TYRES	CAR	TIME	LAPS	GAP	MPH
1	26	C	Mike CONWAY (GBR) Räikkönen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	1:03.796	21		110.45
2	21	C	Bruno SENNA (BRA) Räikkönen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	1:03.975	19	0.179	110.14
3	15	C	James WALKER (GBR) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	1:03.980	22	0.184	110.13
4	12	C	Maro ENGEL (GER) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	1:04.053	22	0.257	110.00
5	22	C	Stephen JELLEY (GBR) Räikkönen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	1:04.177	24	0.381	109.79
6	2	C	Oliver JARVIS (GBR) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	1:04.180	20	0.384	109.78
7	5	C	Salvador DURAN (MEX) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	1:04.230	22	0.434	109.70
8	1	C	Christian BAKKERUD (DEN) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	1:04.257	22	0.461	109.65
9	4	C	Stuart HALL (GBR) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	1:04.565	21	0.769	109.13
10	3	C	Yelmer BUURMAN (NED) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	1:04.663	22	0.867	108.96
11	7	C	Dennis RETERA (NED) T Sport (GBR)	A	Dallara F306 Mugen-Honda	1:05.024	23	1.228	108.36
12	14	C	Charlie HOLLINGS (GBR) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	1:05.064	20	1.268	108.29
13	6	C	James JAKES (GBR) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	1:05.100	21	1.304	108.23
14	9	C	Jonathan KENNARD (GBR) Alan Docking Racing (GBR)	A	Dallara F306 Mugen-Honda	1:05.211	11	1.415	108.05
15	10	C	Karl REINDLER (AUS) Alan Docking Racing (GBR)	A	Dallara F306 Mugen-Honda	1:05.308	18	1.512	107.89
16	16	C	Alberto VALERIO (BRA) Cesário Formula UK (GBR)	A	Dallara F306 Mugen-Honda	1:05.347	13	1.551	107.82
17	38	N	Rodolfo AVILA (MAC) Performance Racing Europe (GBR)	A	Dallara F304 Mugen-Honda	1:05.465	21	1.669	107.63
18	32	N	Rodolfo GONZALEZ (VEN) T Sport (GBR)	A	Dallara F304 Mugen-Honda	1:05.581	18	1.785	107.44
19	11	C	Keiko IHARA (JPN) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	1:05.815	19	2.019	107.06
20	39	N	Juho ANNALA (FIN) Performance Racing Europe (GBR)	A	Dallara F304 Mugen-Honda	1:05.990	18	2.194	106.77
21	37	N	Cristiano MORGADO (RSA) Fluid Motorsport (GBR)	A	Lola-Dome F106/4 Mugen-Honda	1:06.384	20	2.588	106.14
22	34	N	Ricardo TEIXEIRA (ANG) Carlin Motorsport (GBR)	A	Dallara F304 Mugen-Honda	1:06.652	22	2.856	105.71
23	33	N	Alexander KHATEEB (LBR) Promatecme F3 (GBR)	A	Dallara F304 Mugen-Honda	1:06.709	17	2.913	105.62
24	35	N	Martin KUDZAK (SWE) Fluid Motorsport (GBR)	A	Lola-Dome F106/4 Mugen-Honda	1:06.990	22	3.194	105.18

Weather / Track : Cloudy / Drying

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

Donington Park

Circuit Length = 1.9573 miles.

Start: 10:58 End: 11:28

Race Director:

Stewards:

Timekeeper:

# Lloyds TSB Insurance British F3 International Series

## QUALIFYING - ROUND 3 (RACE 6) - SECTOR ANALYSIS

<b>1</b>		<b>Christian BAKKERUD</b>			<b>DEN</b>			Dallara F306 Mugen-Honda			<b>C</b>	
<b>1</b> - 6:04.009		37.040	128.5	12.370	97.2	X:00.000	<b>12</b> - 19.055	34.330	131.3	11.724	101.3	1:05.109
<b>2</b> - 20.028		34.632	117.5	13.523	98.9	1:08.183	<b>13</b> - 19.233	34.639	133.9	13.159	101.3	1:07.031
<b>3</b> - 19.566		36.578	104.3	14.409	100.1	1:10.553	<b>14</b> - 19.411	35.580	132.6	16.546		1:11.537P
<b>4</b> - 19.204		34.747	132.1	12.283	99.7	1:06.234	<b>15</b> - 44.245	42.364	130.3	12.165	99.7	1:38.774
<b>5</b> - 19.471		34.014	133.1	11.785	100.4	1:05.270	<b>16</b> - 19.266	34.100	132.6	11.726	101.0	1:05.092
<b>6</b> - 19.247		33.951	133.6	11.840	100.7	1:05.038	<b>17</b> - 19.341	34.068	132.1	11.710	101.0	1:05.119
<b>7</b> - 19.152		33.868	<b>136.9</b>	11.856	101.2	1:04.876	<b>18</b> - 19.101	34.855	130.8	11.714	100.9	1:05.670
<b>8</b> - 19.096		33.997	133.9	12.547	101.2	1:05.640	<b>19</b> - 19.093	33.616	133.4	11.728	101.3	1:04.437
<b>9</b> - 19.098		33.566	134.4	12.836	96.4	1:05.500	<b>20</b> - 18.994	33.647	132.3	11.616	<b>101.8</b>	<b>1:04.257</b>
<b>10</b> - 19.352		34.405	105.8	15.187	101.0	1:08.944	<b>21</b> - 20.529	35.346	131.5	11.819	101.3	1:07.694
<b>11</b> - 19.519		34.127	132.6	11.877	101.5	1:05.523	<b>22</b> - 22.554	40.817	120.0	19.512		1:22.883P

<b>2</b>		<b>Oliver JARVIS</b>			<b>GBR</b>			Dallara F306 Mugen-Honda			<b>C</b>	
<b>1</b> - 5:27.152		38.657	128.3	13.024	98.8	X:00.000	<b>11</b> - 19.111	33.975	132.6	12.026	101.8	1:05.112
<b>2</b> - 19.667		34.682	132.3	11.891	98.5	1:06.240	<b>12</b> - 19.118	33.470	133.4	11.705	<b>102.2</b>	1:04.293
<b>3</b> - 19.605		33.962	133.1	11.833	100.3	1:05.400	<b>13</b> - 19.336	35.186	130.5	12.914	101.3	1:07.436
<b>4</b> - 19.329		34.015	132.3	11.780	100.7	1:05.124	<b>14</b> - 19.214	33.505	133.1	12.012	100.6	1:04.731
<b>5</b> - 19.262		33.908	132.3	11.736	100.9	1:04.906	<b>15</b> - 19.716	35.624	132.6	14.820		1:10.160P
<b>6</b> - 19.242		35.408	131.3	11.907	100.7	1:06.557	<b>16</b> - 3:05.452	35.955	129.5	12.224	101.5	3:53.631
<b>7</b> - 19.194		33.626	133.1	11.768	99.1	1:04.588	<b>17</b> - 19.232	37.009	130.8	12.129	100.7	1:08.370
<b>8</b> - 19.262		33.516	<b>133.6</b>	11.618	101.5	1:04.396	<b>18</b> - 19.343	34.232	132.3	11.707	101.0	1:05.282
<b>9</b> - 19.159		34.521	133.4	11.595	101.0	1:05.275	<b>19</b> - 19.174	34.405	131.8	11.812	101.0	1:05.391
<b>10</b> - 19.104		33.437	<b>133.6</b>	11.639	100.0	<b>1:04.180</b>	<b>20</b> - 22.196	42.981	88.0	24.122		1:29.299P

<b>3</b>		<b>Yelmer BUURMAN</b>			<b>NED</b>			Dallara F306 Mercedes HWA			<b>C</b>	
<b>1</b> - 5:33.327		40.493	95.5	14.178	97.5	X:00.000	<b>12</b> - 19.079	33.767	132.6	11.817	99.5	<b>1:04.663</b>
<b>2</b> - 20.008		35.589	130.3	12.176	99.2	1:07.773	<b>13</b> - 19.195	34.883	<b>135.5</b>	12.348	101.2	1:06.426
<b>3</b> - 19.832		35.452	107.8	14.370	96.9	1:09.654	<b>14</b> - 19.472	35.159	110.5	15.349	100.4	1:09.980
<b>4</b> - 19.599		34.489	130.8	11.892	100.6	1:05.980	<b>15</b> - 19.257	37.351	127.3	13.180	101.2	1:09.788
<b>5</b> - 19.230		34.790	130.0	11.800	100.3	1:05.820	<b>16</b> - 19.232	33.874	133.4	11.587	100.4	1:04.693
<b>6</b> - 19.303		34.248	131.0	12.037	99.2	1:05.588	<b>17</b> - 19.094	35.224	108.0	14.305	98.3	1:08.623
<b>7</b> - 19.320		34.011	132.1	11.633	99.5	1:04.964	<b>18</b> - 19.287	34.406	132.1	12.196	100.6	1:05.889
<b>8</b> - 19.127		1:02.210	129.8	12.603	98.3	1:33.940	<b>19</b> - 19.310	39.385	94.7	16.052	101.2	1:14.747
<b>9</b> - 19.411		33.942	133.4	13.909	99.8	1:07.262	<b>20</b> - 19.300	34.344	131.3	11.912	100.4	1:05.556
<b>10</b> - 19.165		34.263	131.8	11.910	101.0	1:05.338	<b>21</b> - 19.784	36.538	127.8	12.075	100.4	1:08.397
<b>11</b> - 19.459		34.276	132.8	13.032	<b>101.5</b>	1:06.767	<b>22</b> - 22.257	38.770	128.8	16.215		1:17.242P

<b>4</b>		<b>Stuart HALL</b>			<b>GBR</b>			Dallara F306 Mercedes HWA			<b>C</b>	
<b>1</b> - 5:55.084		38.788	128.3	13.444	93.2	X:00.000	<b>12</b> - 19.629	34.449	131.0	11.881	100.3	1:05.959
<b>2</b> - 20.729		36.739	128.8	12.777	96.1	1:10.245	<b>13</b> - 19.387	34.964	130.3	12.169	99.5	1:06.520
<b>3</b> - 20.024		34.659	<b>132.3</b>	13.799	96.9	1:08.482	<b>14</b> - 19.555	34.217	131.3	11.789	100.6	1:05.561
<b>4</b> - 19.401		34.522	129.3	12.261	97.3	1:06.184	<b>15</b> - 19.345	33.769	132.1	11.722	99.8	1:04.836
<b>5</b> - 19.520		33.973	131.8	12.035	97.5	1:05.528	<b>16</b> - 19.287	33.982	132.1	11.635	100.6	1:04.904
<b>6</b> - 19.454		33.741	132.1	11.998	97.3	1:05.193	<b>17</b> - 19.281	34.811	131.8	11.815	98.9	1:05.907
<b>7</b> - 19.401		33.809	<b>132.3</b>	12.123	99.4	1:05.333	<b>18</b> - 19.398	33.584	131.8	11.583	101.0	<b>1:04.565</b>
<b>8</b> - 19.499		34.216	131.3	11.936	100.3	1:05.651	<b>19</b> - 19.119	34.329	129.8	11.863	<b>101.3</b>	1:05.311
<b>9</b> - 19.328		33.723	131.8	11.882	98.9	1:04.933	<b>20</b> - 19.694	35.341	128.0	12.018	99.4	1:07.053
<b>10</b> - 19.291		36.509	128.8	17.241		1:13.041P	<b>21</b> - 24.668	44.904	106.6	22.568		1:32.140P
<b>11</b> - 2:07.434		35.115	128.8	12.279	98.6	2:54.828						

Weather / Track : Cloudy / Drying

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 3 (RACE 6) - SECTOR ANALYSIS**  
 (contd.)

<b>5</b>	<b>Salvador DURAN</b>				<b>MEX</b>	<b>Dallara F306 Mercedes HWA</b>				<b>C</b>	
<b>1</b> - 5:44.920	37.195	118.9	15.443	95.1	X:00.000	<b>12</b> - 19.261	33.630	133.9	11.817	100.3	1:04.708
<b>2</b> - 19.920	44.310	97.1	14.923	93.8	1:19.153	<b>13</b> - 19.217	33.554	<b>136.3</b>	14.013	99.5	1:06.784
<b>3</b> - 19.805	35.091	130.8	12.268	98.1	1:07.164	<b>14</b> - 19.197	34.043	133.9	13.220	92.9	1:06.460
<b>4</b> - 19.410	34.087	132.8	11.937	99.5	1:05.434	<b>15</b> - 19.430	33.474	133.9	11.695	<b>107.6</b>	1:04.599
<b>5</b> - 19.300	33.983	131.5	11.901	100.1	1:05.184	<b>16</b> - 19.913	34.852	131.8	11.835	100.9	1:06.600
<b>6</b> - 19.145	33.790	134.2	11.872	100.7	1:04.807	<b>17</b> - 19.029	33.384	133.1	11.817	100.6	<b>1:04.230</b>
<b>7</b> - 19.140	33.675	135.2	12.103	100.7	1:04.918	<b>18</b> - 19.032	33.575	133.6	11.742	101.2	1:04.349
<b>8</b> - 21.472	39.796	131.8	13.056	99.5	1:14.324	<b>19</b> - 19.236	48.210	77.6	20.092	97.9	1:27.538
<b>9</b> - 19.286	33.486	134.4	16.314	75.1	1:09.086	<b>20</b> - 19.390	33.659	133.6	11.785	100.7	1:04.834
<b>10</b> - 21.658	34.038	133.4	12.674	100.4	1:08.370	<b>21</b> - 19.269	36.297	131.5	12.968	99.4	1:08.534
<b>11</b> - 19.478	34.414	133.1	12.804	99.5	1:06.696	<b>22</b> - 23.392	42.258	129.0	18.284		1:23.934P

<b>6</b>	<b>James JAKES</b>				<b>GBR</b>	<b>Dallara F306 Mercedes HWA</b>				<b>C</b>	
<b>1</b> - 5:44.295	37.260	128.3	12.962	97.1	X:00.000	<b>12</b> - 19.479	34.336	131.5	11.950	<b>100.4</b>	1:05.765
<b>2</b> - 20.137	35.455	130.3	12.468	97.5	1:08.060	<b>13</b> - 19.366	34.385	132.3	13.832	99.2	1:07.583
<b>3</b> - 19.659	35.111	111.2	16.628	96.8	1:11.398	<b>14</b> - 19.322	33.875	133.6	12.010	100.1	1:05.207
<b>4</b> - 19.709	35.069	130.0	12.101	99.4	1:06.879	<b>15</b> - 19.303	35.083	117.7	15.076	98.3	1:09.462
<b>5</b> - 19.397	34.276	131.0	11.887	<b>100.4</b>	1:05.560	<b>16</b> - 19.353	33.739	132.1	12.241	98.5	1:05.333
<b>6</b> - 19.441	34.038	133.1	11.845	<b>100.4</b>	1:05.324	<b>17</b> - 19.608	36.056	130.5	13.800	98.5	1:09.464
<b>7</b> - 19.420	37.600	128.8	14.869	99.2	1:11.889	<b>18</b> - 19.440	34.910	132.1	16.001	95.4	1:10.351
<b>8</b> - 19.282	34.004	131.8	11.814	100.3	<b>1:05.100</b>	<b>19</b> - 19.885	37.934	74.2	14.384	98.6	1:12.203
<b>9</b> - 19.498	34.511	131.8	15.567		1:09.576P	<b>20</b> - 19.608	34.747	117.3	13.600	96.9	1:07.955
<b>10</b> - 1:38.162	35.416	<b>134.2</b>	12.382	98.8	2:25.960	<b>21</b> - 22.290	40.950	129.3	19.648		1:22.888P
<b>11</b> - 19.398	34.350	131.0	14.507	97.1	1:08.255						

<b>7</b>	<b>Dennis RETERA</b>				<b>NED</b>	<b>Dallara F306 Mugen-Honda</b>				<b>C</b>	
<b>1</b> - 6:47.887	36.847	130.0	12.362	96.1	X:00.000	<b>13</b> - 19.410	33.964	130.8	11.789	100.3	1:05.163
<b>2</b> - 20.179	35.904	130.5	12.987	95.7	1:09.070	<b>14</b> - 19.428	59.498	114.7	12.477	98.8	1:31.403
<b>3</b> - 19.766	34.499	130.8	12.051	99.5	1:06.316	<b>15</b> - 19.532	34.282	130.3	11.902	100.1	1:05.716
<b>4</b> - 19.457	34.510	131.8	12.005	99.1	1:05.972	<b>16</b> - 19.416	34.166	131.3	11.832	99.7	1:05.414
<b>5</b> - 19.514	34.018	132.1	11.970	98.3	1:05.502	<b>17</b> - 19.348	34.094	132.1	11.710	100.6	1:05.152
<b>6</b> - 19.475	34.321	<b>133.9</b>	11.914	100.0	1:05.710	<b>18</b> - 19.459	35.661	129.5	13.270	100.3	1:08.390
<b>7</b> - 19.494	34.719	<b>133.9</b>	12.539	96.2	1:06.752	<b>19</b> - 19.290	34.225	131.8	11.813	100.9	1:05.328
<b>8</b> - 19.537	34.322	131.0	11.871	99.5	1:05.730	<b>20</b> - 19.280	33.968	131.8	11.776	<b>107.0</b>	<b>1:05.024</b>
<b>9</b> - 19.651	34.064	130.8	11.851	99.5	1:05.566	<b>21</b> - 21.474	38.891	112.5	21.567		1:21.932P
<b>10</b> - 19.453	34.337	130.0	11.938	99.7	1:05.728	<b>22</b> - 3:01.340	42.045	122.4	13.683	93.4	3:57.068
<b>11</b> - 19.543	34.096	130.0	11.820	100.6	1:05.459	<b>23</b> - 20.703	38.871	124.9	12.986	93.2	1:12.560
<b>12</b> - 19.359	33.953	131.0	11.825	100.3	1:05.137						

<b>9</b>	<b>Jonathan KENNARD</b>				<b>GBR</b>	<b>Dallara F306 Mugen-Honda</b>				<b>C</b>	
<b>1</b> - 7:16.461	38.499	118.9	14.710	94.9	X:00.000	<b>7</b> - 19.397	34.008	<b>133.4</b>	11.806	99.2	<b>1:05.211</b>
<b>2</b> - 20.124	35.517	133.1	12.404	98.3	1:08.045	<b>8</b> - 19.341	48.602	111.2	12.848	99.2	1:20.791
<b>3</b> - 19.678	1:02.192	74.2	15.156	94.9	1:37.026	<b>9</b> - 19.522	35.185	131.0	12.005	99.5	1:06.712
<b>4</b> - 19.903	34.580	132.3	12.008	99.7	1:06.491	<b>10</b> - 19.415	34.031	132.6	11.923	<b>100.1</b>	1:05.369
<b>5</b> - 19.402	34.108	132.8	12.002	99.8	1:05.512	<b>11</b> - 19.249	36.672	104.2	19.307		1:15.228P
<b>6</b> - 19.443	33.964	<b>133.4</b>	11.910	98.9	1:05.317						

Weather / Track : Cloudy / Drying

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 3 (RACE 6) - SECTOR ANALYSIS**  
 (contd.)

<b>10</b>	<b>Karl REINDLER</b>	<b>AUS</b>				<b>Dallara F306 Mugen-Honda</b>				<b>C</b>
1 - 7:15.544	37.429 127.3	12.645 98.1	X:00.000	<b>10 -</b> 19.493	34.744 132.1	12.468 98.9	1:06.705			
2 - 19.921	35.762 130.0	12.691 100.0	1:08.374	<b>11 -</b> 19.478	34.040 133.1	11.841 100.1	1:05.359			
3 - 19.597	35.014 131.8	12.025 98.9	1:06.636	<b>12 -</b> 19.339	34.046 132.3	12.824 98.6	1:06.209			
4 - 19.647	35.342 131.8	13.170 99.7	1:08.159	<b>13 -</b> 19.313	35.026 117.1	13.944 <b>100.7</b>	1:08.283			
5 - 19.518	34.161 133.6	12.064 99.2	1:05.743	<b>14 -</b> 19.350	34.504 132.8	13.452 99.5	1:07.306			
6 - 19.528	34.274 131.8	11.921 99.4	1:05.723	<b>15 -</b> 19.392	34.156 131.0	11.930 99.4	1:05.478			
7 - 19.450	34.080 132.3	11.865 99.5	1:05.395	<b>16 -</b> 19.296	34.084 <b>133.9</b>	12.742 97.5	1:06.122			
8 - 19.515	33.951 131.5	11.842 98.9	<b>1:05.308</b>	<b>17 -</b> 19.740	36.008 109.6	13.021 99.7	1:08.769			
9 - 19.507	33.683 133.4	12.241 99.8	1:05.431	<b>18 -</b> 19.517	51.899 109.6	16.073	1:27.489P			
<b>11</b>	<b>Keiko IHARA</b>	<b>JPN</b>				<b>Dallara F306 Mugen-Honda</b>				<b>C</b>
1 - 5:30.806	38.895 117.3	14.553 92.9	X:00.000	<b>11 -</b> 21.635	36.121 131.3	12.393 96.8	1:10.149			
2 - 21.498	36.204 129.3	12.696 94.2	1:10.398	<b>12 -</b> 19.717	34.710 131.5	12.465 <b>98.5</b>	1:06.892			
3 - 20.125	35.205 132.3	12.419 96.2	1:07.749	<b>13 -</b> 19.577	35.019 <b>132.8</b>	12.483 96.6	1:07.079			
4 - 19.776	35.008 131.3	12.359 96.0	1:07.143	<b>14 -</b> 19.804	36.571 130.5	18.405	1:14.780P			
5 - 19.767	36.288 113.3	14.021 96.5	1:10.076	<b>15 -</b> 3:21.893	36.177 130.5	12.595 95.4	4:10.665			
6 - 19.768	34.595 132.6	12.157 97.3	1:06.520	<b>16 -</b> 19.878	50.953 105.3	14.110 93.5	1:24.941			
7 - 19.531	34.145 <b>132.8</b>	12.139 97.8	<b>1:05.815</b>	<b>17 -</b> 20.349	37.360 129.5	12.596 95.3	1:10.305			
8 - 19.531	34.314 132.6	12.267 95.0	1:06.112	<b>18 -</b> 21.328	37.480 131.8	14.056 92.5	1:12.864			
9 - 19.709	39.850 88.0	14.891 95.8	1:14.450	<b>19 -</b> 23.345	44.004 125.9	22.370	1:29.719P			
10 - 19.678	38.598 126.6	14.952 49.3	1:13.228							
<b>12</b>	<b>Maro ENGEL</b>	<b>GER</b>				<b>Dallara F306 Mugen-Honda</b>				<b>C</b>
1 - 5:27.567	37.296 127.3	12.426 98.1	X:00.000	<b>12 -</b> 19.081	33.431 134.7	11.664 101.2	1:04.176			
2 - 19.730	34.187 133.1	11.849 100.3	1:05.766	<b>13 -</b> 19.288	37.164 132.1	11.871 100.4	1:08.323			
3 - 33.596	41.742 76.6	16.868 100.1	1:32.206	<b>14 -</b> 19.374	33.833 133.9	11.708 101.6	1:04.915			
4 - 19.376	35.598 134.7	12.938 99.8	1:07.912	<b>15 -</b> 19.071	33.656 134.7	11.748 101.5	1:04.475			
5 - 19.259	33.875 133.9	11.677 101.6	1:04.811	<b>16 -</b> 19.096	33.958 132.8	11.604 101.3	1:04.658			
6 - 19.174	33.756 135.0	11.612 100.9	1:04.542	<b>17 -</b> 19.020	33.554 133.9	11.642 100.7	1:04.216			
7 - 20.163	39.958 72.8	17.392 101.3	1:17.513	<b>18 -</b> 18.985	33.534 133.1	11.534 101.6	<b>1:04.053</b>			
8 - 19.116	33.533 <b>135.8</b>	11.674 <b>101.9</b>	1:04.323	<b>19 -</b> 18.953	39.540 133.4	13.097 101.5	1:11.590			
9 - 19.343	35.661 131.5	11.656 101.8	1:06.660	<b>20 -</b> 19.075	33.810 133.6	12.391 100.7	1:05.276			
10 - 19.089	33.948 133.1	13.254 97.8	1:06.291	<b>21 -</b> 19.157	33.919 133.4	13.087 <b>101.9</b>	1:06.163			
11 - 20.363	34.772 132.8	11.707 100.9	1:06.842	<b>22 -</b> 21.065	42.687 84.4	24.962	1:28.714P			
<b>14</b>	<b>Charlie HOLLINGS</b>	<b>GBR</b>				<b>Dallara F306 Mercedes HWA</b>				<b>C</b>
1 - 5:46.797	37.234 129.0	14.362 93.8	X:00.000	<b>11 -</b> 19.613	34.390 131.3	11.837 100.1	1:05.840			
2 - 20.270	35.102 129.8	12.401 97.1	1:07.773	<b>12 -</b> 19.454	36.358 130.8	12.076 100.3	1:07.888			
3 - 19.680	46.051 118.9	14.817 95.7	1:20.548	<b>13 -</b> 19.407	36.283 129.5	12.172 99.5	1:07.862			
4 - 20.018	35.760 129.8	12.265 97.9	1:08.043	<b>14 -</b> 19.588	34.257 131.3	11.766 99.4	1:05.611			
5 - 19.741	34.888 130.3	12.036 96.9	1:06.665	<b>15 -</b> 19.381	34.263 131.3	11.816 99.5	1:05.460			
6 - 19.693	34.524 131.3	11.944 98.5	1:06.161	<b>16 -</b> 19.500	34.117 132.6	11.714 100.0	1:05.331			
7 - 19.596	34.426 130.8	12.384 99.7	1:06.406	<b>17 -</b> 19.407	34.992 131.8	12.510 <b>100.9</b>	1:06.909			
8 - 19.547	34.516 <b>132.8</b>	11.949 97.3	1:06.012	<b>18 -</b> 19.340	33.962 132.1	11.762 100.4	<b>1:05.064</b>			
9 - 19.585	34.658 130.8	15.989	1:10.232P	<b>19 -</b> 19.609	36.974 116.1	14.396 98.9	1:10.979			
10 - 2:49.231	34.646 131.8	12.050 99.8	3:35.927	<b>20 -</b> 22.245	41.411 124.2	21.196	1:24.852P			

Weather / Track : Cloudy / Drying

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 3 (RACE 6) - SECTOR ANALYSIS**  
 (contd.)

<b>15</b>	<b>James WALKER</b>	<b>GBR</b>				Dallara F306 Mercedes HWA			<b>C</b>
<b>1</b> - 5:32.002	37.634 129.0	12.974 96.0	X:00.000	<b>12</b> - 19.205	33.779 117.5	12.792 101.0	1:05.776		
<b>2</b> - 20.277	35.050 131.8	12.057 98.2	1:07.384	<b>13</b> - 19.216	33.514 132.6	11.808 100.3	1:04.538		
<b>3</b> - 19.890	34.416 130.5	11.902 99.2	1:06.208	<b>14</b> - 19.512	34.371 131.8	13.215 100.1	1:07.098		
<b>4</b> - 19.517	34.008 130.5	11.813 99.7	1:05.338	<b>15</b> - 19.532	34.848 131.5	12.064 99.5	1:06.444		
<b>5</b> - 19.318	33.635 131.0	11.700 100.3	1:04.653	<b>16</b> - 19.523	34.691 130.5	12.978 99.5	1:07.192		
<b>6</b> - 19.316	33.642 131.5	11.710 99.7	1:04.668	<b>17</b> - 19.545	34.010 132.1	11.889 99.7	1:05.444		
<b>7</b> - 19.438	33.432 132.1	11.645 100.7	1:04.515	<b>18</b> - 19.481	33.796 132.3	13.186 100.1	1:06.463		
<b>8</b> - 19.329	33.277 132.6	11.535 <b>101.3</b>	1:04.141	<b>19</b> - 19.273	34.171 <b>133.4</b>	12.082 99.2	1:05.526		
<b>9</b> - 19.150	33.349 132.3	11.602 100.6	1:04.101	<b>20</b> - 19.574	36.913 130.0	12.117 99.5	1:08.604		
<b>10</b> - 19.281	33.151 132.6	11.548 100.3	<b>1:03.980</b>	<b>21</b> - 19.433	33.596 131.5	11.786 100.4	1:04.815		
<b>11</b> - 19.231	33.429 132.1	12.528 101.0	1:05.188	<b>22</b> - 19.333	36.093 119.6	18.922	1:14.348P		
<b>16</b>	<b>Alberto VALERIO</b>	<b>BRA</b>				Dallara F306 Mugen-Honda			<b>C</b>
<b>1</b> - 9:11.391	38.615 128.5	13.739 98.2	X:00.000	<b>8</b> - 19.916	34.429 131.0	11.913 <b>101.3</b>	1:06.258		
<b>2</b> - 19.827	35.861 132.1	12.063 98.6	1:07.751	<b>9</b> - 19.185	34.616 131.0	11.863 99.5	1:05.664		
<b>3</b> - 19.699	34.402 132.1	12.031 98.6	1:06.132	<b>10</b> - 19.265	7:11.503 98.5	14.308 96.4	X:00.000		
<b>4</b> - 19.464	34.152 133.1	12.712 99.5	1:06.328	<b>11</b> - 19.844	34.694 130.8	11.998 99.7	1:06.536		
<b>5</b> - 19.442	33.956 <b>133.6</b>	11.949 99.5	<b>1:05.347</b>	<b>12</b> - 19.499	34.906 130.5	11.945 100.4	1:06.350		
<b>6</b> - 19.305	34.446 133.4	12.208 98.8	1:05.959	<b>13</b> - 23.510	39.309 128.5	24.655	1:27.474P		
<b>7</b> - 20.670	36.706 130.5	12.479 89.1	1:09.855						
<b>21</b>	<b>Bruno SENNA</b>	<b>BRA</b>				Dallara F306 Mercedes HWA			<b>C</b>
<b>1</b> - 5:26.913	41.028 124.9	13.454 94.7	X:00.000	<b>11</b> - 19.161	33.813 132.1	11.789 100.0	1:04.763		
<b>2</b> - 20.726	35.884 118.3	13.393 96.0	1:10.003	<b>12</b> - 19.304	33.983 130.8	11.775 100.4	1:05.062		
<b>3</b> - 19.930	34.937 132.1	12.043 97.8	1:06.910	<b>13</b> - 19.194	38.439 105.8	18.028	1:15.661P		
<b>4</b> - 19.686	34.888 130.5	11.951 98.9	1:06.525	<b>14</b> - 5:31.497	37.723 128.5	12.611 98.2	X:00.000		
<b>5</b> - 19.420	34.563 128.8	11.989 98.3	1:05.972	<b>15</b> - 19.545	34.559 131.8	11.774 <b>100.9</b>	1:05.878		
<b>6</b> - 19.493	34.073 132.6	11.704 99.5	1:05.270	<b>16</b> - 19.272	33.920 <b>133.4</b>	11.909 99.2	1:05.101		
<b>7</b> - 19.288	33.740 132.8	11.755 100.0	1:04.783	<b>17</b> - 19.572	35.229 131.3	17.878	1:12.679P		
<b>8</b> - 19.091	33.260 <b>133.4</b>	11.624 100.1	<b>1:03.975</b>	<b>18</b> - 3:19.881	41.862 125.4	13.689 94.3	4:15.432		
<b>9</b> - 19.141	38.792 131.8	12.215 100.0	1:10.148	<b>19</b> - 21.502	39.504 125.4	13.117 95.4	1:14.123		
<b>10</b> - 19.396	34.382 132.1	11.771 99.5	1:05.549						
<b>22</b>	<b>Stephen JELLEY</b>	<b>GBR</b>				Dallara F306 Mercedes HWA			<b>C</b>
<b>1</b> - 6:05.081	36.660 131.5	12.745 97.8	X:00.000	<b>13</b> - 19.869	34.440 123.8	12.894 101.3	1:07.203		
<b>2</b> - 20.355	34.617 133.1	12.551 99.4	1:07.523	<b>14</b> - 19.238	34.615 133.9	11.827 101.3	1:05.680		
<b>3</b> - 19.553	38.217 100.0	13.691 100.9	1:11.461	<b>15</b> - 19.336	34.544 133.4	11.939 100.3	1:05.819		
<b>4</b> - 19.278	34.426 133.9	11.844 100.4	1:05.548	<b>16</b> - 19.127	33.569 133.9	11.665 100.4	1:04.361		
<b>5</b> - 19.585	33.888 134.7	11.836 100.0	1:05.309	<b>17</b> - 18.968	33.474 133.9	11.735 100.7	<b>1:04.177</b>		
<b>6</b> - 19.120	33.811 <b>136.3</b>	11.836 100.3	1:04.767	<b>18</b> - 19.080	34.495 134.4	12.078 99.8	1:05.653		
<b>7</b> - 19.181	36.545 122.2	12.595 100.9	1:08.321	<b>19</b> - 18.993	35.400 132.3	12.028 <b>101.6</b>	1:06.421		
<b>8</b> - 19.152	33.607 135.8	11.934 100.7	1:04.693	<b>20</b> - 19.134	34.114 132.8	11.879 100.0	1:05.127		
<b>9</b> - 19.474	39.948 92.4	13.463 99.4	1:12.885	<b>21</b> - 19.096	36.728 132.3	12.035 100.3	1:07.859		
<b>10</b> - 19.173	34.450 133.4	11.879 100.4	1:05.502	<b>22</b> - 22.490	45.480 98.1	20.804	1:28.774P		
<b>11</b> - 19.210	42.251 117.9	12.426 100.6	1:13.887	<b>23</b> - 2:46.015	42.964 126.1	13.898 92.3	3:42.877		
<b>12</b> - 19.229	33.870 134.2	11.815 99.7	1:04.914	<b>24</b> - 20.945	40.021 127.8	13.743 93.7	1:14.709		

Weather / Track : Cloudy / Drying

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 3 (RACE 6) - SECTOR ANALYSIS**  
 (contd.)

<b>26</b>	<b>Mike CONWAY</b>	<b>GBR</b>				Dallara F306 Mercedes HWA				<b>C</b>
<b>1</b> - 7:01.484	35.677 129.8	16.031 97.8	X:00.000	<b>12</b> - 19.048	34.565 132.6	11.987 101.9	1:05.600			
<b>2</b> - 19.750	34.717 132.8	12.674 100.7	1:07.141	<b>13</b> - 19.200	34.419 112.2	13.473 101.0	1:07.092			
<b>3</b> - 19.349	33.888 133.1	11.809 101.0	1:05.046	<b>14</b> - 19.018	34.213 132.3	11.648 101.6	1:04.879			
<b>4</b> - 19.059	34.087 134.7	11.658 101.8	1:04.804	<b>15</b> - 19.131	33.529 133.6	11.479 <b>102.4</b>	1:04.139			
<b>5</b> - 18.986	41.157 127.5	12.047 101.0	1:12.190	<b>16</b> - 18.872	33.572 133.6	11.526 101.8	1:03.970			
<b>6</b> - 18.993	33.333 <b>135.2</b>	11.504 101.8	1:03.830	<b>17</b> - 18.949	34.268 133.4	15.748	1:08.965P			
<b>7</b> - 19.061	33.234 135.0	11.501 100.7	<b>1:03.796</b>	<b>18</b> - 2:05.080	34.311 131.0	12.104 101.8	2:51.495			
<b>8</b> - 19.631	35.838 130.8	11.928 101.6	1:07.397	<b>19</b> - 19.399	38.420 113.3	19.159	1:16.978P			
<b>9</b> - 19.046	34.131 132.6	15.973	1:09.150	<b>20</b> - 3:09.746	41.596 127.3	13.230 94.3	4:04.572			
<b>10</b> - 23.729	35.633 132.8	11.711 100.9	1:11.073	<b>21</b> - 21.036	39.153 127.8	13.399 92.5	1:13.588			
<b>11</b> - 18.977	33.746 134.4	11.753 100.9	1:04.476							
<b>32</b>	<b>Rodolfo GONZALEZ</b>	<b>VEN</b>				Dallara F304 Mugen-Honda				<b>N</b>
<b>1</b> - 5:28.836	40.309 111.1	14.372 96.1	X:00.000	<b>10</b> - 19.697	35.640 129.0	12.205 97.8	1:07.542			
<b>2</b> - 20.297	35.434 127.5	13.464 97.3	1:09.195	<b>11</b> - 19.758	34.684 129.3	11.972 <b>98.5</b>	1:06.414			
<b>3</b> - 20.090	34.956 130.3	12.264 97.1	1:07.310	<b>12</b> - 19.688	34.549 129.5	11.926 97.8	1:06.163			
<b>4</b> - 19.851	1:16.469 125.6	16.258	1:52.578P	<b>13</b> - 19.713	34.827 128.8	11.992 98.2	1:06.532			
<b>5</b> - 4:37.647	38.991 112.5	13.324 95.8	X:00.000	<b>14</b> - 19.652	34.785 130.5	11.907 97.8	1:06.344			
<b>6</b> - 20.472	37.544 118.5	13.869 97.2	1:11.885	<b>15</b> - 19.759	34.410 129.8	12.232 97.9	1:06.401			
<b>7</b> - 20.201	35.423 127.5	12.346 97.9	1:07.970	<b>16</b> - 19.534	34.200 129.8	11.847 <b>98.5</b>	<b>1:05.581</b>			
<b>8</b> - 19.879	34.782 129.8	12.245 97.9	1:06.906	<b>17</b> - 19.814	34.493 <b>137.0</b>	13.003 97.6	1:07.310			
<b>9</b> - 19.879	34.575 129.8	12.055 97.9	1:06.509	<b>18</b> - 25.132	46.773 108.0	19.497	1:31.402P			
<b>33</b>	<b>Alexander KHATEEB</b>	<b>GBR</b>				Dallara F304 Mugen-Honda				<b>N</b>
<b>1</b> - 5:52.123	41.041 125.2	13.668 89.7	X:00.000	<b>10</b> - 24.386	38.986 129.0	12.962 97.8	1:16.334			
<b>2</b> - 21.881	36.965 127.3	12.783 95.4	1:11.629	<b>11</b> - 20.064	35.970 129.0	12.620 96.4	1:08.654			
<b>3</b> - 20.494	49.428 124.2	13.540 93.3	1:23.462	<b>12</b> - 19.925	38.779 123.3	13.868 92.5	1:12.572			
<b>4</b> - 20.758	36.184 128.0	12.723 96.5	1:09.665	<b>13</b> - 21.516	37.120 127.3	13.499 94.6	1:12.135			
<b>5</b> - 20.224	35.070 <b>130.5</b>	12.155 <b>98.1</b>	1:07.449	<b>14</b> - 20.231	39.427 126.6	13.072 96.8	1:12.730			
<b>6</b> - 19.843	34.702 130.3	12.164 96.0	<b>1:06.709</b>	<b>15</b> - 20.080	35.742 128.8	12.231 96.4	1:08.053			
<b>7</b> - 19.842	34.653 129.8	12.222 97.6	1:06.717	<b>16</b> - 19.830	35.724 128.3	12.158 97.5	1:07.712			
<b>8</b> - 19.903	1:04.576 125.6	13.080 95.3	1:37.559	<b>17</b> - 19.691	40.040 123.3	16.711	1:16.442P			
<b>9</b> - 21.576	41.976 125.6	14.833 87.7	1:18.385							
<b>34</b>	<b>Ricardo TEIXEIRA</b>	<b>ANG</b>				Dallara F304 Mugen-Honda				<b>N</b>
<b>1</b> - 5:47.607	38.241 121.1	13.346 94.2	X:00.000	<b>12</b> - 19.627	34.896 130.3	12.129 97.1	<b>1:06.652</b>			
<b>2</b> - 20.536	35.198 129.8	12.553 95.4	1:08.287	<b>13</b> - 19.895	34.800 128.5	12.131 <b>97.9</b>	1:06.826			
<b>3</b> - 20.171	47.251 125.9	13.787 93.3	1:21.209	<b>14</b> - 19.790	35.361 129.5	12.166 97.8	1:07.317			
<b>4</b> - 20.558	36.169 122.6	12.790 94.9	1:09.517	<b>15</b> - 20.095	36.001 129.0	12.101 96.8	1:08.197			
<b>5</b> - 21.063	35.166 130.5	12.376 95.0	1:08.605	<b>16</b> - 19.912	34.953 129.5	12.140 96.8	1:07.005			
<b>6</b> - 20.180	35.120 129.8	12.264 96.1	1:07.564	<b>17</b> - 19.946	35.055 129.0	12.162 97.1	1:07.163			
<b>7</b> - 20.448	35.168 <b>130.8</b>	12.154 97.2	1:07.770	<b>18</b> - 20.036	35.075 129.5	12.091 96.2	1:07.202			
<b>8</b> - 20.010	35.114 130.5	12.064 96.1	1:07.188	<b>19</b> - 20.627	37.605 <b>130.8</b>	12.728 96.9	1:10.960			
<b>9</b> - 19.956	34.958 129.8	12.306 95.8	1:07.220	<b>20</b> - 19.770	34.583 130.0	12.371 96.2	1:06.724			
<b>10</b> - 20.105	34.684 130.0	12.077 97.3	1:06.866	<b>21</b> - 20.426	35.560 130.3	13.344 95.5	1:09.330			
<b>11</b> - 19.856	35.124 128.8	12.178 <b>97.9</b>	1:07.158	<b>22</b> - 25.645	47.068 108.4	20.726	1:33.439P			

Weather / Track : Cloudy / Drying

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 3 (RACE 6) - SECTOR ANALYSIS**  
 (contd.)

<b>35</b>	<b>Martin KUDZAK</b>	<b>SWE</b>						Lola-Dome F106/4 Mugen Honda			<b>N</b>
1 - 5:38.794	37.918 126.6	13.293 94.3	X:00.000	12 - 19.626	35.958 <b>132.6</b>	12.200 <b>98.6</b>	1:07.784				
2 - 20.546	35.740 129.8	12.606 96.5	1:08.892	13 - 19.840	38.820 129.0	12.530 98.1	1:11.190				
3 - 20.185	35.591 129.3	12.378 98.1	1:08.154	14 - 19.860	36.028 128.8	12.473 97.1	1:08.361				
4 - 20.086	35.241 129.3	12.331 98.3	1:07.658	15 - 19.903	35.106 129.5	12.567 97.2	1:07.576				
5 - 19.903	34.890 130.5	12.197 98.5	<b>1:06.990</b>	16 - 20.144	36.536 129.0	12.441 97.8	1:09.121				
6 - 19.892	35.308 130.0	12.339 98.2	1:07.539	17 - 19.726	35.194 129.0	12.603 92.0	1:07.523				
7 - 19.869	36.010 128.5	12.463 97.1	1:08.342	18 - 20.085	35.306 129.3	12.329 97.6	1:07.720				
8 - 20.528	35.000 130.8	12.324 93.7	1:07.852	19 - 19.926	37.035 128.5	12.401 98.3	1:09.362				
9 - 19.971	35.694 129.5	12.340 98.5	1:08.005	20 - 19.988	34.798 130.0	12.359 96.4	1:07.145				
10 - 19.852	36.263 128.5	12.420 98.1	1:08.535	21 - 19.862	43.643 130.8	13.026 97.5	1:16.531				
11 - 19.858	35.522 129.3	12.420 98.3	1:07.800	22 - 23.490	43.116 126.8	18.367	1:24.973P				
<b>37</b>	<b>Cristiano MORGADO</b>	<b>RSA</b>						Lola-Dome F106/4 Mugen Honda			<b>N</b>
1 - 5:38.240	37.710 127.5	13.109 95.5	X:00.000	11 - 1:05.682	35.232 129.3	12.273 97.8	1:53.187				
2 - 20.114	36.091 130.5	12.544 96.6	1:08.749	12 - 19.678	35.518 129.5	12.853 95.5	1:08.049				
3 - 20.016	35.500 <b>132.3</b>	12.986 96.2	1:08.502	13 - 19.929	35.702 129.3	12.086 98.2	1:07.717				
4 - 20.130	34.811 130.0	12.255 97.9	1:07.196	14 - 19.559	34.878 128.5	12.244 97.9	1:06.681				
5 - 19.737	34.549 131.3	12.197 98.8	1:06.483	15 - 19.954	34.785 129.8	11.923 98.3	1:06.662				
6 - 19.998	34.478 <b>132.3</b>	12.024 <b>99.1</b>	1:06.500	16 - 19.649	35.527 129.5	12.155 97.5	1:07.331				
7 - 22.164	39.017 120.4	12.422 98.2	1:13.603	17 - 19.587	34.767 130.0	12.030 97.2	<b>1:06.384</b>				
8 - 19.746	42.649 117.3	12.644 97.3	1:15.039	18 - 19.714	43.391 127.8	15.855	1:18.960P				
9 - 19.713	35.292 131.0	12.036 97.6	1:07.041	19 - 1:35.625	38.061 128.8	13.047 96.2	2:26.733				
10 - 19.712	41.744 106.0	16.520	1:17.976P	20 - 24.578	43.232 127.3	20.300	1:28.110P				
<b>38</b>	<b>Rodolfo AVILA</b>	<b>MAC</b>						Dallara F304 Mugen-Honda			<b>N</b>
1 - 5:31.493	39.259 128.0	13.620 93.8	X:00.000	12 - 19.657	34.424 130.3	12.024 98.8	1:06.105				
2 - 20.679	35.338 129.5	12.866 96.0	1:08.883	13 - 19.560	34.929 130.3	12.091 98.3	1:06.580				
3 - 20.303	35.275 130.3	12.316 96.5	1:07.894	14 - 19.644	34.629 130.8	12.163 98.3	1:06.436				
4 - 20.203	34.928 128.8	12.201 97.6	1:07.332	15 - 19.659	34.754 131.3	11.909 99.2	1:06.322				
5 - 20.000	34.741 130.0	12.219 99.1	1:06.960	16 - 19.491	34.956 128.3	11.986 98.2	1:06.433				
6 - 19.757	35.531 130.8	12.568 96.9	1:07.856	17 - 19.582	34.673 130.0	11.966 <b>99.4</b>	1:06.221				
7 - 19.656	34.443 <b>132.1</b>	11.917 98.1	1:06.016	18 - 19.502	34.513 130.0	12.041 98.8	1:06.056				
8 - 19.637	34.556 131.0	13.691 91.8	1:07.884	19 - 19.427	34.914 130.5	11.923 <b>99.4</b>	1:06.264				
9 - 19.862	34.462 131.5	11.926 98.3	1:06.250	20 - 19.442	34.416 130.8	11.771 98.8	1:05.629				
10 - 19.740	35.323 127.5	12.036 97.9	1:07.099	21 - 19.382	34.227 130.0	11.856 <b>99.4</b>	<b>1:05.465</b>				
11 - 19.742	34.897 130.3	12.106 98.5	1:06.745								
<b>39</b>	<b>Juho ANNALA</b>	<b>FIN</b>						Dallara F304 Mugen-Honda			<b>N</b>
1 - 5:37.813	38.386 119.8	14.652 94.7	X:00.000	10 - 19.868	40.375 127.3	14.750 54.2	1:14.993				
2 - 20.486	35.933 129.8	12.339 94.7	1:08.758	11 - 21.765	37.421 124.5	12.257 96.9	1:11.443				
3 - 20.075	35.615 129.3	13.416 96.2	1:09.106	12 - 19.852	35.434 128.8	12.205 97.3	1:07.491				
4 - 19.871	35.233 129.0	12.208 96.5	1:07.312	13 - 19.709	35.109 130.5	12.970 <b>99.1</b>	1:07.788				
5 - 19.711	35.166 130.5	11.962 97.8	1:06.839	14 - 19.609	35.148 131.3	13.571 90.4	1:08.328				
6 - 19.759	35.937 130.3	12.045 97.8	1:07.741	15 - 19.982	35.325 129.3	11.931 97.5	1:07.238				
7 - 19.661	35.230 131.5	12.333 97.3	1:07.224	16 - 19.595	34.810 129.8	11.930 98.3	1:06.335				
8 - 19.623	35.045 129.8	12.177 96.0	1:06.845	17 - 19.539	34.776 <b>132.6</b>	11.998 96.6	1:06.313				
9 - 19.614	34.821 130.3	11.840 97.9	1:06.275	18 - 19.481	34.613 130.0	11.896 97.5	<b>1:05.990</b>				

Weather / Track : Cloudy / Drying

# Lloyds TSB Insurance British F3 International Series

## QUALIFYING ROUND 3 - BEST SECTOR TIMES

SECTOR 1				SECTOR 2				SECTOR 3				IDEAL / BEST COMPARISON			
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	26	CONWAY	18.872	15	WALKER	33.151	26	CONWAY	11.479	1	26	CONWAY	1:03.585	1:03.796	0.211
2	12	ENGEL	18.953	26	CONWAY	33.234	12	ENGEL	11.534	2	15	WALKER	1:03.836	1:03.980	0.144
3	22	JELLEY	18.968	21	SENNA	33.260	15	WALKER	11.535	3	12	ENGEL	1:03.918	1:04.053	0.135
4	1	BAKKERUD	18.994	5	DURAN	33.384	4	HALL	11.583	4	21	SENNA	1:03.975	1:03.975	0.000
5	5	DURAN	19.029	12	ENGEL	33.431	3	BUURMAN	11.587	5	22	JELLEY	1:04.107	1:04.177	0.070
6	3	BUURMAN	19.079	2	JARVIS	33.437	2	JARVIS	11.595	6	5	DURAN	1:04.108	1:04.230	0.122
7	21	SENNA	19.091	22	JELLEY	33.474	1	BAKKERUD	11.616	7	2	JARVIS	1:04.136	1:04.180	0.044
8	2	JARVIS	19.104	1	BAKKERUD	33.566	21	SENNA	11.624	8	1	BAKKERUD	1:04.176	1:04.257	0.081
9	4	HALL	19.119	4	HALL	33.584	22	JELLEY	11.665	9	4	HALL	1:04.286	1:04.565	0.279
10	15	WALKER	19.150	10	REINDLER	33.683	5	DURAN	11.695	10	3	BUURMAN	1:04.433	1:04.663	0.230
11	16	VALERIO	19.185	6	JAKES	33.739	7	RETERA	11.710	11	10	REINDLER	1:04.820	1:05.308	0.488
12	9	KENNARD	19.249	3	BUURMAN	33.767	14	HOLLINGS	11.714	12	6	JAKES	1:04.835	1:05.100	0.265
13	7	RETERA	19.280	7	RETERA	33.953	38	AVILA	11.771	13	7	RETERA	1:04.943	1:05.024	0.081
14	6	JAKES	19.282	16	VALERIO	33.956	9	KENNARD	11.806	14	16	VALERIO	1:05.004	1:05.347	0.343
15	10	REINDLER	19.296	14	HOLLINGS	33.962	6	JAKES	11.814	15	14	HOLLINGS	1:05.016	1:05.064	0.048
16	14	HOLLINGS	19.340	9	KENNARD	33.964	39	ANNALA	11.840	16	9	KENNARD	1:05.019	1:05.211	0.192
17	38	AVILA	19.382	11	IHARA	34.145	10	REINDLER	11.841	17	38	AVILA	1:05.380	1:05.465	0.085
18	39	ANNALA	19.481	32	GONZALEZ	34.200	32	GONZALEZ	11.847	18	32	GONZALEZ	1:05.581	1:05.581	0.000
19	11	IHARA	19.531	38	AVILA	34.227	16	VALERIO	11.863	19	11	IHARA	1:05.815	1:05.815	0.000
20	32	GONZALEZ	19.534	37	MORGADO	34.478	37	MORGADO	11.923	20	39	ANNALA	1:05.934	1:05.990	0.056
21	37	MORGADO	19.559	34	TEIXEIRA	34.583	34	TEIXEIRA	12.064	21	37	MORGADO	1:05.960	1:06.384	0.424
22	35	KUDZAK	19.626	39	ANNALA	34.613	11	IHARA	12.139	22	34	TEIXEIRA	1:06.274	1:06.652	0.378
23	34	TEIXEIRA	19.627	33	KHATEEB	34.653	33	KHATEEB	12.155	23	33	KHATEEB	1:06.499	1:06.709	0.210
24	33	KHATEEB	19.691	35	KUDZAK	34.798	35	KUDZAK	12.197	24	35	KUDZAK	1:06.621	1:06.990	0.369
													Perfect Lap	1:03.502	

Donington National  
Circuit Length = 1.9573 miles  
Start: 10:58 End: 11:28

# Lloyds TSB Insurance British F3 International Series

## QUALIFYING ROUND 3 - SPEED TRAPS

SECTOR 1		SECTOR 2		FINISH LINE		
POS	NO NAME	SPEED	NO NAME	SPEED	NO NAME	SPEED
1			1 Christian BAKKERUD	136.9	26 Mike CONWAY	102.4
2			5 Salvador DURAN	136.3	2 Oliver JARVIS	102.2
3			22 Stephen JELLEY	136.3	12 Maro ENGEL	101.9
4			12 Maro ENGEL	135.8	1 Christian BAKKERUD	101.8
5			3 Yelmer BUURMAN	135.5	5 Salvador DURAN	101.6
6			26 Mike CONWAY	135.2	22 Stephen JELLEY	101.6
7			6 James JAKES	134.2	3 Yelmer BUURMAN	101.5
8			7 Dennis RETERA	133.9	4 Stuart HALL	101.3
9			10 Karl REINDLER	133.9	15 James WALKER	101.3
10			2 Oliver JARVIS	133.6	16 Alberto VALERIO	101.3
11			16 Alberto VALERIO	133.6	7 Dennis RETERA	101.0
12			9 Jonathan KENNARD	133.4	14 Charlie HOLLINGS	100.9
13			15 James WALKER	133.4	21 Bruno SENNA	100.9
14			21 Bruno SENNA	133.4	10 Karl REINDLER	100.7
15			11 Keiko IHARA	132.8	6 James JAKES	100.4
16			14 Charlie HOLLINGS	132.8	9 Jonathan KENNARD	100.1
17			35 Martin KUDZAK	132.6	38 Rodolfo AVILA	99.4
18			39 Juho ANNALA	132.6	37 Cristiano MORGADO	99.1
19			4 Stuart HALL	132.3	39 Juho ANNALA	99.1
20			37 Cristiano MORGADO	132.3	35 Martin KUDZAK	98.6
21			38 Rodolfo AVILA	132.1	11 Keiko IHARA	98.5
22			32 Rodolfo GONZALEZ	131.0	32 Rodolfo GONZALEZ	98.5
23			34 Ricardo TEIXEIRA	130.8	33 Alexander KHATEEB	98.1
24			33 Alexander KHATEEB	130.5	34 Ricardo TEIXEIRA	97.9

Donington National  
 Circuit Length = 1.9573 miles  
 Start: 10:58 End: 11:28

# Lloyds TSB Insurance British F3 International Series

## GRID - ROUND 3 (RACE 6)

ROW 12		1:06.709	33 KHATEEB	1:06.990	35 KUDZAK
ROW 11	1:06.384		37 MORGADO	1:06.652	34 TEIXEIRA
ROW 10		1:05.815	11 IHARA	1:05.990	39 ANNALA
ROW 9	1:05.465		38 AVILA	1:05.581	32 GONZALEZ
ROW 8		1:05.308	10 REINDLER	1:05.347	16 VALERIO
ROW 7	1:05.100		6 JAKES	1:05.211	9 KENNARD
ROW 6		1:05.024	7 RETERA	1:05.064	14 HOLLINGS
ROW 5	1:04.565		4 HALL	1:04.663	3 BUURMAN
ROW 4		1:04.230	5 DURAN	1:04.257	1 BAKKERUD
ROW 3	1:04.177		22 JELLEY	1:04.180	2 JARVIS
ROW 2		1:03.980	15 WALKER	1:04.053	12 ENGEL
ROW 1	1:03.796		26 CONWAY	1:03.975	21 SENNA
			<b>POLE</b>		

Weather / Track : Cloudy / Drying

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

Donington Park  
Circuit Length = 1.9573 miles.  
Start: 10:58 End: 11:28

Clerk of Course:

Stewards:

Timekeeper:

# Lloyds TSB Insurance British F3 International Series

## RACE CLASSIFICATION - ROUND 3 (RACE 6)

POS	NO	CL	TEAM / DRIVERS	TYRES	CAR	TIME	LAPS	GAP	MPH	BEST
1	21	C	Bruno SENNA (BRA) Raikkonen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	25:30.643	20		91.99	1:14.736
2	15	C	James WALKER (GBR) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	25:32.538	20	1.895	91.88	1:15.253
3	22	C	Stephen JELLEY (GBR) Raikkonen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	25:33.475	20	2.832	91.82	1:14.716
4	2	C	Oliver JARVIS (GBR) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	25:35.438	20	4.795	91.70	1:15.003
5	3	C	Yelmer BUURMAN (NED) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	25:35.729	20	5.086	91.69	1:14.941
6	5	C	Salvador DURAN (MEX) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	25:45.748	20	15.105	91.09	1:15.130
7	26	C	Mike CONWAY (GBR) Raikkonen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	25:46.281	20	15.638	91.06	1:15.452
8	9	C	Jonathan KENNARD (GBR) Alan Docking Racing (GBR)	A	Dallara F306 Mugen-Honda	25:50.694	20	20.051	90.80	1:15.932
9	1	C	Christian BAKKERUD (DEN) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	25:50.928	20	20.285	90.79	1:16.073
10	4	C	Stuart HALL (GBR) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	25:51.927	20	21.284	90.73	1:15.417
11	7	C	Dennis RETERA (NED) T Sport (GBR)	A	Dallara F306 Mugen-Honda	26:04.892	20	34.249	89.98	1:16.334
12	6	C	James JAKES (GBR) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	26:06.834	20	36.191	89.87	1:16.413
13	32	N	Rodolfo GONZALEZ (VEN) T Sport (GBR)	A	Dallara F304 Mugen-Honda	26:08.015	20	37.372	89.80	1:16.344
14	14	C	Charlie HOLLINGS (GBR) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	26:18.560	20	47.917	89.20	1:17.014
15	37	N	Cristiano MORGADO (RSA) Fluid Motorsport (GBR)	A	Lola-Dome F106/4 Mugen-Honda	26:34.647	20	1:04.004	88.30	1:17.379
16	10	C	Karl REINDLER (AUS) Alan Docking Racing (GBR)	A	Dallara F306 Mugen-Honda	26:37.946	20	1:07.303	88.12	1:17.471
17	34	N	Ricardo TEIXEIRA (ANG) Carlin Motorsport (GBR)	A	Dallara F304 Mugen-Honda	26:53.043	20	1:22.400	87.29	1:17.981
18	38	N	Rodolfo AVILA (MAC) Performance Racing Europe (GBR)	A	Dallara F304 Mugen-Honda	25:34.360	19	1 LAP	87.18	1:17.955
19	35	N	Martin KUDZAK (SWE) Fluid Motorsport (GBR)	A	Lola-Dome F106/4 Mugen-Honda	25:52.636	19	1 LAP	86.15	1:17.895
20	11	C	Keiko IHARA (JPN) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	25:56.617	19	1 LAP	85.93	1:17.385

### NOT CLASSIFIED

16	C	Alberto VALERIO (BRA) Cesário Formula UK (GBR)	A	Dallara F306 Mugen-Honda	21:07.565	16	D.N.F.	88.85	1:16.843
39	N	Juho ANNALA (FIN) Performance Racing Europe (GBR)	A	Dallara F304 Mugen-Honda	14:43.147	11	D.N.F.	87.63	1:17.754
33	N	Alexander KHATEEB (LIB) Promatecme F3 (GBR)	A	Dallara F304 Mugen-Honda	11:13.199	8	D.N.F.	83.56	1:19.370
12	C	Maro ENGEL (GER) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	9:01.022	7	D.N.F.	90.96	1:15.820

### FASTEST LAP

22	C	Stephen JELLEY (GBR) Raikkonen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	1:14.716	11	151.77kph	94.30mph
32	N	Rodolfo GONZALEZ (VEN) T Sport (GBR)	A	Dallara F304 Mugen-Honda	1:16.344	11	148.53kph	92.29mph

Weather / Track : Cloudy / Wet

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

Donington Park  
Circuit Length = 1.9573 miles.  
Start: 10:59 End: 11:26

Race Director:	Stewards:	Timekeeper:
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# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE 6) - LAP CHART

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
26		1:20.941	26		1:15.913	26		1:16.114	26		1:15.470	26		1:15.507
21	0.475	1:21.416	21	1.169	1:16.607	21	1.120	1:16.065	21	1.160	1:15.510	21	1.244	1:15.591
12	1.784	1:22.725	12	2.769	1:16.898	12	2.895	1:16.240	12	3.390	1:15.965	12	3.703	1:15.820
15	2.271	1:23.212	15	4.640	1:18.282	15	4.891	1:16.365	15	5.541	1:16.120	15	5.985	1:15.951
22	3.113	1:24.054	22	5.155	1:17.955	22	5.729	1:16.688	22	6.345	1:16.086	22	7.543	1:16.705
5	4.122	1:25.063	5	5.931	1:17.722	5	6.608	1:16.791	2	7.490	1:16.003	2	8.035	1:16.052
2	5.208	1:26.149	2	6.580	1:17.285	2	6.957	1:16.491	5	8.581	1:17.443	5	8.821	1:15.747
3	5.559	1:26.500	3	7.680	1:18.034	3	9.006	1:17.440	3	10.079	1:16.543	3	10.899	1:16.327
9	6.302	1:27.243	9	8.936	1:18.547	9	10.387	1:17.565	9	12.152	1:17.235	9	13.307	1:16.662
7	7.351	1:28.292	1	10.376	1:18.906	1	11.381	1:17.119	1	12.926	1:17.015	1	14.092	1:16.673
1	7.383	1:28.324	4	13.258	1:20.267	4	14.488	1:17.344	4	15.181	1:16.163	4	15.905	1:16.231
32	7.888	1:28.829	7	13.407	1:21.969	7	16.432	1:19.139	7	18.300	1:17.338	7	19.990	1:17.197
4	8.904	1:29.845	32	13.583	1:21.608	6	16.773	1:18.865	6	18.883	1:17.580	6	20.594	1:17.218
14	9.594	1:30.535	14	13.730	1:20.049	32	17.251	1:19.782	32	19.309	1:17.528	32	21.024	1:17.222
16	10.765	1:31.706	6	14.022	1:19.097	14	18.950	1:21.334	14	21.720	1:18.240	14	23.805	1:17.592
6	10.838	1:31.779	16	15.199	1:20.347	16	19.626	1:20.541	16	22.585	1:18.429	16	25.287	1:18.209
39	11.764	1:32.705	39	16.848	1:20.997	39	20.607	1:19.873	39	24.475	1:19.338	39	27.446	1:18.478
10	12.562	1:33.503	37	17.984	1:20.473	37	21.887	1:20.017	37	25.197	1:18.780	37	27.846	1:18.156
37	13.424	1:34.365	10	18.390	1:21.741	10	23.613	1:21.337	10	27.312	1:19.169	10	30.696	1:18.891
11	13.900	1:34.841	11	19.294	1:21.307	11	24.344	1:21.164	34	31.413	1:20.657	34	34.994	1:19.088
35	14.588	1:35.529	35	19.927	1:21.252	35	24.811	1:20.998	35	31.834	1:22.493	38	36.697	1:20.109
38	15.384	1:36.325	38	20.925	1:21.454	34	26.226	1:20.637	38	32.095	1:20.997	35	37.270	1:20.943
34	15.698	1:36.639	34	21.703	1:21.918	38	26.568	1:21.757	33	42.910	1:21.444	33	47.725	1:20.322
33	17.931	1:38.872	33	24.106	1:22.088	33	36.936	1:28.944	11	51.376	1:42.502	11	56.921	1:21.052

Weather / Track : Cloudy / Wet

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE 6) - LAP CHART

(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
21		1:15.648	21		1:15.217	21		1:15.207	21		1:14.913	21		1:14.736
12	2.779	1:15.968	12	4.968	1:17.406	15	5.055	1:15.261	15	5.395	1:15.253	15	6.227	1:15.568
15	4.701	1:15.608	15	5.001	1:15.517	22	7.513	1:16.946	22	7.323	1:14.723	22	7.795	1:15.208
22	5.890	1:15.239	22	5.774	1:15.101	2	7.959	1:16.412	2	8.340	1:15.294	2	8.718	1:15.114
2	6.527	1:15.384	2	6.754	1:15.444	5	9.186	1:15.161	5	9.424	1:15.151	3	11.206	1:14.941
5	8.740	1:16.811	5	9.232	1:15.709	3	10.535	1:15.309	3	11.001	1:15.379	5	13.174	1:18.486
3	10.195	1:16.188	3	10.433	1:15.455	26	11.867	1:15.629	26	12.406	1:15.452	26	13.539	1:15.869
26	10.787	1:27.679	26	11.445	1:15.875	9	15.251	1:16.072	9	16.595	1:16.257	9	17.791	1:15.932
9	13.213	1:16.798	9	14.386	1:16.390	1	16.306	1:16.256	1	17.524	1:16.131	1	18.887	1:16.099
1	13.892	1:16.692	1	15.257	1:16.582	4	16.943	1:16.359	4	17.896	1:15.866	4	19.957	1:16.797
4	14.617	1:15.604	4	15.791	1:16.391	7	23.934	1:17.056	7	26.015	1:16.994	7	27.883	1:16.604
7	20.192	1:17.094	7	22.085	1:17.110	6	24.468	1:17.097	6	26.599	1:17.044	6	29.072	1:17.209
6	20.583	1:16.881	6	22.578	1:17.212	32	25.025	1:16.931	32	26.836	1:16.724	32	29.492	1:17.392
32	20.969	1:16.837	32	23.301	1:17.549	14	28.849	1:17.831	14	31.624	1:17.688	14	33.991	1:17.103
14	23.927	1:17.014	14	26.225	1:17.515	16	33.561	1:21.231	16	36.543	1:17.895	16	38.803	1:16.996
16	25.911	1:17.516	16	27.537	1:16.843	37	35.566	1:17.379	37	38.048	1:17.395	37	40.822	1:17.510
37	30.445	1:19.491	37	33.394	1:18.166	39	38.373	1:18.438	39	41.284	1:17.824	39	44.352	1:17.804
39	32.605	1:22.051	39	35.142	1:17.754	10	40.131	1:18.238	10	42.887	1:17.669	10	45.695	1:17.544
10	33.764	1:19.960	10	37.100	1:18.553	34	42.192	1:18.295	34	45.756	1:18.477	34	49.225	1:18.205
34	36.340	1:18.238	34	39.104	1:17.981	35	46.311	1:18.386	35	49.293	1:17.895	35	52.932	1:18.375
35	39.664	1:19.286	35	43.132	1:18.685	38	47.521	1:18.437	38	51.507	1:18.899	38	55.378	1:18.607
38	40.508	1:20.703	38	44.291	1:19.000	33	1:01.938	1:22.728P	11	1:08.761	1:18.537	11	1:11.789	1:17.764
33	50.264	1:19.431	33	54.417	1:19.370	11	1:05.137	1:18.326						
11	58.746	1:18.717	11	1:02.018	1:18.489									

Weather / Track : Cloudy / Wet

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE 6) - LAP CHART

(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
21		1:15.266	21		1:15.046	21		1:16.478	21		1:16.018	21		1:16.562
15	6.537	1:15.576	15	6.854	1:15.363	11	1 LAP	1:19.747	11	1 LAP	1:18.281	35	1 LAP	1:22.129
22	7.245	1:14.716	22	7.911	1:15.712	15	6.089	1:15.713	15	5.776	1:15.705	15	6.210	1:16.996
2	8.455	1:15.003	2	9.047	1:15.638	22	7.039	1:15.606	22	6.607	1:15.586	22	6.784	1:16.739
3	11.624	1:15.684	3	11.647	1:15.069	2	7.684	1:15.115	2	7.259	1:15.593	2	7.747	1:17.050
5	13.038	1:15.130	5	13.203	1:15.211	3	10.494	1:15.325	3	9.990	1:15.514	3	10.124	1:16.696
26	14.196	1:15.923	26	14.868	1:15.718	5	12.196	1:15.471	5	11.711	1:15.533	11	1 LAP	1:22.736
9	18.609	1:16.084	9	19.610	1:16.047	26	14.000	1:15.610	26	14.272	1:16.290	5	13.639	1:18.490
1	19.694	1:16.073	1	21.236	1:16.588	9	19.669	1:16.537	9	20.385	1:16.734	26	14.454	1:16.744
4	20.108	1:15.417	4	22.079	1:17.017	1	21.155	1:16.397	1	21.715	1:16.578	9	20.528	1:16.705
7	28.951	1:16.334	7	30.418	1:16.513	4	22.210	1:16.609	4	22.374	1:16.182	1	21.599	1:16.446
6	30.219	1:16.413	6	32.111	1:16.938	7	31.014	1:17.074	7	32.252	1:17.256	4	22.631	1:16.819
32	30.570	1:16.344	32	32.488	1:16.964	6	32.522	1:16.889	6	33.877	1:17.373	7	33.323	1:17.633
14	35.928	1:17.203	14	38.113	1:17.231	32	33.435	1:17.425	32	34.509	1:17.092	6	35.038	1:17.723
16	40.387	1:16.850	16	42.872	1:17.531	14	39.126	1:17.491	14	40.837	1:17.729	32	35.375	1:17.428
37	43.598	1:18.042	37	46.923	1:18.371	16	43.633	1:17.239	16	45.088	1:17.473	14	42.054	1:17.779
39	46.971	1:17.885	10	51.151	1:18.297	37	48.482	1:18.037	37	51.936	1:19.472	16	49.215	1:20.689
10	47.900	1:17.471	34	57.670	1:19.557	10	53.010	1:18.337	10	55.897	1:18.905	37	54.329	1:18.955
34	53.159	1:19.200	38	1:01.608	1:17.955	34	1:00.711	1:19.519	34	1:03.981	1:19.288	10	59.269	1:19.934
38	58.699	1:18.587	35	1:10.550	1:19.342	38	1:04.071	1:18.941	38	1:07.591	1:19.538	34	1:07.466	1:20.047
35	1:06.254	1:28.588				35	1:13.537	1:19.465				38	1:11.562	1:20.533
11	1:13.908	1:17.385												

Weather / Track : Cloudy / Wet

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Donington Park  
Circuit Length = 1.9573 miles.  
Start: 10:59 End: 11:26

Printed - 11:27 Sunday, 21 May 2006

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE 6) - LAP CHART

(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
21		1:16.965	21		1:16.816	21		1:17.466	21		1:19.603	21		1:19.513
35	1 LAP	1:19.717	15	6.499	1:17.219	15	5.949	1:16.916	15	3.525	1:17.179	15	1.895	1:17.883
15	6.096	1:16.851	22	7.160	1:17.255	22	7.851	1:18.157	22	4.603	1:16.355	22	2.832	1:17.742
22	6.721	1:16.902	2	7.795	1:17.306	2	8.216	1:17.887	2	5.747	1:17.134	38	1 LAP	1:23.730
2	7.305	1:16.523	3	10.006	1:17.226	3	9.061	1:16.521	3	6.553	1:17.095	2	4.795	1:18.561
3	9.596	1:16.437	35	1 LAP	1:23.098	35	1 LAP	1:20.249	5	16.113	1:18.219	3	5.086	1:18.046
11	1 LAP	1:20.375	5	17.188	1:19.152	5	17.497	1:17.775	35	1 LAP	1:21.230	5	15.105	1:18.505
5	14.852	1:18.178	26	17.718	1:19.315	26	18.033	1:17.781	26	16.712	1:18.282	26	15.638	1:18.439
26	15.219	1:17.730	11	1 LAP	1:22.416	9	21.883	1:18.315	9	19.788	1:17.508	9	20.051	1:19.776
9	20.392	1:16.829	9	21.034	1:17.458	1	22.512	1:18.165	1	20.607	1:17.698	1	20.285	1:19.191
1	21.492	1:16.858	1	21.813	1:17.137	4	23.962	1:18.930	4	21.565	1:17.206	4	21.284	1:19.232
4	22.207	1:16.541	4	22.498	1:17.107	11	1 LAP	1:22.451	11	1 LAP	1:20.156	35	1 LAP	1:24.976
7	34.514	1:18.156	7	35.740	1:18.042	7	36.553	1:18.279	7	35.175	1:18.225	11	1 LAP	1:20.371
6	35.855	1:17.782	6	37.730	1:18.691	6	38.110	1:17.846	6	36.982	1:18.475	7	34.249	1:18.587
32	36.395	1:17.985	32	38.067	1:18.488	32	38.707	1:18.106	32	37.259	1:18.155	6	36.191	1:18.722
14	44.480	1:19.391	14	46.488	1:18.824	14	48.443	1:19.421	14	48.267	1:19.427	32	37.372	1:19.626
16	50.320	1:18.070	37	1:00.143	1:20.240	37	1:02.446	1:19.769	37	1:02.510	1:19.667	14	47.917	1:19.163
37	56.719	1:19.355	10	1:03.948	1:19.550	10	1:06.284	1:19.802	10	1:06.904	1:20.223	37	1:04.004	1:21.007
10	1:01.214	1:18.910	34	1:15.104	1:20.724	34	1:17.562	1:19.924	34	1:18.865	1:20.906	10	1:07.303	1:19.912
34	1:11.196	1:20.695	38	1:16.793	1:19.732	38	1:19.103	1:19.776				34	1:22.400	1:23.048
38	1:13.877	1:19.280												

Weather / Track : Cloudy / Wet

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Donington Park  
Circuit Length = 1.9573 miles.  
Start: 10:59 End: 11:26

Printed - 11:27 Sunday, 21 May 2006

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE 6) - SECTOR ANALYSIS

<b>1</b>		<b>Christian BAKKERUD</b>				<b>DEN</b>		<b>Dallara F306 Mugen-Honda</b>			<b>C</b>		
1 -	28.915	44.633	127.3	14.776	90.3	1:28.324	11 -	21.634	40.346	127.8	14.093	91.6	1:16.073
2 -	22.799	41.775	126.6	14.332	90.4	1:18.906	12 -	22.014	40.302	128.5	14.272	91.5	1:16.588
3 -	22.150	40.916	127.8	14.053	91.0	1:17.119	13 -	22.060	40.284	128.0	14.053	89.7	1:16.397
4 -	22.013	40.830	127.3	14.172	88.0	1:17.015	14 -	21.966	40.450	128.5	14.162	90.5	1:16.578
5 -	22.033	40.534	128.8	14.106	87.8	1:16.673	15 -	21.850	40.381	127.3	14.215	90.1	1:16.446
6 -	21.907	40.718	128.3	14.067	91.3	1:16.692	16 -	21.963	40.636	127.3	14.259	91.1	1:16.858
7 -	22.043	40.498	129.3	14.041	91.8	1:16.582	17 -	21.818	40.793	127.3	14.526	88.8	1:17.137
8 -	21.696	40.587	129.0	13.973	91.8	1:16.256	18 -	22.241	41.617	127.3	14.307	88.7	1:18.165
9 -	21.704	40.285	129.3	14.142	92.0	1:16.131	19 -	22.168	41.194	127.5	14.336	88.3	1:17.698
10 -	21.756	40.392	128.8	13.951	91.9	1:16.099	20 -	22.263	42.168	126.3	14.760	90.1	1:19.191

<b>2</b>		<b>Oliver JARVIS</b>				<b>GBR</b>		<b>Dallara F306 Mugen-Honda</b>			<b>C</b>		
1 -	27.760	43.733	127.0	14.656	89.3	1:26.149	11 -	21.367	39.789	129.3	13.847	89.1	1:15.003
2 -	22.229	40.870	128.0	14.186	90.4	1:17.285	12 -	21.575	40.115	129.0	13.948	90.6	1:15.638
3 -	21.979	40.547	129.3	13.965	91.0	1:16.491	13 -	21.497	39.765	129.0	13.853	90.4	1:15.115
4 -	21.889	40.154	129.3	13.960	90.0	1:16.003	14 -	21.652	39.994	128.5	13.947	90.1	1:15.593
5 -	21.683	39.923	130.0	14.446	89.7	1:16.052	15 -	21.643	41.454	128.8	13.953	91.0	1:17.050
6 -	21.674	39.894	129.0	13.816	91.3	1:15.384	16 -	21.761	40.690	128.3	14.072	90.0	1:16.523
7 -	21.517	39.971	129.0	13.956	90.8	1:15.444	17 -	22.216	40.882	128.8	14.208	90.4	1:17.306
8 -	21.731	40.763	129.5	13.918	91.0	1:16.412	18 -	21.839	41.558	129.3	14.490	89.5	1:17.887
9 -	21.637	39.843	128.8	13.814	89.9	1:15.294	19 -	22.004	41.069	127.8	14.061	89.8	1:17.134
10 -	21.539	39.890	129.3	13.685	91.6	1:15.114	20 -	22.216	41.704	124.9	14.641	88.7	1:18.561

<b>3</b>		<b>Yelmer BUURMAN</b>				<b>NED</b>		<b>Dallara F306 Mercedes HWA</b>			<b>C</b>		
1 -	28.092	43.832	125.4	14.576	89.3	1:26.500	11 -	21.751	40.327	128.0	13.606	90.8	1:15.684
2 -	22.622	41.266	126.1	14.146	88.8	1:18.034	12 -	21.484	39.722	128.3	13.863	85.9	1:15.069
3 -	22.477	40.870	126.6	14.093	87.2	1:17.440	13 -	21.725	39.883	128.3	13.717	90.0	1:15.325
4 -	22.282	40.391	126.6	13.870	89.1	1:16.543	14 -	21.533	40.266	128.5	13.715	90.3	1:15.514
5 -	22.053	40.421	127.0	13.853	90.3	1:16.327	15 -	21.745	40.732	128.0	14.219	90.3	1:16.696
6 -	21.595	40.687	128.5	13.906	89.5	1:16.188	16 -	21.653	40.869	128.3	13.915	89.2	1:16.437
7 -	21.550	40.163	128.5	13.742	91.4	1:15.455	17 -	21.775	41.479	127.8	13.972	89.9	1:17.226
8 -	21.613	40.020	128.0	13.676	90.4	1:15.309	18 -	21.790	40.585	127.8	14.146	90.4	1:16.521
9 -	21.709	39.847	128.8	13.823	87.8	1:15.379	19 -	22.035	40.945	127.8	14.115	90.3	1:17.095
10 -	21.578	39.650	128.5	13.713	91.0	1:14.941	20 -	22.054	41.540	127.5	14.452	89.2	1:18.046

<b>4</b>		<b>Stuart HALL</b>				<b>GBR</b>		<b>Dallara F306 Mercedes HWA</b>			<b>C</b>		
1 -	30.395	44.667	126.3	14.783	89.0	1:29.845	11 -	21.908	39.399	129.0	14.110	90.0	1:15.417
2 -	22.438	41.781	126.3	16.048	76.0	1:20.267	12 -	21.878	41.194	128.0	13.945	90.1	1:17.017
3 -	22.597	40.625	126.8	14.122	89.5	1:17.344	13 -	22.265	40.041	129.0	14.303	83.2	1:16.609
4 -	21.968	40.338	127.5	13.857	90.0	1:16.163	14 -	21.960	40.024	128.5	14.198	90.1	1:16.182
5 -	21.900	40.369	127.8	13.962	89.3	1:16.231	15 -	21.773	41.025	126.8	14.021	89.3	1:16.819
6 -	21.831	39.833	127.8	13.940	90.3	1:15.604	16 -	21.794	40.722	127.3	14.025	89.9	1:16.541
7 -	21.754	40.594	128.0	14.043	89.0	1:16.391	17 -	22.000	40.835	127.8	14.272	88.5	1:17.107
8 -	21.983	40.259	128.3	14.117	88.0	1:16.359	18 -	22.120	42.275	124.2	14.535	88.6	1:18.930
9 -	21.617	39.984	130.0	14.265	89.8	1:15.866	19 -	22.152	40.794	127.0	14.260	88.8	1:17.206
10 -	21.680	40.932	127.0	14.185	85.7	1:16.797	20 -	22.406	41.383	127.5	15.443	87.3	1:19.232

Weather / Track : Cloudy / Wet

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE 6) - SECTOR ANALYSIS

(contd.)

<b>5</b>	<b>Salvador DURAN</b>				<b>MEX</b>	<b>Dallara F306 Mercedes HWA</b>				<b>C</b>			
<b>1 -</b>	27.599	43.189	126.6	<b>14.275</b>	<b>89.9</b>	1:25.063	<b>11 -</b>	21.370	39.791	129.3	13.969	90.8	<b>1:15.130</b>
<b>2 -</b>	22.165	41.070	126.8	14.487	89.5	1:17.722	<b>12 -</b>	21.500	<b>39.727</b>	129.5	13.984	90.6	1:15.211
<b>3 -</b>	21.982	40.606	127.8	14.203	87.7	1:16.791	<b>13 -</b>	21.621	39.933	128.0	13.917	89.7	1:15.471
<b>4 -</b>	22.633	40.585	129.0	14.225	89.7	1:17.443	<b>14 -</b>	21.589	40.096	129.0	13.848	90.9	1:15.533
<b>5 -</b>	21.583	40.066	129.3	14.098	90.1	1:15.747	<b>15 -</b>	21.612	40.620	128.0	16.258	80.2	1:18.490
<b>6 -</b>	21.824	41.007	128.3	13.980	91.6	1:16.811	<b>16 -</b>	22.169	41.447	127.5	14.562	89.5	1:18.178
<b>7 -</b>	21.508	39.962	<b>129.8</b>	14.239	89.2	1:15.709	<b>17 -</b>	22.073	42.666	126.8	14.413	89.5	1:19.152
<b>8 -</b>	21.321	39.907	<b>129.8</b>	13.933	90.4	1:15.161	<b>18 -</b>	21.767	41.537	127.8	14.471	89.5	1:17.775
<b>9 -</b>	21.405	39.786	<b>129.8</b>	13.960	89.3	1:15.151	<b>19 -</b>	<b>21.794</b>	41.753	128.5	14.672	88.8	1:18.219
<b>10 -</b>	21.910	42.228	124.7	14.348	91.6	1:18.486	<b>20 -</b>	22.285	41.569	127.8	14.651	89.0	1:18.505
<b>6</b>	<b>James JAKES</b>				<b>GBR</b>	<b>Dallara F306 Mercedes HWA</b>				<b>C</b>			
<b>1 -</b>	31.354	45.022	124.5	15.403	88.7	1:31.779	<b>11 -</b>	21.765	<b>40.463</b>	126.8	<b>14.185</b>	87.7	<b>1:16.413</b>
<b>2 -</b>	22.518	41.739	128.5	14.840	88.5	1:19.097	<b>12 -</b>	22.126	40.572	126.1	14.240	89.3	1:16.938
<b>3 -</b>	23.078	41.384	<b>128.8</b>	14.403	89.4	1:18.865	<b>13 -</b>	21.908	40.820	125.6	14.161	89.8	1:16.889
<b>4 -</b>	22.181	41.104	127.8	14.295	90.4	1:17.580	<b>14 -</b>	21.892	41.195	126.1	14.286	<b>89.2</b>	1:17.373
<b>5 -</b>	21.904	40.965	<b>128.8</b>	14.349	90.5	1:17.218	<b>15 -</b>	21.980	41.310	125.6	14.433	85.0	1:17.723
<b>6 -</b>	21.806	40.737	128.5	14.338	89.8	1:16.881	<b>16 -</b>	22.326	41.077	125.6	14.379	87.1	1:17.782
<b>7 -</b>	22.011	40.948	127.8	14.253	89.8	1:17.212	<b>17 -</b>	22.341	41.878	125.2	14.472	88.5	1:18.691
<b>8 -</b>	21.794	41.170	128.5	14.133	90.4	1:17.097	<b>18 -</b>	22.159	41.228	125.4	14.459	88.7	1:17.846
<b>9 -</b>	21.864	40.753	128.3	14.427	86.4	1:17.044	<b>19 -</b>	<b>22.236</b>	41.776	125.4	14.463	85.9	1:18.475
<b>10 -</b>	22.407	40.597	127.5	14.205	87.4	1:17.209	<b>20 -</b>	22.499	41.781	124.7	14.442	85.8	1:18.722
<b>7</b>	<b>Dennis RETERA</b>				<b>NED</b>	<b>Dallara F306 Mugen-Honda</b>				<b>C</b>			
<b>1 -</b>	29.365	44.087	125.6	14.840	84.7	1:28.292	<b>11 -</b>	21.602	40.741	127.5	<b>13.991</b>	90.3	<b>1:16.334</b>
<b>2 -</b>	23.048	42.369	127.3	16.552	59.1	1:21.969	<b>12 -</b>	21.655	<b>40.732</b>	127.8	14.126	91.3	1:16.513
<b>3 -</b>	23.416	41.192	<b>128.5</b>	14.531	84.7	1:19.139	<b>13 -</b>	21.985	41.017	127.8	14.072	91.1	1:17.074
<b>4 -</b>	22.217	40.907	127.3	14.214	90.4	1:17.338	<b>14 -</b>	21.953	41.155	127.0	14.148	90.3	1:17.256
<b>5 -</b>	22.072	41.050	127.5	14.075	91.9	1:17.197	<b>15 -</b>	21.986	41.424	127.0	14.223	90.0	1:17.633
<b>6 -</b>	21.811	40.963	127.3	14.320	90.5	1:17.094	<b>16 -</b>	22.152	41.749	126.8	14.255	89.8	1:18.156
<b>7 -</b>	21.964	41.012	127.5	14.134	90.3	1:17.110	<b>17 -</b>	21.961	41.633	127.0	14.448	88.4	1:18.042
<b>8 -</b>	21.824	41.249	127.8	13.983	92.0	1:17.056	<b>18 -</b>	22.011	41.921	127.3	14.347	<b>90.6</b>	1:18.279
<b>9 -</b>	21.797	40.949	127.8	14.248	90.8	1:16.994	<b>19 -</b>	<b>22.067</b>	41.759	127.5	14.399	89.7	1:18.225
<b>10 -</b>	21.773	40.745	127.8	14.086	91.5	1:16.604	<b>20 -</b>	22.079	42.035	126.8	14.473	89.5	1:18.587
<b>9</b>	<b>Jonathan KENNARD</b>				<b>GBR</b>	<b>Dallara F306 Mugen-Honda</b>				<b>C</b>			
<b>1 -</b>	29.096	43.234	128.0	14.913	85.3	1:27.243	<b>11 -</b>	21.789	40.219	129.0	14.076	87.8	1:16.084
<b>2 -</b>	22.376	41.733	127.5	14.438	85.3	1:18.547	<b>12 -</b>	21.507	40.495	<b>129.8</b>	14.045	88.3	1:16.047
<b>3 -</b>	22.148	41.247	128.5	14.170	85.0	1:17.565	<b>13 -</b>	22.052	40.280	129.5	14.205	87.3	1:16.537
<b>4 -</b>	21.966	40.819	128.5	14.450	83.0	1:17.235	<b>14 -</b>	21.816	40.525	128.3	14.393	87.1	1:16.734
<b>5 -</b>	21.909	40.600	128.3	14.153	87.9	1:16.662	<b>15 -</b>	21.725	40.904	128.5	14.076	89.1	1:16.705
<b>6 -</b>	21.799	40.776	<b>129.8</b>	14.223	87.1	1:16.798	<b>16 -</b>	21.809	40.976	128.5	<b>14.044</b>	<b>89.2</b>	1:16.829
<b>7 -</b>	21.917	40.416	128.8	14.057	88.5	1:16.390	<b>17 -</b>	21.848	41.140	128.3	14.470	83.2	1:17.458
<b>8 -</b>	21.613	40.457	129.0	14.002	<b>89.2</b>	1:16.072	<b>18 -</b>	21.973	42.096	128.0	14.246	86.8	1:18.315
<b>9 -</b>	21.652	40.507	129.0	14.098	88.3	1:16.257	<b>19 -</b>	<b>21.811</b>	41.186	128.3	14.511	85.3	1:17.508
<b>10 -</b>	21.621	<b>40.176</b>	129.3	14.135	88.3	<b>1:15.932</b>	<b>20 -</b>	22.151	42.808	125.2	14.817	87.7	1:19.776

Weather / Track : Cloudy / Wet

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE 6) - SECTOR ANALYSIS

(contd.)

<b>10</b>	<b>Karl REINDLER</b>				<b>AUS</b>	Dallara F306 Mugen-Honda				<b>C</b>			
1 -	32.294	45.835	125.9	15.374	89.7	1:33.503	11 -	22.130	<i>40.988</i>	128.3	14.353	89.9	1:17.471
2 -	22.975	43.603	127.3	15.163	90.1	1:21.741	12 -	22.283	41.721	127.3	<i>14.293</i>	90.8	1:18.297
3 -	23.322	43.176	125.9	14.839	90.1	1:21.337	13 -	22.255	41.518	127.0	14.564	90.5	1:18.337
4 -	22.520	41.883	127.0	14.766	88.1	1:19.169	14 -	22.339	42.174	127.0	14.392	89.8	1:18.905
5 -	22.564	41.843	127.3	14.484	89.3	1:18.891	15 -	23.358	42.144	127.3	14.432	89.8	1:19.934
6 -	22.919	42.495	127.3	14.546	89.1	1:19.960	16 -	22.608	41.925	126.8	14.377	89.8	1:18.910
7 -	22.414	41.750	127.0	14.389	89.9	1:18.553	17 -	22.556	42.433	126.8	14.561	89.4	1:19.550
8 -	22.209	41.247	127.5	14.782	87.8	1:18.238	18 -	22.626	42.447	126.3	14.729	88.5	1:19.802
9 -	22.239	41.201	128.0	14.229	91.9	1:17.669	19 -	<i>22.961</i>	42.292	126.3	14.970	89.4	1:20.223
10 -	21.948	41.066	127.8	14.530	90.0	1:17.544	20 -	22.622	42.648	126.6	14.642	88.7	1:19.912
<b>11</b>	<b>Keiko IHARA</b>				<b>JPN</b>	Dallara F306 Mugen-Honda				<b>C</b>			
1 -	32.874	46.101	126.1	15.866	88.3	1:34.841	11 -	22.103	<i>40.884</i>	127.8	14.398	89.7	1:17.385
2 -	23.341	42.883	127.5	15.083	88.3	1:21.307	12 -	22.129	42.939	127.5	14.679	88.4	1:19.747
3 -	23.075	43.119	125.4	14.970	88.7	1:21.164	13 -	22.282	41.451	127.8	14.548	89.0	1:18.281
4 -	22.884	42.827	127.8	36.791	84.8	1:42.502	14 -	22.570	45.072	126.8	15.094	88.8	1:22.736
5 -	23.294	42.414	126.6	15.344	86.9	1:21.052	15 -	22.759	43.126	125.9	14.490	88.6	1:20.375
6 -	22.412	41.463	127.5	14.842	87.9	1:18.717	16 -	22.593	44.802	127.8	15.021	88.7	1:22.416
7 -	22.369	41.483	127.3	14.637	89.3	1:18.489	17 -	22.811	44.314	126.1	15.326	88.0	1:22.451
8 -	22.267	41.480	127.8	14.579	89.5	1:18.326	18 -	<i>22.915</i>	42.543	127.5	14.698	87.2	1:20.156
9 -	22.172	41.806	126.8	14.559	89.4	1:18.537	19 -	22.621	43.053	126.8	14.697	87.4	1:20.371
10 -	22.194	41.193	127.3	<i>14.377</i>	<i>89.8</i>	1:17.764							
<b>12</b>	<b>Maro ENGEL</b>				<b>GER</b>	Dallara F306 Mugen-Honda				<b>C</b>			
1 -	26.354	41.988	125.2	<i>14.383</i>	89.0	1:22.725	5 -	21.864	39.955	128.3	14.001	90.0	1:15.820
2 -	22.293	40.425	127.0	14.180	90.3	1:16.898	6 -	21.875	40.136	128.8	13.957	90.1	1:15.968
3 -	21.867	40.168	128.0	14.205	88.5	1:16.240	7 -	21.832	<i>39.864</i>	128.8	15.710	<i>89.3</i>	1:17.406
4 -	22.041	39.908	127.8	14.016	89.5	1:15.965							
<b>14</b>	<b>Charlie HOLLINGS</b>				<b>GBR</b>	Dallara F306 Mercedes HWA				<b>C</b>			
1 -	30.247	44.831	125.6	15.457	87.0	1:30.535	11 -	21.930	41.125	127.0	<i>14.148</i>	89.2	1:17.203
2 -	22.478	42.478	126.6	15.093	79.2	1:20.049	12 -	21.639	41.282	126.8	14.310	88.4	1:17.231
3 -	24.113	42.558	127.0	14.663	86.7	1:21.334	13 -	21.984	41.301	126.3	14.206	<i>89.5</i>	1:17.491
4 -	22.060	41.680	126.8	14.500	88.1	1:18.240	14 -	22.015	41.378	127.3	14.336	89.2	1:17.729
5 -	22.027	41.281	127.0	14.284	88.8	1:17.592	15 -	21.871	41.370	126.3	14.538	87.7	1:17.779
6 -	21.906	<i>40.833</i>	127.8	14.275	<i>89.5</i>	1:17.014	16 -	22.244	42.652	125.4	14.495	88.0	1:19.391
7 -	21.774	41.546	127.5	14.195	88.8	1:17.515	17 -	22.232	41.862	126.6	14.730	88.6	1:18.824
8 -	22.014	41.727	126.8	14.090	89.9	1:17.831	18 -	22.326	42.432	126.6	14.663	88.7	1:19.421
9 -	21.822	41.020	127.8	14.846	89.1	1:17.688	19 -	<i>22.548</i>	42.177	125.6	14.702	88.4	1:19.427
10 -	21.800	41.056	127.5	14.247	89.3	1:17.103	20 -	22.381	42.148	125.9	14.634	88.7	1:19.163

Weather / Track : Cloudy / Wet

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Donington Park  
Circuit Length = 1.9573 miles.  
Start: 10:59 End: 11:26

Printed - 11:27 Sunday, 21 May 2006

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE 6) - SECTOR ANALYSIS

(contd.)

<b>15</b>	<b>James WALKER</b>				<b>GBR</b>	Dallara F306 Mercedes HWA				<b>C</b>	
<b>1</b> - 26.766	42.185	127.3	14.261	<i>97.4</i>	1:23.212	<b>11</b> - 21.626	39.746	128.5	14.204	88.1	1:15.576
<b>2</b> - 22.079	41.456	126.6	14.747	90.1	1:18.282	<b>12</b> - 21.752	39.598	128.0	14.013	91.0	1:15.363
<b>3</b> - 21.782	40.612	127.5	13.971	91.0	1:16.365	<b>13</b> - 21.741	40.082	128.3	13.890	91.9	1:15.713
<b>4</b> - 21.744	40.412	128.5	13.964	91.1	1:16.120	<b>14</b> - 21.803	39.970	128.3	13.932	88.5	1:15.705
<b>5</b> - 21.756	40.030	127.8	14.165	86.9	1:15.951	<b>15</b> - 21.803	40.937	127.8	14.256	90.4	1:16.996
<b>6</b> - 21.739	39.889	128.8	13.980	91.6	1:15.608	<b>16</b> - 21.881	40.545	128.8	14.425	90.4	1:16.851
<b>7</b> - 21.464	39.727	<i>129.0</i>	14.326	90.0	1:15.517	<b>17</b> - 22.016	41.017	128.0	14.186	91.1	1:17.219
<b>8</b> - 21.789	<i>39.530</i>	128.0	13.942	90.8	1:15.261	<b>18</b> - 21.835	40.715	127.5	14.366	89.8	1:16.916
<b>9</b> - 21.627	39.643	128.0	13.983	90.3	<b>1:15.253</b>	<b>19</b> - 22.096	40.805	128.0	14.278	91.0	1:17.179
<b>10</b> - 21.774	39.791	128.0	14.003	91.5	1:15.568	<b>20</b> - 22.005	41.636	127.0	<i>14.242</i>	91.1	1:17.883
<b>16</b>	<b>Alberto VALERIO</b>				<b>BRA</b>	Dallara F306 Mugen-Honda				<b>C</b>	
<b>1</b> - 30.980	45.032	124.0	15.694	86.4	1:31.706	<b>9</b> - 22.533	41.172	125.9	14.190	89.1	1:17.895
<b>2</b> - <i>23.172</i>	42.299	125.6	14.876	84.5	1:20.347	<b>10</b> - 22.165	40.842	125.6	13.989	<i>89.4</i>	1:16.996
<b>3</b> - 22.888	42.740	<i>126.6</i>	14.913	77.3	1:20.541	<b>11</b> - 22.147	<i>40.637</i>	125.4	14.066	86.3	1:16.850
<b>4</b> - 22.449	41.638	125.4	14.342	87.1	1:18.429	<b>12</b> - 22.249	40.945	125.6	14.337	86.2	1:17.531
<b>5</b> - 22.443	41.383	125.4	14.383	84.3	1:18.209	<b>13</b> - 22.433	40.832	125.6	<i>13.974</i>	89.2	1:17.239
<b>6</b> - 22.160	41.275	126.1	14.081	89.2	1:17.516	<b>14</b> - 22.056	41.250	125.4	14.167	84.8	1:17.473
<b>7</b> - 22.050	40.697	<i>126.6</i>	14.096	90.8	<b>1:16.843</b>	<b>15</b> - 22.168	44.466	121.3	14.055	89.0	1:20.689
<b>8</b> - 22.132	44.779	125.4	14.320	<i>89.4</i>	1:21.231	<b>16</b> - 22.211	41.326	125.9	14.533	83.9	1:18.070
<b>21</b>	<b>Bruno SENNA</b>				<b>BRA</b>	Dallara F306 Mercedes HWA				<b>C</b>	
<b>1</b> - 25.899	41.344	126.6	<i>14.173</i>	<i>92.4</i>	1:21.416	<b>11</b> - 21.621	39.869	<i>129.3</i>	13.776	<i>92.4</i>	1:15.266
<b>2</b> - 22.077	40.405	127.5	14.125	91.4	1:16.607	<b>12</b> - 21.423	39.818	127.5	13.805	92.1	1:15.046
<b>3</b> - 21.780	40.259	127.3	14.026	89.7	1:16.065	<b>13</b> - 21.858	40.674	127.5	13.946	91.5	1:16.478
<b>4</b> - 21.756	39.903	128.0	13.851	91.6	1:15.510	<b>14</b> - 21.847	40.331	128.3	13.840	91.9	1:16.018
<b>5</b> - 21.952	39.858	128.3	13.781	91.6	1:15.591	<b>15</b> - 21.991	40.650	128.3	13.921	91.1	1:16.562
<b>6</b> - 21.880	39.949	128.3	13.819	91.9	1:15.648	<b>16</b> - 21.745	41.093	127.8	14.127	89.3	1:16.965
<b>7</b> - 21.571	39.814	128.5	13.832	91.6	1:15.217	<b>17</b> - 21.836	40.910	128.0	14.070	90.5	1:16.816
<b>8</b> - 21.557	39.806	128.0	13.844	91.4	1:15.207	<b>18</b> - 21.928	41.282	126.1	14.256	90.3	1:17.466
<b>9</b> - 21.447	39.603	129.0	13.863	91.6	1:14.913	<b>19</b> - 22.347	42.710	126.6	14.546	90.5	1:19.603
<b>10</b> - 21.404	<i>39.581</i>	<i>129.3</i>	13.751	91.8	<b>1:14.736</b>	<b>20</b> - 22.538	41.596	126.3	15.379	76.0	1:19.513
<b>22</b>	<b>Stephen JELLEY</b>				<b>GBR</b>	Dallara F306 Mercedes HWA				<b>C</b>	
<b>1</b> - 27.088	42.587	127.0	14.379	89.1	1:24.054	<b>11</b> - 21.323	39.486	<i>129.5</i>	13.907	92.4	<b>1:14.716</b>
<b>2</b> - 21.925	41.132	128.3	14.898	89.1	1:17.955	<b>12</b> - 21.666	40.167	128.5	13.879	92.8	1:15.712
<b>3</b> - 22.269	40.136	128.5	14.283	91.1	1:16.688	<b>13</b> - 21.445	40.077	129.3	14.084	91.0	1:15.606
<b>4</b> - 21.525	40.310	128.3	14.251	91.3	1:16.086	<b>14</b> - 21.624	39.943	128.8	14.019	92.0	1:15.586
<b>5</b> - 21.850	40.755	127.8	14.100	91.5	1:16.705	<b>15</b> - 21.825	40.601	128.3	14.313	91.1	1:16.739
<b>6</b> - 21.738	39.540	129.3	13.961	91.4	1:15.239	<b>16</b> - 21.925	40.765	128.5	14.212	90.0	1:16.902
<b>7</b> - 21.405	39.645	128.8	14.051	90.9	1:15.101	<b>17</b> - 22.579	40.502	128.3	14.174	91.3	1:17.255
<b>8</b> - 21.645	41.423	129.0	13.878	91.5	1:16.946	<b>18</b> - 21.784	42.042	127.8	14.331	87.4	1:18.157
<b>9</b> - 21.439	<i>39.450</i>	129.3	13.834	92.0	1:14.723	<b>19</b> - 21.875	40.371	128.3	14.109	90.1	1:16.355
<b>10</b> - 21.416	39.843	<i>129.5</i>	13.949	92.5	1:15.208	<b>20</b> - 21.949	41.503	127.0	<i>14.290</i>	<i>90.4</i>	1:17.742

Weather / Track : Cloudy / Wet

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Donington Park  
 Circuit Length = 1.9573 miles.  
 Start: 10:59 End: 11:26  
 Printed - 11:27 Sunday, 21 May 2006

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE 6) - SECTOR ANALYSIS

(contd.)

<b>26</b>	<b>Mike CONWAY</b>					<b>GBR</b>	Dallara F306 Mercedes HWA				<b>C</b>		
1 -	25.576	41.040	128.0	14.325	97.8	1:20.941	11 -	21.623	40.284	130.5	14.016	89.2	1:15.923
2 -	21.650	40.273	128.5	13.990	90.6	1:15.913	12 -	21.509	40.389	129.8	13.820	91.1	1:15.718
3 -	21.607	40.375	128.5	14.132	90.8	1:16.114	13 -	21.429	40.289	129.5	13.892	91.1	1:15.610
4 -	21.435	40.024	128.5	14.011	91.6	1:15.470	14 -	21.573	40.630	129.5	14.087	91.9	1:16.290
5 -	21.518	39.928	128.8	14.061	91.0	1:15.507	15 -	21.656	40.962	128.5	14.126	90.8	1:16.744
6 -	32.349	41.214	129.5	14.116	88.8	1:27.679	16 -	21.882	41.533	129.0	14.315	90.5	1:17.730
7 -	21.654	40.301	129.5	13.920	90.1	1:15.875	17 -	22.167	42.851	127.8	14.297	91.0	1:19.315
8 -	21.732	39.983	130.3	13.914	92.1	1:15.629	18 -	21.907	41.511	128.0	14.363	90.9	1:17.781
9 -	21.529	40.092	129.0	13.831	90.9	1:15.452	19 -	21.980	41.824	128.3	14.478	91.0	1:18.282
10 -	21.352	40.108	129.0	14.409	91.3	1:15.869	20 -	22.230	41.963	127.3	14.246	89.0	1:18.439
<b>32</b>	<b>Rodolfo GONZALEZ</b>					<b>VEN</b>	Dallara F304 Mugen-Honda				<b>N</b>		
1 -	29.723	44.341	123.8	14.765	86.8	1:28.829	11 -	21.807	40.439	127.8	14.098	90.9	1:16.344
2 -	22.811	42.136	127.5	16.661	62.0	1:21.608	12 -	22.005	40.685	127.0	14.274	89.9	1:16.964
3 -	23.851	41.703	125.9	14.228	88.4	1:19.782	13 -	22.530	40.722	126.8	14.173	86.9	1:17.425
4 -	22.142	40.966	127.0	14.420	89.8	1:17.528	14 -	21.977	40.918	127.3	14.197	90.3	1:17.092
5 -	22.144	40.784	127.3	14.294	91.1	1:17.222	15 -	21.974	41.172	126.3	14.282	89.2	1:17.428
6 -	22.115	40.503	127.0	14.219	91.1	1:16.837	16 -	22.552	41.140	124.9	14.293	88.8	1:17.985
7 -	22.481	40.689	126.3	14.379	86.0	1:17.549	17 -	22.108	42.063	125.9	14.317	89.2	1:18.488
8 -	22.060	40.719	127.0	14.152	90.9	1:16.931	18 -	22.280	41.467	125.2	14.359	89.1	1:18.106
9 -	21.878	40.644	128.3	14.202	90.6	1:16.724	19 -	22.372	41.434	126.8	14.349	88.3	1:18.155
10 -	22.352	40.830	127.3	14.210	90.1	1:17.392	20 -	22.888	41.912	124.2	14.826	77.3	1:19.626
<b>33</b>	<b>Alexander KHATEEB</b>					<b>GBR</b>	Dallara F304 Mugen-Honda				<b>N</b>		
1 -	34.237	49.053	124.2	15.582	79.6	1:38.872	5 -	23.176	42.360	124.0	14.786	85.2	1:20.322
2 -	23.937	43.325	125.2	14.826	87.4	1:22.088	6 -	22.819	42.070	125.4	14.542	89.2	1:19.431
3 -	23.495	49.447	116.3	16.002	80.2	1:28.944	7 -	22.464	41.518	124.9	15.388	86.1	1:19.370
4 -	23.278	42.033	124.5	16.133	84.3	1:21.444	8 -	22.886	42.036	124.9	17.806		1:22.728P
<b>34</b>	<b>Ricardo TEIXEIRA</b>					<b>ANG</b>	Dallara F304 Mugen-Honda				<b>N</b>		
1 -	33.223	47.588	123.8	15.828	87.7	1:36.639	11 -	22.289	42.189	125.4	14.722	89.5	1:19.200
2 -	23.846	42.990	125.9	15.082	88.0	1:21.918	12 -	22.692	42.165	125.9	14.700	89.9	1:19.557
3 -	23.577	42.287	127.5	14.773	87.7	1:20.637	13 -	22.662	42.179	125.9	14.678	88.5	1:19.519
4 -	23.225	42.613	127.0	14.819	88.8	1:20.657	14 -	22.589	41.973	125.4	14.726	88.3	1:19.288
5 -	22.536	41.831	127.0	14.721	89.2	1:19.088	15 -	23.007	42.568	125.2	14.472	89.7	1:20.047
6 -	22.370	41.423	127.0	14.445	90.0	1:18.238	16 -	22.981	42.874	125.2	14.840	86.2	1:20.695
7 -	22.245	41.350	127.5	14.386	90.8	1:17.981	17 -	23.019	42.817	125.2	14.888	88.1	1:20.724
8 -	22.554	41.387	127.3	14.354	87.6	1:18.295	18 -	22.627	42.561	124.7	14.736	88.8	1:19.924
9 -	22.066	42.074	125.6	14.337	90.8	1:18.477	19 -	22.776	43.089	124.9	15.041	87.8	1:20.906
10 -	21.997	41.609	126.3	14.599	89.9	1:18.205	20 -	23.385	44.294	124.2	15.369	87.9	1:23.048

Weather / Track : Cloudy / Wet

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Donington Park  
Circuit Length = 1.9573 miles.  
Start: 10:59 End: 11:26

Printed - 11:27 Sunday, 21 May 2006

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE 6) - SECTOR ANALYSIS

(contd.)

<b>35</b>	<b>Martin KUDZAK</b>				<b>SWE</b>	Lola-Dome F106/4 Mugen Honda				<b>N</b>			
<b>1 -</b>	33.502	46.669	123.3	15.358	78.5	<b>1:35.529</b>	<b>11 -</b>	22.150	51.388	96.2	15.050	87.6	<b>1:28.588</b>
<b>2 -</b>	23.309	42.847	126.1	15.096	85.9	<b>1:21.252</b>	<b>12 -</b>	22.731	42.013	126.3	14.598	88.0	<b>1:19.342</b>
<b>3 -</b>	22.927	43.186	126.6	14.885	85.5	<b>1:20.998</b>	<b>13 -</b>	22.526	41.966	125.2	14.973	82.0	<b>1:19.465</b>
<b>4 -</b>	22.860	42.758	126.8	16.875	75.9	<b>1:22.493</b>	<b>14 -</b>	23.102	44.398	125.6	14.629	88.7	<b>1:22.129</b>
<b>5 -</b>	23.890	42.067	126.8	14.986	77.6	<b>1:20.943</b>	<b>15 -</b>	22.472	42.345	125.2	14.900	82.5	<b>1:19.717</b>
<b>6 -</b>	22.720	41.843	126.1	14.723	89.5	<b>1:19.286</b>	<b>16 -</b>	24.691	43.427	126.1	14.980	88.7	<b>1:23.098</b>
<b>7 -</b>	22.120	41.507	126.6	15.058	88.1	<b>1:18.685</b>	<b>17 -</b>	22.987	42.191	126.1	15.071	81.3	<b>1:20.249</b>
<b>8 -</b>	22.307	41.619	127.5	<b>14.460</b>	<b>90.0</b>	<b>1:18.386</b>	<b>18 -</b>	<b>23.122</b>	42.533	125.9	15.575	85.9	<b>1:21.230</b>
<b>9 -</b>	22.087	<b>41.149</b>	<b>128.0</b>	14.659	84.7	<b>1:17.895</b>	<b>19 -</b>	23.799	43.849	124.7	17.328	79.9	<b>1:24.976</b>
<b>10 -</b>	22.632	41.276	126.1	14.467	89.1	<b>1:18.375</b>							
<b>37</b>	<b>Cristiano MORGADO</b>				<b>RSA</b>	Lola-Dome F106/4 Mugen Honda				<b>N</b>			
<b>1 -</b>	32.487	45.980	124.5	15.898	89.3	<b>1:34.365</b>	<b>11 -</b>	22.031	41.785	125.6	<b>14.226</b>	89.8	<b>1:18.042</b>
<b>2 -</b>	22.944	42.640	125.6	14.889	88.3	<b>1:20.473</b>	<b>12 -</b>	22.094	42.033	125.6	14.244	90.4	<b>1:18.371</b>
<b>3 -</b>	23.120	42.305	126.3	14.592	89.4	<b>1:20.017</b>	<b>13 -</b>	22.378	41.431	125.4	14.228	89.7	<b>1:18.037</b>
<b>4 -</b>	22.671	41.860	<b>126.6</b>	14.249	89.3	<b>1:18.780</b>	<b>14 -</b>	22.539	42.544	124.9	14.389	89.3	<b>1:19.472</b>
<b>5 -</b>	22.380	41.352	<b>126.6</b>	14.424	89.3	<b>1:18.156</b>	<b>15 -</b>	22.325	41.954	124.9	14.676	88.6	<b>1:18.955</b>
<b>6 -</b>	24.237	40.989	126.1	14.265	91.0	<b>1:19.491</b>	<b>16 -</b>	22.466	42.412	124.7	14.477	89.2	<b>1:19.355</b>
<b>7 -</b>	22.114	41.802	125.2	14.250	90.8	<b>1:18.166</b>	<b>17 -</b>	22.396	43.215	122.0	14.629	89.8	<b>1:20.240</b>
<b>8 -</b>	22.200	<b>40.970</b>	126.3	14.209	89.5	<b>1:17.379</b>	<b>18 -</b>	22.668	42.531	124.7	14.570	88.7	<b>1:19.769</b>
<b>9 -</b>	22.095	41.000	<b>126.6</b>	14.300	90.1	<b>1:17.395</b>	<b>19 -</b>	<b>22.752</b>	42.376	123.8	14.539	88.1	<b>1:19.667</b>
<b>10 -</b>	22.178	41.092	126.1	14.240	<b>90.9</b>	<b>1:17.510</b>	<b>20 -</b>	22.623	43.576	123.5	14.808	87.8	<b>1:21.007</b>
<b>38</b>	<b>Rodolfo AVILA</b>				<b>MAC</b>	Dallara F304 Mugen-Honda				<b>N</b>			
<b>1 -</b>	33.640	47.293	124.9	15.392	86.4	<b>1:36.325</b>	<b>11 -</b>	22.254	41.855	125.4	14.478	88.8	<b>1:18.587</b>
<b>2 -</b>	<b>23.705</b>	42.979	124.2	14.770	88.6	<b>1:21.454</b>	<b>12 -</b>	22.123	<b>41.226</b>	124.9	14.606	89.0	<b>1:17.955</b>
<b>3 -</b>	23.710	42.705	124.2	15.342	86.0	<b>1:21.757</b>	<b>13 -</b>	23.037	41.484	124.9	14.420	89.4	<b>1:18.941</b>
<b>4 -</b>	23.342	43.024	124.5	14.631	88.0	<b>1:20.997</b>	<b>14 -</b>	22.947	42.030	124.7	14.561	84.7	<b>1:19.538</b>
<b>5 -</b>	22.973	42.142	124.5	14.994	83.8	<b>1:20.109</b>	<b>15 -</b>	23.307	42.488	124.7	14.738	87.8	<b>1:20.533</b>
<b>6 -</b>	22.607	43.258	123.8	14.838	88.7	<b>1:20.703</b>	<b>16 -</b>	22.618	41.959	124.7	14.703	85.5	<b>1:19.280</b>
<b>7 -</b>	22.350	42.027	124.7	14.623	90.1	<b>1:19.000</b>	<b>17 -</b>	22.869	42.133	124.7	14.730	88.4	<b>1:19.732</b>
<b>8 -</b>	22.141	41.593	125.6	14.703	87.1	<b>1:18.437</b>	<b>18 -</b>	22.676	42.276	124.5	14.824	83.8	<b>1:19.776</b>
<b>9 -</b>	22.724	41.516	<b>126.1</b>	14.659	88.5	<b>1:18.899</b>	<b>19 -</b>	24.231	44.807	123.8	14.692	86.8	<b>1:23.730</b>
<b>10 -</b>	22.666	41.557	125.2	<b>14.384</b>	<b>89.5</b>	<b>1:18.607</b>							
<b>39</b>	<b>Juho ANNALA</b>				<b>FIN</b>	Dallara F304 Mugen-Honda				<b>N</b>			
<b>1 -</b>	31.670	45.870	122.9	15.165	85.4	<b>1:32.705</b>	<b>7 -</b>	22.122	<b>41.282</b>	125.6	14.350	87.8	<b>1:17.754</b>
<b>2 -</b>	<b>23.118</b>	43.029	124.2	14.850	83.8	<b>1:20.997</b>	<b>8 -</b>	22.083	42.006	125.9	14.349	88.6	<b>1:18.438</b>
<b>3 -</b>	22.792	42.605	125.2	14.476	86.9	<b>1:19.873</b>	<b>9 -</b>	22.051	41.379	<b>126.1</b>	14.394	<b>88.4</b>	<b>1:17.824</b>
<b>4 -</b>	22.439	42.181	124.9	14.718	85.5	<b>1:19.338</b>	<b>10 -</b>	22.067	41.433	125.9	<b>14.304</b>	88.3	<b>1:17.804</b>
<b>5 -</b>	22.222	41.806	125.2	14.450	87.6	<b>1:18.478</b>	<b>11 -</b>	21.972	41.561	125.6	14.352	<b>88.4</b>	<b>1:17.885</b>
<b>6 -</b>	25.803	41.835	125.6	14.413	<b>88.4</b>	<b>1:22.051</b>							

Weather / Track : Cloudy / Wet

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE6) - BEST SECTOR TIMES

SECTOR 1				SECTOR 2				SECTOR 3				IDEAL / BEST COMPARISON			
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	5	DURAN	21.321	4	HALL	39.399	3	BUURMAN	13.606	1	22	JELLEY	1:14.607	1:14.716	0.109
2	22	JELLEY	21.323	22	JELLEY	39.450	2	JARVIS	13.685	2	21	SENNA	1:14.736	1:14.736	0.000
3	26	CONWAY	21.352	15	WALKER	39.530	21	SENNA	13.751	3	3	BUURMAN	1:14.740	1:14.941	0.201
4	2	JARVIS	21.367	21	SENNA	39.581	26	CONWAY	13.820	4	2	JARVIS	1:14.817	1:15.003	0.186
5	21	SENNA	21.404	3	BUURMAN	39.650	22	JELLEY	13.834	5	4	HALL	1:14.873	1:15.417	0.544
6	15	WALKER	21.464	5	DURAN	39.727	5	DURAN	13.848	6	15	WALKER	1:14.884	1:15.253	0.369
7	3	BUURMAN	21.484	2	JARVIS	39.765	4	HALL	13.857	7	5	DURAN	1:14.896	1:15.130	0.234
8	9	KENNARD	21.507	12	ENGEL	39.864	15	WALKER	13.890	8	26	CONWAY	1:15.100	1:15.452	0.352
9	7	RETERA	21.602	26	CONWAY	39.928	1	BAKKERUD	13.951	9	12	ENGEL	1:15.653	1:15.820	0.167
10	4	HALL	21.617	9	KENNARD	40.176	12	ENGEL	13.957	10	9	KENNARD	1:15.685	1:15.932	0.247
11	1	BAKKERUD	21.634	1	BAKKERUD	40.284	16	VALERIO	13.974	11	1	BAKKERUD	1:15.869	1:16.073	0.204
12	14	HOLLINGS	21.639	32	GONZALEZ	40.439	7	RETERA	13.983	12	7	RETERA	1:16.317	1:16.334	0.017
13	6	JAKES	21.765	6	JAKES	40.463	9	KENNARD	14.002	13	32	GONZALEZ	1:16.344	1:16.344	0.000
14	32	GONZALEZ	21.807	16	VALERIO	40.637	14	HOLLINGS	14.090	14	6	JAKES	1:16.361	1:16.413	0.052
15	12	ENGEL	21.832	7	RETERA	40.732	32	GONZALEZ	14.098	15	14	HOLLINGS	1:16.562	1:17.014	0.452
16	10	REINDLER	21.948	14	HOLLINGS	40.833	6	JAKES	14.133	16	16	VALERIO	1:16.661	1:16.843	0.182
17	39	ANNALA	21.972	11	IHARA	40.884	37	MORGADO	14.209	17	10	REINDLER	1:17.165	1:17.471	0.306
18	34	TEIXEIRA	21.997	37	MORGADO	40.970	10	REINDLER	14.229	18	37	MORGADO	1:17.210	1:17.379	0.169
19	37	MORGADO	22.031	10	REINDLER	40.988	39	ANNALA	14.304	19	11	IHARA	1:17.364	1:17.385	0.021
20	16	VALERIO	22.050	35	KUDZAK	41.149	34	TEIXEIRA	14.337	20	39	ANNALA	1:17.558	1:17.754	0.196
21	35	KUDZAK	22.087	38	AVILA	41.226	11	IHARA	14.377	21	34	TEIXEIRA	1:17.684	1:17.981	0.297
22	11	IHARA	22.103	39	ANNALA	41.282	38	AVILA	14.384	22	35	KUDZAK	1:17.696	1:17.895	0.199
23	38	AVILA	22.123	34	TEIXEIRA	41.350	35	KUDZAK	14.460	23	38	AVILA	1:17.733	1:17.955	0.222
24	33	KHATEEB	22.464	33	KHATEEB	41.518	33	KHATEEB	14.542	24	33	KHATEEB	1:18.524	1:19.370	0.846
												Perfect Lap		1:14.326	

Donington National  
 Circuit Length = 1.9573 miles  
 Start: 10:59 End: 11:26

# Lloyds TSB Insurance British F3 International Series

## ROUND 3 (RACE6) - SPEED TRAPS

SECTOR 1		SECTOR 2		FINISH LINE			
POS	NO NAME	SPEED	NO NAME	SPEED	NO NAME	SPEED	
1		26	Mike CONWAY	130.5	22	Stephen JELLEY	92.8
2		2	Oliver JARVIS	130.0	21	Bruno SENNA	92.4
3		4	Stuart HALL	130.0	26	Mike CONWAY	92.1
4		5	Salvador DURAN	129.8	1	Christian BAKKERUD	92.0
5		9	Jonathan KENNARD	129.8	7	Dennis RETERA	92.0
6		22	Stephen JELLEY	129.5	10	Karl REINDLER	91.9
7		1	Christian BAKKERUD	129.3	15	James WALKER	91.9
8		21	Bruno SENNA	129.3	2	Oliver JARVIS	91.6
9		15	James WALKER	129.0	5	Salvador DURAN	91.6
10		3	Yelmer BUURMAN	128.8	3	Yelmer BUURMAN	91.4
11		6	James JAKES	128.8	32	Rodolfo GONZALEZ	91.1
12		12	Maro ENGEL	128.8	37	Cristiano MORGADO	91.0
13		7	Dennis RETERA	128.5	16	Alberto VALERIO	90.8
14		10	Karl REINDLER	128.3	34	Ricardo TEIXEIRA	90.8
15		32	Rodolfo GONZALEZ	128.3	6	James JAKES	90.5
16		35	Martin KUDZAK	128.0	4	Stuart HALL	90.3
17		11	Keiko IHARA	127.8	12	Maro ENGEL	90.3
18		14	Charlie HOLLINGS	127.8	38	Rodolfo AVILA	90.1
19		34	Ricardo TEIXEIRA	127.5	35	Martin KUDZAK	90.0
20		16	Alberto VALERIO	126.6	14	Charlie HOLLINGS	89.9
21		37	Cristiano MORGADO	126.6	11	Keiko IHARA	89.8
22		38	Rodolfo AVILA	126.1	9	Jonathan KENNARD	89.2
23		39	Juho ANNALA	126.1	33	Alexander KHATEEB	89.2
24		33	Alexander KHATEEB	125.4	39	Juho ANNALA	88.6

Donington National  
 Circuit Length = 1.9573 miles  
 Start: 10:59 End: 11:26

# Lloyds TSB Insurance British F3 International Series

## QUALIFYING - ROUND 4 (RACE 11)

POS	NO	CL	TEAM / DRIVERS	TYRES	CAR	TIME	LAPS	GAP	MPH
1	26	C	Mike CONWAY (GBR) Räikkönen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	1:03.205	24		111.48
2	15	C	James WALKER (GBR) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	1:03.451	27	0.246	111.05
3	2	C	Oliver JARVIS (GBR) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	1:03.630	24	0.425	110.73
4	1	C	Christian BAKKERUD (DEN) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	1:03.663	25	0.458	110.68
5	12	C	Maro ENGEL (GER) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	1:03.672	26	0.467	110.66
6	5	C	Salvador DURAN (MEX) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	1:03.933	27	0.728	110.21
7	4	C	Stuart HALL (GBR) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	1:03.937	28	0.732	110.20
8	21	C	Bruno SENNA (BRA) Räikkönen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	1:03.952	23	0.747	110.18
9	3	C	Yelmer BUURMAN (NED) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	1:03.979	27	0.774	110.13
10	22	C	Stephen JELLEY (GBR) Räikkönen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	1:03.983	24	0.778	110.12
11	6	C	James JAKES (GBR) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	1:04.107	27	0.902	109.91
12	9	C	Jonathan KENNARD (GBR) Alan Docking Racing (GBR)	A	Dallara F306 Mugen-Honda	1:04.177	24	0.972	109.79
13	7	C	Dennis RETERA (NED) T Sport (GBR)	A	Dallara F306 Mugen-Honda	1:04.560	20	1.355	109.14
14	32	N	Rodolfo GONZALEZ (VEN) T Sport (GBR)	A	Dallara F304 Mugen-Honda	1:04.566	24	1.361	109.13
15	10	C	Karl REINDLER (AUS) Alan Docking Racing (GBR)	A	Dallara F306 Mugen-Honda	1:04.722	23	1.517	108.87
16	39	N	Juho ANNALA (FIN) Performance Racing Europe (GBR)	A	Dallara F304 Mugen-Honda	1:04.803	27	1.598	108.73
17	38	N	Rodolfo AVILA (MAC) Performance Racing Europe (GBR)	A	Dallara F304 Mugen-Honda	1:05.076	27	1.871	108.27
18	16	C	Alberto VALERIO (BRA) Cesário Formula UK (GBR)	A	Dallara F306 Mugen-Honda	1:05.325	23	2.120	107.86
19	11	C	Keiko IHARA (JPN) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	1:05.663	25	2.458	107.31
20	14	C	Charlie HOLLINGS (GBR) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	1:05.711	23	2.506	107.23
21	34	N	Ricardo TEIXEIRA (ANG) Carlin Motorsport (GBR)	A	Dallara F304 Mugen-Honda	1:06.031	22	2.826	106.71
22	37	N	Cristiano MORGADO (RSA) Fluid Motorsport (GBR)	A	Lola-Dome F106/4 Mugen-Honda	1:06.035	23	2.830	106.70
23	33	N	Alexander KHATEEB (LBR) Promatecme F3 (GBR)	A	Dallara F304 Mugen-Honda	1:07.025	6	3.820	105.12
24	35	N	Martin KUDZAK (SWE) Fluid Motorsport (GBR)	A	Lola-Dome F106/4 Mugen-Honda	1:07.582	22	4.377	104.26

Weather / Track : Cloudy / Dry

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

Donington Park  
Circuit Length = 1.9573 miles.  
Start: 14:10 End: 14:41

Race Director:	Stewards:	Timekeeper:
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# Lloyds TSB Insurance British F3 International Series

## QUALIFYING - ROUND 4 (RACE 11) - SECTOR ANALYSIS

<b>1</b>		<b>Christian BAKKERUD</b>				<b>DEN</b>	Dallara F306 Mugen-Honda			<b>C</b>	
1 - 9:45.000	36.989	132.3	12.702	98.5	X:00.000	14 - 3:17.955	35.157	132.1	12.065	101.0	4:05.177
2 - 20.030	34.684	132.3	12.253	99.8	1:06.967	15 - 19.404	33.906	132.8	11.835	101.6	1:05.145
3 - 19.630	34.534	<b>136.7</b>	11.869	100.9	1:06.033	16 - 19.295	33.802	133.9	12.375	100.9	1:05.472
4 - 19.473	34.055	133.9	11.930	101.0	1:05.458	17 - 19.233	34.729	112.7	12.308	101.9	1:06.270
5 - 19.407	33.970	133.4	11.769	101.8	1:05.146	18 - 19.117	33.633	132.6	11.735	101.5	1:04.485
6 - 19.303	35.086	132.6	11.794	101.0	1:06.183	19 - 19.096	33.603	133.6	11.555	102.1	1:04.254
7 - 19.137	33.842	133.4	11.814	101.3	1:04.793	20 - <b>19.013</b>	33.386	133.9	11.595	101.6	1:03.994
8 - 19.117	33.370	133.9	11.632	101.8	1:04.119	21 - 19.022	34.096	133.9	11.596	102.1	1:04.714
9 - 19.090	33.485	134.2	11.575	102.1	1:04.150	22 - 19.026	<b>33.149</b>	133.9	<b>11.488</b>	102.1	<b>1:03.663</b>
10 - 19.679	35.376	132.3	12.073	101.2	1:07.128	23 - <b>19.013</b>	35.199	118.9	12.130	101.9	1:06.342
11 - 19.360	33.654	133.4	11.711	101.8	1:04.725	24 - 19.109	33.529	133.9	11.570	<b>103.0</b>	1:04.208
12 - 19.112	34.207	132.3	11.728	101.5	1:05.047	25 - 20.225	39.029	130.5	12.024	101.5	1:11.278
13 - 19.296	39.878	119.1	18.459		1:17.633P						

<b>2</b>		<b>Oliver JARVIS</b>				<b>GBR</b>	Dallara F306 Mugen-Honda			<b>C</b>	
1 - 9:46.853	36.580	131.8	12.514	97.8	X:00.000	13 - 19.242	35.803	130.0	16.285		1:11.330P
2 - 20.155	36.828	129.3	12.925	100.0	1:09.908	14 - 4:19.943	35.896	129.0	12.311	101.2	X:00.000
3 - 19.378	34.286	132.1	11.943	101.0	1:05.607	15 - 19.261	34.281	130.3	11.995	101.3	1:05.537
4 - 19.627	34.577	130.3	13.114	100.7	1:07.318	16 - 19.215	33.621	132.6	11.676	101.9	1:04.512
5 - 19.168	33.655	133.1	11.827	100.9	1:04.650	17 - 19.006	33.254	132.6	11.644	101.6	1:03.904
6 - 19.103	33.922	132.8	11.789	101.5	1:04.814	18 - <b>18.956</b>	33.060	135.5	11.662	101.5	1:03.678
7 - 19.544	35.244	130.3	12.479	<b>102.2</b>	1:07.267	19 - 19.089	33.817	132.8	12.237	<b>102.2</b>	1:05.143
8 - 19.071	33.351	134.2	11.659	102.1	1:04.081	20 - 18.979	33.201	133.6	11.552	101.9	1:03.732
9 - 19.103	33.409	135.2	11.757	100.7	1:04.269	21 - 18.991	<b>32.977</b>	<b>135.8</b>	11.696	101.5	1:03.664
10 - 20.200	36.047	130.8	12.894	101.8	1:09.141	22 - 19.020	33.615	135.2	12.920	100.9	1:05.555
11 - 19.239	33.632	134.2	11.712	101.8	1:04.583	23 - 18.985	33.570	133.1	12.279	101.9	1:04.834
12 - 19.120	33.556	133.4	11.948	100.3	1:04.624	24 - 18.990	33.114	133.1	<b>11.526</b>	101.6	<b>1:03.630</b>

<b>3</b>		<b>Yelmer BUURMAN</b>				<b>NED</b>	Dallara F306 Mercedes HWA			<b>C</b>	
1 - 9:49.745	42.304	97.2	13.096	97.2	X:00.000	15 - 19.152	33.868	132.3	11.734	99.7	1:04.754
2 - 19.805	35.317	126.8	14.027	98.5	1:09.149	16 - 19.132	33.734	132.3	11.669	99.7	1:04.535
3 - 19.637	37.800	130.8	12.059	100.1	1:09.496	17 - 19.152	33.637	131.8	11.605	100.1	1:04.394
4 - 19.420	34.253	131.5	11.811	99.2	1:05.484	18 - 19.043	33.561	132.1	11.661	100.4	1:04.265
5 - 19.357	33.909	131.8	11.707	99.8	1:04.973	19 - 19.131	33.689	133.1	<b>11.569</b>	100.4	1:04.389
6 - 19.540	34.366	131.3	14.190	100.3	1:08.096	20 - 19.217	33.561	132.3	11.607	100.9	1:04.385
7 - 19.380	33.997	132.3	11.701	100.3	1:05.078	21 - 18.993	34.214	131.0	11.743	<b>101.6</b>	1:04.950
8 - 19.258	33.673	<b>135.0</b>	12.651	95.5	1:05.582	22 - 18.966	33.535	132.3	11.593	101.5	1:04.094
9 - 20.116	35.995	130.0	12.080	100.4	1:08.191	23 - <b>18.923</b>	<b>33.424</b>	133.9	11.632	100.7	<b>1:03.979</b>
10 - 19.442	34.884	130.3	12.955	98.2	1:07.281	24 - 20.458	37.645	110.3	12.401	101.2	1:10.504
11 - 19.460	34.285	130.3	14.121	100.4	1:07.866	25 - 19.854	33.944	130.5	13.287	101.2	1:07.085
12 - 19.275	34.564	130.5	11.919	99.8	1:05.758	26 - 19.161	33.721	131.5	11.880	101.5	1:04.762
13 - 19.203	34.572	130.5	11.800	100.3	1:05.575	27 - 19.045	33.466	133.4	11.655	99.4	1:04.166
14 - 19.206	34.507	131.8	11.913	100.1	1:05.626						

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 4 (RACE 11) - SECTOR ANALYSIS**  
 (contd.)

<b>4</b>		<b>Stuart HALL</b>				<b>GBR</b>		<b>Dallara F306 Mercedes HWA</b>		<b>C</b>			
<b>1</b>	- 9:47.654	38.118	105.6	13.918	94.7	X:00.000	<b>15</b>	- 19.206	33.867	131.8	11.675	100.7	1:04.748
<b>2</b>	- 20.058	36.205	129.3	13.563	97.5	1:09.826	<b>16</b>	- 19.355	33.812	131.8	11.661	101.5	1:04.828
<b>3</b>	- 19.532	36.186	128.5	13.032	97.6	1:08.750	<b>17</b>	- 19.210	33.618	131.8	11.629	101.2	1:04.457
<b>4</b>	- 19.628	34.408	131.8	11.950	99.5	1:05.986	<b>18</b>	- 19.123	33.502	132.3	11.592	101.5	1:04.217
<b>5</b>	- 19.388	34.359	132.1	11.737	101.5	1:05.484	<b>19</b>	- 19.098	34.792	130.0	11.867	101.2	1:05.757
<b>6</b>	- 19.289	34.071	132.8	11.816	99.2	1:05.176	<b>20</b>	- 19.298	33.604	132.6	11.597	101.9	1:04.499
<b>7</b>	- 19.353	33.952	132.1	11.693	100.1	1:04.998	<b>21</b>	- 19.232	33.341	132.1	11.501	102.1	1:04.074
<b>8</b>	- 19.316	37.176	109.8	13.521	100.9	1:10.013	<b>22</b>	- 19.372	33.659	133.1	12.127	100.6	1:05.158
<b>9</b>	- 19.342	35.957	128.8	11.975	100.4	1:07.274	<b>23</b>	- 19.102	33.379	<b>133.4</b>	<b>11.461</b>	101.9	1:03.942
<b>10</b>	- 19.435	34.082	132.3	11.754	100.3	1:05.271	<b>24</b>	- 19.133	33.464	132.8	13.552	98.5	1:06.149
<b>11</b>	- 19.305	33.642	133.1	11.590	101.3	1:04.537	<b>25</b>	- 19.150	<b>33.292</b>	132.6	11.495	<b>102.2</b>	<b>1:03.937</b>
<b>12</b>	- 19.185	33.766	131.8	12.481	96.5	1:05.432	<b>26</b>	- <b>19.053</b>	37.101	89.5	13.625	99.7	1:09.779
<b>13</b>	- 19.276	36.595	111.4	12.943	101.2	1:08.814	<b>27</b>	- 19.221	33.375	132.3	11.646	101.5	1:04.242
<b>14</b>	- 19.345	34.292	131.0	11.766	101.0	1:05.403	<b>28</b>	- 19.314	33.364	131.3	11.544	101.3	1:04.222
<b>5</b>		<b>Salvador DURAN</b>				<b>MEX</b>		<b>Dallara F306 Mercedes HWA</b>		<b>C</b>			
<b>1</b>	- 9:59.176	37.521	128.5	12.697	97.6	X:00.000	<b>15</b>	- 19.689	34.725	131.5	11.912	100.7	1:06.326
<b>2</b>	- 19.715	35.130	133.6	13.396	98.1	1:08.241	<b>16</b>	- 19.437	33.867	134.2	11.876	101.2	1:05.180
<b>3</b>	- 19.702	35.254	132.8	12.017	100.1	1:06.973	<b>17</b>	- 19.290	34.248	132.8	11.792	100.6	1:05.330
<b>4</b>	- 19.257	34.148	133.6	13.752	99.2	1:07.157	<b>18</b>	- 19.241	33.659	132.3	11.743	101.0	1:04.643
<b>5</b>	- 19.282	33.850	133.1	11.709	101.3	1:04.841	<b>19</b>	- 19.202	33.981	133.6	11.815	101.2	1:04.998
<b>6</b>	- 19.186	34.955	131.5	13.604	99.8	1:07.745	<b>20</b>	- 19.200	34.055	132.3	12.956	101.0	1:06.211
<b>7</b>	- 19.298	33.846	135.5	12.762	101.2	1:05.906	<b>21</b>	- 19.189	34.986	133.4	11.791	101.0	1:05.966
<b>8</b>	- 19.153	33.730	134.7	11.596	101.8	1:04.479	<b>22</b>	- 19.253	33.597	132.8	11.800	101.5	1:04.650
<b>9</b>	- 19.178	35.676	133.6	12.789	100.6	1:07.643	<b>23</b>	- <b>19.149</b>	33.646	132.8	11.719	101.5	1:04.514
<b>10</b>	- 19.408	33.901	135.0	12.329	99.1	1:05.638	<b>24</b>	- 19.213	33.389	133.9	11.599	101.6	1:04.201
<b>11</b>	- 19.573	33.718	133.9	11.851	94.7	1:05.142	<b>25</b>	- 19.162	33.454	133.6	11.528	101.5	1:04.144
<b>12</b>	- 19.585	47.364	113.1	15.070	97.6	1:22.019	<b>26</b>	- 19.025	33.395	133.4	<b>11.513</b>	<b>101.9</b>	<b>1:03.933</b>
<b>13</b>	- 19.930	36.231	107.3	12.904	100.3	1:09.065	<b>27</b>	- 19.103	<b>33.210</b>	<b>135.8</b>	13.920	96.8	1:06.233
<b>14</b>	- 19.481	56.353	114.7	13.525	99.4	1:29.359							
<b>6</b>		<b>James JAKES</b>				<b>GBR</b>		<b>Dallara F306 Mercedes HWA</b>		<b>C</b>			
<b>1</b>	- X:00.000	37.875	92.6	17.426	95.4	X:00.000	<b>15</b>	- 19.329	33.756	132.1	11.891	100.9	1:04.976
<b>2</b>	- 19.929	34.952	129.8	12.242	98.6	1:07.123	<b>16</b>	- 19.307	33.662	132.3	11.797	100.9	1:04.766
<b>3</b>	- 19.570	34.491	130.8	14.323	98.3	1:08.384	<b>17</b>	- 19.194	33.598	133.4	12.015	100.1	1:04.807
<b>4</b>	- 19.384	34.028	133.6	12.144	100.3	1:05.556	<b>18</b>	- 19.332	33.685	132.6	14.174	98.9	1:07.191
<b>5</b>	- 20.254	36.854	95.3	17.188	97.5	1:14.296	<b>19</b>	- 19.414	36.267	130.5	13.287	100.4	1:08.968
<b>6</b>	- 19.400	34.044	132.1	11.922	100.6	1:05.366	<b>20</b>	- 19.364	33.610	132.6	11.698	101.2	1:04.672
<b>7</b>	- 19.427	34.552	132.1	11.996	100.1	1:05.975	<b>21</b>	- 19.205	33.943	132.6	13.964	100.7	1:07.112
<b>8</b>	- 19.346	34.323	131.8	11.984	100.7	1:05.653	<b>22</b>	- 19.265	33.594	132.8	11.663	<b>101.9</b>	1:04.522
<b>9</b>	- 19.452	34.138	132.6	11.991	100.4	1:05.581	<b>23</b>	- <b>19.059</b>	33.454	133.4	<b>11.594</b>	<b>101.9</b>	<b>1:04.107</b>
<b>10</b>	- 19.529	33.910	133.1	13.401	100.6	1:06.840	<b>24</b>	- 19.612	39.188	118.9	13.119	100.4	1:11.919
<b>11</b>	- 19.424	33.525	<b>135.8</b>	11.882	100.9	1:04.831	<b>25</b>	- 19.172	<b>33.418</b>	133.6	13.376	100.4	1:05.966
<b>12</b>	- 19.267	33.835	132.3	11.952	100.7	1:05.054	<b>26</b>	- 19.143	33.447	133.1	11.602	<b>101.9</b>	1:04.192
<b>13</b>	- 19.205	33.677	132.1	15.073	99.1	1:07.955	<b>27</b>	- 19.151	33.490	133.1	11.610	101.6	1:04.251
<b>14</b>	- 19.240	33.882	132.6	14.098	99.5	1:07.220							

Weather / Track : Cloudy / Dry

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 4 (RACE 11) - SECTOR ANALYSIS**  
 (contd.)

<b>7</b>		<b>Dennis RETERA</b>				<b>NED</b>		<b>Dallara F306 Mugen-Honda</b>		<b>C</b>		
<b>1</b>	9:40.355	37.547	117.5	14.340	93.4	X:00.000	<b>11</b> - 19.549	34.492	130.5	11.835	99.4	1:05.876
<b>2</b>	20.004	35.197	132.3	12.966	96.9	1:08.167	<b>12</b> - 19.446	34.083	130.8	11.777	99.7	1:05.306
<b>3</b>	19.760	34.783	132.6	12.001	98.1	1:06.544	<b>13</b> - 19.296	6:08.708	122.4	18.380		X:00.000P
<b>4</b>	19.409	34.241	132.6	11.942	99.8	1:05.592	<b>14</b> - 2:46.753	35.513	127.8	12.098	99.2	3:34.364
<b>5</b>	19.555	36.142	130.8	11.785	99.8	1:07.482	<b>15</b> - 19.584	34.342	130.0	11.922	98.6	1:05.848
<b>6</b>	19.285	34.766	132.3	12.055	98.3	1:06.106	<b>16</b> - 19.451	33.897	130.8	11.738	100.4	1:05.086
<b>7</b>	19.325	34.044	132.1	11.728	<b>100.7</b>	1:05.097	<b>17</b> - 19.316	33.893	131.0	11.822	98.9	1:05.031
<b>8</b>	<b>19.244</b>	33.874	<b>133.9</b>	11.800	99.4	1:04.918	<b>18</b> - 19.304	33.674	131.3	11.689	100.4	1:04.667
<b>9</b>	19.307	34.034	133.4	11.661	<b>100.7</b>	1:05.002	<b>19</b> - 19.297	33.735	130.8	11.727	100.3	1:04.759
<b>10</b>	21.087	34.747	132.1	11.946	99.7	1:07.780	<b>20</b> - 19.282	<b>33.645</b>	131.0	<b>11.633</b>	<b>100.7</b>	<b>1:04.560</b>
<b>9</b>		<b>Jonathan KENNARD</b>				<b>GBR</b>		<b>Dallara F306 Mugen-Honda</b>		<b>C</b>		
<b>1</b>	X:00.000	38.290	125.2	15.873	97.5	X:00.000	<b>13</b> - 19.442	34.579	131.3	12.032	99.8	1:06.053
<b>2</b>	20.277	36.029	118.7	12.611	99.4	1:08.917	<b>14</b> - 19.457	36.716	131.5	16.351		1:12.524P
<b>3</b>	19.673	34.386	131.5	12.013	99.7	1:06.072	<b>15</b> - 3:40.053	36.140	131.8	12.106	99.2	4:28.299
<b>4</b>	19.407	36.947	122.2	12.265	100.9	1:08.619	<b>16</b> - 19.403	33.985	133.1	11.791	99.5	1:05.179
<b>5</b>	19.284	41.048	132.3	12.034	100.1	1:12.366	<b>17</b> - 19.158	37.523	104.0	12.513	100.1	1:09.194
<b>6</b>	19.431	34.812	124.0	12.782	99.4	1:07.025	<b>18</b> - 19.325	34.668	132.3	11.783	100.0	1:05.776
<b>7</b>	19.506	34.171	133.4	11.911	99.2	1:05.588	<b>19</b> - 19.319	33.808	<b>133.9</b>	11.712	100.9	1:04.839
<b>8</b>	19.445	34.429	132.6	12.459	96.5	1:06.333	<b>20</b> - 19.150	33.617	<b>133.9</b>	11.812	100.3	1:04.579
<b>9</b>	19.617	35.078	109.1	13.015	98.6	1:07.710	<b>21</b> - 19.174	34.034	130.8	12.023	100.0	1:05.231
<b>10</b>	19.621	34.410	132.8	12.089	98.9	1:06.120	<b>22</b> - 19.184	<b>33.373</b>	133.1	<b>11.620</b>	100.9	<b>1:04.177</b>
<b>11</b>	20.201	34.712	132.1	12.344	98.1	1:07.257	<b>23</b> - 19.094	34.097	125.4	12.350	<b>101.2</b>	1:05.541
<b>12</b>	23.717	36.913	130.8	12.064	100.0	1:12.694	<b>24</b> - <b>19.005</b>	33.556	133.1	11.629	100.9	1:04.190
<b>10</b>		<b>Karl REINDLER</b>				<b>AUS</b>		<b>Dallara F306 Mugen-Honda</b>		<b>C</b>		
<b>1</b>	9:59.805	37.900	128.5	12.763	98.5	X:00.000	<b>13</b> - 19.800	34.487	114.9	12.928	100.1	1:07.215
<b>2</b>	20.147	35.200	131.5	14.390	98.6	1:09.737	<b>14</b> - 19.555	34.256	130.8	11.973	99.4	1:05.784
<b>3</b>	19.738	35.987	<b>134.7</b>	13.713	96.4	1:09.438	<b>15</b> - 19.465	33.962	131.8	11.843	100.0	1:05.270
<b>4</b>	19.642	34.191	132.1	12.099	98.2	1:05.932	<b>16</b> - 19.332	34.003	131.3	11.940	100.4	1:05.275
<b>5</b>	19.443	33.895	133.4	12.057	<b>101.0</b>	1:05.395	<b>17</b> - 19.280	33.935	131.8	11.809	100.3	1:05.024
<b>6</b>	<b>19.209</b>	33.687	133.6	11.868	100.1	1:04.764	<b>18</b> - 19.282	33.753	132.6	11.740	100.4	1:04.775
<b>7</b>	19.411	33.883	133.1	11.883	100.3	1:05.177	<b>19</b> - 20.138	35.745	124.0	12.204	100.7	1:08.087
<b>8</b>	19.294	33.913	132.6	11.837	100.9	1:05.044	<b>20</b> - 19.338	33.923	132.3	11.819	100.3	1:05.080
<b>9</b>	19.452	35.551	131.0	13.040	99.5	1:08.043	<b>21</b> - 19.246	<b>33.482</b>	<b>134.7</b>	11.994	98.3	<b>1:04.722</b>
<b>10</b>	19.924	35.220	118.1	16.783		1:11.927P	<b>22</b> - 19.271	33.748	132.1	11.792	100.4	1:04.811
<b>11</b>	4:44.235	36.411	128.8	12.515	99.7	X:00.000	<b>23</b> - 19.300	33.713	132.3	<b>11.734</b>	100.7	1:04.747
<b>12</b>	19.491	34.143	131.3	12.429	95.8	1:06.063						

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 4 (RACE 11) - SECTOR ANALYSIS**  
 (contd.)

<b>11 Keiko IHARA</b>		<b>JPN</b>				<b>Dallara F306 Mugen-Honda</b>				<b>C</b>
1 - 9:49.125	37.685 128.3	13.575 92.4	X:00.000	<b>14 - 19.805</b>	36.069 128.0	18.350	1:14.224P			
2 - 20.419	36.107 130.8	13.248 94.2	1:09.774	<b>15 - 2:26.068</b>	39.038 108.0	13.679 94.2	3:18.785			
3 - 20.148	35.482 130.5	12.941 96.1	1:08.571	<b>16 - 20.481</b>	36.118 129.3	12.596 96.4	1:09.195			
4 - 19.780	34.963 131.3	12.308 96.6	1:07.051	<b>17 - 20.609</b>	35.492 131.0	12.410 96.6	1:08.511			
5 - 19.660	34.437 132.1	12.268 97.1	1:06.365	<b>18 - 19.776</b>	34.531 131.0	12.158 97.5	1:06.465			
6 - 19.780	34.902 131.3	12.403 96.9	1:07.085	<b>19 - 19.573</b>	34.479 131.5	12.457 97.9	1:06.509			
7 - 19.681	34.457 131.5	12.290 96.5	1:06.428	<b>20 - 19.430</b>	34.289 131.8	12.232 97.8	1:05.951			
8 - 19.764	34.704 131.3	12.766 94.6	1:07.234	<b>21 - 19.471</b>	34.613 126.8	12.621 97.1	1:06.705			
9 - 20.087	37.835 128.0	13.877 96.5	1:11.799	<b>22 - 19.450</b>	34.059 132.6	12.154 97.3	<b>1:05.663</b>			
10 - 19.841	36.068 121.7	13.023 97.1	1:08.932	<b>23 - 19.516</b>	<b>34.057</b> 132.1	12.238 <b>98.9</b>	1:05.811			
11 - 19.725	34.582 132.1	12.496 97.2	1:06.803	<b>24 - 20.494</b>	35.307 130.5	12.210 97.6	1:08.011			
12 - 19.736	35.557 131.5	13.250 95.4	1:08.543	<b>25 - 19.456</b>	34.070 <b>132.8</b>	<b>12.147</b> 97.3	1:05.673			
13 - 19.691	35.181 130.3	12.397 96.6	1:07.269							

<b>12 Maro ENGEL</b>		<b>GER</b>				<b>Dallara F306 Mugen-Honda</b>				<b>C</b>
1 - 9:41.996	36.654 128.3	13.074 93.8	X:00.000	<b>14 - 19.303</b>	34.002 132.1	11.755 101.3	1:05.060			
2 - 19.972	35.350 133.4	12.448 99.5	1:07.770	<b>15 - 19.195</b>	33.819 133.4	11.731 100.6	1:04.745			
3 - 19.655	34.700 132.6	11.947 99.7	1:06.302	<b>16 - 19.106</b>	33.827 133.9	11.678 101.6	1:04.611			
4 - 19.360	34.061 132.6	11.752 101.3	1:05.173	<b>17 - 19.257</b>	34.028 133.9	11.785 101.9	1:05.070			
5 - 19.131	33.786 132.1	11.713 101.5	1:04.630	<b>18 - 18.997</b>	33.433 134.2	11.554 101.6	1:03.984			
6 - 19.072	33.780 133.1	11.640 101.8	1:04.492	<b>19 - 18.958</b>	34.115 132.1	11.602 101.2	1:04.675			
7 - 18.983	33.803 133.6	11.582 101.9	1:04.368	<b>20 - 19.000</b>	33.369 134.4	11.547 102.4	1:03.916			
8 - 19.175	33.681 133.6	11.643 100.9	1:04.499	<b>21 - 19.032</b>	33.335 134.2	11.778 100.9	1:04.145			
9 - 19.219	34.219 133.6	11.794 101.5	1:05.232	<b>22 - 19.460</b>	33.704 133.6	11.889 102.1	1:05.053			
10 - 19.186	33.758 134.2	11.669 99.2	1:04.613	<b>23 - 19.067</b>	33.356 133.6	11.592 102.4	1:04.015			
11 - 19.381	33.894 133.6	11.696 100.6	1:04.971	<b>24 - 19.003</b>	<b>33.182 135.0</b>	<b>11.487</b> 102.6	<b>1:03.672</b>			
12 - 19.341	34.039 133.1	16.951	1:10.331P	<b>25 - 18.914</b>	33.272 133.9	11.512 <b>102.7</b>	1:03.698			
13 - 2:44.620	34.856 133.1	11.976 101.3	3:31.452	<b>26 - 18.953</b>	33.254 133.6	11.489 102.4	1:03.696			

<b>14 Charlie HOLLINGS</b>		<b>GBR</b>				<b>Dallara F306 Mercedes HWA</b>				<b>C</b>
1 - 9:55.329	39.157 120.4	13.809 97.2	X:00.000	<b>13 - 19.643</b>	34.536 130.5	11.837 97.9	1:06.016			
2 - 20.029	35.795 130.5	14.570 97.5	1:10.394	<b>14 - 19.619</b>	34.532 130.0	11.903 99.4	1:06.054			
3 - 19.724	37.414 128.5	15.304 77.3	1:12.442	<b>15 - 19.461</b>	35.563 130.5	12.000 99.7	1:07.024			
4 - 23.092	39.009 129.3	12.336 98.3	1:14.437	<b>16 - 19.569</b>	34.718 130.8	11.810 99.2	1:06.097			
5 - 19.847	35.293 131.0	12.012 98.2	1:07.152	<b>17 - 19.612</b>	34.568 131.0	11.966 97.2	1:06.146			
6 - 19.665	35.435 130.3	11.967 98.6	1:07.067	<b>18 - 19.556</b>	36.263 130.5	12.008 99.7	1:07.827			
7 - 19.664	35.168 130.3	11.872 98.6	1:06.704	<b>19 - 19.493</b>	34.854 131.0	11.912 99.5	1:06.259			
8 - 19.564	35.198 127.5	12.019 97.8	1:06.781	<b>20 - 19.700</b>	34.792 130.5	11.963 99.4	1:06.455			
9 - 19.864	35.007 131.3	11.928 98.3	1:06.799	<b>21 - 19.562</b>	36.135 130.8	12.052 99.1	1:07.749			
10 - 19.708	35.025 130.5	12.087 97.9	1:06.820	<b>22 - 19.558</b>	34.835 130.0	11.872 <b>100.1</b>	1:06.265			
11 - 20.032	35.547 130.0	16.388	1:11.967P	<b>23 - 19.437</b>	34.475 <b>131.8</b>	<b>11.799</b> 99.8	<b>1:05.711</b>			
12 - 4:01.203	35.180 129.8	12.113 98.8	4:48.496							

Weather / Track : Cloudy / Dry

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 4 (RACE 11) - SECTOR ANALYSIS**  
 (contd.)

<b>15</b>	<b>James WALKER</b>				<b>GBR</b>	<b>Dallara F306 Mercedes HWA</b>			<b>C</b>		
<b>1</b> - 9:53.825	39.712	110.0	13.991	97.1	X:00.000	<b>15</b> - 19.214	33.651	133.4	11.810	101.2	1:04.675
<b>2</b> - 20.066	35.366	130.3	13.411	99.1	1:08.843	<b>16</b> - 19.180	34.185	132.3	51.402	90.1	1:44.767
<b>3</b> - 19.733	37.210	101.3	13.920	100.4	1:10.863	<b>17</b> - 20.928	34.994	128.8	12.681	101.0	1:08.603
<b>4</b> - 19.421	33.694	132.3	11.890	101.2	1:05.005	<b>18</b> - 19.225	33.625	132.6	11.916	99.8	1:04.766
<b>5</b> - 19.344	34.918	128.5	12.493	101.5	1:06.755	<b>19</b> - 19.326	33.415	133.4	11.824	101.3	1:04.565
<b>6</b> - 19.227	33.274	<b>133.6</b>	12.072	100.0	1:04.573	<b>20</b> - 19.076	33.439	132.3	11.899	101.0	1:04.414
<b>7</b> - 19.210	34.190	131.0	12.232	100.3	1:05.632	<b>21</b> - 19.243	37.057	104.0	12.648	100.6	1:08.948
<b>8</b> - 19.242	33.857	<b>133.6</b>	11.811	101.3	1:04.910	<b>22</b> - 19.188	33.902	131.8	11.742	101.6	1:04.832
<b>9</b> - 20.631	36.148	127.8	12.654	100.4	1:09.433	<b>23</b> - 19.073	33.355	132.6	11.723	101.3	1:04.151
<b>10</b> - 19.542	35.088	102.6	13.257	100.6	1:07.887	<b>24</b> - 19.037	33.108	133.4	11.634	101.5	1:03.779
<b>11</b> - 19.488	35.159	131.3	12.589	100.9	1:07.236	<b>25</b> - <b>19.027</b>	<b>32.875</b>	<b>133.6</b>	11.549	101.8	<b>1:03.451</b>
<b>12</b> - 19.270	34.041	132.1	11.947	100.9	1:05.258	<b>26</b> - 19.046	33.073	133.4	<b>11.535</b>	<b>102.4</b>	1:03.654
<b>13</b> - 19.347	33.981	131.3	11.816	101.5	1:05.144	<b>27</b> - 19.063	33.342	<b>133.6</b>	13.578	101.0	1:05.983
<b>14</b> - 19.289	34.026	133.4	12.464	101.2	1:05.779						

<b>16</b>	<b>Alberto VALERIO</b>				<b>BRA</b>	<b>Dallara F306 Mugen-Honda</b>			<b>C</b>		
<b>1</b> - 9:41.748	40.149	129.0	13.449	96.0	X:00.000	<b>13</b> - 19.412	35.067	<b>133.1</b>	11.927	99.1	1:06.406
<b>2</b> - 20.703	37.808	128.8	12.960	96.9	1:11.471	<b>14</b> - 19.441	34.147	132.3	11.777	101.2	1:05.365
<b>3</b> - 20.201	35.072	131.0	12.356	97.5	1:07.629	<b>15</b> - 19.230	34.452	131.3	11.914	98.8	1:05.596
<b>4</b> - 19.760	35.064	128.5	12.263	99.8	1:07.087	<b>16</b> - 19.406	34.212	131.5	11.751	100.9	1:05.369
<b>5</b> - 19.665	34.496	132.1	11.808	100.7	1:05.969	<b>17</b> - <b>19.199</b>	34.721	132.3	<b>11.663</b>	100.4	1:05.583
<b>6</b> - 19.452	<b>34.082</b>	132.6	12.020	94.6	1:05.554	<b>18</b> - 19.268	34.343	132.3	11.714	100.6	<b>1:05.325</b>
<b>7</b> - 19.871	41.202	71.3	21.949		1:23.022P	<b>19</b> - 24.477	35.042	117.3	16.453		1:15.972P
<b>8</b> - 2:08.028	36.885	128.8	13.048	99.4	2:57.961	<b>20</b> - 2:43.421	34.898	131.0	11.955	101.2	3:30.274
<b>9</b> - 19.949	34.563	131.5	12.099	100.1	1:06.611	<b>21</b> - 19.639	34.760	130.0	12.982	100.4	1:07.381
<b>10</b> - 19.628	34.909	131.0	12.094	98.9	1:06.631	<b>22</b> - 19.593	34.237	132.3	11.762	<b>101.5</b>	1:05.592
<b>11</b> - 19.405	34.807	129.8	12.071	100.9	1:06.283	<b>23</b> - 19.255	34.479	132.3	11.702	<b>101.5</b>	1:05.436
<b>12</b> - 19.639	34.596	131.5	12.010	98.6	1:06.245						

<b>21</b>	<b>Bruno SENNA</b>				<b>BRA</b>	<b>Dallara F306 Mercedes HWA</b>			<b>C</b>		
<b>1</b> - 9:39.436	37.955	119.6	13.417	95.7	X:00.000	<b>13</b> - 19.200	35.879	118.1	13.355	100.1	1:08.434
<b>2</b> - 20.168	35.994	131.0	13.079	98.8	1:09.241	<b>14</b> - 19.342	48.524	122.0	17.917		1:25.783P
<b>3</b> - 19.969	34.415	132.6	12.163	97.6	1:06.547	<b>15</b> - 4:26.212	34.637	132.6	11.838	99.1	X:00.000
<b>4</b> - 19.490	34.228	130.5	11.988	98.2	1:05.706	<b>16</b> - 19.326	37.164	131.0	12.058	99.8	1:08.548
<b>5</b> - 19.456	33.965	132.3	11.937	98.1	1:05.358	<b>17</b> - 19.336	34.425	131.5	11.819	100.7	1:05.580
<b>6</b> - 19.527	34.512	132.6	11.865	100.4	1:05.904	<b>18</b> - 19.230	33.735	132.8	11.613	100.7	1:04.578
<b>7</b> - 19.155	35.608	130.3	11.869	100.0	1:06.632	<b>19</b> - 19.049	<b>33.393</b>	133.4	<b>11.510</b>	101.3	<b>1:03.952</b>
<b>8</b> - 19.329	34.258	133.1	11.781	99.5	1:05.368	<b>20</b> - 19.171	37.367	94.9	13.113	100.7	1:09.651
<b>9</b> - 19.272	33.844	133.6	11.722	100.4	1:04.838	<b>21</b> - 19.155	33.443	133.9	11.647	<b>101.5</b>	1:04.245
<b>10</b> - 24.731	39.667	124.2	12.759	98.9	1:17.157	<b>22</b> - 19.031	33.591	133.1	12.724	101.3	1:05.346
<b>11</b> - 19.426	34.507	132.6	11.857	99.8	1:05.790	<b>23</b> - <b>19.009</b>	33.964	131.3	17.989		1:10.962P
<b>12</b> - 19.330	33.744	<b>134.2</b>	11.776	100.4	1:04.850						

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 4 (RACE 11) - SECTOR ANALYSIS**  
 (contd.)

<b>22</b>	<b>Stephen JELLEY</b>	<b>GBR</b>				Dallara F306 Mercedes HWA			<b>C</b>
<b>1</b> - 9:43.482	36.927 130.3	12.412 98.6	X:00.000	<b>13</b> - 19.214	34.815 132.6	13.500 100.7	1:07.529		
<b>2</b> - 19.952	35.065 132.8	12.754 99.7	1:07.771	<b>14</b> - 19.380	34.264 132.6	11.869 100.0	1:05.513		
<b>3</b> - 20.212	34.925 132.6	14.411 100.3	1:09.548	<b>15</b> - 19.076	35.733 133.4	15.709	1:10.518P		
<b>4</b> - 19.378	34.513 132.3	11.923 100.4	1:05.814	<b>16</b> - 4:06.774	35.663 132.8	12.170 100.4	4:54.607		
<b>5</b> - 19.254	34.116 134.2	11.748 101.2	1:05.118	<b>17</b> - 19.169	33.928 132.6	11.683 101.2	1:04.780		
<b>6</b> - 19.094	34.563 134.4	12.218 99.1	1:05.875	<b>18</b> - 19.017	33.644 134.4	11.626 101.5	1:04.287		
<b>7</b> - 19.522	33.645 135.0	11.752 100.6	1:04.919	<b>19</b> - 18.996	38.981 133.1	11.794 101.8	1:09.771		
<b>8</b> - 19.417	34.975 132.8	12.132 101.5	1:06.524	<b>20</b> - 19.115	<b>33.254</b> 134.7	11.773 98.5	1:04.142		
<b>9</b> - 19.173	33.874 134.7	11.827 101.0	1:04.874	<b>21</b> - 19.144	33.578 <b>135.8</b>	12.227 97.3	1:04.949		
<b>10</b> - 19.403	34.838 123.1	13.596 <b>101.9</b>	1:07.837	<b>22</b> - 19.130	33.309 134.4	11.559 101.2	1:03.998		
<b>11</b> - 19.420	34.230 133.4	11.908 100.1	1:05.558	<b>23</b> - <b>18.936</b>	34.260 133.6	11.753 101.3	1:04.949		
<b>12</b> - 19.331	34.224 133.1	13.352 100.4	1:06.907	<b>24</b> - 19.044	33.392 134.2	<b>11.547</b> 101.3	<b>1:03.983</b>		
<b>26</b>	<b>Mike CONWAY</b>	<b>GBR</b>				Dallara F306 Mercedes HWA			<b>C</b>
<b>1</b> - 9:54.913	38.517 129.5	12.231 98.5	X:00.000	<b>13</b> - 18.881	34.656 130.8	12.857 101.9	1:06.394		
<b>2</b> - 19.725	38.502 129.0	13.372 99.2	1:11.599	<b>14</b> - 18.928	34.727 132.6	16.857	1:10.512P		
<b>3</b> - 19.306	38.404 130.5	14.357 97.1	1:12.067	<b>15</b> - 4:09.436	34.466 131.0	11.593 101.6	4:55.495		
<b>4</b> - 19.196	33.508 133.9	11.611 101.0	1:04.315	<b>16</b> - 18.968	33.683 132.6	11.644 102.4	1:04.295		
<b>5</b> - 19.480	34.549 124.5	12.845 101.9	1:06.874	<b>17</b> - 18.872	33.242 132.8	11.578 99.5	1:03.692		
<b>6</b> - 18.958	33.127 135.0	12.088 99.2	1:04.173	<b>18</b> - 18.901	33.239 134.4	11.918 100.7	1:04.058		
<b>7</b> - 21.132	35.347 115.3	12.197 101.5	1:08.676	<b>19</b> - 21.426	35.386 133.9	11.397 102.1	1:08.209		
<b>8</b> - 19.094	33.154 134.2	11.451 101.9	1:03.699	<b>20</b> - <b>18.820</b>	33.930 133.4	11.483 101.6	1:04.233		
<b>9</b> - 18.964	38.087 105.6	12.806 <b>102.6</b>	1:09.857	<b>21</b> - 18.939	33.208 134.7	11.422 101.0	1:03.569		
<b>10</b> - 19.264	37.379 65.4	19.759 101.0	1:16.402	<b>22</b> - 18.884	<b>32.990</b> <b>136.1</b>	<b>11.331</b> 101.9	<b>1:03.205</b>		
<b>11</b> - 19.083	33.305 133.9	11.556 101.2	1:03.944	<b>23</b> - 19.074	33.062 135.5	12.164 96.4	1:04.300		
<b>12</b> - 18.959	33.631 133.4	11.601 101.8	1:04.191	<b>24</b> - 19.059	34.122 132.1	11.810 101.8	1:04.991		
<b>32</b>	<b>Rodolfo GONZALEZ</b>	<b>VEN</b>				Dallara F304 Mugen-Honda			<b>N</b>
<b>1</b> - X:00.000	36.710 125.4	14.645 94.6	X:00.000	<b>13</b> - 19.559	34.359 130.3	16.423	1:10.341P		
<b>2</b> - 21.576	35.486 126.3	12.629 98.3	1:09.691	<b>14</b> - 2:40.350	37.017 119.1	12.986 98.2	3:30.353		
<b>3</b> - 20.197	34.827 128.3	13.891 99.2	1:08.915	<b>15</b> - 19.603	34.390 129.0	12.200 98.1	1:06.193		
<b>4</b> - 19.800	34.490 129.8	12.001 98.6	1:06.291	<b>16</b> - 19.612	34.201 130.0	11.977 98.2	1:05.790		
<b>5</b> - 19.639	34.376 129.5	11.972 98.8	1:05.987	<b>17</b> - 19.532	33.896 130.0	11.916 98.6	1:05.344		
<b>6</b> - 19.602	34.142 131.0	11.960 99.1	1:05.704	<b>18</b> - 19.753	33.893 130.3	11.834 99.2	1:05.480		
<b>7</b> - 19.781	36.040 123.1	13.387 97.6	1:09.208	<b>19</b> - 19.385	33.967 <b>132.1</b>	11.853 99.1	1:05.205		
<b>8</b> - 19.720	34.356 129.5	12.112 98.9	1:06.188	<b>20</b> - 22.544	37.342 107.8	12.960 99.2	1:12.846		
<b>9</b> - 19.738	34.085 131.3	11.902 99.2	1:05.725	<b>21</b> - 19.375	33.732 130.8	11.802 99.4	1:04.909		
<b>10</b> - 19.612	34.031 131.3	11.920 99.5	1:05.563	<b>22</b> - 19.343	33.768 130.5	11.820 99.1	1:04.931		
<b>11</b> - 19.387	34.541 125.9	13.035 98.2	1:06.963	<b>23</b> - <b>19.286</b>	<b>33.571</b> 131.8	<b>11.709</b> <b>99.8</b>	<b>1:04.566</b>		
<b>12</b> - 19.694	34.729 129.3	12.325 98.5	1:06.748	<b>24</b> - 19.402	33.901 131.5	11.818 98.8	1:05.121		
<b>33</b>	<b>Alexander KHATEEB</b>	<b>GBR</b>				Dallara F304 Mugen-Honda			<b>N</b>
<b>1</b> - X:00.000	37.812 126.1	12.703 96.0	X:00.000	<b>4</b> - 21.297	35.797 <b>130.8</b>	12.848 <b>97.6</b>	1:09.942		
<b>2</b> - 20.448	36.454 125.6	12.661 96.8	1:09.563	<b>5</b> - 20.028	<b>34.849</b> 129.5	<b>12.148</b> 96.9	<b>1:07.025</b>		
<b>3</b> - 20.703	37.776 130.5	12.383 96.5	1:10.862	<b>6</b> - <b>19.954</b>	6:15.787 66.2	24.832	X:00.000P		

Weather / Track : Cloudy / Dry

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 4 (RACE 11) - SECTOR ANALYSIS**  
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<b>34</b>		<b>Ricardo TEIXEIRA</b>				<b>ANG</b>		<b>Dallara F304 Mugen-Honda</b>		<b>N</b>
<b>1</b> - 9:57.742	41.328 112.4	13.715 94.5	X:00.000	<b>12</b> - 20.166	35.475 129.0	12.383 97.3	1:08.024			
<b>2</b> - 20.557	35.348 129.8	12.537 97.5	1:08.442	<b>13</b> - 20.027	34.981 128.5	12.145 97.9	1:07.153			
<b>3</b> - 20.013	36.103 131.3	13.754 94.3	1:09.870	<b>14</b> - 19.845	35.169 129.8	<b>11.984</b> 98.1	1:06.998			
<b>4</b> - 20.249	34.863 132.6	12.501 97.5	1:07.613	<b>15</b> - 19.998	5:34.066 88.8	15.468 93.0	X:00.000			
<b>5</b> - 20.078	35.106 <b>132.8</b>	12.709 95.0	1:07.893	<b>16</b> - 21.892	37.880 123.5	12.980 96.4	1:12.752			
<b>6</b> - 19.830	34.743 130.8	12.082 97.2	1:06.655	<b>17</b> - 20.132	35.622 118.5	13.035 96.1	1:08.789			
<b>7</b> - 19.628	34.407 132.1	11.996 97.9	<b>1:06.031</b>	<b>18</b> - 19.903	35.051 130.0	13.045 96.0	1:07.999			
<b>8</b> - 19.696	46.760 116.5	12.990 95.5	1:19.446	<b>19</b> - 20.237	34.905 131.0	12.859 <b>98.2</b>	1:08.001			
<b>9</b> - 19.943	35.416 130.0	12.321 96.8	1:07.680	<b>20</b> - <b>19.515</b>	34.460 130.8	12.347 94.7	1:06.322			
<b>10</b> - 20.078	35.705 128.5	12.222 97.6	1:08.005	<b>21</b> - 19.632	34.426 130.8	12.042 97.5	1:06.100			
<b>11</b> - 21.122	35.539 129.5	12.284 97.1	1:08.945	<b>22</b> - 19.697	<b>34.341</b> 130.8	12.044 97.1	1:06.082			

<b>35</b>		<b>Martin KUDZAK</b>				<b>SWE</b>		<b>Lola-Dome F106/4 Mugen Honda</b>		<b>N</b>
<b>1</b> - X:00.000	37.863 125.4	13.820 94.3	X:00.000	<b>12</b> - 2:36.138	36.908 128.0	12.796 97.3	3:25.842			
<b>2</b> - 20.477	1:18.829 125.4	16.902	1:56.208P	<b>13</b> - 20.279	36.653 127.3	12.919 99.1	1:09.851			
<b>3</b> - 1:29.903	37.231 126.6	12.752 98.3	2:19.886	<b>14</b> - 20.035	35.658 129.5	12.538 98.2	1:08.231			
<b>4</b> - 20.345	37.800 129.0	12.629 98.1	1:10.774	<b>15</b> - 20.181	35.694 127.8	12.554 98.8	1:08.429			
<b>5</b> - 20.076	36.922 128.3	13.359 97.9	1:10.357	<b>16</b> - 19.869	36.522 <b>131.3</b>	12.270 99.1	1:08.661			
<b>6</b> - 20.068	37.874 129.3	12.724 94.3	1:10.666	<b>17</b> - 19.828	35.846 <b>131.3</b>	<b>12.220</b> <b>99.5</b>	1:07.894			
<b>7</b> - 20.694	36.546 128.8	13.364 96.5	1:10.604	<b>18</b> - 20.018	35.553 129.8	12.335 98.5	1:07.906			
<b>8</b> - 20.106	37.329 123.8	13.074 98.3	1:10.509	<b>19</b> - 20.033	<b>35.162</b> 129.0	12.387 96.9	<b>1:07.582</b>			
<b>9</b> - 20.080	36.098 128.8	13.552 96.9	1:09.730	<b>20</b> - <b>19.799</b>	35.576 129.0	12.244 98.5	1:07.619			
<b>10</b> - 20.478	36.708 128.8	12.912 97.6	1:10.098	<b>21</b> - 19.933	35.454 129.5	12.314 98.8	1:07.701			
<b>11</b> - 20.374	36.029 129.8	16.925	1:13.328P	<b>22</b> - 20.115	35.792 129.3	12.378 98.3	1:08.285			

<b>37</b>		<b>Cristiano MORGADO</b>				<b>RSA</b>		<b>Lola-Dome F106/4 Mugen Honda</b>		<b>N</b>
<b>1</b> - 9:46.386	36.984 128.8	13.080 95.8	X:00.000	<b>13</b> - 19.632	50.584 125.9	16.790	1:27.006P			
<b>2</b> - 20.163	37.315 122.0	13.327 97.3	1:10.805	<b>14</b> - 2:32.992	36.218 110.5	13.245 98.1	3:22.455			
<b>3</b> - 20.164	35.122 131.0	12.334 97.3	1:07.620	<b>15</b> - 19.916	34.895 129.8	12.271 97.8	1:07.082			
<b>4</b> - 19.879	34.795 131.0	12.495 98.3	1:07.169	<b>16</b> - 19.607	34.731 130.3	12.070 98.2	1:06.408			
<b>5</b> - 19.676	34.711 <b>131.3</b>	12.017 98.6	1:06.404	<b>17</b> - 19.755	34.692 130.3	12.578 98.1	1:07.025			
<b>6</b> - 19.555	34.461 130.8	12.130 97.6	1:06.146	<b>18</b> - 19.762	<b>34.233</b> 130.3	12.040 <b>99.1</b>	<b>1:06.035</b>			
<b>7</b> - 20.537	34.797 130.3	12.007 98.3	1:07.341	<b>19</b> - 19.640	34.389 130.8	12.058 98.9	1:06.087			
<b>8</b> - 19.623	34.418 130.8	12.050 98.8	1:06.091	<b>20</b> - 19.553	34.679 127.0	12.858 <b>99.1</b>	1:07.090			
<b>9</b> - 19.855	35.256 129.8	<b>12.000</b> 98.8	1:07.111	<b>21</b> - 19.659	51.461 107.7	21.704	1:32.824P			
<b>10</b> - 19.763	35.663 122.4	12.519 97.8	1:07.945	<b>22</b> - 2:17.149	35.653 129.5	12.385 98.8	3:05.187			
<b>11</b> - 19.835	34.518 131.0	12.101 <b>99.1</b>	1:06.454	<b>23</b> - 19.749	34.718 129.3	12.285 98.3	1:06.752			
<b>12</b> - <b>19.539</b>	34.600 129.3	12.200 98.2	1:06.339							

**Lloyds TSB Insurance British F3 International Series**  
**QUALIFYING - ROUND 4 (RACE 11) - SECTOR ANALYSIS**  
 (contd.)

<b>38</b>		<b>Rodolfo AVILA</b>				<b>MAC</b>				<b>Dallara F304 Mugen-Honda</b>				<b>N</b>
<b>1</b>	X:00.000	38.777	128.8	12.943	94.9	X:00.000	<b>15</b>	- 19.840	34.907	129.5	11.934	98.9	1:06.681	
<b>2</b>	- 20.400	35.946	130.5	12.396	97.8	1:08.742	<b>16</b>	- 19.566	34.481	131.5	11.833	99.4	1:05.880	
<b>3</b>	- 19.842	35.632	132.8	13.216	93.2	1:08.690	<b>17</b>	- 19.439	34.431	130.5	11.954	98.8	1:05.824	
<b>4</b>	- 19.952	35.208	132.6	12.233	95.4	1:07.393	<b>18</b>	- 19.473	34.300	132.1	12.012	97.9	1:05.785	
<b>5</b>	- 19.721	34.375	131.3	11.953	98.3	1:06.049	<b>19</b>	- 20.305	36.681	133.1	12.178	98.5	1:09.164	
<b>6</b>	- 19.508	34.406	130.8	12.001	98.9	1:05.915	<b>20</b>	- 19.491	34.165	131.3	11.877	<b>100.0</b>	1:05.533	
<b>7</b>	- 19.416	34.320	131.8	11.913	99.5	1:05.649	<b>21</b>	- <b>19.263</b>	34.045	131.3	<b>11.768</b>	99.8	<b>1:05.076</b>	
<b>8</b>	- 19.427	34.363	130.8	11.854	99.4	1:05.644	<b>22</b>	- 19.367	34.371	130.8	11.774	99.4	1:05.512	
<b>9</b>	- 19.552	35.110	131.5	12.011	99.2	1:06.673	<b>23</b>	- 19.329	34.227	133.4	12.218	97.3	1:05.774	
<b>10</b>	- 19.652	34.792	131.0	11.860	99.2	1:06.304	<b>24</b>	- 19.390	<b>33.957</b>	132.3	12.450	96.1	1:05.797	
<b>11</b>	- 19.473	34.429	133.6	12.308	97.5	1:06.210	<b>25</b>	- 19.709	34.694	131.3	11.770	98.3	1:06.173	
<b>12</b>	- 23.740	36.970	132.1	12.126	97.3	1:12.836	<b>26</b>	- 19.686	34.239	131.0	13.718	93.5	1:07.643	
<b>13</b>	- 19.509	35.093	130.0	13.712	98.3	1:08.314	<b>27</b>	- 19.604	34.454	131.3	15.126		1:09.184P	
<b>14</b>	- 19.565	34.532	<b>134.4</b>	12.920	94.6	1:07.017								

<b>39</b>		<b>Juho ANNALA</b>				<b>FIN</b>				<b>Dallara F304 Mugen-Honda</b>				<b>N</b>
<b>1</b>	- 9:57.389	39.699	125.9	13.055	94.1	X:00.000	<b>15</b>	- 19.423	34.750	129.8	11.850	98.6	1:06.023	
<b>2</b>	- 20.876	36.412	128.5	13.344	95.8	1:10.632	<b>16</b>	- 19.422	34.739	129.8	11.894	98.8	1:06.055	
<b>3</b>	- 20.026	36.157	130.3	13.399	93.3	1:09.582	<b>17</b>	- 19.452	35.292	127.3	11.900	98.5	1:06.644	
<b>4</b>	- 20.008	35.430	128.5	12.615	96.1	1:08.053	<b>18</b>	- 19.334	34.821	129.0	11.940	97.1	1:06.095	
<b>5</b>	- 20.093	35.136	131.0	12.209	96.0	1:07.438	<b>19</b>	- 19.456	34.743	130.5	11.858	98.3	1:06.057	
<b>6</b>	- 19.662	34.806	130.0	12.041	97.9	1:06.509	<b>20</b>	- 19.412	34.370	129.5	11.823	99.5	1:05.605	
<b>7</b>	- 19.462	34.559	131.3	11.931	98.5	1:05.952	<b>21</b>	- 19.316	34.718	128.5	11.751	99.5	1:05.785	
<b>8</b>	- 19.393	34.502	130.5	11.895	98.6	1:05.790	<b>22</b>	- 19.401	34.428	130.0	11.756	99.2	1:05.585	
<b>9</b>	- 19.511	34.586	131.3	11.814	98.2	1:05.911	<b>23</b>	- 19.358	34.263	129.8	11.691	<b>99.8</b>	1:05.312	
<b>10</b>	- 19.515	34.410	131.0	11.824	97.8	1:05.749	<b>24</b>	- 19.307	34.210	131.3	11.656	98.6	1:05.173	
<b>11</b>	- 19.490	34.314	131.3	11.898	97.6	1:05.702	<b>25</b>	- 19.369	34.124	130.8	11.682	99.2	1:05.175	
<b>12</b>	- 21.688	37.833	129.5	11.935	96.9	1:11.456	<b>26</b>	- <b>19.250</b>	<b>33.954</b>	130.5	<b>11.599</b>	<b>99.8</b>	<b>1:04.803</b>	
<b>13</b>	- 19.454	34.802	122.0	13.822	97.3	1:08.078	<b>27</b>	- 19.259	34.003	131.3	11.626	99.2	1:04.888	
<b>14</b>	- 19.505	35.187	<b>132.6</b>	12.066	97.8	1:06.758								

# Lloyds TSB Insurance British F3 International Series

## QUALIFYING ROUND 4 (RACE 11) - BEST SECTOR TIMES

SECTOR 1				SECTOR 2				SECTOR 3				IDEAL / BEST COMPARISON			
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	26	CONWAY	18.820	15	WALKER	32.875	26	CONWAY	11.331	1	26	CONWAY	1:03.141	1:03.205	0.064
2	12	ENGEL	18.914	2	JARVIS	32.977	4	HALL	11.461	2	15	WALKER	1:03.437	1:03.451	0.014
3	3	BUURMAN	18.923	26	CONWAY	32.990	12	ENGEL	11.487	3	2	JARVIS	1:03.459	1:03.630	0.171
4	22	JELLEY	18.936	1	BAKKERUD	33.149	1	BAKKERUD	11.488	4	12	ENGEL	1:03.583	1:03.672	0.089
5	2	JARVIS	18.956	12	ENGEL	33.182	21	SENNA	11.510	5	1	BAKKERUD	1:03.650	1:03.663	0.013
6	9	KENNARD	19.005	5	DURAN	33.210	5	DURAN	11.513	6	22	JELLEY	1:03.737	1:03.983	0.246
7	21	SENNA	19.009	22	JELLEY	33.254	2	JARVIS	11.526	7	5	DURAN	1:03.748	1:03.933	0.185
8	1	BAKKERUD	19.013	4	HALL	33.292	15	WALKER	11.535	8	4	HALL	1:03.806	1:03.937	0.131
9	5	DURAN	19.025	9	KENNARD	33.373	22	JELLEY	11.547	9	21	SENNA	1:03.912	1:03.952	0.040
10	15	WALKER	19.027	21	SENNA	33.393	3	BUURMAN	11.569	10	3	BUURMAN	1:03.916	1:03.979	0.063
11	4	HALL	19.053	6	JAKES	33.418	6	JAKES	11.594	11	9	KENNARD	1:03.998	1:04.177	0.179
12	6	JAKES	19.059	3	BUURMAN	33.424	39	ANNALA	11.599	12	6	JAKES	1:04.071	1:04.107	0.036
13	16	VALERIO	19.199	10	REINDLER	33.482	9	KENNARD	11.620	13	10	REINDLER	1:04.425	1:04.722	0.297
14	10	REINDLER	19.209	32	GONZALEZ	33.571	7	RETERA	11.633	14	7	RETERA	1:04.522	1:04.560	0.038
15	7	RETERA	19.244	7	RETERA	33.645	16	VALERIO	11.663	15	32	GONZALEZ	1:04.566	1:04.566	0.000
16	39	ANNALA	19.250	39	ANNALA	33.954	32	GONZALEZ	11.709	16	39	ANNALA	1:04.803	1:04.803	0.000
17	38	AVILA	19.263	38	AVILA	33.957	10	REINDLER	11.734	17	16	VALERIO	1:04.944	1:05.325	0.381
18	32	GONZALEZ	19.286	11	IHARA	34.057	38	AVILA	11.768	18	38	AVILA	1:04.988	1:05.076	0.088
19	11	IHARA	19.430	16	VALERIO	34.082	14	HOLLINGS	11.799	19	11	IHARA	1:05.634	1:05.663	0.029
20	14	HOLLINGS	19.437	37	MORGADO	34.233	34	TEIXEIRA	11.984	20	14	HOLLINGS	1:05.711	1:05.711	0.000
21	34	TEIXEIRA	19.515	34	TEIXEIRA	34.341	37	MORGADO	12.000	21	37	MORGADO	1:05.772	1:06.035	0.263
22	37	MORGADO	19.539	14	HOLLINGS	34.475	11	IHARA	12.147	22	34	TEIXEIRA	1:05.840	1:06.031	0.191
23	35	KUDZAK	19.799	33	KHATEEB	34.849	33	KHATEEB	12.148	23	33	KHATEEB	1:06.951	1:07.025	0.074
24	33	KHATEEB	19.954	35	KUDZAK	35.162	35	KUDZAK	12.220	24	35	KUDZAK	1:07.181	1:07.582	0.401
													Perfect Lap	1:03.026	

Donington National  
Circuit Length = 1.9573 miles  
Start: 14:10 End: 14:41

# Lloyds TSB Insurance British F3 International Series

## QUALIFYING ROUND 4 (RACE 11) - SPEED TRAPS

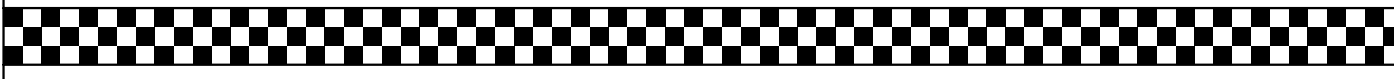
POS	SECTOR 1		SECTOR 2		FINISH LINE			
	NO	NAME	SPEED	NO	NAME	SPEED		
1			1	Christian BAKKERUD	136.1	1	Christian BAKKERUD	103.0
2			26	Mike CONWAY	136.1	12	Maro ENGEL	102.7
3			2	Oliver JARVIS	135.8	26	Mike CONWAY	102.6
4			5	Salvador DURAN	135.8	15	James WALKER	102.4
5			6	James JAKES	135.8	2	Oliver JARVIS	102.2
6			22	Stephen JELLEY	135.8	4	Stuart HALL	102.2
7			3	Yelmer BUURMAN	135.0	5	Salvador DURAN	101.9
8			12	Maro ENGEL	135.0	6	James JAKES	101.9
9			10	Karl REINDLER	134.7	22	Stephen JELLEY	101.9
10			38	Rodolfo AVILA	134.4	3	Yelmer BUURMAN	101.6
11			21	Bruno SENNA	134.2	16	Alberto VALERIO	101.5
12			7	Dennis RETERA	133.9	21	Bruno SENNA	101.5
13			9	Jonathan KENNARD	133.9	9	Jonathan KENNARD	101.2
14			15	James WALKER	133.6	10	Karl REINDLER	101.0
15			4	Stuart HALL	133.4	7	Dennis RETERA	100.7
16			16	Alberto VALERIO	133.1	14	Charlie HOLLINGS	100.1
17			11	Keiko IHARA	132.8	38	Rodolfo AVILA	100.0
18			34	Ricardo TEIXEIRA	132.8	32	Rodolfo GONZALEZ	99.8
19			39	Juho ANNALA	132.6	39	Juho ANNALA	99.8
20			32	Rodolfo GONZALEZ	132.1	35	Martin KUDZAK	99.5
21			14	Charlie HOLLINGS	131.8	37	Cristiano MORGADO	99.1
22			35	Martin KUDZAK	131.3	11	Keiko IHARA	98.9
23			37	Cristiano MORGADO	131.3	34	Ricardo TEIXEIRA	98.2
24			33	Alexander KHATEEB	130.8	33	Alexander KHATEEB	97.6

Donington National  
 Circuit Length = 1.9573 miles  
 Start: 14:10 End: 14:41

# Lloyds TSB Insurance British F3 International Series

## GRID - ROUND 4 (RACE 11)

ROW 10	1:05.663 11 IHARA	1:05.711 14 HOLLINGS
ROW 9	1:05.076 38 AVILA	1:05.325 16 VALERIO
ROW 8	1:04.722 10 REINDLER	1:04.803 39 ANNALA
ROW 7	1:04.560 7 RETERA	1:04.566 32 GONZALEZ
ROW 6	1:04.107 6 JAKES	1:04.177 9 KENNARD
ROW 5	1:03.979 3 BUURMAN	1:03.983 22 JELLEY
ROW 4	1:03.937 4 HALL	1:03.952 21 SENNA
ROW 3	1:03.672 12 ENGEL	1:03.933 5 DURAN
ROW 2	1:03.630 2 JARVIS	1:03.663 1 BAKKERUD
ROW 1	1:03.205 26 CONWAY	1:03.451 15 WALKER
<b>POLE</b>		



Weather / Track : Cloudy / Dry

Donington Park  
Circuit Length = 1.9573 miles.  
Start: 14:10 End: 14:41

Clerk of Course:	Stewards:	Timekeeper:
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# Lloyds TSB Insurance British F3 International Series

## RACE CLASSIFICATION - ROUND 4 (RACE 11)

POS	NO	CL	TEAM / DRIVERS	TYRES	CAR	TIME	LAPS	GAP	MPH	BEST
1	26	C	Mike CONWAY (GBR) Räikkönen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	27:41.989	20		84.72	1:11.081
2	12	C	Maro ENGEL (GER) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	27:43.779	20	1.790	84.63	1:11.349
3	3	C	Yelmer BUURMAN (NED) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	27:45.306	20	3.317	84.55	1:11.498
4	21	C	Bruno SENNA (BRA) Räikkönen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	27:45.660	20	3.671	84.53	1:11.034
5	7	C	Dennis RETERA (NED) T Sport (GBR)	A	Dallara F306 Mugen-Honda	27:56.111	20	14.122	84.01	1:12.572
6	10	C	Karl REINDLER (AUS) Alan Docking Racing (GBR)	A	Dallara F306 Mugen-Honda	28:00.880	20	18.891	83.77	1:12.883
7	32	N	Rodolfo GONZALEZ (VEN) T Sport (GBR)	A	Dallara F304 Mugen-Honda	28:03.378	20	21.389	83.65	1:12.937
8	14	C	Charlie HOLLINGS (GBR) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	28:07.040	20	25.051	83.46	1:12.534
9	6	C	James JAKES (GBR) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	28:08.538	20	26.549	83.39	1:12.161
10	9	C	Jonathan KENNARD (GBR) Alan Docking Racing (GBR)	A	Dallara F306 Mugen-Honda	28:13.448	20	31.459	83.15	1:11.431
11	11	C	Keiko IHARA (JPN) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	28:18.234	20	36.245	82.91	1:14.559
12	35	N	Martin KUDZAK (SWE) Fluid Motorsport (GBR)	A	Lola-Dome F106/4 Mugen-Honda	28:19.819	20	37.830	82.84	1:14.798
13	37	N	Cristiano MORGADO (RSA) Fluid Motorsport (GBR)	A	Lola-Dome F106/4 Mugen-Honda	28:20.724	20	38.735	82.79	1:12.886
14	38	N	Rodolfo AVILA (MAC) Performance Racing Europe (GBR)	A	Dallara F304 Mugen-Honda	28:22.050	19	1 LAP	78.59	1:14.471

### NOT CLASSIFIED

5	C	Salvador DURAN (MEX) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	26:40.645	19	D.N.F.	83.57	1:12.793
34	N	Ricardo TEIXEIRA (ANG) Carlin Motorsport (GBR)	A	Dallara F304 Mugen-Honda	20:47.234	14	D.N.F.	79.00	1:16.699
15	C	James WALKER (GBR) Hitech Racing (GBR)	A	Dallara F306 Mercedes HWA	20:51.264	14	D.N.F.	78.74	1:14.242
16	C	Alberto VALERIO (BRA) Cesário Formula UK (GBR)	A	Dallara F306 Mugen-Honda	21:35.297	14	D.N.F.	76.07	1:14.885
39	N	Juho ANNALA (FIN) Performance Racing Europe (GBR)	A	Dallara F304 Mugen-Honda	19:36.367	13	D.N.F.	77.77	1:17.212
2	C	Oliver JARVIS (GBR) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	10:06.498	8	D.N.F.	92.76	1:14.368
1	C	Christian BAKKERUD (DEN) Carlin Motorsport (GBR)	A	Dallara F306 Mugen-Honda	10:07.352	8	D.N.F.	92.62	1:14.197
33	N	Alexander KHATEEB (LIB) Promatecme F3 (GBR)	A	Dallara F304 Mugen-Honda	5:31.505	4	D.N.F.	84.68	1:18.334
4	C	Stuart HALL (GBR) Fortec Motorsport (GBR)	A	Dallara F306 Mercedes HWA	2:42.009	2	D.N.F.	86.29	1:18.328
22	C	Stephen JELLEY (GBR) Räikkönen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	2:24.040	1	D.N.F.	48.14	

### FASTEST LAP

21	C	Bruno SENNA (BRA) Räikkönen Robertson Racing (GBR)	A	Dallara F306 Mercedes HWA	1:11.034	19	159.64kph	99.19mph
37	N	Cristiano MORGADO (RSA) Fluid Motorsport (GBR)	A	Lola-Dome F106/4 Mugen-Honda	1:12.886	19	155.58kph	96.67mph

Weather / Track : Cloudy / Drying  
 These results are provisional until the conclusion of any judicial and technical matters.

Donington Park  
 Circuit Length = 1.9573 miles.  
 Start: 16:53 End: 17:21

Race Director:	Stewards:	Timekeeper:
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# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - LAP CHART

Lap 1			Lap 2			Lap 3			Lap 4			Lap 5		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
26		1:20.906	26		1:15.935	26		1:15.367	26		1:15.004	26		1:14.919
15	0.396	1:21.302	15	1.276	1:16.815	15	0.927	1:15.018	15	0.701	1:14.778	15	0.827	1:15.045
1	0.960	1:21.866	2	1.708	1:15.971	2	1.516	1:15.175	2	1.292	1:14.780	2	1.152	1:14.779
2	1.672	1:22.578	1	1.763	1:16.738	1	2.745	1:16.349	1	2.579	1:14.838	1	2.103	1:14.443
12	2.332	1:23.238	12	3.290	1:16.893	12	3.505	1:15.582	12	3.475	1:14.974	12	3.138	1:14.582
4	2.775	1:23.681	3	3.755	1:16.547	3	3.980	1:15.592	3	4.043	1:15.067	3	3.643	1:14.519
3	3.143	1:24.049	21	4.487	1:16.709	21	4.453	1:15.333	21	4.664	1:15.215	21	4.499	1:14.754
21	3.713	1:24.619	4	5.168	1:18.328	7	6.836	1:16.080	7	7.664	1:15.832	7	8.437	1:15.692
7	4.319	1:25.225	7	6.123	1:17.739	5	7.495	1:16.425	5	8.215	1:15.724	5	8.849	1:15.553
5	5.132	1:26.038	5	6.437	1:17.240	9	8.721	1:16.213	9	9.414	1:15.697	9	10.083	1:15.588
9	6.267	1:27.173	9	7.875	1:17.543	16	10.038	1:16.888	6	10.212	1:15.152	6	10.432	1:15.139
16	7.151	1:28.057	16	8.517	1:17.301	6	10.064	1:16.367	16	11.061	1:16.027	16	11.465	1:15.323
6	7.824	1:28.730	6	9.064	1:17.175	14	11.975	1:15.951	14	12.880	1:15.909	14	13.664	1:15.703
32	8.282	1:29.188	14	11.391	1:18.366	39	14.673	1:18.000	39	17.359	1:17.690	39	19.652	1:17.212
39	8.470	1:29.376	39	12.040	1:19.505	10	15.633	1:17.930	10	18.014	1:17.385	10	20.334	1:17.239
14	8.960	1:29.866	10	13.070	1:19.391	32	16.097	1:17.999	32	18.590	1:17.497	32	21.160	1:17.489
10	9.614	1:30.520	32	13.465	1:21.118	37	16.983	1:17.566	37	20.192	1:18.213	37	22.276	1:17.003
33	10.621	1:31.527	35	14.242	1:19.418	35	18.747	1:19.872	35	21.514	1:17.771	35	23.915	1:17.320
35	10.759	1:31.665	37	14.784	1:19.314	33	19.014	1:18.334	11	23.440	1:18.527	38	26.186	1:17.632
37	11.405	1:32.311	33	16.047	1:21.361	11	19.917	1:18.813	38	23.473	1:18.226	11	27.080	1:18.559
11	13.305	1:34.211	11	16.471	1:19.101	38	20.251	1:18.843	34	24.370	1:18.495	34	53.478	1:44.027
38	13.609	1:34.515	38	16.775	1:19.101	34	20.879	1:18.650	33	24.293	1:20.283			
34	13.801	1:34.707	34	17.596	1:19.730									
22	1:03.134	2:24.040P												

Weather / Track : Cloudy / Drying

# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - LAP CHART

(contd.)

Lap 6			Lap 7			Lap 8			Lap 9			Lap 10		
No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime	No	Behind	Laptime
26		1:14.595	26		1:14.337	26		1:14.482	26		1:14.119	26		1:58.235
15	0.474	1:14.242	15	0.625	1:14.488	15	0.577	1:14.434	12	4.200	1:15.776	12	0.819	1:54.854
2	0.945	1:14.388	2	1.067	1:14.459	2	0.953	1:14.368	3	4.356	1:15.551	3	1.643	1:55.522
1	1.999	1:14.491	1	1.859	1:14.197	1	1.807	1:14.430	21	4.769	1:15.280	21	2.455	1:55.921
12	3.078	1:14.535	12	2.601	1:13.860	12	2.543	1:14.424	5	10.969	1:14.658	5	4.453	1:51.719
3	3.642	1:14.594	3	3.563	1:14.258	3	2.924	1:13.843	7	12.387	1:14.974	7	5.275	1:51.123
21	4.319	1:14.415	21	4.233	1:14.251	21	3.608	1:13.857	9	13.015	1:14.820	9	6.521	1:51.741
7	9.224	1:15.382	5	10.546	1:15.230	5	10.430	1:14.366	6	13.759	1:15.182	6	7.192	1:51.668
5	9.653	1:15.399	7	10.738	1:15.851	7	11.532	1:15.276	16	14.288	1:15.123	16	7.728	1:51.675
9	10.499	1:15.011	9	11.319	1:15.157	9	12.314	1:15.477	14	20.866	1:17.932	14	8.893	1:46.262
6	11.081	1:15.244	6	11.870	1:15.126	6	12.696	1:15.308	15	23.589	1:37.131P	10	10.265	1:39.938
16	12.161	1:15.291	16	12.881	1:15.057	16	13.284	1:14.885	10	28.562	1:15.487	32	10.720	1:38.582
14	14.942	1:15.873	14	16.386	1:15.781	14	17.053	1:15.149	32	30.373	1:15.985	37	11.268	1:38.595
39	22.779	1:17.722	10	25.660	1:16.907	10	27.194	1:16.016	37	30.908	1:15.873	39	11.709	1:34.386
10	23.090	1:17.351	32	27.092	1:17.806	32	28.507	1:15.897	39	35.558	1:18.865	38	12.242	1:34.297
32	23.623	1:17.058	37	27.413	1:17.404	37	29.154	1:16.223	38	36.180	1:18.649	11	13.806	1:34.542
37	24.346	1:16.665	39	28.046	1:19.604	39	30.812	1:17.248	11	37.499	1:17.415	35	14.448	1:21.318
35	26.009	1:16.689	35	28.718	1:17.046	38	31.650	1:16.097	35	51.365	1:17.583	15	15.806	1:50.452
38	28.349	1:16.758	38	30.035	1:16.023	11	34.203	1:16.590	34	1:07.788	1:19.688	34	27.518	1:17.965
11	29.816	1:17.331	11	32.095	1:16.616	35	47.901	1:33.665						
34	57.420	1:18.537	34	59.782	1:16.699	34	1:02.219	1:16.919						

Weather / Track : Cloudy / Drying

msttiming.com

Page 2 of 4

Donington Park  
Circuit Length = 1.9573 miles.  
Start: 16:53 End: 17:21

Printed - 17:23 Sunday, 21 May 2006

# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - LAP CHART

(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		2:00.363	26		1:59.111	26		2:00.871	26		1:13.677	26		1:12.345
12	0.850	2:00.394	12	0.713	1:58.974	12	0.548	2:00.706	12	0.516	1:13.645	12	0.987	1:12.816
3	2.029	2:00.749	3	1.610	1:58.692	3	0.865	2:00.126	3	1.032	1:13.844	3	1.452	1:12.765
21	2.901	2:00.809	21	2.301	1:58.511	21	1.381	1:59.951	21	1.642	1:13.938	21	1.806	1:12.509
5	3.611	1:59.521	5	2.853	1:58.353	5	1.927	1:59.945	5	2.324	1:14.074	5	3.008	1:13.029
7	4.479	1:59.567	7	3.926	1:58.558	7	2.822	1:59.767	7	4.375	1:15.230	7	5.789	1:13.759
9	4.914	1:58.756	9	4.503	1:58.700	9	3.354	1:59.722	9	5.056	1:15.379	9	6.474	1:13.763
6	6.135	1:59.306	6	5.343	1:58.319	6	3.802	1:59.330	6	5.184	1:15.059	6	6.776	1:13.937
16	6.683	1:59.318	16	5.756	1:58.184	16	4.232	1:59.347	10	7.346	1:15.768	10	9.376	1:14.375
14	7.352	1:58.822	14	6.169	1:57.928	14	4.711	1:59.413	32	8.943	1:15.170	32	10.746	1:14.148
10	8.611	1:58.709	10	7.459	1:57.959	10	5.255	1:58.667	37	9.632	1:15.522	37	11.563	1:14.276
32	9.101	1:58.744	32	7.767	1:57.777	32	7.450	2:00.554	11	12.734	1:18.444	14	15.651	1:13.996
37	9.844	1:58.939	37	8.269	1:57.536	37	7.787	2:00.389	14	14.000	1:22.966	11	16.244	1:15.855
39	10.164	1:58.818	11	9.528	1:56.297	11	7.967	1:59.310	35	14.354	1:19.834	35	17.402	1:15.393
38	10.724	1:58.845	35	9.885	1:56.283	35	8.197	1:59.183	34	15.313	1:19.541	38	1 LAP	1:18.393
11	12.342	1:58.899	15	11.631	1:57.067	15	8.444	1:57.684	38	1 LAP	3:17.249			
35	12.713	1:58.628	34	12.721	1:56.053	34	9.449	1:57.599	15	19.343	1:24.576			
15	13.675	1:58.232	38	14.172	2:02.559P	39	18.123	2:00.937P	16	1:03.376	2:12.821P			
34	15.779	1:48.624	39	18.057	2:07.004									

Weather / Track : Cloudy / Drying

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Donington Park  
Circuit Length = 1.9573 miles.  
Start: 16:53 End: 17:21

Printed - 17:23 Sunday, 21 May 2006

# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - LAP CHART

(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		1:12.128	26		1:11.809	26		1:11.518	26		1:11.081	26		1:11.187
12	1.214	1:12.355	12	1.389	1:11.984	12	1.284	1:11.413	12	1.628	1:11.425	12	1.790	1:11.349
3	1.792	1:12.468	3	1.992	1:12.009	3	2.257	1:11.783	3	2.674	1:11.498	3	3.317	1:11.830
21	2.138	1:12.460	21	2.416	1:12.087	21	3.181	1:12.283	21	3.134	1:11.034	21	3.671	1:11.724
5	3.673	1:12.793	5	5.448	1:13.584	5	7.498	1:13.568	5	9.843	1:13.426	7	14.122	1:13.961
7	7.469	1:13.808	7	8.675	1:13.015	7	9.729	1:12.572	9	10.308	1:11.431	10	18.891	1:13.795
6	7.869	1:13.221	9	9.486	1:13.345	9	9.958	1:11.990	7	11.348	1:12.700	32	21.389	1:14.653
9	7.950	1:13.604	6	10.245	1:14.185	6	10.888	1:12.161	10	16.283	1:12.942	14	25.051	1:15.156
10	11.463	1:14.215	10	13.057	1:13.403	10	14.422	1:12.883	32	17.923	1:12.937	6	26.549	1:13.048
32	12.953	1:14.335	32	14.599	1:13.455	32	16.067	1:12.986	37	19.029	1:12.886	9	31.459	1:32.338
37	13.431	1:13.996	37	15.313	1:13.691	37	17.224	1:13.429	14	21.082	1:13.081	11	36.245	1:18.739
14	16.057	1:12.534	14	17.274	1:13.026	14	19.082	1:13.326	6	24.688	1:24.881	35	37.830	1:15.312
11	19.051	1:14.935	11	22.037	1:14.795	11	25.078	1:14.559	11	28.693	1:14.696	37	38.735	1:30.893
35	20.072	1:14.798	35	24.094	1:15.831	35	28.891	1:16.315	35	33.705	1:15.895	38	1 LAP	1:14.471
38	1 LAP	1:15.414	38	1 LAP	1:14.952	38	1 LAP	1:15.108	38	1 LAP	1:14.918			

Weather / Track : Cloudy / Drying

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Donington Park  
Circuit Length = 1.9573 miles.  
Start: 16:53 End: 17:21

Printed - 17:23 Sunday, 21 May 2006

# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - SECTOR ANALYSIS

<b>1</b>	<b>Christian BAKKERUD</b>				<b>DEN</b>	Dallara F306 Mugen-Honda				<b>C</b>
<b>1</b> - 26.338	41.496 127.3	14.032 91.6	1:21.866	<b>5</b> - 21.533	39.103 128.5	13.807 91.6	1:14.443			
<b>2</b> - <i>21.968</i>	40.369 128.0	14.401 91.8	1:16.738	<b>6</b> - 21.507	39.268 <i>129.5</i>	13.716 92.1	1:14.491			
<b>3</b> - 22.439	39.972 127.5	13.938 90.6	1:16.349	<b>7</b> - 21.413	<i>39.042</i> 129.0	13.742 93.0	<b>1:14.197</b>			
<b>4</b> - 21.657	39.365 128.5	13.816 92.1	1:14.838	<b>8</b> - 21.468	39.158 128.5	<i>13.804 92.8</i>	1:14.430			
<b>2</b>	<b>Oliver JARVIS</b>				<b>GBR</b>	Dallara F306 Mugen-Honda				<b>C</b>
<b>1</b> - 26.624	41.838 127.5	14.116 90.8	1:22.578	<b>5</b> - 21.321	39.212 <i>130.8</i>	14.246 93.0	1:14.779			
<b>2</b> - <i>21.840</i>	39.986 130.5	14.145 88.5	1:15.971	<b>6</b> - 21.432	39.250 130.0	13.706 92.9	1:14.388			
<b>3</b> - 21.931	39.435 128.8	13.809 91.1	1:15.175	<b>7</b> - 21.269	39.377 130.0	13.813 91.1	1:14.459			
<b>4</b> - 21.441	39.456 129.5	13.883 92.4	1:14.780	<b>8</b> - 21.330	<i>39.157 130.8</i>	<i>13.881 93.2</i>	<b>1:14.368</b>			
<b>3</b>	<b>Yelmer BUURMAN</b>				<b>NED</b>	Dallara F306 Mercedes HWA				<b>C</b>
<b>1</b> - 27.727	42.104 126.6	14.218 <i>91.4</i>	1:24.049	<b>11</b> - 36.287	1:02.296 83.8	22.166	2:00.749			
<b>2</b> - <i>22.075</i>	40.509 126.1	13.963 90.6	1:16.547	<b>12</b> - 34.184	1:03.871 86.7	20.637	1:58.692			
<b>3</b> - 22.095	39.684 126.3	13.813 90.5	1:15.592	<b>13</b> - 33.302	1:07.701	19.123 92.4	2:00.126			
<b>4</b> - 21.975	39.313 128.0	13.779 90.6	1:15.067	<b>14</b> - 21.666	38.791 129.5	13.387 93.0	1:13.844			
<b>5</b> - 21.732	39.192 128.0	13.595 91.3	1:14.519	<b>15</b> - 21.328	38.038 <i>130.3</i>	13.399 90.6	1:12.765			
<b>6</b> - 21.607	39.273 129.0	13.714 89.2	1:14.594	<b>16</b> - 21.619	37.449 129.8	13.400 89.8	1:12.468			
<b>7</b> - 21.713	39.018 128.3	13.527 91.1	1:14.258	<b>17</b> - 21.335	37.289 130.0	13.385 90.3	1:12.009			
<b>8</b> - 21.407	38.820 129.0	13.616 92.1	1:13.843	<b>18</b> - 21.330	37.179 129.0	13.274 91.3	1:11.783			
<b>9</b> - 22.663	39.039 129.8	13.849 86.1	1:15.551	<b>19</b> - 21.291	37.009 129.5	13.198 92.6	<b>1:11.498</b>			
<b>10</b> - 30.316	1:04.740 87.9	20.466 65.9	1:55.522	<b>20</b> - 21.206	<i>36.918 130.3</i>	<i>13.706</i> 89.4	1:11.830			
<b>4</b>	<b>Stuart HALL</b>				<b>GBR</b>	Dallara F306 Mercedes HWA				<b>C</b>
<b>1</b> - 27.515	41.946 <i>127.8</i>	<i>14.220 89.9</i>	1:23.681	<b>2</b> - <i>22.050</i>	<i>42.001</i> 127.3	14.277 <i>89.9</i>	<b>1:18.328</b>			
<b>5</b>	<b>Salvador DURAN</b>				<b>MEX</b>	Dallara F306 Mercedes HWA				<b>C</b>
<b>1</b> - 28.320	43.620 127.8	<i>14.098 90.3</i>	1:26.038	<b>11</b> - 35.271	1:02.850	21.400 48.2	1:59.521			
<b>2</b> - <i>22.338</i>	40.796 128.0	14.106 91.1	1:17.240	<b>12</b> -			1:58.353			
<b>3</b> - 22.198	40.274 127.5	13.953 89.5	1:16.425	<b>13</b> -			1:59.945			
<b>4</b> - 21.593	40.239 129.0	13.892 91.5	1:15.724	<b>14</b> -			1:14.074			
<b>5</b> - 22.014	39.638 129.8	13.901 91.0	1:15.553	<b>15</b> -			1:13.029			
<b>6</b> - 21.967	39.618 129.8	13.814 91.6	1:15.399	<b>16</b> -			<b>1:12.793</b>			
<b>7</b> - 21.553	39.843 <i>131.0</i>	13.834 91.9	1:15.230	<b>17</b> -			1:13.584			
<b>8</b> - 21.564	<i>39.156</i> 129.5	13.646 92.1	1:14.366	<b>18</b> -			1:13.568			
<b>9</b> - 21.603	39.299 129.3	13.756 91.9	1:14.658	<b>19</b> -			1:13.426			
<b>10</b> - 25.465	1:04.811 65.4	21.443 53.9	1:51.719							
<b>6</b>	<b>James JAKES</b>				<b>GBR</b>	Dallara F306 Mercedes HWA				<b>C</b>
<b>1</b> - 29.660	44.194 128.0	14.876 90.4	1:28.730	<b>11</b> - 35.659	1:01.881	21.766	1:59.306			
<b>2</b> - <i>21.887</i>	40.708 129.5	14.580 90.6	1:17.175	<b>12</b> - 35.979	1:01.359 66.9	20.981 56.1	1:58.319			
<b>3</b> - 21.811	40.258 129.5	14.298 90.4	1:16.367	<b>13</b> - 34.188	1:06.125	19.017 91.1	1:59.330			
<b>4</b> - 21.668	39.588 129.0	13.896 90.8	1:15.152	<b>14</b> - 21.477	39.475 130.5	14.107 90.5	1:15.059			
<b>5</b> - 21.456	39.739 130.5	13.944 91.4	1:15.139	<b>15</b> - 21.710	38.612 130.0	13.615 92.8	1:13.937			
<b>6</b> - 21.594	39.796 129.8	13.854 91.3	1:15.244	<b>16</b> - 21.444	38.151 130.8	13.626 90.8	1:13.221			
<b>7</b> - 21.651	39.543 129.5	13.932 89.3	1:15.126	<b>17</b> - 21.382	38.374 130.0	14.429 87.9	1:14.185			
<b>8</b> - 21.658	39.726 130.3	13.924 90.0	1:15.308	<b>18</b> - 21.314	37.481 <i>131.0</i>	13.366 90.0	<b>1:12.161</b>			
<b>9</b> - 21.724	39.565 129.8	13.893 90.9	1:15.182	<b>19</b> - 31.310	38.767 129.3	14.804 <i>91.6</i>	1:24.881			
<b>10</b> - 25.169	1:04.885 67.9	21.614	1:51.668	<b>20</b> - 21.617	<i>37.383</i> 130.5	<i>14.048</i> 86.5	1:13.048			

Weather / Track : Cloudy / Drying

# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - SECTOR ANALYSIS

(contd.)

<b>7</b>		<b>Dennis RETERA</b>				<b>NED</b>		<b>Dallara F306 Mugen-Honda</b>		<b>C</b>	
1 -	28.570	42.556	125.9	14.099	<b>90.0</b>	1:25.225	11 -	35.361	1:02.414	21.792	1:59.567
2 -	<b>22.416</b>	41.053	128.0	14.270	89.8	1:17.739	12 -	35.546	1:02.212	20.800 61.1	1:58.558
3 -	22.043	40.259	127.8	13.778	90.8	1:16.080	13 -	33.566	1:07.250 51.9	18.951 88.8	1:59.767
4 -	21.852	40.198	128.5	13.782	91.1	1:15.832	14 -	21.837	39.526 128.0	13.867 91.5	1:15.230
5 -	21.609	40.217	128.0	13.866	90.4	1:15.692	15 -	21.540	38.775 128.3	13.444 92.3	1:13.759
6 -	21.812	39.786	128.0	13.784	91.5	1:15.382	16 -	21.407	38.575 128.0	13.826 87.2	1:13.808
7 -	21.622	40.000	127.8	14.229	93.3	1:15.851	17 -	21.504	38.251 129.0	13.260 93.4	1:13.015
8 -	21.989	39.638	128.8	13.649	91.8	1:15.276	18 -	21.347	37.744 129.8	13.481 90.8	<b>1:12.572</b>
9 -	21.668	39.655	128.5	13.651	90.4	1:14.974	19 -	21.904	<b>37.527 130.0</b>	13.269 91.9	1:12.700
10 -	24.776	1:04.567	69.1	21.780	49.1	1:51.123	20 -	22.476	38.014 129.5	<b>13.477</b> 89.7	1:13.961
<b>9</b>		<b>Jonathan KENNARD</b>				<b>GBR</b>		<b>Dallara F306 Mugen-Honda</b>		<b>C</b>	
1 -	29.003	43.657	127.8	14.513	<b>89.8</b>	1:27.173	11 -	34.742	1:02.807	21.207	1:58.756
2 -	<b>21.930</b>	41.134	129.0	14.479	89.2	1:17.543	12 -	36.224	1:01.704 64.1	20.772 58.2	1:58.700
3 -	21.926	40.313	128.8	13.974	89.1	1:16.213	13 -	34.218	1:06.519	18.985 91.1	1:59.722
4 -	21.883	39.791	129.8	14.023	88.6	1:15.697	14 -	21.582	39.464 130.5	14.333 <b>89.8</b>	1:15.379
5 -	21.685	39.788	130.0	14.115	89.9	1:15.588	15 -	21.490	38.665 130.0	13.608 91.8	1:13.763
6 -	21.567	39.611	130.0	13.833	90.6	1:15.011	16 -	21.184	38.324 130.3	14.096 84.7	1:13.604
7 -	21.484	39.676	129.3	13.997	90.1	1:15.157	17 -	21.579	38.347 131.3	13.419 90.1	1:13.345
8 -	21.629	39.880	130.5	13.968	89.4	1:15.477	18 -	21.210	37.244 <b>133.1</b>	13.536 91.4	1:11.990
9 -	21.400	39.513	130.5	13.907	90.4	1:14.820	19 -	21.412	<b>36.838</b> 130.3	<b>13.181</b> 89.4	<b>1:11.431</b>
10 -	25.021	1:05.094	69.6	21.626	46.3	1:51.741	20 -	42.006	36.891 130.5	13.441 89.4	1:32.338
<b>10</b>		<b>Karl REINDLER</b>				<b>AUS</b>		<b>Dallara F306 Mugen-Honda</b>		<b>C</b>	
1 -	31.046	44.346	127.5	15.128	90.9	1:30.520	11 -	35.753	1:01.327	21.629	1:58.709
2 -	<b>22.671</b>	42.000	127.8	14.720	91.6	1:19.391	12 -	36.273	1:01.244 77.4	20.442	1:57.959
3 -	22.278	41.221	127.8	14.431	91.1	1:17.930	13 -	34.923	1:05.376	18.368 91.0	1:58.667
4 -	22.225	41.032	129.0	14.128	91.9	1:17.385	14 -	22.246	39.625 129.3	13.897 92.6	1:15.768
5 -	22.027	41.074	128.0	14.138	91.4	1:17.239	15 -	21.713	39.073 129.8	13.589 90.5	1:14.375
6 -	22.139	40.881	129.3	14.331	91.1	1:17.351	16 -	21.855	38.891 128.8	13.469 92.6	1:14.215
7 -	22.219	40.706	128.0	13.982	92.6	1:16.907	17 -	21.526	38.447 129.3	13.430 92.1	1:13.403
8 -	21.786	40.249	128.3	13.981	92.6	1:16.016	18 -	21.487	38.020 129.5	13.376 93.4	<b>1:12.883</b>
9 -	21.697	39.899	129.5	13.891	93.2	1:15.487	19 -	21.595	<b>38.018</b> 129.8	13.329 92.9	1:12.942
10 -	22.459	55.678	60.3	21.801		1:39.938	20 -	22.465	38.020 <b>130.3</b>	<b>13.310</b> 93.0	1:13.795
<b>11</b>		<b>Keiko IHARA</b>				<b>JPN</b>		<b>Dallara F306 Mugen-Honda</b>		<b>C</b>	
1 -	31.312	46.612	125.9	16.287	87.8	1:34.211	11 -	36.694	59.159	23.046	1:58.899
2 -	<b>22.912</b>	41.367	128.0	14.822	87.2	1:19.101	12 -	36.672	59.881 73.8	19.744 55.5	1:56.297
3 -	22.952	41.524	128.0	14.337	89.9	1:18.813	13 -	35.716	1:04.929 51.7	18.665 91.1	1:59.310
4 -	22.344	41.009	128.3	15.174	61.5	1:18.527	14 -	22.611	40.597 <b>129.8</b>	15.236 90.0	1:18.444
5 -	23.747	40.627	127.8	14.185	87.0	1:18.559	15 -	21.625	39.977 121.1	14.253 89.8	1:15.855
6 -	22.309	40.602	128.3	14.420	89.7	1:17.331	16 -	21.822	39.080 129.5	14.033 90.3	1:14.935
7 -	22.173	40.268	128.5	14.175	89.4	1:16.616	17 -	21.899	39.062 129.3	13.834 90.0	1:14.795
8 -	21.970	40.081	128.3	14.539	88.7	1:16.590	18 -	21.726	<b>38.893</b> 129.5	13.940 <b>90.8</b>	<b>1:14.559</b>
9 -	21.937	40.338	128.8	15.140	77.0	1:17.415	19 -	21.832	39.000 129.0	<b>13.864</b> <b>90.8</b>	1:14.696
10 -	23.635	48.715	65.8	22.192		1:34.542	20 -	24.470	39.401 129.0	14.868 83.9	1:18.739

Weather / Track : Cloudy / Drying

# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - SECTOR ANALYSIS

(contd.)

<b>12</b>	<b>Maro ENGEL</b>				<b>GER</b>	Dallara F306 Mugen-Honda				<b>C</b>			
1 -	26.982	42.078	126.8	14.178	89.1	1:23.238	11 -	36.605	1:01.535	67.1	22.254	47.3	2:00.394
2 -	<b>22.199</b>	40.598	127.5	14.096	91.3	1:16.893	12 -	34.450	1:02.958	83.6	21.566	65.2	1:58.974
3 -	22.033	39.565	128.5	13.984	91.1	1:15.582	13 -	33.217	1:07.986		19.503	91.6	2:00.706
4 -	21.879	39.278	130.3	13.817	91.5	1:14.974	14 -	21.602	38.455	130.8	13.588	93.5	1:13.645
5 -	21.595	39.143	130.8	13.844	91.4	1:14.582	15 -	21.505	37.961	130.5	13.350	<b>92.5</b>	1:12.816
6 -	21.507	39.320	131.0	13.708	91.6	1:14.535	16 -	21.548	37.489	130.5	13.318	91.9	1:12.355
7 -	21.394	38.810	130.8	13.656	91.8	1:13.860	17 -	21.398	37.475	130.5	13.111	<b>92.5</b>	1:11.984
8 -	21.524	39.106	130.0	13.794	92.4	1:14.424	18 -	21.163	37.025	130.8	13.225	92.4	1:11.413
9 -	22.575	39.115	130.3	14.086	88.3	1:15.776	19 -	21.383	<b>36.839</b>	<b>131.5</b>	13.203	92.1	1:11.425
10 -	29.640	1:04.340	86.5	20.874	55.7	1:54.854	20 -	21.345	36.891	<b>131.5</b>	<b>13.113</b>	<b>92.5</b>	<b>1:11.349</b>
<b>14</b>	<b>Charlie HOLLINGS</b>				<b>GBR</b>	Dallara F306 Mercedes HWA				<b>C</b>			
1 -	31.537	43.622	127.0	<b>14.707</b>	<b>89.5</b>	1:29.866	11 -	36.052	1:01.404		21.366		1:58.822
2 -	<b>22.745</b>	41.314	127.5	14.307	90.4	1:18.366	12 -	36.472	1:01.415	69.8	20.041	54.5	1:57.928
3 -	21.708	40.350	127.5	13.893	91.3	1:15.951	13 -	35.158	1:05.622		18.633	<b>89.5</b>	1:59.413
4 -	21.750	40.356	127.8	13.803	91.1	1:15.909	14 -	21.780	38.930	<b>129.8</b>	22.256	87.3	1:22.966
5 -	21.680	40.181	128.0	13.842	90.9	1:15.703	15 -	21.592	38.664	126.6	13.740	91.4	1:13.996
6 -	21.729	40.369	127.3	13.775	90.8	1:15.873	16 -	21.339	<b>37.992</b>	127.8	13.203	92.3	<b>1:12.534</b>
7 -	21.519	40.407	127.3	13.855	91.0	1:15.781	17 -	21.488	38.214	127.8	13.324	91.4	1:13.026
8 -	21.744	39.760	127.8	13.645	91.4	1:15.149	18 -	21.490	38.368	128.0	13.468	91.8	1:13.326
9 -	21.435	39.943	128.3	16.554	79.1	1:17.932	19 -	21.572	38.151	127.8	13.358	90.3	1:13.081
10 -	23.005	1:01.856	68.9	21.401		1:46.262	20 -	21.586	38.221	127.5	15.349	81.1	1:15.156
<b>15</b>	<b>James WALKER</b>				<b>GBR</b>	Dallara F306 Mercedes HWA				<b>C</b>			
1 -	26.044	41.081	127.8	<b>14.177</b>	<b>91.8</b>	1:21.302	8 -	21.324	39.281	129.5	13.829	92.9	1:14.434
2 -	<b>21.874</b>	40.049	129.0	14.892	88.8	1:16.815	9 -	34.116	42.232	115.7	20.783		1:37.131P
3 -	21.829	39.276	127.8	13.913	91.6	1:15.018	10 -	52.235	39.742	123.5	18.475		1:50.452
4 -	21.470	39.471	129.8	13.837	93.2	1:14.778	11 -	36.709	58.495		23.028		1:58.232
5 -	21.385	39.553	129.0	14.107	92.3	1:15.045	12 -	37.237	59.724		20.106		1:57.067
6 -	21.304	<b>39.213</b>	129.5	13.725	92.0	<b>1:14.242</b>	13 -	35.143	1:04.518		18.023	93.8	1:57.684
7 -	21.323	39.398	129.5	13.767	92.6	1:14.488	14 -	22.396	40.448	<b>131.5</b>	21.732		1:24.576
<b>16</b>	<b>Alberto VALERIO</b>				<b>BRA</b>	Dallara F306 Mugen-Honda				<b>C</b>			
1 -	30.246	43.413	127.5	<b>14.398</b>	<b>89.3</b>	1:28.057	8 -	21.757	<b>39.393</b>	<b>129.3</b>	13.735	87.9	<b>1:14.885</b>
2 -	<b>22.004</b>	40.969	127.8	14.328	87.7	1:17.301	9 -	21.766	39.798	129.0	13.559	91.8	1:15.123
3 -	22.086	40.113	128.8	14.689	87.6	1:16.888	10 -	25.380	1:05.191	67.4	21.104		1:51.675
4 -	22.400	39.781	<b>129.3</b>	13.846	90.4	1:16.027	11 -	35.749	1:01.966		21.603		1:59.318
5 -	21.731	39.581	128.8	14.011	89.1	1:15.323	12 -	36.221	1:01.130	62.8	20.833	54.5	1:58.184
6 -	21.991	39.496	<b>129.3</b>	13.804	90.0	1:15.291	13 -	34.697	1:05.661		18.989	89.4	1:59.347
7 -	21.819	39.407	128.3	13.831	89.9	1:15.057	14 -	21.525	39.428	<b>129.3</b>	1:11.868		2:12.821P

Weather / Track : Cloudy / Drying

# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - SECTOR ANALYSIS

(contd.)

<b>21</b>	<b>Bruno SENNA</b>				<b>BRA</b>	Dallara F306 Mercedes HWA				<b>C</b>			
1 -	27.958	42.192	128.8	14.469	97.4	1:24.619	11 -	36.316	1:02.572	71.8	21.921	2:00.809	
2 -	<b>22.404</b>	40.285	128.8	14.020	91.1	1:16.709	12 -	34.232	1:03.815	73.8	20.464	55.8	1:58.511
3 -	21.969	39.323	130.0	14.041	89.1	1:15.333	13 -	33.600	1:07.361		18.990	91.1	1:59.951
4 -	22.059	39.519	129.8	13.637	92.8	1:15.215	14 -	21.621	38.657	131.0	13.660	93.3	1:13.938
5 -	21.628	39.139	130.3	13.987	91.6	1:14.754	15 -	21.287	37.791	131.3	13.431	93.5	1:12.509
6 -	21.778	39.033	130.0	13.604	92.6	1:14.415	16 -	21.705	37.362	130.8	13.393	93.0	1:12.460
7 -	21.755	38.908	130.0	13.588	97.4	1:14.251	17 -	21.363	37.314	130.0	13.410	89.8	1:12.087
8 -	21.659	38.688	130.3	13.510	92.3	1:13.857	18 -	21.308	37.150	131.3	13.825	90.6	1:12.283
9 -	22.590	38.854	130.5	13.836	84.8	1:15.280	19 -	21.157	<b>36.662</b>	130.8	13.215	93.5	<b>1:11.034</b>
10 -	30.642	1:05.029	71.1	20.250	66.1	1:55.921	20 -	21.126	36.700	<b>133.6</b>	<b>13.898</b>	90.6	1:11.724
<b>22</b>	<b>Stephen JELLEY</b>				<b>GBR</b>	Dallara F306 Mercedes HWA				<b>C</b>			
1 -	55.137	<b>1:06.029</b>	<b>83.1</b>	<b>22.874</b>		2:24.040P							
<b>26</b>	<b>Mike CONWAY</b>				<b>GBR</b>	Dallara F306 Mercedes HWA				<b>C</b>			
1 -	25.835	40.898	128.5	14.173	91.6	1:20.906	11 -	36.550	1:01.686	76.0	22.127	49.1	2:00.363
2 -	<b>21.687</b>	40.239	127.5	14.009	91.3	1:15.935	12 -	34.871	1:02.591	80.7	21.649	76.3	1:59.111
3 -	21.606	39.790	128.5	13.971	90.9	1:15.367	13 -	33.246	1:08.168		19.457	91.1	2:00.871
4 -	21.536	39.762	129.0	13.706	<b>92.4</b>	1:15.004	14 -	21.567	38.632	129.8	13.478	92.1	1:13.677
5 -	21.399	39.735	128.8	13.785	92.0	1:14.919	15 -	21.270	37.582	130.3	13.493	92.6	1:12.345
6 -	21.325	39.519	129.5	13.751	91.8	1:14.595	16 -	21.522	37.317	129.8	13.289	92.6	1:12.128
7 -	21.295	39.281	129.0	13.761	91.9	1:14.337	17 -	21.164	37.277	130.0	13.368	91.8	1:11.809
8 -	21.318	39.441	129.0	13.723	92.1	1:14.482	18 -	21.330	36.992	130.5	13.196	93.2	1:11.518
9 -	21.241	39.272	129.5	13.606	92.1	1:14.119	19 -	21.132	<b>36.700</b>	129.5	13.249	91.9	<b>1:11.081</b>
10 -	32.877	1:04.206		21.152	50.0	1:58.235	20 -	21.281	36.741	<b>131.0</b>	<b>13.165</b>	<b>92.4</b>	1:11.187
<b>32</b>	<b>Rodolfo GONZALEZ</b>				<b>VEN</b>	Dallara F304 Mugen-Honda				<b>N</b>			
1 -	29.384	44.095	122.4	15.709	81.1	1:29.188	11 -	36.204	1:00.708		21.832		1:58.744
2 -	<b>24.315</b>	42.182	123.8	14.621	89.4	1:21.118	12 -	36.502	1:01.299	85.2	19.976	49.4	1:57.777
3 -	22.582	41.006	124.9	14.411	89.3	1:17.999	13 -	35.152	1:05.815	52.6	19.587	89.5	2:00.554
4 -	22.319	41.061	125.4	14.117	90.6	1:17.497	14 -	21.824	39.687	126.6	13.659	89.5	1:15.170
5 -	22.743	40.544	125.6	14.202	89.3	1:17.489	15 -	21.793	38.725	126.1	13.630	90.8	1:14.148
6 -	22.269	40.515	125.6	14.274	89.5	1:17.058	16 -	21.943	38.754	126.6	13.638	91.0	1:14.335
7 -	22.172	41.415	126.1	14.219	89.3	1:17.806	17 -	21.652	38.261	127.0	13.542	89.2	1:13.455
8 -	21.929	39.925	125.6	14.043	90.4	1:15.897	18 -	21.680	37.925	126.1	13.381	91.5	1:12.986
9 -	22.057	39.743	126.3	14.185	89.8	1:15.985	19 -	21.665	<b>37.836</b>	<b>127.3</b>	13.436	91.3	<b>1:12.937</b>
10 -	21.918	55.010	60.7	21.654		1:38.582	20 -	21.917	38.005	126.6	<b>14.731</b>	<b>86.4</b>	1:14.653
<b>33</b>	<b>Alexander KHATEEB</b>				<b>GBR</b>	Dallara F304 Mugen-Honda				<b>N</b>			
1 -	31.716	44.045	<b>125.9</b>	<b>15.766</b>	<b>83.6</b>	1:31.527	3 -	22.835	41.226	<b>125.9</b>	14.273	84.6	<b>1:18.334</b>
2 -	<b>23.406</b>	43.084	<b>125.9</b>	14.871	83.3	1:21.361	4 -	22.818	<b>41.203</b>	<b>125.9</b>	16.262		1:20.283
<b>34</b>	<b>Ricardo TEIXEIRA</b>				<b>ANG</b>	Dallara F304 Mugen-Honda				<b>N</b>			
1 -	33.617	45.125	126.3	15.965	86.9	1:34.707	8 -	22.179	40.615	126.6	14.125	89.3	1:16.919
2 -	<b>23.501</b>	41.502	127.0	14.727	83.9	1:19.730	9 -	23.139	42.045	125.2	14.504	90.3	1:19.688
3 -	23.172	40.960	127.3	14.518	90.0	1:18.650	10 -	22.747	40.839	126.8	14.379	79.7	1:17.965
4 -	22.648	41.113	<b>127.5</b>	14.734	81.2	1:18.495	11 -	27.237	56.813		24.574		1:48.624
5 -	23.180	1:05.454	101.0	15.393	89.2	1:44.027	12 -	36.063	59.321		20.669		1:56.053
6 -	22.164	41.836	125.4	14.537	<b>90.6</b>	1:18.537	13 -	35.201	1:03.896		18.502	87.2	1:57.599
7 -	21.950	<b>40.542</b>	126.3	<b>14.207</b>	90.4	<b>1:16.699</b>	14 -	22.234	40.980	125.9	16.327	82.5	1:19.541

Weather / Track : Cloudy / Drying

# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - SECTOR ANALYSIS

(contd.)

<b>35</b>	<b>Martin KUDZAK</b>				<b>SWE</b>	Lola-Dome F106/4 Mugen Honda				<b>N</b>			
1 -	32.511	43.693	125.6	15.461	82.7	1:31.665	11 -	36.842	58.701	23.085	1:58.628		
2 -	<b>22.879</b>	41.420	127.5	15.119	84.3	1:19.418	12 -	36.883	59.880	71.3	19.520	1:56.283	
3 -	22.426	42.781	126.6	14.665	86.1	1:19.872	13 -	35.839	1:05.063	18.281	90.9	1:59.183	
4 -	22.537	40.927	126.8	14.307	90.1	1:17.771	14 -	22.958	40.606	127.5	16.270	82.4	1:19.834
5 -	22.394	40.444	127.8	14.482	88.7	1:17.320	15 -	22.232	39.382	126.8	13.779	90.5	1:15.393
6 -	22.158	40.269	<b>128.0</b>	14.262	88.6	1:16.689	16 -	21.838	<b>39.093</b>	127.3	13.867	90.3	<b>1:14.798</b>
7 -	22.253	40.254	127.5	14.539	87.4	1:17.046	17 -	22.040	39.625	127.0	14.166	85.9	1:15.831
8 -	22.502	56.616	126.3	14.547	88.7	1:33.665	18 -	22.157	40.095	126.8	14.063	88.6	1:16.315
9 -	22.554	40.808	126.3	14.221	89.5	1:17.583	19 -	22.535	39.591	127.3	<b>13.769</b>	<b>91.3</b>	1:15.895
10 -	22.326	41.046	126.6	17.946		1:21.318	20 -	21.900	39.536	127.3	13.876	90.4	1:15.312
<b>37</b>	<b>Cristiano MORGADO</b>				<b>RSA</b>	Lola-Dome F106/4 Mugen Honda				<b>N</b>			
1 -	32.013	45.438	125.6	<b>14.860</b>	<b>89.1</b>	1:32.311	11 -	36.716	1:00.230	21.993			1:58.939
2 -	<b>23.093</b>	41.954	126.1	14.267	90.3	1:19.314	12 -	36.445	1:01.559	79.0	19.532		1:57.536
3 -	22.679	40.840	126.3	14.047	90.6	1:17.566	13 -	35.270	1:05.679	19.440	<b>89.1</b>		2:00.389
4 -	22.299	40.911	126.3	15.003	88.6	1:18.213	14 -	22.246	39.451	128.0	13.825	91.6	1:15.522
5 -	22.434	40.577	125.9	13.992	91.8	1:17.003	15 -	21.723	38.650	127.3	13.903	89.2	1:14.276
6 -	22.120	40.532	127.3	14.013	90.4	1:16.665	16 -	21.984	38.349	127.8	13.663	91.6	1:13.996
7 -	22.110	41.264	127.0	14.030	91.8	1:17.404	17 -	21.886	37.967	128.3	13.838	91.4	1:13.691
8 -	22.216	40.104	127.3	13.903	91.6	1:16.223	18 -	21.862	37.891	127.8	13.676	92.6	1:13.429
9 -	21.922	40.018	127.8	13.933	92.1	1:15.873	19 -	21.721	37.700	128.0	13.465	92.5	<b>1:12.886</b>
10 -	22.593	54.519	63.9	21.483		1:38.595	20 -	21.560	<b>37.387</b>	<b>129.5</b>	31.946	76.5	1:30.893
<b>38</b>	<b>Rodolfo AVILA</b>				<b>MAC</b>	Dallara F304 Mugen-Honda				<b>N</b>			
1 -	32.669	45.696	124.2	16.150	84.4	1:34.515	11 -	37.136	59.512	22.197			1:58.845
2 -	<b>23.274</b>	41.351	124.9	14.476	89.1	1:19.101	12 -	36.773	1:06.276	110.1	19.510		2:02.559P
3 -	23.227	41.313	125.2	14.303	90.0	1:18.843	13 -	2:21.880	40.651	127.5	14.718	86.9	3:17.249
4 -	22.901	40.741	126.1	14.584	82.6	1:18.226	14 -	23.800	40.349	126.1	14.244	90.0	1:18.393
5 -	23.447	40.138	126.1	14.047	90.1	1:17.632	15 -	21.797	39.710	126.8	13.907	90.3	1:15.414
6 -	22.273	40.197	126.8	14.288	90.0	1:16.758	16 -	21.822	39.242	127.0	13.888	90.3	1:14.952
7 -	21.923	40.140	126.3	13.960	90.4	1:16.023	17 -	21.887	39.305	127.3	13.916	88.8	1:15.108
8 -	21.945	40.205	127.0	13.947	90.9	1:16.097	18 -	22.050	38.976	127.8	13.892	<b>89.3</b>	1:14.918
9 -	22.071	40.585	<b>128.8</b>	15.993	65.3	1:18.649	19 -	21.808	<b>38.785</b>	128.5	<b>13.878</b>	88.4	<b>1:14.471</b>
10 -	23.892	48.930	64.2	21.475		1:34.297							
<b>39</b>	<b>Juho ANNALA</b>				<b>FIN</b>	Dallara F304 Mugen-Honda				<b>N</b>			
1 -	30.373	43.922	125.9	<b>15.081</b>	<b>86.8</b>	1:29.376	8 -	22.203	40.921	<b>126.1</b>	14.124	87.9	1:17.248
2 -	<b>22.962</b>	41.311	125.2	15.232	86.5	1:19.505	9 -	22.156	41.197	125.9	15.512	80.2	1:18.865
3 -	22.540	41.274	125.2	14.186	88.0	1:18.000	10 -	23.270	49.679	63.6	21.437		1:34.386
4 -	22.326	41.227	<b>126.1</b>	14.137	88.0	1:17.690	11 -	36.794	1:00.020		22.004		1:58.818
5 -	22.213	<b>40.844</b>	125.9	14.155	89.3	<b>1:17.212</b>	12 -	36.648	1:14.213	123.3	16.143	78.0	2:07.004
6 -	22.515	40.890	125.9	14.317	88.1	1:17.722	13 -	31.057	1:03.253	56.2	26.627		2:00.937P
7 -	22.218	43.137	125.4	14.249	90.3	1:19.604							

Weather / Track : Cloudy / Drying

msttiming.com

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Donington Park  
Circuit Length = 1.9573 miles.  
Start: 16:53 End: 17:21

Printed - 17:24 Sunday, 21 May 2006

# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - BEST SECTOR TIMES

SECTOR 1				SECTOR 2				SECTOR 3				IDEAL / BEST COMPARISON			
POS	NO	NAME	TIME	NO	NAME	TIME	NO	NAME	TIME	POS	NO	NAME	IDEAL	BEST	DIFF
1	21	SENNA	21.126	21	SENNA	36.662	12	ENGEL	13.111	1	26	CONWAY	1:10.997	1:11.081	0.084
2	26	CONWAY	21.132	26	CONWAY	36.700	26	CONWAY	13.165	2	21	SENNA	1:11.003	1:11.034	0.031
3	12	ENGEL	21.163	9	KENNARD	36.838	9	KENNARD	13.181	3	12	ENGEL	1:11.113	1:11.349	0.236
4	9	KENNARD	21.184	12	ENGEL	36.839	3	BUURMAN	13.198	4	9	KENNARD	1:11.203	1:11.431	0.228
5	3	BUURMAN	21.206	3	BUURMAN	36.918	14	HOLLINGS	13.203	5	3	BUURMAN	1:11.322	1:11.498	0.176
6	2	JARVIS	21.269	6	JAKES	37.383	21	SENNA	13.215	6	6	JAKES	1:12.063	1:12.161	0.098
7	15	WALKER	21.304	37	MORGADO	37.387	7	RETERA	13.260	7	7	RETERA	1:12.134	1:12.572	0.438
8	6	JAKES	21.314	7	RETERA	37.527	10	REINDLER	13.310	8	37	MORGADO	1:12.412	1:12.886	0.474
9	14	HOLLINGS	21.339	32	GONZALEZ	37.836	6	JAKES	13.366	9	14	HOLLINGS	1:12.534	1:12.534	0.000
10	7	RETERA	21.347	14	HOLLINGS	37.992	32	GONZALEZ	13.381	10	10	REINDLER	1:12.815	1:12.883	0.068
11	1	BAKKERUD	21.413	10	REINDLER	38.018	37	MORGADO	13.465	11	32	GONZALEZ	1:12.869	1:12.937	0.068
12	10	REINDLER	21.487	38	AVILA	38.785	16	VALERIO	13.559	12	2	JARVIS	1:14.132	1:14.368	0.236
13	16	VALERIO	21.525	11	IHARA	38.893	5	DURAN	13.646	13	1	BAKKERUD	1:14.171	1:14.197	0.026
14	5	DURAN	21.553	1	BAKKERUD	39.042	2	JARVIS	13.706	14	15	WALKER	1:14.242	1:14.242	0.000
15	37	MORGADO	21.560	35	KUDZAK	39.093	1	BAKKERUD	13.716	15	11	IHARA	1:14.352	1:14.559	0.207
16	11	IHARA	21.625	5	DURAN	39.156	15	WALKER	13.725	16	5	DURAN	1:14.355	1:12.793	1.562
17	32	GONZALEZ	21.652	2	JARVIS	39.157	35	KUDZAK	13.769	17	38	AVILA	1:14.460	1:14.471	0.011
18	38	AVILA	21.797	15	WALKER	39.213	11	IHARA	13.834	18	16	VALERIO	1:14.477	1:14.885	0.408
19	35	KUDZAK	21.838	16	VALERIO	39.393	38	AVILA	13.878	19	35	KUDZAK	1:14.700	1:14.798	0.098
20	34	TEIXEIRA	21.950	34	TEIXEIRA	40.542	39	ANNALA	14.124	20	34	TEIXEIRA	1:16.617	1:16.699	0.082
21	4	HALL	22.050	39	ANNALA	40.844	34	TEIXEIRA	14.125	21	39	ANNALA	1:17.124	1:17.212	0.088
22	39	ANNALA	22.156	33	KHATEEB	41.203	4	HALL	14.220	22	4	HALL	1:18.216	1:18.328	0.112
23	33	KHATEEB	22.818	4	HALL	41.946	33	KHATEEB	14.273	23	33	KHATEEB	1:18.294	1:18.334	0.040
24	22	JELLEY	55.137	22	JELLEY	1:06.029	22	JELLEY	22.874	24	22	JELLEY	2:24.040	2:24.040	0.000
												Perfect Lap		1:10.899	

Donington National  
Circuit Length = 1.9573 miles  
Start: 16:53 End: 17:21

# Lloyds TSB Insurance British F3 International Series

## ROUND 4 (RACE 11) - SPEED TRAPS

POS	SECTOR 1		SECTOR 2		FINISH LINE			
	NO	NAME	SPEED	NO	NAME	SPEED		
1			21	Bruno SENNA	133.6	15	James WALKER	93.8
2			9	Jonathan KENNARD	133.1	12	Maro ENGEL	93.5
3			12	Maro ENGEL	131.5	21	Bruno SENNA	93.5
4			15	James WALKER	131.5	7	Dennis RETERA	93.4
5			5	Salvador DURAN	131.0	10	Karl REINDLER	93.4
6			6	James JAKES	131.0	2	Oliver JARVIS	93.2
7			26	Mike CONWAY	131.0	26	Mike CONWAY	93.2
8			2	Oliver JARVIS	130.8	1	Christian BAKKERUD	93.0
9			3	Yelmer BUURMAN	130.3	3	Yelmer BUURMAN	93.0
10			10	Karl REINDLER	130.3	6	James JAKES	92.8
11			7	Dennis RETERA	130.0	37	Cristiano MORGADO	92.6
12			11	Keiko IHARA	129.8	14	Charlie HOLLINGS	92.3
13			14	Charlie HOLLINGS	129.8	5	Salvador DURAN	92.1
14			1	Christian BAKKERUD	129.5	9	Jonathan KENNARD	91.8
15			37	Cristiano MORGADO	129.5	16	Alberto VALERIO	91.8
16			16	Alberto VALERIO	129.3	32	Rodolfo GONZALEZ	91.5
17			38	Rodolfo AVILA	128.8	35	Martin KUDZAK	91.3
18			35	Martin KUDZAK	128.0	11	Keiko IHARA	91.1
19			4	Stuart HALL	127.8	38	Rodolfo AVILA	90.9
20			34	Ricardo TEIXEIRA	127.5	34	Ricardo TEIXEIRA	90.6
21			32	Rodolfo GONZALEZ	127.3	39	Juho ANNALA	90.3
22			39	Juho ANNALA	126.1	4	Stuart HALL	89.9
23			33	Alexander KHATEEB	125.9	33	Alexander KHATEEB	84.6
24			22	Stephen JELLEY	83.1			

Donington National  
 Circuit Length = 1.9573 miles  
 Start: 16:53 End: 17:21

