



Lloyds TSB
Insurance



LLOYDS TSB INSURANCE BRITISH F3 INTERNATIONAL

BRITISH FORMULA 3

Thruxton Circuit

30th September/1st October 2006



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

British F3 International Series

QUALIFYING 1 - ROUND 21 (RACE 5)

| POS | NO | CL | TEAM / DRIVERS | TYRES | CAR | TIME | LAPS | GAP | MPH |
|-----|----|-----|--|-------|------------------------------|----------|------|-------|--------|
| 1 | 68 | INV | Danny WATTS (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:06.932 | 17 | | 126.72 |
| 2 | 2 | C | Oliver JARVIS (GBR) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 1:07.046 | 20 | 0.114 | 126.50 |
| 3 | 21 | C | Bruno SENNA (BRA) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:07.282 | 17 | 0.350 | 126.06 |
| 4 | 12 | C | Maro ENGEL (GER) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 1:07.500 | 18 | 0.568 | 125.65 |
| 5 | 22 | C | Stephen JELLEY (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:07.736 | 17 | 0.804 | 125.21 |
| 6 | 26 | C | Mike CONWAY (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:07.756 | 16 | 0.824 | 125.17 |
| 7 | 3 | C | Yelmer BUURMAN (NED) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 1:07.788 | 21 | 0.856 | 125.11 |
| 8 | 16 | C | Alberto VALERIO (BRA) Cesário Formula UK (GBR) | A | Dallara F306 Mugen-Honda | 1:08.179 | 16 | 1.247 | 124.40 |
| 9 | 9 | C | Jonathan KENNARD (GBR) Alan Docking Racing (GBR) | A | Dallara F306 Mugen-Honda | 1:08.306 | 16 | 1.374 | 124.17 |
| 10 | 7 | C | Stuart HALL (GBR) T- Sport (GBR) | A | Dallara F306 Mugen-Honda | 1:08.320 | 21 | 1.388 | 124.14 |
| 11 | 1 | C | Christian BAKKERUD (DEN) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 1:08.393 | 18 | 1.461 | 124.01 |
| 12 | 50 | INV | Greg MANSELL (GBR) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 1:08.580 | 24 | 1.648 | 123.67 |
| 13 | 32 | N | Rodolfo GONZALEZ (VEN) T- Sport (GBR) | A | Dallara F304 Mugen-Honda | 1:08.752 | 19 | 1.820 | 123.36 |
| 14 | 6 | C | James JAKES (GBR) Hitech Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:08.767 | 18 | 1.835 | 123.33 |
| 15 | 44 | INV | Leo MANSELL (GBR) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 1:08.846 | 21 | 1.914 | 123.19 |
| 16 | 39 | N | Juho ANNALA (FIN) Performance Racing Europe (GBR) | A | Dallara F304 Mugen-Honda | 1:08.990 | 19 | 2.058 | 122.94 |
| 17 | 11 | C | Keiko IHARA (JPN) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 1:09.867 | 22 | 2.935 | 121.39 |
| 18 | 37 | N | Cristiano MORGADO (RSA) Fluid Motorsport (GBR) | A | Lola-Dome F106/4 Mugen-Honda | 1:10.790 | 15 | 3.858 | 119.81 |
| 19 | 84 | INV | Oliver TURVEY (GBR) Team Locliffe (GBR) | A | Dallara F304 Mugen-Honda | 1:11.684 | 16 | 4.752 | 118.31 |
| 20 | 15 | C | James WALKER (GBR) Hitech Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:11.919 | 15 | 4.987 | 117.93 |
| 21 | 33 | N | Alex WATERS (GBR) Promatecme F3 (GBR) | A | Dallara F304 Mugen-Honda | 1:12.932 | 21 | 6.000 | 116.29 |
| 22 | 38 | N | Rodolfo AVILA (MAC) Performance Racing Europe (GBR) | A | Dallara F304 Mugen-Honda | 1:13.148 | 10 | 6.216 | 115.95 |

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

Thruxton
 Circuit Length = 2.3560 miles.
 Start: 10:40 End: 11:10

| | | |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|----------------|-----------|-------------|

British F3 International Series

QUALIFYING 1 - ROUND 21 - LAP ANALYSIS

| | | | | | | | | | |
|-----------|---------------------------|------------|---------------------------|------|-----------------|------|-----------------|------|-----------------|
| 1 | Christian BAKKERUD | DEN | Dallara F306 Mugen-Honda | | | | | | |
| 1 - | 3:32.471 | 6 - | 1:12.989 | 11 - | 1:12.615 | 16 - | 1:21.121 | | |
| 2 - | 1:14.216 | 7 - | 1:12.502 | 12 - | 2:58.702P | 17 - | 1:08.728 | | |
| 3 - | 1:13.278 | 8 - | 1:12.151 | 13 - | 1:28.043 | 18 - | 1:08.393 | | |
| 4 - | 1:12.805 | 9 - | 1:12.285 | 14 - | 3:36.988P | | | | |
| 5 - | 1:12.427 | 10 - | 1:12.514 | 15 - | 4:56.051P | | | | |
| 2 | Oliver JARVIS | GBR | Dallara F306 Mugen-Honda | | | | | | |
| 1 - | 3:37.329 | 6 - | 1:11.803 | 11 - | 1:18.570 | 16 - | 1:07.046 | | |
| 2 - | 1:12.771 | 7 - | 1:11.988 | 12 - | 1:09.221 | 17 - | 1:17.094 | | |
| 3 - | 1:12.916 | 8 - | 1:14.356 | 13 - | 1:07.907 | 18 - | 1:07.296 | | |
| 4 - | 1:12.653 | 9 - | 1:12.476 | 14 - | 1:07.174 | 19 - | 1:19.958 | | |
| 5 - | 1:12.189 | 10 - | 2:30.530P | 15 - | 1:11.587 | 20 - | 1:07.577 | | |
| 3 | Yelmer BUURMAN | NED | Dallara F306 Mercedes HWA | | | | | | |
| 1 - | 6:15.968 | 6 - | 1:12.475 | 11 - | 1:08.296 | 16 - | 1:08.643 | 21 - | 1:08.905 |
| 2 - | 1:13.991 | 7 - | 1:12.230 | 12 - | 1:09.832 | 17 - | 1:08.012 | | |
| 3 - | 1:13.817 | 8 - | 2:56.860P | 13 - | 1:07.849 | 18 - | 1:07.818 | | |
| 4 - | 1:12.165 | 9 - | 1:25.989 | 14 - | 1:07.808 | 19 - | 1:08.427 | | |
| 5 - | 1:12.322 | 10 - | 1:10.206 | 15 - | 1:09.491 | 20 - | 1:07.788 | | |
| 6 | James JAKES | GBR | Dallara F306 Mercedes HWA | | | | | | |
| 1 - | 4:14.780 | 6 - | 1:13.213 | 11 - | 1:28.171 | 16 - | 1:11.403 | | |
| 2 - | 1:15.178 | 7 - | 1:14.579 | 12 - | 1:11.344 | 17 - | 1:08.767 | | |
| 3 - | 1:13.533 | 8 - | 1:13.197 | 13 - | 1:09.515 | 18 - | 1:14.946 | | |
| 4 - | 2:29.136P | 9 - | 1:17.293 | 14 - | 1:09.381 | | | | |
| 5 - | 1:20.035 | 10 - | 3:18.686P | 15 - | 1:19.827 | | | | |
| 7 | Stuart HALL | GBR | Dallara F306 Mugen-Honda | | | | | | |
| 1 - | 3:50.615 | 6 - | 1:12.227 | 11 - | 1:17.970 | 16 - | 1:11.779 | 21 - | 1:08.724 |
| 2 - | 1:14.403 | 7 - | 1:12.148 | 12 - | 1:10.307 | 17 - | 1:09.062 | | |
| 3 - | 1:14.756 | 8 - | 1:11.935 | 13 - | 1:09.950 | 18 - | 1:10.902 | | |
| 4 - | 1:12.967 | 9 - | 1:12.822 | 14 - | 1:08.687 | 19 - | 1:10.650 | | |
| 5 - | 1:12.124 | 10 - | 2:33.604P | 15 - | 1:08.320 | 20 - | 1:11.994 | | |
| 9 | Jonathan KENNARD | GBR | Dallara F306 Mugen-Honda | | | | | | |
| 1 - | 3:54.521 | 6 - | 1:12.768 | 11 - | 1:08.762 | 16 - | 1:09.759 | | |
| 2 - | 1:18.017 | 7 - | 3:05.804P | 12 - | 1:08.696 | | | | |
| 3 - | 1:14.908 | 8 - | 1:23.830 | 13 - | 1:08.565 | | | | |
| 4 - | 1:13.259 | 9 - | 1:12.431 | 14 - | 1:14.453 | | | | |
| 5 - | 1:14.142 | 10 - | 1:10.202 | 15 - | 1:08.306 | | | | |
| 11 | Keiko IHARA | JPN | Dallara F306 Mugen-Honda | | | | | | |
| 1 - | 5:02.880 | 6 - | 1:16.120 | 11 - | 1:15.187 | 16 - | 1:12.729 | 21 - | 1:10.389 |
| 2 - | 1:19.700 | 7 - | 1:14.951 | 12 - | 1:13.653 | 17 - | 1:12.613 | 22 - | 1:09.867 |
| 3 - | 1:16.455 | 8 - | 1:14.562 | 13 - | 2:41.309P | 18 - | 1:15.192 | | |
| 4 - | 1:16.361 | 9 - | 1:16.179 | 14 - | 1:28.186 | 19 - | 1:11.405 | | |
| 5 - | 1:15.483 | 10 - | 1:14.524 | 15 - | 1:14.116 | 20 - | 1:11.207 | | |

Weather / Track : Sunny / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 10:40 End: 11:10

Printed - 11:12 Saturday, 30 September 2006

British F3 International Series

QUALIFYING 1 - ROUND 21 - LAP ANALYSIS

(contd.)

| | | | | | | | |
|-----------|-------------------------|------------|---------------------------|------|-----------------|------|-----------------|
| 12 | Maro ENGEL | GER | Dallara F306 Mugen-Honda | | | | |
| 1 - | 3:39.973 | 6 - | 1:11.694 | 11 - | 1:08.600 | 16 - | 1:07.500 |
| 2 - | 1:13.550 | 7 - | 1:12.690 | 12 - | 1:08.243 | 17 - | 1:12.448 |
| 3 - | 1:12.178 | 8 - | 3:17.639P | 13 - | 1:10.093 | 18 - | 1:15.989 |
| 4 - | 1:12.932 | 9 - | 1:20.810 | 14 - | 1:08.671 | | |
| 5 - | 1:11.914 | 10 - | 1:09.447 | 15 - | 1:07.503 | | |
| 15 | James WALKER | GBR | Dallara F306 Mercedes HWA | | | | |
| 1 - | 3:57.051 | 6 - | 1:13.917 | 11 - | 4:00.261P | | |
| 2 - | 1:17.908 | 7 - | 1:15.214 | 12 - | 1:26.633 | | |
| 3 - | 1:14.311 | 8 - | 1:13.603 | 13 - | 1:15.768 | | |
| 4 - | 1:14.212 | 9 - | 1:13.546 | 14 - | 1:11.919 | | |
| 5 - | 1:13.824 | 10 - | 1:13.434 | 15 - | 1:13.688 | | |
| 16 | Alberto VALERIO | BRA | Dallara F306 Mugen-Honda | | | | |
| 1 - | 3:55.242 | 6 - | 1:14.514 | 11 - | 1:09.124 | 16 - | 1:08.967 |
| 2 - | 1:17.399 | 7 - | 1:13.297 | 12 - | 1:08.179 | | |
| 3 - | 1:15.707 | 8 - | 1:13.579 | 13 - | 1:08.346 | | |
| 4 - | 1:13.698 | 9 - | 3:14.815P | 14 - | 1:23.855 | | |
| 5 - | 1:13.759 | 10 - | 1:17.149 | 15 - | 1:08.721 | | |
| 21 | Bruno SENNA | BRA | Dallara F306 Mercedes HWA | | | | |
| 1 - | 3:38.988 | 6 - | 1:11.432 | 11 - | 1:20.797 | 16 - | 1:09.074 |
| 2 - | 1:13.285 | 7 - | 1:11.628 | 12 - | 1:09.576 | 17 - | 1:07.756 |
| 3 - | 1:12.275 | 8 - | 1:13.956 | 13 - | 1:08.217 | | |
| 4 - | 1:13.157 | 9 - | 1:12.208 | 14 - | 1:07.642 | | |
| 5 - | 1:11.836 | 10 - | 2:59.589P | 15 - | 1:07.282 | | |
| 22 | Stephen JELLEY | GBR | Dallara F306 Mercedes HWA | | | | |
| 1 - | 3:40.961 | 6 - | 1:11.384 | 11 - | 1:11.013 | 16 - | 1:09.023 |
| 2 - | 1:15.143 | 7 - | 1:11.652 | 12 - | 1:09.375 | 17 - | 1:14.150 |
| 3 - | 1:13.132 | 8 - | 1:11.763 | 13 - | 1:08.148 | | |
| 4 - | 1:13.280 | 9 - | 4:10.801P | 14 - | 1:07.736 | | |
| 5 - | 1:12.415 | 10 - | 1:19.303 | 15 - | 1:09.092 | | |
| 26 | Mike CONWAY | GBR | Dallara F306 Mercedes HWA | | | | |
| 1 - | 3:47.400 | 6 - | 1:11.600 | 11 - | 1:08.556 | 16 - | 1:10.421 |
| 2 - | 1:13.009 | 7 - | 4:26.367P | 12 - | 1:08.575 | | |
| 3 - | 1:12.281 | 8 - | 1:22.976 | 13 - | 1:08.024 | | |
| 4 - | 1:12.600 | 9 - | 1:11.052 | 14 - | 1:13.307 | | |
| 5 - | 1:11.834 | 10 - | 1:10.188 | 15 - | 1:07.756 | | |
| 32 | Rodolfo GONZALEZ | VEN | Dallara F304 Mugen-Honda | | | | |
| 1 - | 5:38.755P | 6 - | 3:05.928P | 11 - | 1:09.845 | 16 - | 1:11.555 |
| 2 - | 1:21.672 | 7 - | 1:23.440 | 12 - | 1:08.845 | 17 - | 1:10.984 |
| 3 - | 1:14.764 | 8 - | 1:12.877 | 13 - | 1:08.752 | 18 - | 1:09.615 |
| 4 - | 1:13.549 | 9 - | 1:12.318 | 14 - | 1:13.954 | 19 - | 1:10.725 |
| 5 - | 1:13.053 | 10 - | 1:11.397 | 15 - | 1:10.177 | | |

Weather / Track : Sunny / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 10:40 End: 11:10

Printed - 11:12 Saturday, 30 September 2006

British F3 International Series

QUALIFYING 1 - ROUND 21 - LAP ANALYSIS

(contd.)

| | | | | | |
|-----------|--------------------------|------------|------------------------------|------|-----------------|
| 33 | Alex WATERS | GBR | Dallara F304 Mugen-Honda | | |
| 1 - | 4:22.933 | 6 - | 1:16.698 | 11 - | 3:28.756P |
| 2 - | 1:21.425 | 7 - | 1:17.203 | 12 - | 1:28.680 |
| 3 - | 2:02.847P | 8 - | 1:15.519 | 13 - | 1:15.819 |
| 4 - | 1:24.202 | 9 - | 1:16.214 | 14 - | 1:14.751 |
| 5 - | 1:17.202 | 10 - | 1:14.647 | 15 - | 1:15.752 |
| | | | | 16 - | 1:13.435 |
| | | | | 17 - | 1:14.659 |
| | | | | 18 - | 1:14.385 |
| | | | | 19 - | 1:13.400 |
| | | | | 20 - | 1:13.640 |
| | | | | 21 - | 1:12.932 |
| 37 | Cristiano MORGADO | RSA | Lola-Dome F106/4 Mugen Honda | | |
| 1 - | 5:25.953P | 6 - | 1:14.843 | 11 - | 1:13.301 |
| 2 - | 4:32.712P | 7 - | 1:16.152 | 12 - | 1:12.125 |
| 3 - | 1:33.010 | 8 - | 1:18.581 | 13 - | 1:15.304 |
| 4 - | 4:39.019P | 9 - | 3:55.436P | 14 - | 1:12.193 |
| 5 - | 1:23.910 | 10 - | 1:24.836 | 15 - | 1:10.790 |
| 38 | Rodolfo AVILA | MAC | Dallara F304 Mugen-Honda | | |
| 1 - | X:00.000P | 6 - | 1:14.973 | | |
| 2 - | 1:34.121 | 7 - | 5:33.701P | | |
| 3 - | 1:23.355 | 8 - | 1:24.295 | | |
| 4 - | 1:17.975 | 9 - | 1:14.487 | | |
| 5 - | 1:20.490 | 10 - | 1:13.148 | | |
| 39 | Juho ANNALA | FIN | Dallara F304 Mugen-Honda | | |
| 1 - | 4:00.046 | 6 - | 1:13.624 | 11 - | 1:12.872 |
| 2 - | 1:18.860 | 7 - | 1:13.566 | 12 - | 1:10.134 |
| 3 - | 1:16.430 | 8 - | 1:13.143 | 13 - | 1:11.408 |
| 4 - | 1:15.773 | 9 - | 7:50.439P | 14 - | 1:09.937 |
| 5 - | 1:13.943 | 10 - | 1:26.452 | 15 - | 1:11.402 |
| | | | | 16 - | 1:11.302 |
| | | | | 17 - | 1:09.179 |
| | | | | 18 - | 1:08.990 |
| | | | | 19 - | 1:10.544 |
| 44 | Leo MANSELL | GBR | Dallara F306 Mercedes | | |
| 1 - | 6:03.969 | 6 - | 1:14.558 | 11 - | 2:34.934P |
| 2 - | 1:21.881 | 7 - | 1:13.647 | 12 - | 1:32.350 |
| 3 - | 1:20.103 | 8 - | 1:13.682 | 13 - | 1:14.486 |
| 4 - | 1:16.891 | 9 - | 1:13.154 | 14 - | 1:12.127 |
| 5 - | 1:15.711 | 10 - | 1:12.976 | 15 - | 1:10.105 |
| | | | | 16 - | 1:09.825 |
| | | | | 17 - | 1:09.162 |
| | | | | 18 - | 1:09.160 |
| | | | | 19 - | 1:09.216 |
| | | | | 20 - | 1:09.327 |
| | | | | 21 - | 1:08.846 |
| 50 | Greg MANSELL | GBR | Dallara F306 Mercedes | | |
| 1 - | 4:04.621 | 6 - | 1:13.254 | 11 - | 2:26.066P |
| 2 - | 1:20.046 | 7 - | 1:12.634 | 12 - | 1:22.198 |
| 3 - | 1:16.002 | 8 - | 1:16.351 | 13 - | 1:12.697 |
| 4 - | 1:15.034 | 9 - | 1:14.203 | 14 - | 1:11.280 |
| 5 - | 1:15.133 | 10 - | 1:12.392 | 15 - | 1:10.217 |
| | | | | 16 - | 1:10.073 |
| | | | | 17 - | 1:11.398 |
| | | | | 18 - | 1:11.329 |
| | | | | 19 - | 1:10.429 |
| | | | | 20 - | 1:09.856 |
| | | | | 21 - | 1:09.227 |
| | | | | 22 - | 1:08.859 |
| | | | | 23 - | 1:09.658 |
| | | | | 24 - | 1:08.580 |
| 68 | Danny WATTS | GBR | Dallara F306 Mercedes | | |
| 1 - | 3:57.929 | 6 - | 1:12.017 | 11 - | 3:08.323P |
| 2 - | 1:14.793 | 7 - | 1:25.448 | 12 - | 1:27.581 |
| 3 - | 1:14.056 | 8 - | 1:11.973 | 13 - | 1:11.836 |
| 4 - | 1:13.041 | 9 - | 1:21.907 | 14 - | 1:09.190 |
| 5 - | 1:12.850 | 10 - | 1:11.661 | 15 - | 1:06.932 |

Weather / Track : Sunny / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 10:40 End: 11:10

Printed - 11:12 Saturday, 30 September 2006

British F3 International Series
QUALIFYING 1 - ROUND 21 - LAP ANALYSIS

(contd.)

| 84 | Oliver TURVEY | GBR | Dallara F304 Mugen-Honda |
|---------------|----------------------|----------------------|---------------------------------|
| 1 - 4:36.656 | 6 - 1:16.057 | 11 - 1:13.240 | 16 - 1:12.814 |
| 2 - 1:26.534 | 7 - 1:14.734 | 12 - 1:12.436 | |
| 3 - 6:25.274P | 8 - 4:11.544P | 13 - 1:11.976 | |
| 4 - 1:36.256 | 9 - 1:31.721 | 14 - 1:11.684 | |
| 5 - 1:17.424 | 10 - 1:15.246 | 15 - 1:11.966 | |

Weather / Track : Sunny / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 10:40 End: 11:10

Printed - 11:12 Saturday, 30 September 2006

British F3 International Series

GRID - ROUND 21 (RACE 5)

| | | |
|--------|-------------------------|------------------------|
| ROW 11 | 1:12.932 33 WATERS | 1:13.148 38 AVILA |
| ROW 10 | 1:11.684 84 TURVEY | 1:11.919 15 WALKER |
| ROW 9 | 1:09.867 11 IHARA | 1:10.790 37 MORGADO |
| ROW 8 | 1:08.846 44 MANSELL | 1:08.990 39 ANNALA |
| ROW 7 | 1:08.752 32 GONZALEZ | 1:08.767 6 JAKES |
| ROW 6 | 1:08.393 1 BAKKERUD | 1:08.580 50 MANSELL |
| ROW 5 | 1:08.306 9 KENNARD | 1:08.320 7 HALL |
| ROW 4 | 1:07.788 3 BUURMAN | 1:08.179 16 VALERIO |
| ROW 3 | 1:07.736 22 JELLEY | 1:07.756 26 CONWAY |
| ROW 2 | 1:07.282 21 SENNA | 1:07.500 12 ENGEL |
| ROW 1 | 1:06.932 68 WATTS | 1:07.046 2 JARVIS |
| | POLE | |

Weather / Track : Sunny / Drying

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

Thruxton

Circuit Length = 2.3560 miles.

Start: 10:40 End: 11:10

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

British F3 International Series

RACE CLASSIFICATION - ROUND 21 (RACE 5)

| POS | NO | CL | TEAM / DRIVERS | TYRES | CAR | TIME | LAPS | GAP | MPH | BEST |
|-----|----|-----|--|-------|------------------------------|-----------|------|----------|--------|----------|
| 1 | 68 | INV | Danny WATTS (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 30:14.765 | 22 | | 102.82 | 1:14.692 |
| 2 | 2 | C | Oliver JARVIS (GBR) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 30:16.668 | 22 | 1.903 | 102.71 | 1:14.660 |
| 3 | 22 | C | Stephen JELLEY (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 30:18.108 | 22 | 3.343 | 102.63 | 1:14.069 |
| 4 | 21 | C | Bruno SENNA (BRA) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 30:19.902 | 22 | 5.137 | 102.53 | 1:14.422 |
| 5 | 1 | C | Christian BAKKERUD (DEN) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 30:31.161 | 22 | 16.396 | 101.90 | 1:13.883 |
| 6 | 16 | C | Alberto VALERIO (BRA) Cesário Formula UK (GBR) | A | Dallara F306 Mugen-Honda | 30:33.267 | 22 | 18.502 | 101.78 | 1:14.589 |
| 7 | 7 | C | Stuart HALL (GBR) T-Sport (GBR) | A | Dallara F306 Mugen-Honda | 30:33.482 | 22 | 18.717 | 101.77 | 1:14.394 |
| 8 | 50 | INV | Greg MANSELL (GBR) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 30:34.311 | 22 | 19.546 | 101.72 | 1:14.105 |
| 9 | 12 | C | Maro ENGEL (GER) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 30:35.058 | 22 | 20.293 | 101.68 | 1:13.928 |
| 10 | 32 | N | Rodolfo GONZALEZ (VEN) T-Sport (GBR) | A | Dallara F304 Mugen-Honda | 30:51.798 | 22 | 37.033 | 100.76 | 1:15.654 |
| 11 | 39 | N | Juho ANNALA (FIN) Performance Racing Europe (GBR) | A | Dallara F304 Mugen-Honda | 31:04.944 | 22 | 50.179 | 100.05 | 1:16.041 |
| 12 | 6 | C | James JAKES (GBR) Hitech Racing (GBR) | A | Dallara F306 Mercedes HWA | 31:08.783 | 22 | 54.018 | 99.84 | 1:15.152 |
| 13 | 37 | N | Cristiano MORGADO (RSA) Fluid Motorsport (GBR) | A | Lola-Dome F106/4 Mugen-Honda | 31:11.074 | 22 | 56.309 | 99.72 | 1:16.147 |
| 14 | 44 | INV | Leo MANSELL (GBR) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 31:29.166 | 22 | 1:14.401 | 98.77 | 1:16.660 |
| 15 | 84 | INV | Oliver TURVEY (GBR) Team Locliffe (GBR) | A | Dallara F304 Mugen-Honda | 30:23.738 | 21 | 1 LAP | 97.66 | 1:17.785 |
| 16 | 33 | N | Alex WATERS (GBR) Promatecme F3 (GBR) | A | Dallara F304 Mugen-Honda | 30:28.762 | 21 | 1 LAP | 97.39 | 1:17.750 |
| 17 | 11 | C | Keiko IHARA (JPN) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 30:38.476 | 20 | 2 LAPS | 92.26 | 1:18.869 |
| 18 | 38 | N | Rodolfo AVILA (MAC) Performance Racing Europe (GBR) | A | Dallara F304 Mugen-Honda | 31:15.756 | 20 | 2 LAPS | 90.43 | 1:19.909 |

NOT CLASSIFIED

| | | | | | | | | | |
|----|---|---|---|---------------------------|-----------|----|--------|--------|----------|
| 26 | C | Mike CONWAY (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 27:53.447 | 20 | D.N.F. | 101.36 | 1:14.728 |
| 3 | C | Yelmer BUURMAN (NED) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 26:31.213 | 19 | D.N.F. | 101.27 | 1:14.139 |
| 9 | C | Jonathan KENNARD (GBR) Alan Docking Racing (GBR) | A | Dallara F306 Mugen-Honda | 21:48.898 | 15 | D.N.F. | 97.19 | 1:14.891 |
| 15 | C | James WALKER (GBR) Hitech Racing (GBR) | A | Dallara F306 Mercedes HWA | 31:25.072 | 10 | N.C.F. | 44.99 | 1:15.848 |

FASTEST LAP

| | | | | | | | | |
|----|-----|---|---|---------------------------|----------|----|-----------|-----------|
| 1 | C | Christian BAKKERUD (DEN) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 1:13.883 | 19 | 184.74kph | 114.79mph |
| 50 | INV | Greg MANSELL (GBR) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 1:14.105 | 18 | 184.19kph | 114.45mph |
| 32 | N | Rodolfo GONZALEZ (VEN) T-Sport (GBR) | A | Dallara F304 Mugen-Honda | 1:15.654 | 17 | 180.42kph | 112.11mph |

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

Thruxton
Circuit Length = 2.3560 miles.
Start: 11:41 End: 12:11

| | | |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|----------------|-----------|-------------|

British F3 International Series

ROUND 21 (RACE 5) - 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 |
| 68 | | 2:15.261 | 68 | | 2:04.882 | 68 | | 2:01.844 | 68 | | 1:18.591 | 68 | | 1:16.547 |
| 2 | 1.805 | 2:17.066 | 2 | 1.673 | 2:04.750 | 2 | 3.644 | 2:03.815 | 2 | 2.649 | 1:17.596 | 2 | 2.295 | 1:16.193 |
| 21 | 2.500 | 2:17.761 | 21 | 2.363 | 2:04.745 | 21 | 4.215 | 2:03.696 | 21 | 3.220 | 1:17.596 | 21 | 3.028 | 1:16.355 |
| 12 | 3.113 | 2:18.374 | 12 | 3.066 | 2:04.835 | 12 | 4.499 | 2:03.277 | 12 | 4.156 | 1:18.248 | 12 | 4.171 | 1:16.562 |
| 22 | 4.460 | 2:19.721 | 22 | 4.331 | 2:04.753 | 22 | 5.334 | 2:02.847 | 26 | 4.920 | 1:17.941 | 26 | 4.606 | 1:16.233 |
| 26 | 5.321 | 2:20.582 | 26 | 5.702 | 2:05.263 | 26 | 5.570 | 2:01.712 | 3 | 6.761 | 1:19.459 | 3 | 6.287 | 1:16.073 |
| 3 | 6.320 | 2:21.581 | 3 | 5.954 | 2:04.516 | 3 | 5.893 | 2:01.783 | 22 | 7.349 | 1:20.606 | 22 | 8.529 | 1:17.727 |
| 16 | 7.684 | 2:22.945 | 16 | 6.627 | 2:03.825 | 16 | 6.810 | 2:02.027 | 16 | 9.109 | 1:20.890 | 16 | 10.823 | 1:18.261 |
| 9 | 8.722 | 2:23.983 | 9 | 8.274 | 2:04.434 | 9 | 7.540 | 2:01.110 | 9 | 10.994 | 1:22.045 | 9 | 12.803 | 1:18.356 |
| 7 | 10.110 | 2:25.371 | 7 | 9.690 | 2:04.462 | 7 | 8.046 | 2:00.200 | 7 | 11.598 | 1:22.143 | 7 | 13.382 | 1:18.331 |
| 1 | 11.634 | 2:26.895 | 1 | 10.176 | 2:03.424 | 1 | 8.326 | 1:59.994 | 1 | 12.087 | 1:22.352 | 1 | 14.582 | 1:19.042 |
| 50 | 12.583 | 2:27.844 | 50 | 10.831 | 2:03.130 | 50 | 8.866 | 1:59.879 | 50 | 12.933 | 1:22.658 | 6 | 15.439 | 1:18.780 |
| 32 | 12.885 | 2:28.146 | 32 | 11.289 | 2:03.286 | 32 | 9.400 | 1:59.955 | 6 | 13.206 | 1:22.166 | 50 | 16.482 | 1:20.096 |
| 6 | 13.923 | 2:29.184 | 6 | 11.731 | 2:02.690 | 6 | 9.631 | 1:59.744 | 32 | 14.436 | 1:23.627 | 32 | 17.952 | 1:20.063 |
| 44 | 14.903 | 2:30.164 | 44 | 13.458 | 2:03.437 | 44 | 10.678 | 1:59.064 | 39 | 16.442 | 1:23.954 | 39 | 20.460 | 1:20.565 |
| 39 | 15.063 | 2:30.324 | 39 | 14.068 | 2:03.887 | 39 | 11.079 | 1:58.855 | 44 | 18.053 | 1:25.966 | 37 | 23.995 | 1:21.944 |
| 11 | 16.172 | 2:31.433 | 11 | 14.496 | 2:03.206 | 37 | 12.692 | 1:59.355 | 37 | 18.598 | 1:24.497 | 44 | 24.914 | 1:23.408 |
| 37 | 17.071 | 2:32.332 | 37 | 15.181 | 2:02.992 | 11 | 12.907 | 2:00.255 | 84 | 20.590 | 1:25.489 | 84 | 25.740 | 1:21.697 |
| 84 | 18.479 | 2:33.740 | 84 | 15.889 | 2:02.292 | 84 | 13.692 | 1:59.647 | 33 | 22.805 | 1:26.918 | 33 | 29.110 | 1:22.852 |
| 33 | 19.529 | 2:34.790 | 33 | 16.554 | 2:01.907 | 33 | 14.478 | 1:59.768 | 11 | 24.450 | 1:30.134 | 11 | 34.381 | 1:26.478 |
| 38 | 20.397 | 2:35.658 | 38 | 17.025 | 2:01.510 | 38 | 15.020 | 1:59.839 | 38 | 25.387 | 1:28.958 | 38 | 40.804 | 1:31.964 |

Weather / Track : Overcast / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 11:41 End: 12:11

Printed - 12:15 Sunday, 01 October 2006

**British F3 International Series
ROUND 21 (RACE 5) - 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 |
| 68 | | 1:16.182 | 68 | | 1:15.591 | 68 | | 1:15.204 | 68 | | 1:15.777 | 68 | | 1:15.145 |
| 2 | 1.864 | 1:15.751 | 2 | 1.562 | 1:15.289 | 2 | 1.368 | 1:15.010 | 2 | 1.512 | 1:15.921 | 2 | 1.105 | 1:14.738 |
| 21 | 2.276 | 1:15.430 | 21 | 2.256 | 1:15.571 | 21 | 1.936 | 1:14.884 | 21 | 1.912 | 1:15.753 | 21 | 1.760 | 1:14.993 |
| 12 | 3.578 | 1:15.589 | 12 | 3.071 | 1:15.084 | 26 | 3.219 | 1:14.734 | 26 | 2.244 | 1:14.802 | 26 | 2.181 | 1:15.082 |
| 26 | 4.045 | 1:15.621 | 26 | 3.689 | 1:15.235 | 3 | 3.700 | 1:14.805 | 3 | 2.741 | 1:14.818 | 3 | 2.573 | 1:14.977 |
| 3 | 5.257 | 1:15.152 | 3 | 4.099 | 1:14.433 | 22 | 8.348 | 1:15.230 | 22 | 7.314 | 1:14.743 | 22 | 6.629 | 1:14.460 |
| 22 | 8.730 | 1:16.383 | 22 | 8.322 | 1:15.183 | 16 | 12.824 | 1:16.014 | 16 | 12.437 | 1:15.390 | 16 | 12.928 | 1:15.636 |
| 16 | 11.482 | 1:16.841 | 16 | 12.014 | 1:16.123 | 7 | 15.859 | 1:15.526 | 7 | 14.768 | 1:14.686 | 7 | 14.564 | 1:14.941 |
| 9 | 14.344 | 1:17.723 | 7 | 15.537 | 1:16.404 | 9 | 17.618 | 1:16.742 | 9 | 17.388 | 1:15.547 | 9 | 17.511 | 1:15.268 |
| 7 | 14.724 | 1:17.524 | 9 | 16.080 | 1:17.327 | 1 | 17.904 | 1:16.759 | 1 | 18.110 | 1:15.983 | 1 | 18.304 | 1:15.339 |
| 1 | 15.434 | 1:17.034 | 1 | 16.349 | 1:16.506 | 6 | 18.337 | 1:16.678 | 6 | 18.578 | 1:16.018 | 6 | 18.889 | 1:15.456 |
| 6 | 16.057 | 1:16.800 | 6 | 16.863 | 1:16.397 | 50 | 20.194 | 1:16.406 | 50 | 19.966 | 1:15.549 | 50 | 20.315 | 1:15.494 |
| 50 | 18.150 | 1:17.850 | 50 | 18.992 | 1:16.433 | 12 | 21.674 | 1:33.807 | 12 | 20.808 | 1:14.911 | 12 | 20.877 | 1:15.214 |
| 32 | 20.493 | 1:18.723 | 32 | 22.350 | 1:17.448 | 32 | 23.845 | 1:16.699 | 32 | 24.553 | 1:16.485 | 32 | 25.510 | 1:16.102 |
| 39 | 23.670 | 1:19.392 | 39 | 26.836 | 1:18.757 | 39 | 29.590 | 1:17.958 | 39 | 31.059 | 1:17.246 | 39 | 32.388 | 1:16.474 |
| 37 | 26.840 | 1:19.027 | 37 | 29.656 | 1:18.407 | 37 | 31.961 | 1:17.509 | 37 | 33.260 | 1:17.076 | 37 | 35.161 | 1:17.046 |
| 44 | 29.690 | 1:20.958 | 44 | 33.743 | 1:19.644 | 44 | 36.983 | 1:18.444 | 44 | 39.524 | 1:18.318 | 44 | 42.428 | 1:18.049 |
| 84 | 30.528 | 1:20.970 | 84 | 35.167 | 1:20.230 | 84 | 39.433 | 1:19.470 | 84 | 42.684 | 1:19.028 | 84 | 45.883 | 1:18.344 |
| 33 | 33.834 | 1:20.906 | 33 | 38.369 | 1:20.126 | 33 | 42.461 | 1:19.296 | 33 | 45.504 | 1:18.820 | 33 | 49.111 | 1:18.752 |
| 11 | 41.622 | 1:23.423 | 11 | 48.092 | 1:22.061 | 11 | 54.564 | 1:21.676 | 11 | 59.565 | 1:20.778 | 11 | 1:04.573 | 1:20.153 |
| 38 | 47.229 | 1:22.607 | 38 | 53.133 | 1:21.495 | 38 | 58.162 | 1:20.233 | 38 | 1:02.766 | 1:20.381 | 38 | 1:08.542 | 1:20.921 |

Weather / Track : Overcast / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 11:41 End: 12:11

Printed - 12:15 Sunday, 01 October 2006

British F3 International Series

ROUND 21 (RACE 5) - 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 |
| 68 | | 1:15.051 | 68 | | 1:15.079 | 68 | | 1:15.148 | 68 | | 1:14.860 | 68 | | 1:14.870 |
| 2 | 0.774 | 1:14.720 | 2 | 0.780 | 1:15.085 | 2 | 0.540 | 1:14.908 | 2 | 0.630 | 1:14.950 | 2 | 0.745 | 1:14.985 |
| 21 | 1.411 | 1:14.702 | 21 | 1.360 | 1:15.028 | 21 | 1.009 | 1:14.797 | 21 | 1.040 | 1:14.891 | 26 | 1.674 | 1:15.052 |
| 26 | 1.858 | 1:14.728 | 26 | 1.656 | 1:14.877 | 26 | 1.414 | 1:14.906 | 26 | 1.492 | 1:14.938 | 21 | 2.301 | 1:16.131 |
| 3 | 2.350 | 1:14.828 | 3 | 2.242 | 1:14.971 | 3 | 1.815 | 1:14.721 | 3 | 1.931 | 1:14.976 | 3 | 2.350 | 1:15.289 |
| 22 | 5.647 | 1:14.069 | 22 | 4.642 | 1:14.074 | 22 | 4.408 | 1:14.914 | 22 | 3.729 | 1:14.181 | 22 | 3.121 | 1:14.262 |
| 16 | 13.247 | 1:15.370 | 16 | 13.117 | 1:14.949 | 38 | 1 LAP | 1:25.413 | 16 | 14.319 | 1:15.171 | 38 | 2 LAPS | 2:27.787P |
| 7 | 14.341 | 1:14.828 | 7 | 14.080 | 1:14.818 | 16 | 14.008 | 1:16.039 | 7 | 15.174 | 1:15.584 | 16 | 14.582 | 1:15.133 |
| 9 | 17.548 | 1:15.088 | 9 | 17.577 | 1:15.108 | 7 | 14.450 | 1:15.518 | 9 | 17.767 | 1:15.307 | 7 | 15.186 | 1:14.882 |
| 1 | 18.033 | 1:14.780 | 1 | 17.962 | 1:15.008 | 9 | 17.320 | 1:14.891 | 1 | 18.112 | 1:15.352 | 9 | 18.866 | 1:15.969 |
| 6 | 19.220 | 1:15.382 | 6 | 19.866 | 1:15.725 | 1 | 17.620 | 1:14.806 | 50 | 21.085 | 1:15.296 | 1 | 19.933 | 1:16.691 |
| 50 | 20.522 | 1:15.258 | 50 | 20.808 | 1:15.365 | 6 | 19.870 | 1:15.152 | 12 | 21.541 | 1:15.354 | 50 | 20.964 | 1:14.749 |
| 12 | 20.985 | 1:15.159 | 12 | 21.246 | 1:15.340 | 50 | 20.649 | 1:14.989 | 32 | 29.952 | 1:16.028 | 12 | 21.186 | 1:14.515 |
| 32 | 26.679 | 1:16.220 | 32 | 27.590 | 1:15.990 | 12 | 21.047 | 1:14.949 | 39 | 37.086 | 1:16.125 | 32 | 30.819 | 1:15.737 |
| 39 | 33.596 | 1:16.259 | 39 | 34.589 | 1:16.072 | 32 | 28.784 | 1:16.342 | 37 | 41.785 | 1:16.878 | 39 | 38.326 | 1:16.110 |
| 37 | 36.870 | 1:16.760 | 37 | 38.402 | 1:16.611 | 15 | 12 LAPS | 19:33.101P | 6 | 48.331 | 1:43.321 | 37 | 43.496 | 1:16.581 |
| 44 | 45.042 | 1:17.665 | 44 | 47.858 | 1:17.895 | 39 | 35.821 | 1:16.380 | 15 | 12 LAPS | 1:33.078 | 6 | 49.720 | 1:16.259 |
| 84 | 49.294 | 1:18.462 | 84 | 52.486 | 1:18.271 | 37 | 39.767 | 1:16.513 | 44 | 52.779 | 1:17.365 | 44 | 56.252 | 1:18.343 |
| 33 | 52.787 | 1:18.727 | 33 | 56.351 | 1:18.643 | 11 | 1 LAP | 2:06.868P | 84 | 58.926 | 1:18.340 | 15 | 12 LAPS | 1:21.115 |
| 11 | 1:09.538 | 1:20.016 | | | | 44 | 50.274 | 1:17.564 | 11 | 1 LAP | 1:30.689 | 84 | 1:02.265 | 1:18.209 |
| 38 | 1:13.999 | 1:20.508 | | | | 84 | 55.446 | 1:18.108 | 33 | 1:02.887 | 1:18.200 | 33 | 1:05.989 | 1:17.972 |
| | | | | | | 33 | 59.547 | 1:18.344 | | | | 11 | 1 LAP | 1:20.701 |

Weather / Track : Overcast / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 11:41 End: 12:11

Printed - 12:15 Sunday, 01 October 2006

**British F3 International Series
ROUND 21 (RACE 5) - 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 |
| 68 | | 1:14.990 | 68 | | 1:14.985 | 68 | | 1:14.692 | 68 | | 1:14.861 | 68 | | 1:14.820 |
| 2 | 0.611 | 1:14.856 | 2 | 0.522 | 1:14.896 | 2 | 0.874 | 1:15.044 | 2 | 0.843 | 1:14.830 | 2 | 0.683 | 1:14.660 |
| 26 | 1.421 | 1:14.737 | 26 | 1.246 | 1:14.810 | 26 | 1.293 | 1:14.739 | 26 | 1.230 | 1:14.798 | 22 | 4.532 | 1:15.655 |
| 3 | 2.557 | 1:15.197 | 3 | 1.711 | 1:14.139 | 3 | 1.574 | 1:14.555 | 3 | 1.653 | 1:14.940 | 21 | 6.052 | 1:17.848 |
| 21 | 3.189 | 1:15.878 | 21 | 2.626 | 1:14.422 | 21 | 2.941 | 1:15.007 | 33 | 1 LAP | 1:20.606 | 33 | 1 LAP | 1:20.170 |
| 22 | 3.585 | 1:15.454 | 22 | 3.441 | 1:14.841 | 11 | 2 LAPS | 1:21.346 | 21 | 3.024 | 1:14.944 | 26 | 9.067 | 1:22.657 |
| 16 | 14.697 | 1:15.105 | 16 | 14.734 | 1:15.022 | 22 | 3.438 | 1:14.689 | 22 | 3.697 | 1:15.120 | 11 | 2 LAPS | 1:20.202 |
| 7 | 15.168 | 1:14.972 | 7 | 15.233 | 1:15.050 | 16 | 14.631 | 1:14.589 | 11 | 2 LAPS | 1:19.967 | 16 | 15.388 | 1:15.702 |
| 1 | 20.502 | 1:15.559 | 1 | 19.754 | 1:14.237 | 7 | 15.260 | 1:14.719 | 16 | 14.506 | 1:14.736 | 7 | 15.558 | 1:15.585 |
| 50 | 21.052 | 1:15.078 | 50 | 20.792 | 1:14.725 | 1 | 19.002 | 1:13.940 | 7 | 14.793 | 1:14.394 | 1 | 17.544 | 1:14.340 |
| 12 | 21.592 | 1:15.396 | 12 | 21.038 | 1:14.431 | 50 | 20.205 | 1:14.105 | 1 | 18.024 | 1:13.883 | 50 | 19.821 | 1:14.970 |
| 38 | 2 LAPS | 1:30.686 | 38 | 2 LAPS | 1:20.015 | 12 | 20.992 | 1:14.646 | 50 | 19.671 | 1:14.327 | 12 | 20.174 | 1:14.935 |
| 32 | 31.766 | 1:15.937 | 32 | 32.435 | 1:15.654 | 38 | 2 LAPS | 1:20.262 | 12 | 20.059 | 1:13.928 | 32 | 35.742 | 1:16.139 |
| 39 | 40.282 | 1:16.946 | 39 | 41.427 | 1:16.130 | 32 | 33.594 | 1:15.851 | 32 | 34.423 | 1:15.690 | 39 | 47.335 | 1:17.872 |
| 37 | 45.389 | 1:16.883 | 37 | 46.987 | 1:16.583 | 39 | 43.103 | 1:16.368 | 38 | 2 LAPS | 1:22.751 | 38 | 2 LAPS | 1:22.567 |
| 6 | 50.213 | 1:15.483 | 6 | 50.397 | 1:15.169 | 37 | 48.758 | 1:16.463 | 39 | 44.283 | 1:16.041 | 37 | 51.976 | 1:16.752 |
| 44 | 59.812 | 1:18.550 | 44 | 1:02.195 | 1:17.368 | 6 | 50.943 | 1:15.238 | 37 | 50.044 | 1:16.147 | 6 | 52.445 | 1:15.935 |
| 15 | 12 LAPS | 1:17.911 | 15 | 12 LAPS | 1:17.413 | 44 | 1:04.966 | 1:17.463 | 6 | 51.330 | 1:15.248 | 15 | 12 LAPS | 1:16.103 |
| 84 | 1:05.088 | 1:17.813 | 84 | 1:08.139 | 1:18.036 | 15 | 12 LAPS | 1:17.432 | 15 | 12 LAPS | 1:17.211 | 44 | 1:10.549 | 1:17.137 |
| 33 | 1:09.047 | 1:18.048 | 33 | 1:11.812 | 1:17.750 | 84 | 1:11.232 | 1:17.785 | 44 | 1:08.232 | 1:18.127 | | | |
| 11 | 1 LAP | 1:18.869 | | | | | | | 84 | 1:14.414 | 1:18.043 | | | |

Weather / Track : Overcast / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 11:41 End: 12:11

Printed - 12:15 Sunday, 01 October 2006

**British F3 International Series
ROUND 21 (RACE 5) - LAP CHART**

(contd.)

| Lap 21 | | | Lap 22 | | | Lap 23 | | | Lap 24 | | | Lap 25 | | |
|--------|----------|----------|--------|----------|----------|--------|--------|---------|--------|--------|---------|--------|--------|---------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 68 | | 1:15.290 | 68 | | 1:15.095 | | | | | | | | | |
| 2 | 0.969 | 1:15.576 | 2 | 1.903 | 1:16.029 | | | | | | | | | |
| 22 | 4.302 | 1:15.060 | 22 | 3.343 | 1:14.136 | | | | | | | | | |
| 21 | 5.443 | 1:14.681 | 21 | 5.137 | 1:14.789 | | | | | | | | | |
| 84 | 1 LAP | 1:21.965 | 84 | 1 LAP | 1:17.799 | | | | | | | | | |
| 33 | 1 LAP | 1:17.923 | 33 | 1 LAP | 1:18.244 | | | | | | | | | |
| 1 | 16.818 | 1:14.564 | 1 | 16.396 | 1:14.673 | | | | | | | | | |
| 16 | 17.504 | 1:17.406 | 16 | 18.502 | 1:16.093 | | | | | | | | | |
| 7 | 17.912 | 1:17.644 | 7 | 18.717 | 1:15.900 | | | | | | | | | |
| 11 | 2 LAPS | 1:19.811 | 50 | 19.546 | 1:15.694 | | | | | | | | | |
| 50 | 18.947 | 1:14.416 | 12 | 20.293 | 1:15.849 | | | | | | | | | |
| 12 | 19.539 | 1:14.655 | 11 | 2 LAPS | 1:20.410 | | | | | | | | | |
| 32 | 36.333 | 1:15.881 | 32 | 37.033 | 1:15.795 | | | | | | | | | |
| 39 | 48.727 | 1:16.682 | 39 | 50.179 | 1:16.547 | | | | | | | | | |
| 6 | 53.423 | 1:16.268 | 6 | 54.018 | 1:15.690 | | | | | | | | | |
| 37 | 54.229 | 1:17.543 | 37 | 56.309 | 1:17.175 | | | | | | | | | |
| 38 | 2 LAPS | 1:22.292 | 38 | 2 LAPS | 1:19.909 | | | | | | | | | |
| 15 | 12 LAPS | 1:15.848 | 15 | 12 LAPS | 1:15.860 | | | | | | | | | |
| 44 | 1:11.919 | 1:16.660 | 44 | 1:14.401 | 1:17.577 | | | | | | | | | |

Weather / Track : Overcast / Drying

msttiming.com

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Thruxton
Circuit Length = 2.3560 miles.
Start: 11:41 End: 12:11

Printed - 12:15 Sunday, 01 October 2006

British F3 International Series

ROUND 21 - SECTOR ANALYSIS

| 1 | Christian BAKKERUD | | | | DEN | Dallara F306 Mugen-Honda | | | | C | |
|----------|---------------------------|-------|--------|--------------|------------|--------------------------|--------|--------------|---------------|----------|-----------------|
| 1 - | 1:33.978 | 69.3 | 52.917 | 83.4 | 2:26.895 | 12 - | 45.009 | 136.6 | 29.999 | 108.7 | 1:15.008 |
| 2 - | 1:18.352 | 65.5 | 45.072 | 102.2 | 2:03.424 | 13 - | 44.877 | 137.5 | 29.929 | 109.1 | 1:14.806 |
| 3 - | 1:14.522 | 66.1 | 45.472 | 105.3 | 1:59.994 | 14 - | 45.274 | 136.3 | 30.078 | 109.4 | 1:15.352 |
| 4 - | 49.753 | 129.8 | 32.599 | 106.8 | 1:22.352 | 15 - | 45.012 | 135.8 | 31.679 | 105.8 | 1:16.691 |
| 5 - | 47.373 | 131.3 | 31.669 | 107.7 | 1:19.042 | 16 - | 45.465 | 136.1 | 30.094 | 109.2 | 1:15.559 |
| 6 - | 46.347 | 133.4 | 30.687 | 108.0 | 1:17.034 | 17 - | 44.361 | 136.6 | 29.876 | 109.4 | 1:14.237 |
| 7 - | 45.924 | 133.9 | 30.582 | 108.2 | 1:16.506 | 18 - | 44.120 | 137.7 | 29.820 | 109.1 | 1:13.940 |
| 8 - | 46.008 | 135.2 | 30.751 | 107.3 | 1:16.759 | 19 - | 44.077 | 137.7 | 29.806 | 109.2 | 1:13.883 |
| 9 - | 45.597 | 134.4 | 30.386 | 108.0 | 1:15.983 | 20 - | 44.195 | 137.5 | 30.145 | 108.7 | 1:14.340 |
| 10 - | 45.148 | 135.2 | 30.191 | 108.2 | 1:15.339 | 21 - | 44.575 | 137.2 | 29.989 | 107.8 | 1:14.564 |
| 11 - | 44.867 | 136.9 | 29.913 | 109.6 | 1:14.780 | 22 - | 44.629 | 136.9 | 30.044 | 109.4 | 1:14.673 |

| 2 | Oliver JARVIS | | | | GBR | Dallara F306 Mugen-Honda | | | | C | |
|----------|----------------------|-------|--------|-------|------------|--------------------------|--------|--------------|---------------|--------------|-----------------|
| 1 - | 1:23.350 | 83.6 | 53.716 | 80.8 | 2:17.066 | 12 - | 44.906 | 136.6 | 30.179 | 109.1 | 1:15.085 |
| 2 - | 1:15.605 | 83.3 | 49.145 | 93.3 | 2:04.750 | 13 - | 44.862 | 138.6 | 30.046 | 109.1 | 1:14.908 |
| 3 - | 1:14.518 | 76.5 | 49.297 | 107.3 | 2:03.815 | 14 - | 44.802 | 138.9 | 30.148 | 109.1 | 1:14.950 |
| 4 - | 46.546 | 133.6 | 31.050 | 107.8 | 1:17.596 | 15 - | 44.859 | 136.1 | 30.126 | 109.8 | 1:14.985 |
| 5 - | 45.520 | 134.4 | 30.673 | 108.2 | 1:16.193 | 16 - | 44.789 | 137.2 | 30.067 | 109.2 | 1:14.856 |
| 6 - | 45.160 | 133.9 | 30.591 | 108.4 | 1:15.751 | 17 - | 44.809 | 138.6 | 30.087 | 109.8 | 1:14.896 |
| 7 - | 45.031 | 135.0 | 30.258 | 108.5 | 1:15.289 | 18 - | 44.927 | 138.3 | 30.117 | 109.2 | 1:15.044 |
| 8 - | 44.855 | 135.5 | 30.155 | 108.5 | 1:15.010 | 19 - | 44.745 | 136.9 | 30.085 | 109.4 | 1:14.830 |
| 9 - | 45.511 | 135.5 | 30.410 | 108.9 | 1:15.921 | 20 - | 44.743 | 137.7 | 29.917 | 108.9 | 1:14.660 |
| 10 - | 44.598 | 137.2 | 30.140 | 108.7 | 1:14.738 | 21 - | 45.375 | 136.9 | 30.201 | 108.9 | 1:15.576 |
| 11 - | 44.629 | 137.5 | 30.091 | 109.4 | 1:14.720 | 22 - | 45.315 | 136.6 | 30.714 | 108.5 | 1:16.029 |

| 3 | Yelmer BUURMAN | | | | NED | Dallara F306 Mercedes HWA | | | | C | |
|----------|-----------------------|-------|---------------|-------|------------|---------------------------|--------|--------------|--------|--------------|-----------------|
| 1 - | 1:30.029 | 57.5 | 51.552 | 103.8 | 2:21.581 | 11 - | 45.149 | 138.9 | 29.679 | 109.1 | 1:14.828 |
| 2 - | 1:17.439 | 83.5 | 47.077 | 67.7 | 2:04.516 | 12 - | 45.257 | 138.6 | 29.714 | 108.9 | 1:14.971 |
| 3 - | 1:14.884 | 77.0 | 46.899 | 107.0 | 2:01.783 | 13 - | 45.233 | 139.8 | 29.488 | 107.3 | 1:14.721 |
| 4 - | 48.469 | 134.4 | 30.990 | 107.3 | 1:19.459 | 14 - | 44.982 | 141.5 | 29.994 | 108.2 | 1:14.976 |
| 5 - | 45.961 | 133.4 | 30.112 | 107.8 | 1:16.073 | 15 - | 45.108 | 127.0 | 30.181 | 107.5 | 1:15.289 |
| 6 - | 45.388 | 137.2 | 29.764 | 108.9 | 1:15.152 | 16 - | 45.477 | 137.7 | 29.720 | 108.7 | 1:15.197 |
| 7 - | 44.658 | 138.0 | 29.775 | 107.8 | 1:14.433 | 17 - | 44.624 | 139.5 | 29.515 | 109.2 | 1:14.139 |
| 8 - | 44.958 | 137.2 | 29.847 | 108.2 | 1:14.805 | 18 - | 44.730 | 140.3 | 29.825 | 109.4 | 1:14.555 |
| 9 - | 44.867 | 138.9 | 29.951 | 108.0 | 1:14.818 | 19 - | 45.190 | 138.3 | 29.750 | 108.9 | 1:14.940 |
| 10 - | 45.053 | 138.3 | 29.924 | 108.0 | 1:14.977 | | | | | | |

| 6 | James JAKES | | | | GBR | Dallara F306 Mercedes HWA | | | | C | |
|----------|--------------------|-------|--------|-------|------------|---------------------------|---------------|--------------|---------------|--------------|-----------------|
| 1 - | 1:37.109 | 69.6 | 52.075 | 76.0 | 2:29.184 | 12 - | 45.515 | 135.8 | 30.210 | 108.2 | 1:15.725 |
| 2 - | 1:18.102 | 68.4 | 44.588 | 105.1 | 2:02.690 | 13 - | 45.069 | 135.8 | 30.083 | 108.4 | 1:15.152 |
| 3 - | 1:15.421 | 70.4 | 44.323 | 105.3 | 1:59.744 | 14 - | 1:12.858 | 132.8 | 30.463 | 107.8 | 1:43.321 |
| 4 - | 49.812 | 129.3 | 32.354 | 106.3 | 1:22.166 | 15 - | 45.801 | 133.4 | 30.458 | 108.2 | 1:16.259 |
| 5 - | 47.834 | 132.6 | 30.946 | 107.7 | 1:18.780 | 16 - | 45.278 | 135.0 | 30.205 | 108.4 | 1:15.483 |
| 6 - | 46.091 | 132.8 | 30.709 | 107.5 | 1:16.800 | 17 - | 44.946 | 136.3 | 30.223 | 108.5 | 1:15.169 |
| 7 - | 45.749 | 134.7 | 30.648 | 108.4 | 1:16.397 | 18 - | 45.062 | 136.9 | 30.176 | 106.6 | 1:15.238 |
| 8 - | 45.973 | 134.7 | 30.705 | 106.6 | 1:16.678 | 19 - | 45.149 | 136.1 | 30.099 | 108.5 | 1:15.248 |
| 9 - | 45.604 | 132.8 | 30.414 | 108.5 | 1:16.018 | 20 - | 45.199 | 136.1 | 30.736 | 108.7 | 1:15.935 |
| 10 - | 45.289 | 135.0 | 30.167 | 108.2 | 1:15.456 | 21 - | 46.039 | 133.4 | 30.229 | 108.5 | 1:16.268 |
| 11 - | 45.210 | 135.2 | 30.172 | 108.4 | 1:15.382 | 22 - | 45.172 | 135.5 | 30.518 | 104.6 | 1:15.690 |

Weather / Track : Overcast / Drying

British F3 International Series

ROUND 21 - SECTOR ANALYSIS

(contd.)

| 7 | | Stuart HALL | | GBR | | Dallara F306 Mugen-Honda | | | | C | |
|----------|----------|--------------------|--------|------------|----------|--------------------------|--------|--------------|---------------|--------------|-----------------|
| 1 - | 1:33.038 | 63.9 | 52.333 | 98.9 | 2:25.371 | 12 - | 44.897 | 136.6 | 29.921 | 109.1 | 1:14.818 |
| 2 - | 1:17.156 | 67.7 | 47.306 | 89.8 | 2:04.462 | 13 - | 45.363 | 137.2 | 30.155 | 109.1 | 1:15.518 |
| 3 - | 1:14.435 | 69.2 | 45.765 | 106.0 | 2:00.200 | 14 - | 45.642 | 136.1 | 29.942 | 109.2 | 1:15.584 |
| 4 - | 49.475 | 133.1 | 32.668 | 107.3 | 1:22.143 | 15 - | 44.873 | 136.9 | 30.009 | 108.9 | 1:14.882 |
| 5 - | 47.109 | 133.4 | 31.222 | 107.8 | 1:18.331 | 16 - | 45.091 | 136.1 | 29.881 | 108.7 | 1:14.972 |
| 6 - | 46.380 | 134.2 | 31.144 | 107.5 | 1:17.524 | 17 - | 45.088 | 136.6 | 29.962 | 109.1 | 1:15.050 |
| 7 - | 45.977 | 135.2 | 30.427 | 107.3 | 1:16.404 | 18 - | 44.971 | 136.6 | 29.748 | 109.2 | 1:14.719 |
| 8 - | 45.564 | 135.5 | 29.962 | 108.4 | 1:15.526 | 19 - | 44.678 | 138.0 | 29.716 | 109.2 | 1:14.394 |
| 9 - | 44.805 | 135.5 | 29.881 | 108.5 | 1:14.686 | 20 - | 45.163 | 136.9 | 30.422 | 108.2 | 1:15.585 |
| 10 - | 45.048 | 136.1 | 29.893 | 107.8 | 1:14.941 | 21 - | 45.874 | 135.0 | 31.770 | 106.1 | 1:17.644 |
| 11 - | 44.974 | 136.3 | 29.854 | 109.1 | 1:14.828 | 22 - | 45.677 | 138.0 | 30.223 | 106.6 | 1:15.900 |

| 9 | | Jonathan KENNARD | | GBR | | Dallara F306 Mugen-Honda | | | | C | |
|----------|-----------------|-------------------------|---------------|------------|----------|--------------------------|--------|--------------|--------|--------------|-----------------|
| 1 - | 1:32.169 | 57.2 | 51.814 | 86.0 | 2:23.983 | 9 - | 45.299 | 134.7 | 30.248 | 108.9 | 1:15.547 |
| 2 - | 1:17.140 | 77.3 | 47.294 | 88.0 | 2:04.434 | 10 - | 45.037 | 135.0 | 30.231 | 108.9 | 1:15.268 |
| 3 - | 1:14.688 | 73.5 | 46.422 | 105.6 | 2:01.110 | 11 - | 44.925 | 136.1 | 30.163 | 108.5 | 1:15.088 |
| 4 - | 49.518 | 131.8 | 32.527 | 108.0 | 1:22.045 | 12 - | 45.011 | 135.5 | 30.097 | 108.5 | 1:15.108 |
| 5 - | 46.905 | 132.6 | 31.451 | 108.7 | 1:18.356 | 13 - | 44.885 | 136.1 | 30.006 | 107.0 | 1:14.891 |
| 6 - | 46.549 | 133.6 | 31.174 | 108.0 | 1:17.723 | 14 - | 45.240 | 136.6 | 30.067 | 109.1 | 1:15.307 |
| 7 - | 45.854 | 134.2 | 31.473 | 108.2 | 1:17.327 | 15 - | 45.067 | 135.2 | 30.902 | 108.0 | 1:15.969 |
| 8 - | 45.978 | 135.5 | 30.764 | 108.4 | 1:16.742 | | | | | | |

| 11 | | Keiko IHARA | | JPN | | Dallara F306 Mugen-Honda | | | | C | |
|-----------|----------|--------------------|--------|------------|----------|--------------------------|---------------|--------------|---------------|--------------|-----------------|
| 1 - | 1:40.403 | 75.3 | 51.030 | 74.5 | 2:31.433 | 11 - | 47.926 | 132.8 | 32.090 | 106.6 | 1:20.016 |
| 2 - | 1:18.397 | 59.0 | 44.809 | 88.7 | 2:03.206 | 12 - | 48.106 | 133.6 | 1:18.762 | | 2:06.868P |
| 3 - | 1:15.456 | 63.8 | 44.799 | 91.0 | 2:00.255 | 13 - | 57.980 | 132.6 | 32.709 | 107.7 | 1:30.689 |
| 4 - | 54.594 | 114.1 | 35.540 | 102.7 | 1:30.134 | 14 - | 48.734 | 132.8 | 31.967 | 107.5 | 1:20.701 |
| 5 - | 52.522 | 126.1 | 33.956 | 103.0 | 1:26.478 | 15 - | 47.127 | 133.9 | 31.742 | 107.3 | 1:18.869 |
| 6 - | 50.401 | 129.8 | 33.022 | 106.0 | 1:23.423 | 16 - | 46.985 | 135.0 | 34.361 | 92.0 | 1:21.346 |
| 7 - | 48.788 | 130.8 | 33.273 | 105.5 | 1:22.061 | 17 - | 48.546 | 133.6 | 31.421 | 105.5 | 1:19.967 |
| 8 - | 48.657 | 131.0 | 33.019 | 105.6 | 1:21.676 | 18 - | 46.902 | 134.2 | 33.300 | 104.6 | 1:20.202 |
| 9 - | 47.929 | 132.6 | 32.849 | 106.0 | 1:20.778 | 19 - | 47.003 | 133.9 | 32.808 | 101.3 | 1:19.811 |
| 10 - | 47.972 | 132.8 | 32.181 | 107.0 | 1:20.153 | 20 - | 48.878 | 135.0 | 31.532 | 106.8 | 1:20.410 |

| 12 | | Maro ENGEL | | GER | | Dallara F306 Mugen-Honda | | | | C | |
|-----------|----------|-------------------|--------|------------|----------|--------------------------|--------|--------------|---------------|--------------|-----------------|
| 1 - | 1:25.372 | 83.3 | 53.002 | 82.9 | 2:18.374 | 12 - | 45.075 | 138.6 | 30.265 | 108.4 | 1:15.340 |
| 2 - | 1:16.242 | 76.5 | 48.593 | 93.0 | 2:04.835 | 13 - | 45.102 | 139.2 | 29.847 | 109.2 | 1:14.949 |
| 3 - | 1:14.425 | 83.1 | 48.852 | 107.5 | 2:03.277 | 14 - | 45.327 | 136.9 | 30.027 | 109.8 | 1:15.354 |
| 4 - | 46.992 | 134.2 | 31.256 | 106.5 | 1:18.248 | 15 - | 44.698 | 138.0 | 29.817 | 109.1 | 1:14.515 |
| 5 - | 46.165 | 134.2 | 30.397 | 108.2 | 1:16.562 | 16 - | 45.376 | 136.1 | 30.020 | 110.0 | 1:15.396 |
| 6 - | 45.322 | 134.4 | 30.267 | 108.9 | 1:15.589 | 17 - | 44.737 | 138.0 | 29.694 | 110.5 | 1:14.431 |
| 7 - | 45.059 | 135.8 | 30.025 | 109.4 | 1:15.084 | 18 - | 44.966 | 136.6 | 29.680 | 109.4 | 1:14.646 |
| 8 - | 1:03.853 | 135.8 | 29.954 | 109.2 | 1:33.807 | 19 - | 44.342 | 137.7 | 29.586 | 110.1 | 1:13.928 |
| 9 - | 44.969 | 135.8 | 29.942 | 109.1 | 1:14.911 | 20 - | 44.588 | 136.9 | 30.347 | 107.8 | 1:14.935 |
| 10 - | 45.112 | 136.1 | 30.102 | 108.9 | 1:15.214 | 21 - | 44.811 | 138.0 | 29.844 | 110.0 | 1:14.655 |
| 11 - | 45.091 | 138.6 | 30.068 | 109.8 | 1:15.159 | 22 - | 45.951 | 136.9 | 29.898 | 109.1 | 1:15.849 |

Weather / Track : Overcast / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 11:41 End: 12:11

Printed - 12:14 Sunday, 01 October 2006

British F3 International Series

ROUND 21 - SECTOR ANALYSIS

(contd.)

| | | | | | | | | | | | |
|-----------|------------------------|--------------|----------|--------------|-----------------|------------|---------------------------|--------------|---------------|--------------|-----------------|
| 15 | James WALKER | | | | | GBR | Dallara F306 Mercedes HWA | | | | C |
| 1 - | 1:52.204 | 94.5 | X:00.000 | | X:00.000P | 6 - | 46.809 | 136.6 | 30.623 | 107.7 | 1:17.432 |
| 2 - | 59.728 | 107.5 | 33.350 | 106.3 | 1:33.078 | 7 - | 46.499 | 132.8 | 30.712 | 108.0 | 1:17.211 |
| 3 - | 48.108 | 105.3 | 33.007 | 107.2 | 1:21.115 | 8 - | 45.522 | 135.2 | 30.581 | 107.7 | 1:16.103 |
| 4 - | 47.399 | 134.2 | 30.512 | 107.5 | 1:17.911 | 9 - | 45.433 | 136.1 | 30.415 | 108.2 | 1:15.848 |
| 5 - | 46.647 | 136.6 | 30.766 | 107.3 | 1:17.413 | 10 - | 45.497 | 135.5 | 30.363 | 107.7 | 1:15.860 |
| 16 | Alberto VALERIO | | | | | BRA | Dallara F306 Mugen-Honda | | | | C |
| 1 - | 1:30.913 | | 52.032 | 85.4 | 2:22.945 | 12 - | 44.743 | 136.3 | 30.206 | 108.0 | 1:14.949 |
| 2 - | 1:16.962 | 71.0 | 46.863 | 91.1 | 2:03.825 | 13 - | 45.720 | 135.0 | 30.319 | 108.2 | 1:16.039 |
| 3 - | 1:15.444 | 83.8 | 46.583 | 106.1 | 2:02.027 | 14 - | 44.996 | 137.5 | 30.175 | 108.5 | 1:15.171 |
| 4 - | 49.063 | 133.9 | 31.827 | 107.7 | 1:20.890 | 15 - | 45.042 | 136.1 | 30.091 | 109.1 | 1:15.133 |
| 5 - | 47.207 | 134.2 | 31.054 | 108.2 | 1:18.261 | 16 - | 44.954 | 136.3 | 30.151 | 108.0 | 1:15.105 |
| 6 - | 46.300 | 133.9 | 30.541 | 108.0 | 1:16.841 | 17 - | 44.934 | 136.1 | 30.088 | 108.9 | 1:15.022 |
| 7 - | 45.654 | 134.2 | 30.469 | 108.9 | 1:16.123 | 18 - | 44.628 | 137.2 | 29.961 | 108.2 | 1:14.589 |
| 8 - | 45.621 | 131.8 | 30.393 | 108.4 | 1:16.014 | 19 - | 44.704 | 137.5 | 30.032 | 108.2 | 1:14.736 |
| 9 - | 45.024 | 134.7 | 30.366 | 107.5 | 1:15.390 | 20 - | 44.916 | 137.2 | 30.786 | 107.0 | 1:15.702 |
| 10 - | 45.268 | 133.9 | 30.368 | 108.0 | 1:15.636 | 21 - | 45.962 | 134.4 | 31.444 | 107.8 | 1:17.406 |
| 11 - | 45.163 | 133.9 | 30.207 | 109.2 | 1:15.370 | 22 - | 45.848 | 137.5 | 30.245 | 107.5 | 1:16.093 |
| 21 | Bruno SENNA | | | | | BRA | Dallara F306 Mercedes HWA | | | | C |
| 1 - | 1:24.500 | 93.2 | 53.261 | 79.9 | 2:17.761 | 12 - | 45.054 | 136.1 | 29.974 | 108.4 | 1:15.028 |
| 2 - | 1:15.828 | 72.9 | 48.917 | 100.4 | 2:04.745 | 13 - | 45.083 | 137.7 | 29.714 | 108.0 | 1:14.797 |
| 3 - | 1:14.384 | 80.2 | 49.312 | 107.3 | 2:03.696 | 14 - | 44.975 | 138.3 | 29.916 | 108.0 | 1:14.891 |
| 4 - | 46.712 | 132.8 | 30.884 | 107.8 | 1:17.596 | 15 - | 44.981 | 137.5 | 31.150 | 105.6 | 1:16.131 |
| 5 - | 46.081 | 133.9 | 30.274 | 108.7 | 1:16.355 | 16 - | 46.178 | 137.7 | 29.700 | 106.8 | 1:15.878 |
| 6 - | 45.339 | 133.9 | 30.091 | 108.9 | 1:15.430 | 17 - | 44.850 | 138.6 | 29.572 | 108.5 | 1:14.422 |
| 7 - | 45.595 | 134.7 | 29.976 | 108.0 | 1:15.571 | 18 - | 44.927 | 137.2 | 30.080 | 106.0 | 1:15.007 |
| 8 - | 45.009 | 136.1 | 29.875 | 107.8 | 1:14.884 | 19 - | 45.069 | 137.7 | 29.875 | 107.7 | 1:14.944 |
| 9 - | 45.288 | 134.4 | 30.465 | 108.9 | 1:15.753 | 20 - | 44.989 | 138.3 | 32.859 | 100.6 | 1:17.848 |
| 10 - | 44.972 | 136.3 | 30.021 | 108.9 | 1:14.993 | 21 - | 45.224 | 138.6 | 29.457 | 109.2 | 1:14.681 |
| 11 - | 44.861 | 136.9 | 29.841 | 108.7 | 1:14.702 | 22 - | 44.996 | 138.6 | 29.793 | 108.4 | 1:14.789 |
| 22 | Stephen JELLEY | | | | | GBR | Dallara F306 Mercedes HWA | | | | C |
| 1 - | 1:27.221 | 79.1 | 52.500 | 87.1 | 2:19.721 | 12 - | 44.502 | 137.5 | 29.572 | 109.1 | 1:14.074 |
| 2 - | 1:15.732 | 83.7 | 49.021 | 94.5 | 2:04.753 | 13 - | 45.232 | 137.7 | 29.682 | 109.8 | 1:14.914 |
| 3 - | 1:13.930 | 87.6 | 48.917 | 106.0 | 2:02.847 | 14 - | 44.578 | 137.7 | 29.603 | 108.7 | 1:14.181 |
| 4 - | 48.696 | 134.7 | 31.910 | 106.6 | 1:20.606 | 15 - | 44.498 | 138.0 | 29.764 | 109.1 | 1:14.262 |
| 5 - | 46.707 | 135.2 | 31.020 | 107.5 | 1:17.727 | 16 - | 45.820 | 138.6 | 29.634 | 108.7 | 1:15.454 |
| 6 - | 45.901 | 135.5 | 30.482 | 107.0 | 1:16.383 | 17 - | 45.161 | 139.8 | 29.680 | 108.7 | 1:14.841 |
| 7 - | 45.175 | 136.3 | 30.008 | 107.0 | 1:15.183 | 18 - | 44.877 | 139.2 | 29.812 | 107.7 | 1:14.689 |
| 8 - | 45.263 | 135.8 | 29.967 | 108.5 | 1:15.230 | 19 - | 45.319 | 139.5 | 29.801 | 108.5 | 1:15.120 |
| 9 - | 44.877 | 136.6 | 29.866 | 108.7 | 1:14.743 | 20 - | 45.397 | 138.3 | 30.258 | 106.6 | 1:15.655 |
| 10 - | 44.671 | 136.9 | 29.789 | 107.7 | 1:14.460 | 21 - | 45.285 | 135.5 | 29.775 | 109.2 | 1:15.060 |
| 11 - | 44.493 | 138.9 | 29.576 | 109.2 | 1:14.069 | 22 - | 44.516 | 139.2 | 29.620 | 108.7 | 1:14.136 |

Weather / Track : Overcast / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 11:41 End: 12:11

Printed - 12:14 Sunday, 01 October 2006

British F3 International Series

ROUND 21 - SECTOR ANALYSIS

(contd.)

| | | | | | | | | | | | | |
|-----------|--------------------------|------------|--------|-------|----------|-------------|---------------|------------------------------|---------------|--------------|-----------------|----------|
| 26 | Mike CONWAY | GBR | | | | | | Dallara F306 Mercedes HWA | | | | C |
| 1 - | 1:28.448 | 71.8 | 52.134 | 92.6 | 2:20.582 | 11 - | 45.018 | 138.9 | 29.710 | 109.4 | 1:14.728 | |
| 2 - | 1:15.796 | 81.8 | 49.467 | 73.6 | 2:05.263 | 12 - | 45.078 | 138.3 | 29.799 | 109.4 | 1:14.877 | |
| 3 - | 1:13.674 | 84.0 | 48.038 | 106.5 | 2:01.712 | 13 - | 45.355 | 138.9 | 29.551 | 108.5 | 1:14.906 | |
| 4 - | 47.400 | 134.4 | 30.541 | 108.0 | 1:17.941 | 14 - | 45.237 | 139.2 | 29.701 | 109.6 | 1:14.938 | |
| 5 - | 46.130 | 135.8 | 30.103 | 109.1 | 1:16.233 | 15 - | 44.980 | 138.0 | 30.072 | 108.9 | 1:15.052 | |
| 6 - | 45.530 | 136.6 | 30.091 | 108.5 | 1:15.621 | 16 - | 45.041 | 137.7 | 29.696 | 109.2 | 1:14.737 | |
| 7 - | 45.390 | 136.1 | 29.845 | 108.9 | 1:15.235 | 17 - | 45.145 | 137.2 | 29.665 | 109.4 | 1:14.810 | |
| 8 - | 45.017 | 135.8 | 29.717 | 108.7 | 1:14.734 | 18 - | 45.010 | 139.8 | 29.729 | 109.6 | 1:14.739 | |
| 9 - | 44.900 | 137.5 | 29.902 | 108.4 | 1:14.802 | 19 - | 45.057 | 138.6 | 29.741 | 109.4 | 1:14.798 | |
| 10 - | 45.118 | 138.0 | 29.964 | 109.4 | 1:15.082 | 20 - | 46.102 | 138.6 | 36.555 | 89.5 | 1:22.657 | |
| 32 | Rodolfo GONZALEZ | VEN | | | | | | Dallara F304 Mugen-Honda | | | | N |
| 1 - | 1:35.904 | 70.5 | 52.242 | 72.7 | 2:28.146 | 12 - | 45.538 | 134.4 | 30.452 | 107.3 | 1:15.990 | |
| 2 - | 1:18.556 | 61.8 | 44.730 | 103.5 | 2:03.286 | 13 - | 45.888 | 135.2 | 30.454 | 106.6 | 1:16.342 | |
| 3 - | 1:15.059 | 75.9 | 44.896 | 104.5 | 1:59.955 | 14 - | 45.630 | 135.2 | 30.398 | 108.0 | 1:16.028 | |
| 4 - | 50.555 | 128.5 | 33.072 | 104.0 | 1:23.627 | 15 - | 45.344 | 135.0 | 30.393 | 106.6 | 1:15.737 | |
| 5 - | 48.352 | 131.0 | 31.711 | 106.0 | 1:20.063 | 16 - | 45.635 | 135.5 | 30.302 | 106.8 | 1:15.937 | |
| 6 - | 47.315 | 132.3 | 31.408 | 105.5 | 1:18.723 | 17 - | 45.380 | 135.2 | 30.274 | 108.2 | 1:15.654 | |
| 7 - | 46.744 | 132.3 | 30.704 | 106.6 | 1:17.448 | 18 - | 45.465 | 136.3 | 30.386 | 107.2 | 1:15.851 | |
| 8 - | 46.294 | 134.4 | 30.405 | 107.3 | 1:16.699 | 19 - | 45.402 | 136.1 | 30.288 | 107.5 | 1:15.690 | |
| 9 - | 46.042 | 134.4 | 30.443 | 107.5 | 1:16.485 | 20 - | 45.447 | 134.7 | 30.692 | 106.3 | 1:16.139 | |
| 10 - | 45.541 | 134.4 | 30.561 | 106.8 | 1:16.102 | 21 - | 45.657 | 136.1 | 30.224 | 107.2 | 1:15.881 | |
| 11 - | 45.747 | 133.9 | 30.473 | 107.5 | 1:16.220 | 22 - | 45.441 | 135.5 | 30.354 | 106.1 | 1:15.795 | |
| 33 | Alex WATERS | GBR | | | | | | Dallara F304 Mugen-Honda | | | | N |
| 1 - | 1:44.591 | 66.7 | 50.199 | 96.2 | 2:34.790 | 12 - | 47.137 | 132.8 | 31.506 | 106.1 | 1:18.643 | |
| 2 - | 1:17.915 | | 43.992 | 86.3 | 2:01.907 | 13 - | 47.222 | 133.6 | 31.122 | 106.0 | 1:18.344 | |
| 3 - | 1:16.100 | 61.5 | 43.668 | 101.0 | 1:59.768 | 14 - | 47.053 | 132.8 | 31.147 | 107.0 | 1:18.200 | |
| 4 - | 53.088 | 127.0 | 33.830 | 103.2 | 1:26.918 | 15 - | 47.012 | 133.6 | 30.960 | 105.5 | 1:17.972 | |
| 5 - | 49.753 | 128.3 | 33.099 | 103.0 | 1:22.852 | 16 - | 46.925 | 133.1 | 31.123 | 105.5 | 1:18.048 | |
| 6 - | 48.632 | 131.5 | 32.274 | 103.8 | 1:20.906 | 17 - | 46.803 | 133.4 | 30.947 | 105.0 | 1:17.750 | |
| 7 - | 47.915 | 130.8 | 32.211 | 103.5 | 1:20.126 | 18 - | 47.210 | 132.3 | 33.396 | 101.2 | 1:20.606 | |
| 8 - | 47.568 | 132.3 | 31.728 | 104.3 | 1:19.296 | 19 - | 48.737 | 132.8 | 31.433 | 102.7 | 1:20.170 | |
| 9 - | 47.439 | 132.6 | 31.381 | 105.0 | 1:18.820 | 20 - | 46.935 | 134.2 | 30.988 | 105.8 | 1:17.923 | |
| 10 - | 47.443 | 132.1 | 31.309 | 104.8 | 1:18.752 | 21 - | 47.126 | 133.9 | 31.118 | 104.5 | 1:18.244 | |
| 11 - | 47.503 | 131.5 | 31.224 | 106.1 | 1:18.727 | | | | | | | |
| 37 | Cristiano MORGADO | RSA | | | | | | Lola-Dome F106/4 Mugen Honda | | | | N |
| 1 - | 1:41.505 | 74.6 | 50.827 | 77.7 | 2:32.332 | 12 - | 45.972 | 133.9 | 30.639 | 107.8 | 1:16.611 | |
| 2 - | 1:18.227 | | 44.765 | 90.9 | 2:02.992 | 13 - | 45.813 | 134.2 | 30.700 | 107.0 | 1:16.513 | |
| 3 - | 1:15.461 | 58.5 | 43.894 | 103.2 | 1:59.355 | 14 - | 45.777 | 133.1 | 31.101 | 107.0 | 1:16.878 | |
| 4 - | 50.488 | 110.1 | 34.009 | 106.0 | 1:24.497 | 15 - | 45.831 | 133.6 | 30.750 | 107.0 | 1:16.581 | |
| 5 - | 49.459 | 127.5 | 32.485 | 105.5 | 1:21.944 | 16 - | 45.838 | 132.3 | 31.045 | 106.8 | 1:16.883 | |
| 6 - | 47.647 | 130.5 | 31.380 | 107.5 | 1:19.027 | 17 - | 45.741 | 133.4 | 30.842 | 107.5 | 1:16.583 | |
| 7 - | 47.166 | 131.5 | 31.241 | 107.3 | 1:18.407 | 18 - | 45.705 | 133.1 | 30.758 | 107.7 | 1:16.463 | |
| 8 - | 46.520 | 132.8 | 30.989 | 107.0 | 1:17.509 | 19 - | 45.515 | 134.2 | 30.632 | 107.7 | 1:16.147 | |
| 9 - | 46.379 | 132.6 | 30.697 | 107.5 | 1:17.076 | 20 - | 45.864 | 132.6 | 30.888 | 107.2 | 1:16.752 | |
| 10 - | 46.217 | 131.8 | 30.829 | 107.5 | 1:17.046 | 21 - | 46.248 | 131.8 | 31.295 | 107.3 | 1:17.543 | |
| 11 - | 45.915 | 133.1 | 30.845 | 107.5 | 1:16.760 | 22 - | 46.113 | 133.9 | 31.062 | 107.2 | 1:17.175 | |

Weather / Track : Overcast / Drying

British F3 International Series

ROUND 21 - SECTOR ANALYSIS

(contd.)

| 38 | | Rodolfo AVILA | | | | MAC | | Dallara F304 Mugen-Honda | | | | N |
|-----------|----------|----------------------|---------------|--------------|----------|------------|---------------|--------------------------|----------|-------|-----------------|----------|
| 1 - | 1:45.546 | 63.0 | 50.112 | 83.5 | 2:35.658 | 11 - | 48.781 | 132.3 | 31.727 | 105.5 | 1:20.508 | |
| 2 - | 1:17.831 | 67.5 | 43.679 | 86.9 | 2:01.510 | 12 - | 53.584 | 129.0 | 31.829 | 105.6 | 1:25.413 | |
| 3 - | 1:16.224 | 65.6 | 43.615 | 101.0 | 1:59.839 | 13 - | 48.214 | 134.2 | 1:39.573 | | 2:27.787 P | |
| 4 - | 53.560 | 108.7 | 35.398 | 104.5 | 1:28.958 | 14 - | 57.541 | 131.3 | 33.145 | 106.6 | 1:30.686 | |
| 5 - | 58.106 | 127.5 | 33.858 | 104.8 | 1:31.964 | 15 - | 48.499 | 132.8 | 31.516 | 106.6 | 1:20.015 | |
| 6 - | 49.707 | 129.0 | 32.900 | 105.8 | 1:22.607 | 16 - | 48.068 | 133.9 | 32.194 | 98.2 | 1:20.262 | |
| 7 - | 49.531 | 129.8 | 31.964 | 106.5 | 1:21.495 | 17 - | 50.971 | 128.8 | 31.780 | 106.1 | 1:22.751 | |
| 8 - | 48.512 | 130.8 | 31.721 | 106.8 | 1:20.233 | 18 - | 50.443 | 126.6 | 32.124 | 106.5 | 1:22.567 | |
| 9 - | 48.905 | 130.0 | 31.476 | 106.1 | 1:20.381 | 19 - | 49.073 | 117.1 | 33.219 | 106.5 | 1:22.292 | |
| 10 - | 48.986 | 131.5 | 31.935 | 105.6 | 1:20.921 | 20 - | 48.152 | 132.6 | 31.757 | 101.3 | 1:19.909 | |

| 39 | | Juho ANNALA | | | | FIN | | Dallara F304 Mugen-Honda | | | | N |
|-----------|----------|--------------------|--------|--------------|----------|------------|---------------|--------------------------|---------------|-------|-----------------|----------|
| 1 - | 1:38.771 | 68.7 | 51.553 | 63.4 | 2:30.324 | 12 - | 45.623 | 133.6 | 30.449 | 105.8 | 1:16.072 | |
| 2 - | 1:18.515 | 60.8 | 45.372 | 84.2 | 2:03.887 | 13 - | 46.014 | 134.2 | 30.366 | 106.6 | 1:16.380 | |
| 3 - | 1:14.754 | 68.6 | 44.101 | 103.8 | 1:58.855 | 14 - | 45.690 | 134.4 | 30.435 | 106.5 | 1:16.125 | |
| 4 - | 51.387 | 118.5 | 32.567 | 103.5 | 1:23.954 | 15 - | 45.661 | 133.1 | 30.449 | 106.0 | 1:16.110 | |
| 5 - | 48.663 | 127.0 | 31.902 | 105.0 | 1:20.565 | 16 - | 46.043 | 134.2 | 30.903 | 106.5 | 1:16.946 | |
| 6 - | 48.057 | 128.3 | 31.335 | 105.6 | 1:19.392 | 17 - | 45.813 | 134.7 | 30.317 | 107.0 | 1:16.130 | |
| 7 - | 47.582 | 129.5 | 31.175 | 106.1 | 1:18.757 | 18 - | 45.756 | 135.0 | 30.612 | 106.6 | 1:16.368 | |
| 8 - | 47.116 | 130.3 | 30.842 | 106.1 | 1:17.958 | 19 - | 45.698 | 133.9 | 30.343 | 106.8 | 1:16.041 | |
| 9 - | 46.650 | 131.5 | 30.596 | 106.1 | 1:17.246 | 20 - | 46.588 | 129.3 | 31.284 | 105.6 | 1:17.872 | |
| 10 - | 45.967 | 132.8 | 30.507 | 107.0 | 1:16.474 | 21 - | 45.922 | 134.4 | 30.760 | 106.1 | 1:16.682 | |
| 11 - | 45.818 | 133.6 | 30.441 | 107.2 | 1:16.259 | 22 - | 45.912 | 134.7 | 30.635 | 106.3 | 1:16.547 | |

| 44 | | Leo MANSELL | | | | GBR | | Dallara F306 Mercedes | | | | I |
|-----------|----------|--------------------|--------|-------|----------|------------|---------------|-----------------------|---------------|--------------|-----------------|----------|
| 1 - | 1:38.237 | 67.7 | 51.927 | 66.1 | 2:30.164 | 12 - | 46.923 | 130.5 | 30.972 | 107.5 | 1:17.895 | |
| 2 - | 1:18.117 | 63.7 | 45.320 | 85.1 | 2:03.437 | 13 - | 46.783 | 131.5 | 30.781 | 107.7 | 1:17.564 | |
| 3 - | 1:14.466 | 67.9 | 44.598 | 104.0 | 1:59.064 | 14 - | 46.485 | 131.3 | 30.880 | 107.7 | 1:17.365 | |
| 4 - | 51.966 | 115.1 | 34.000 | 104.8 | 1:25.966 | 15 - | 46.908 | 132.6 | 31.435 | 107.8 | 1:18.343 | |
| 5 - | 49.892 | 124.5 | 33.516 | 105.1 | 1:23.408 | 16 - | 47.704 | 131.8 | 30.846 | 107.2 | 1:18.550 | |
| 6 - | 48.759 | 128.3 | 32.199 | 105.3 | 1:20.958 | 17 - | 46.596 | 132.3 | 30.772 | 107.7 | 1:17.368 | |
| 7 - | 48.227 | 127.3 | 31.417 | 106.6 | 1:19.644 | 18 - | 46.869 | 133.4 | 30.594 | 108.0 | 1:17.463 | |
| 8 - | 47.395 | 130.8 | 31.049 | 106.6 | 1:18.444 | 19 - | 46.630 | 132.1 | 31.497 | 108.2 | 1:18.127 | |
| 9 - | 47.040 | 130.8 | 31.278 | 106.6 | 1:18.318 | 20 - | 46.480 | 133.9 | 30.657 | 107.8 | 1:17.137 | |
| 10 - | 47.134 | 130.5 | 30.915 | 106.8 | 1:18.049 | 21 - | 46.061 | 133.6 | 30.599 | 107.8 | 1:16.660 | |
| 11 - | 46.803 | 131.5 | 30.862 | 107.3 | 1:17.665 | 22 - | 46.625 | 132.8 | 30.952 | 107.2 | 1:17.577 | |

| 50 | | Greg MANSELL | | | | GBR | | Dallara F306 Mercedes | | | | I |
|-----------|----------|---------------------|--------|-------|----------|------------|--------|-----------------------|---------------|--------------|-----------------|----------|
| 1 - | 1:35.118 | 68.3 | 52.726 | 77.9 | 2:27.844 | 12 - | 45.255 | 136.1 | 30.110 | 107.7 | 1:15.365 | |
| 2 - | 1:18.233 | 68.6 | 44.897 | 97.2 | 2:03.130 | 13 - | 45.026 | 138.0 | 29.963 | 108.4 | 1:14.989 | |
| 3 - | 1:14.741 | 80.3 | 45.138 | 104.2 | 1:59.879 | 14 - | 45.225 | 136.9 | 30.071 | 108.2 | 1:15.296 | |
| 4 - | 49.843 | 129.8 | 32.815 | 106.3 | 1:22.658 | 15 - | 44.565 | 137.2 | 30.184 | 107.5 | 1:14.749 | |
| 5 - | 48.747 | 130.5 | 31.349 | 107.3 | 1:20.096 | 16 - | 45.085 | 137.5 | 29.993 | 109.8 | 1:15.078 | |
| 6 - | 47.004 | 133.1 | 30.846 | 107.5 | 1:17.850 | 17 - | 44.785 | 139.2 | 29.940 | 108.5 | 1:14.725 | |
| 7 - | 45.899 | 133.6 | 30.534 | 107.5 | 1:16.433 | 18 - | 44.503 | 139.5 | 29.602 | 109.1 | 1:14.105 | |
| 8 - | 46.020 | 134.4 | 30.386 | 108.0 | 1:16.406 | 19 - | 44.593 | 139.2 | 29.734 | 108.2 | 1:14.327 | |
| 9 - | 45.417 | 134.7 | 30.132 | 108.5 | 1:15.549 | 20 - | 44.571 | 137.5 | 30.399 | 107.5 | 1:14.970 | |
| 10 - | 45.470 | 135.5 | 30.024 | 108.5 | 1:15.494 | 21 - | 44.474 | 139.2 | 29.942 | 108.7 | 1:14.416 | |
| 11 - | 45.131 | 138.3 | 30.127 | 109.1 | 1:15.258 | 22 - | 45.912 | 140.3 | 29.782 | 107.0 | 1:15.694 | |

Weather / Track : Overcast / Drying

British F3 International Series

ROUND 21 - SECTOR ANALYSIS

(contd.)

| 68 | | Danny WATTS | | GBR | | Dallara F306 Mercedes | | | | | |
|-----------|----------|--------------------|--------|--------------|----------|------------------------------|--------|--------------|---------------|----------|-----------------|
| 1 - | 1:21.985 | 83.8 | 53.276 | 77.5 | 2:15.261 | 12 - | 44.907 | 136.1 | 30.172 | 109.2 | 1:15.079 |
| 2 - | 1:15.392 | 74.3 | 49.490 | 75.5 | 2:04.882 | 13 - | 45.012 | 137.2 | 30.136 | 109.4 | 1:15.148 |
| 3 - | 1:14.850 | 71.0 | 46.994 | 106.0 | 2:01.844 | 14 - | 44.809 | 137.2 | 30.051 | 109.4 | 1:14.860 |
| 4 - | 47.339 | 133.4 | 31.252 | 106.3 | 1:18.591 | 15 - | 44.820 | 136.9 | 30.050 | 109.8 | 1:14.870 |
| 5 - | 46.101 | 134.4 | 30.446 | 108.0 | 1:16.547 | 16 - | 44.976 | 136.6 | 30.014 | 109.6 | 1:14.990 |
| 6 - | 45.533 | 134.2 | 30.649 | 108.5 | 1:16.182 | 17 - | 44.892 | 137.5 | 30.093 | 110.0 | 1:14.985 |
| 7 - | 45.233 | 134.4 | 30.358 | 108.4 | 1:15.591 | 18 - | 44.770 | 138.6 | 29.922 | 109.6 | 1:14.692 |
| 8 - | 44.990 | 135.8 | 30.214 | 109.2 | 1:15.204 | 19 - | 44.876 | 137.2 | 29.985 | 109.4 | 1:14.861 |
| 9 - | 45.614 | 135.2 | 30.163 | 109.4 | 1:15.777 | 20 - | 44.870 | 136.6 | 29.950 | 108.0 | 1:14.820 |
| 10 - | 44.996 | 135.5 | 30.149 | 109.1 | 1:15.145 | 21 - | 45.352 | 137.2 | 29.938 | 108.9 | 1:15.290 |
| 11 - | 44.930 | 136.3 | 30.121 | 110.1 | 1:15.051 | 22 - | 45.073 | 137.2 | 30.022 | 108.5 | 1:15.095 |

| 84 | | Oliver TURVEY | | GBR | | Dallara F304 Mugen-Honda | | | | | |
|-----------|----------|----------------------|--------|------------|----------|---------------------------------|---------------|--------------|---------------|--------------|-----------------|
| 1 - | 1:43.265 | 63.1 | 50.475 | 81.9 | 2:33.740 | 12 - | 47.048 | 132.3 | 31.223 | 106.5 | 1:18.271 |
| 2 - | 1:18.073 | 67.3 | 44.219 | 81.0 | 2:02.292 | 13 - | 46.941 | 132.6 | 31.167 | 106.5 | 1:18.108 |
| 3 - | 1:15.821 | 66.5 | 43.826 | 97.6 | 1:59.647 | 14 - | 47.120 | 131.0 | 31.220 | 107.0 | 1:18.340 |
| 4 - | 51.831 | 128.8 | 33.658 | 104.2 | 1:25.489 | 15 - | 47.039 | 131.3 | 31.170 | 106.3 | 1:18.209 |
| 5 - | 48.951 | 130.3 | 32.746 | 105.5 | 1:21.697 | 16 - | 46.808 | 131.5 | 31.005 | 106.8 | 1:17.813 |
| 6 - | 48.531 | 130.8 | 32.439 | 105.8 | 1:20.970 | 17 - | 46.895 | 131.8 | 31.141 | 106.1 | 1:18.036 |
| 7 - | 48.057 | 131.0 | 32.173 | 105.5 | 1:20.230 | 18 - | 46.746 | 131.8 | 31.039 | 106.3 | 1:17.785 |
| 8 - | 47.639 | 131.5 | 31.831 | 105.5 | 1:19.470 | 19 - | 46.656 | 131.5 | 31.387 | 92.1 | 1:18.043 |
| 9 - | 47.344 | 131.8 | 31.684 | 105.5 | 1:19.028 | 20 - | 50.285 | 124.2 | 31.680 | 106.1 | 1:21.965 |
| 10 - | 47.094 | 131.3 | 31.250 | 106.3 | 1:18.344 | 21 - | 46.869 | 132.3 | 30.930 | 106.6 | 1:17.799 |
| 11 - | 47.229 | 132.1 | 31.233 | 105.3 | 1:18.462 | | | | | | |

Weather / Track : Overcast / Drying

msttiming.com

Page 6 of 6

Thruxton
Circuit Length = 2.3560 miles.
Start: 11:41 End: 12:11

Printed - 12:14 Sunday, 01 October 2006

British F3 International Series

ROUND 21 - BEST SECTOR TIMES

| SECTOR 1 | | | | SECTOR 2 | | IDEAL / BEST COMPARISON | | | | | |
|----------|----|----------|--------|----------|----------|-------------------------|------|----------|---------------------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 1 | BAKKERUD | 44.077 | 21 | SENNA | 29.457 | 11 | BAKKERUD | 1:13.883 | 1:13.883 | 0.000 |
| 2 | 12 | ENGEL | 44.342 | 3 | BUURMAN | 29.488 | 212 | ENGEL | 1:13.928 | 1:13.928 | 0.000 |
| 3 | 50 | MANSELL | 44.474 | 26 | CONWAY | 29.551 | 322 | JELLEY | 1:14.065 | 1:14.069 | 0.004 |
| 4 | 22 | JELLEY | 44.493 | 22 | JELLEY | 29.572 | 450 | MANSELL | 1:14.076 | 1:14.105 | 0.029 |
| 5 | 2 | JARVIS | 44.598 | 12 | ENGEL | 29.586 | 53 | BUURMAN | 1:14.112 | 1:14.139 | 0.027 |
| 6 | 3 | BUURMAN | 44.624 | 50 | MANSELL | 29.602 | 621 | SENNA | 1:14.307 | 1:14.422 | 0.115 |
| 7 | 16 | VALERIO | 44.628 | 7 | HALL | 29.716 | 77 | HALL | 1:14.394 | 1:14.394 | 0.000 |
| 8 | 7 | HALL | 44.678 | 1 | BAKKERUD | 29.806 | 826 | CONWAY | 1:14.451 | 1:14.728 | 0.277 |
| 9 | 68 | WATTS | 44.770 | 2 | JARVIS | 29.917 | 92 | JARVIS | 1:14.515 | 1:14.660 | 0.145 |
| 10 | 21 | SENNA | 44.850 | 68 | WATTS | 29.922 | 1016 | VALERIO | 1:14.589 | 1:14.589 | 0.000 |
| 11 | 9 | KENNARD | 44.885 | 16 | VALERIO | 29.961 | 1168 | WATTS | 1:14.692 | 1:14.692 | 0.000 |
| 12 | 26 | CONWAY | 44.900 | 9 | KENNARD | 30.006 | 129 | KENNARD | 1:14.891 | 1:14.891 | 0.000 |
| 13 | 6 | JAKES | 44.946 | 6 | JAKES | 30.083 | 136 | JAKES | 1:15.029 | 1:15.152 | 0.123 |
| 14 | 32 | GONZALEZ | 45.344 | 32 | GONZALEZ | 30.224 | 1432 | GONZALEZ | 1:15.568 | 1:15.654 | 0.086 |
| 15 | 15 | WALKER | 45.433 | 39 | ANNALA | 30.317 | 1515 | WALKER | 1:15.796 | 1:15.848 | 0.052 |
| 16 | 37 | MORGADO | 45.515 | 15 | WALKER | 30.363 | 1639 | ANNALA | 1:15.940 | 1:16.041 | 0.101 |
| 17 | 39 | ANNALA | 45.623 | 44 | MANSELL | 30.594 | 1737 | MORGADO | 1:16.147 | 1:16.147 | 0.000 |
| 18 | 44 | MANSELL | 46.061 | 37 | MORGADO | 30.632 | 1844 | MANSELL | 1:16.655 | 1:16.660 | 0.005 |
| 19 | 84 | TURVEY | 46.656 | 84 | TURVEY | 30.930 | 1984 | TURVEY | 1:17.586 | 1:17.785 | 0.199 |
| 20 | 33 | WATERS | 46.803 | 33 | WATERS | 30.947 | 2033 | WATERS | 1:17.750 | 1:17.750 | 0.000 |
| 21 | 11 | IHARA | 46.902 | 11 | IHARA | 31.421 | 2111 | IHARA | 1:18.323 | 1:18.869 | 0.546 |
| 22 | 38 | AVILA | 48.068 | 38 | AVILA | 31.476 | 2238 | AVILA | 1:19.544 | 1:19.909 | 0.365 |
| | | | | | | | | | Perfect Lap Time 1:13.534 | | |

Thruxton
 Circuit Length = 2.356 miles
 Start: 11:41 End: 12:11

British F3 International Series

ROUND 21 - SPEED TRAPS

| SECTOR 1 | | | SECTOR 2 | | | FINISH LINE | | | | |
|----------|----|--------------------|----------|----|--------------------|---------------|-------|--------------------|---------------|-------|
| POS | NO | NAME | SPEED | NO | NAME | SPEED | NO | NAME | SPEED | |
| 1 | 3 | Yelmer BUURMAN | 141.5 | 12 | Maro ENGEL | 110.5 | 68 | Danny WATTS | 110.1 | |
| 2 | 50 | Greg MANSELL | 140.3 | 2 | Oliver JARVIS | 109.8 | 22 | Stephen JELLEY | 109.8 | |
| 3 | 22 | Stephen JELLEY | 139.8 | 50 | Greg MANSELL | 109.8 | 1 | Christian BAKKERUD | 109.6 | |
| 4 | 26 | Mike CONWAY | 139.8 | 1 | Christian BAKKERUD | 109.6 | 26 | Mike CONWAY | 109.6 | |
| 5 | 12 | Maro ENGEL | 139.2 | 3 | Yelmer BUURMAN | 109.4 | 7 | Stuart HALL | 109.2 | |
| 6 | 2 | Oliver JARVIS | 138.9 | 16 | Alberto VALERIO | 109.2 | 21 | Bruno SENNA | 109.2 | |
| 7 | 21 | Bruno SENNA | 138.6 | 9 | Jonathan KENNARD | 109.1 | 6 | James JAKES | 108.7 | |
| 8 | 68 | Danny WATTS | 138.6 | 15 | James WALKER | 108.2 | 32 | Rodolfo GONZALEZ | 108.2 | |
| 9 | 7 | Stuart HALL | 138.0 | 32 | Rodolfo GONZALEZ | 108.2 | 44 | Leo MANSELL | 108.2 | |
| 10 | 1 | Christian BAKKERUD | 137.7 | 37 | Cristiano MORGADO | 107.8 | 11 | Keiko IHARA | 107.7 | |
| 11 | 16 | Alberto VALERIO | 137.5 | 39 | Juho ANNALA | 107.2 | 39 | Juho ANNALA | 107.2 | |
| 12 | 6 | James JAKES | 136.9 | 33 | Alex WATERS | 107.0 | 84 | Oliver TURVEY | 107.0 | |
| 13 | 9 | Jonathan KENNARD | 136.6 | 21 | 44 | Leo MANSELL | 133.9 | 38 | Rodolfo AVILA | 106.8 |
| 14 | 15 | James WALKER | 136.6 | 22 | 84 | Oliver TURVEY | 132.6 | | | |
| 15 | 32 | Rodolfo GONZALEZ | 136.3 | | | | | | | |
| 16 | 11 | Keiko IHARA | 135.0 | | | | | | | |
| 17 | 39 | Juho ANNALA | 135.0 | | | | | | | |
| 18 | 33 | Alex WATERS | 134.2 | | | | | | | |
| 19 | 37 | Cristiano MORGADO | 134.2 | | | | | | | |
| 20 | 38 | Rodolfo AVILA | 134.2 | | | | | | | |
| 21 | 44 | Leo MANSELL | 133.9 | | | | | | | |
| 22 | 84 | Oliver TURVEY | 132.6 | | | | | | | |

Thruxton
 Circuit Length = 2.356 miles
 Start: 11:41 End: 12:11

British F3 International Series

QUALIFYING 1 - ROUND 22 (RACE 10)

| POS | NO | CL | TEAM / DRIVERS | TYRES | CAR | TIME | LAPS | GAP | MPH |
|-----|----|-----|--|-------|------------------------------|----------|------|-------|--------|
| 1 | 12 | C | Maro ENGEL (GER) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 1:09.705 | 15 | | 121.67 |
| 2 | 2 | C | Oliver JARVIS (GBR) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 1:09.881 | 20 | 0.176 | 121.37 |
| 3 | 22 | C | Stephen JELLEY (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:10.309 | 20 | 0.604 | 120.63 |
| 4 | 6 | C | James JAKES (GBR) Hitech Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:10.530 | 21 | 0.825 | 120.25 |
| 5 | 16 | C | Alberto VALERIO (BRA) Cesário Formula UK (GBR) | A | Dallara F306 Mugen-Honda | 1:10.639 | 21 | 0.934 | 120.07 |
| 6 | 26 | C | Mike CONWAY (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:10.844 | 17 | 1.139 | 119.72 |
| 7 | 1 | C | Christian BAKKERUD (DEN) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 1:11.271 | 10 | 1.566 | 119.00 |
| 8 | 3 | C | Yelmer BUURMAN (NED) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 1:11.328 | 20 | 1.623 | 118.91 |
| 9 | 7 | C | Stuart HALL (GBR) T-Sport (GBR) | A | Dallara F306 Mugen-Honda | 1:11.444 | 21 | 1.739 | 118.71 |
| 10 | 21 | C | Bruno SENNA (BRA) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:11.618 | 20 | 1.913 | 118.42 |
| 11 | 68 | INV | Danny WATTS (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:11.658 | 19 | 1.953 | 118.36 |
| 12 | 39 | N | Juho ANNALA (FIN) Performance Racing Europe (GBR) | A | Dallara F304 Mugen-Honda | 1:11.783 | 11 | 2.078 | 118.15 |
| 13 | 50 | INV | Greg MANSELL (GBR) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 1:11.981 | 22 | 2.276 | 117.83 |
| 14 | 32 | N | Rodolfo GONZALEZ (VEN) T-Sport (GBR) | A | Dallara F304 Mugen-Honda | 1:12.714 | 17 | 3.009 | 116.64 |
| 15 | 9 | C | Jonathan KENNARD (GBR) Alan Docking Racing (GBR) | A | Dallara F306 Mugen-Honda | 1:12.724 | 22 | 3.019 | 116.62 |
| 16 | 15 | C | James WALKER (GBR) Hitech Racing (GBR) | A | Dallara F306 Mercedes HWA | 1:13.614 | 10 | 3.909 | 115.21 |
| 17 | 37 | N | Cristiano MORGADO (RSA) Fluid Motorsport (GBR) | A | Lola-Dome F106/4 Mugen-Honda | 1:13.962 | 17 | 4.257 | 114.67 |
| 18 | 38 | N | Rodolfo AVILA (MAC) Performance Racing Europe (GBR) | A | Dallara F304 Mugen-Honda | 1:15.677 | 9 | 5.972 | 112.07 |
| 19 | 33 | N | Alex WATERS (GBR) Promatecme F3 (GBR) | A | Dallara F304 Mugen-Honda | 1:15.745 | 17 | 6.040 | 111.97 |
| 20 | 44 | INV | Leo MANSELL (GBR) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 1:16.001 | 16 | 6.296 | 111.59 |
| 21 | 11 | C | Keiko IHARA (JPN) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 1:16.385 | 16 | 6.680 | 111.03 |
| 22 | 84 | INV | Oliver TURVEY (GBR) Team Loctite (GBR) | A | Dallara F304 Mugen-Honda | 1:16.982 | 14 | 7.277 | 110.17 |

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

Thruxton
 Circuit Length = 2.3560 miles.
 Start: 14:10 End: 14:52

| | | |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|----------------|-----------|-------------|

British F3 International Series

QUALIFYING 1- ROUND 22 - SECTOR ANALYSIS

| | | | | | | | | | | | |
|----------|---------------------------|--------------|---------------|--------------|-----------------|---------------------------|---------------|--------------|---------------|--------------|-----------------|
| 1 | Christian BAKKERUD | | | | DEN | Dallara F306 Mugen-Honda | | | | C | |
| 1 - | X:00.000 | 133.9 | 31.017 | 110.5 | X:00.000 | 6 - | 44.333 | 138.6 | 3:20.370 | 4:04.703P | |
| 2 - | 44.216 | 140.1 | 29.190 | 111.6 | 1:13.406 | 7 - | 58.230 | 140.1 | 28.792 | 114.9 | 1:27.022 |
| 3 - | 48.801 | 139.5 | 29.114 | 111.4 | 1:17.915 | 8 - | 45.725 | 143.7 | 29.348 | 114.1 | 1:15.073 |
| 4 - | 43.924 | 140.3 | 29.108 | 111.6 | 1:13.032 | 9 - | 44.033 | 144.6 | 28.029 | 115.1 | 1:12.062 |
| 5 - | 43.930 | 140.6 | 28.946 | 112.2 | 1:12.876 | 10 - | 43.227 | 145.2 | 28.044 | 114.9 | 1:11.271 |
| 2 | Oliver JARVIS | | | | GBR | Dallara F306 Mugen-Honda | | | | C | |
| 1 - | X:00.000 | 137.2 | 30.084 | 110.9 | X:00.000 | 11 - | 44.656 | 147.4 | 28.220 | 115.7 | 1:12.876 |
| 2 - | 43.337 | 142.1 | 28.980 | 109.4 | 1:12.317 | 12 - | X:00.000 | 137.2 | 30.264 | 107.7 | X:00.000 |
| 3 - | 43.628 | 141.5 | 29.019 | 109.4 | 1:12.647 | 13 - | 44.640 | 137.7 | 29.887 | 108.9 | 1:14.527 |
| 4 - | 43.597 | 141.2 | 29.041 | 109.6 | 1:12.638 | 14 - | 44.304 | 140.9 | 29.674 | 109.1 | 1:13.978 |
| 5 - | 44.387 | 138.0 | 1:39.423 | | 2:23.810P | 15 - | 47.640 | 136.6 | 31.973 | 109.8 | 1:19.613 |
| 6 - | 57.062 | 140.6 | 30.329 | 114.3 | 1:27.391 | 16 - | 44.564 | 136.1 | 29.815 | 109.4 | 1:14.379 |
| 7 - | 43.723 | 146.8 | 28.082 | 114.3 | 1:11.805 | 17 - | 44.234 | 139.2 | 29.527 | 110.1 | 1:13.761 |
| 8 - | 42.796 | 149.1 | 27.475 | 116.5 | 1:10.271 | 18 - | 44.952 | 139.2 | 29.725 | 110.0 | 1:14.677 |
| 9 - | 42.272 | 148.4 | 27.805 | 114.9 | 1:10.077 | 19 - | 44.034 | 140.1 | 29.702 | 109.8 | 1:13.736 |
| 10 - | 42.428 | | 27.453 | 116.3 | 1:09.881 | 20 - | 44.218 | 137.2 | 29.779 | 109.2 | 1:13.997 |
| 3 | Yelmer BUURMAN | | | | NED | Dallara F306 Mercedes HWA | | | | C | |
| 1 - | X:00.000 | 138.0 | 34.060 | 109.1 | X:00.000 | 11 - | 43.873 | 145.2 | 29.248 | 108.9 | 1:13.121 |
| 2 - | 46.027 | 145.5 | 28.848 | 109.6 | 1:14.875 | 12 - | 48.423 | 136.1 | 30.009 | 111.8 | 1:18.432 |
| 3 - | 45.387 | 144.9 | 28.524 | 111.6 | 1:13.911 | 13 - | X:00.000 | 133.6 | 30.597 | 108.2 | X:00.000 |
| 4 - | 44.706 | 145.5 | 28.481 | 113.3 | 1:13.187 | 14 - | 45.844 | 138.9 | 30.186 | 109.1 | 1:16.030 |
| 5 - | 44.658 | 146.2 | 27.930 | 112.9 | 1:12.588 | 15 - | 45.334 | 139.2 | 30.140 | 107.7 | 1:15.474 |
| 6 - | 44.046 | 144.0 | 27.701 | 112.9 | 1:11.747 | 16 - | 45.061 | 139.2 | 29.962 | 108.9 | 1:15.023 |
| 7 - | 43.467 | 145.5 | 27.861 | 113.9 | 1:11.328 | 17 - | 44.572 | 138.6 | 30.134 | 109.6 | 1:14.706 |
| 8 - | 53.718 | 89.9 | 2:25.986 | | 3:19.704P | 18 - | 44.666 | 139.5 | 29.837 | 109.1 | 1:14.503 |
| 9 - | 52.036 | 131.0 | 29.673 | 113.9 | 1:21.709 | 19 - | 45.193 | 132.6 | 29.991 | 109.2 | 1:15.184 |
| 10 - | 43.800 | 148.1 | 27.615 | 113.9 | 1:11.415 | 20 - | 44.485 | 138.3 | 29.856 | 109.6 | 1:14.341 |
| 6 | James JAKES | | | | GBR | Dallara F306 Mercedes HWA | | | | C | |
| 1 - | X:00.000 | 107.7 | 37.351 | 104.5 | X:00.000 | 12 - | 45.041 | 144.6 | 29.341 | 110.7 | 1:14.382 |
| 2 - | 45.970 | 139.8 | 29.433 | 109.8 | 1:15.403 | 13 - | X:00.000 | 121.7 | 33.323 | 106.1 | X:00.000 |
| 3 - | 45.103 | 138.6 | 29.268 | 108.5 | 1:14.371 | 14 - | 46.703 | 138.9 | 30.385 | 106.8 | 1:17.088 |
| 4 - | 46.213 | 139.2 | 29.304 | 109.2 | 1:15.517 | 15 - | 46.488 | 138.9 | 29.952 | 108.2 | 1:16.440 |
| 5 - | 45.684 | 139.5 | 2:30.082 | | 3:15.766P | 16 - | 45.752 | 138.9 | 30.565 | 107.7 | 1:16.317 |
| 6 - | 56.431 | 143.7 | 30.110 | 111.6 | 1:26.541 | 17 - | 45.097 | 138.6 | 29.909 | 108.4 | 1:15.006 |
| 7 - | 43.836 | 147.1 | 27.910 | 113.7 | 1:11.746 | 18 - | 44.738 | 140.1 | 29.699 | 108.2 | 1:14.437 |
| 8 - | 44.367 | 146.5 | 27.994 | 114.3 | 1:12.361 | 19 - | 44.589 | 139.8 | 29.638 | 108.9 | 1:14.227 |
| 9 - | 43.074 | 148.1 | 27.456 | 114.7 | 1:10.530 | 20 - | 44.468 | 139.5 | 29.637 | 109.2 | 1:14.105 |
| 10 - | 42.873 | 148.1 | 31.384 | 112.9 | 1:14.257 | 21 - | 44.544 | 138.0 | 29.687 | 109.6 | 1:14.231 |
| 11 - | 43.553 | 146.8 | 28.886 | 109.2 | 1:12.439 | | | | | | |

Weather / Track : Cloudy / Drying

msttiming.com

Page 1 of 6

Thruxton
Circuit Length = 2.3560 miles.
Start: 14:10 End: 14:52

Printed - 14:54 Saturday, 30 September 2006

British F3 International Series
QUALIFYING 1- ROUND 22 - SECTOR ANALYSIS
 (contd.)

| 7 | Stuart HALL | | | | GBR | Dallara F306 Mugen-Honda | | | | C | |
|----------|--------------------|--------------|---------------|--------------|-----------------|---------------------------------|----------|-------|--------|----------|----------|
| 1 - | X:00.000 | 136.9 | 29.905 | 110.0 | X:00.000 | 12 - | 46.634 | 141.8 | 29.061 | 112.0 | 1:15.695 |
| 2 - | 44.896 | 141.2 | 29.107 | 110.3 | 1:14.003 | 13 - | X:00.000 | 135.2 | 30.982 | 107.2 | X:00.000 |
| 3 - | 44.400 | 141.8 | 29.224 | 110.9 | 1:13.624 | 14 - | 45.983 | 138.3 | 30.292 | 107.3 | 1:16.275 |
| 4 - | 44.341 | 139.8 | 29.244 | 109.6 | 1:13.585 | 15 - | 45.412 | 139.2 | 29.924 | 108.5 | 1:15.336 |
| 5 - | 44.326 | 140.9 | 29.066 | 110.0 | 1:13.392 | 16 - | 46.105 | 136.1 | 30.249 | 107.8 | 1:16.354 |
| 6 - | 45.336 | 135.8 | 3:12.520 | | 3:57.856P | 17 - | 45.928 | 138.6 | 29.970 | 108.2 | 1:15.898 |
| 7 - | 58.108 | 143.0 | 28.831 | 113.1 | 1:26.939 | 18 - | 44.760 | 140.1 | 29.752 | 108.5 | 1:14.512 |
| 8 - | 46.757 | 141.5 | 34.160 | 111.6 | 1:20.917 | 19 - | 44.865 | 138.0 | 29.745 | 108.7 | 1:14.610 |
| 9 - | 44.769 | 146.5 | 28.053 | 113.7 | 1:12.822 | 20 - | 44.904 | 139.2 | 29.688 | 108.5 | 1:14.592 |
| 10 - | 43.363 | 147.1 | 28.081 | 113.1 | 1:11.444 | 21 - | 44.989 | 138.6 | 29.817 | 107.7 | 1:14.806 |
| 11 - | 43.896 | 144.6 | 30.161 | 110.0 | 1:14.057 | | | | | | |

| 9 | Jonathan KENNARD | | | | GBR | Dallara F306 Mugen-Honda | | | | C | |
|----------|-------------------------|--------------|---------------|--------------|-----------------|---------------------------------|----------|-------|--------|----------|----------|
| 1 - | X:00.000 | 131.8 | 31.548 | 109.4 | X:00.000 | 12 - | 44.558 | 142.4 | 29.393 | 109.8 | 1:13.951 |
| 2 - | 45.960 | 138.3 | 29.845 | 110.1 | 1:15.805 | 13 - | 45.162 | 142.7 | 29.012 | 112.4 | 1:14.174 |
| 3 - | 44.719 | 139.5 | 29.034 | 110.9 | 1:13.753 | 14 - | X:00.000 | 134.7 | 31.515 | 107.7 | X:00.000 |
| 4 - | 44.701 | 138.9 | 28.926 | 110.3 | 1:13.627 | 15 - | 46.545 | 135.8 | 30.509 | 108.0 | 1:17.054 |
| 5 - | 44.194 | 140.1 | 28.667 | 110.5 | 1:12.861 | 16 - | 45.553 | 137.2 | 30.353 | 109.1 | 1:15.906 |
| 6 - | 44.460 | 138.3 | 29.020 | 110.9 | 1:13.480 | 17 - | 46.288 | 137.2 | 30.136 | 108.9 | 1:16.424 |
| 7 - | 44.330 | 138.3 | 29.168 | 108.4 | 1:13.498 | 18 - | 44.973 | 136.3 | 29.791 | 108.9 | 1:14.764 |
| 8 - | 45.205 | 137.2 | 2:15.610 | | 3:00.815P | 19 - | 45.009 | 137.2 | 29.749 | 109.1 | 1:14.758 |
| 9 - | 53.502 | 138.6 | 29.786 | 113.9 | 1:23.288 | 20 - | 45.018 | 137.2 | 29.837 | 109.4 | 1:14.855 |
| 10 - | 45.341 | 143.7 | 28.614 | 114.1 | 1:13.955 | 21 - | 45.068 | 136.6 | 29.846 | 109.1 | 1:14.914 |
| 11 - | 43.594 | 145.2 | 29.130 | 108.9 | 1:12.724 | 22 - | 44.994 | 137.5 | 29.924 | 109.1 | 1:14.918 |

| 11 | Keiko IHARA | | | | JPN | Dallara F306 Mugen-Honda | | | | C | |
|-----------|--------------------|--------------|---------------|--------------|-----------------|---------------------------------|----------|-------|--------|--------------|----------|
| 1 - | X:00.000 | 130.5 | 32.695 | 108.0 | X:00.000 | 9 - | 58.519 | 134.7 | 31.312 | 108.2 | 1:29.831 |
| 2 - | 47.030 | 136.1 | 30.939 | 107.8 | 1:17.969 | 10 - | 49.398 | 130.5 | 32.199 | 109.2 | 1:21.597 |
| 3 - | 45.695 | 137.2 | 30.690 | 109.2 | 1:16.385 | 11 - | X:00.000 | 132.1 | 33.220 | 106.3 | X:00.000 |
| 4 - | 46.677 | 138.3 | 31.527 | 108.4 | 1:18.204 | 12 - | 47.779 | 134.4 | 31.962 | 107.3 | 1:19.741 |
| 5 - | 45.939 | 137.2 | 31.426 | 108.0 | 1:17.365 | 13 - | 46.940 | 136.6 | 31.302 | 107.0 | 1:18.242 |
| 6 - | 46.033 | 135.0 | 30.924 | 108.4 | 1:16.957 | 14 - | 46.670 | 135.8 | 31.473 | 107.2 | 1:18.143 |
| 7 - | 45.560 | 136.6 | 30.848 | 108.2 | 1:16.408 | 15 - | 47.658 | 135.8 | 33.338 | 108.5 | 1:20.996 |
| 8 - | 52.024 | 128.3 | 2:14.404 | | 3:06.428P | 16 - | 46.799 | 135.0 | 31.276 | 108.2 | 1:18.075 |

| 12 | Maro ENGEL | | | | GER | Dallara F306 Mugen-Honda | | | | C | |
|-----------|-------------------|-------|----------|--------------|------------|---------------------------------|---------------|--------------|---------------|--------------|-----------------|
| 1 - | X:00.000 | 138.0 | 30.352 | 110.3 | X:00.000 | 9 - | 43.200 | 148.7 | 27.174 | 115.5 | 1:10.374 |
| 2 - | 44.129 | 144.0 | 28.725 | 111.1 | 1:12.854 | 10 - | 42.447 | 148.7 | 27.258 | 114.9 | 1:09.705 |
| 3 - | 43.766 | 141.2 | 28.851 | 111.2 | 1:12.617 | 11 - | 43.498 | 145.8 | 29.988 | 110.0 | 1:13.486 |
| 4 - | 46.641 | 143.0 | 29.723 | 111.1 | 1:16.364 | 12 - | 47.916 | 134.4 | 32.039 | 105.5 | 1:19.955 |
| 5 - | 43.951 | 142.1 | 28.736 | 111.1 | 1:12.687 | 13 - | X:00.000 | 136.6 | 30.452 | 107.5 | X:00.000 |
| 6 - | 44.085 | 140.6 | 3:01.647 | | 3:45.732P | 14 - | 45.630 | 139.2 | 29.761 | 109.4 | 1:15.391 |
| 7 - | 54.098 | 143.3 | 28.054 | 114.9 | 1:22.152 | 15 - | 44.845 | 138.9 | 29.318 | 110.0 | 1:14.163 |
| 8 - | 43.649 | 148.4 | 27.293 | 115.5 | 1:10.942 | | | | | | |

Weather / Track : Cloudy / Drying

British F3 International Series
QUALIFYING 1- ROUND 22 - SECTOR ANALYSIS
 (contd.)

| | | | | | | | | | | | |
|-----------|------------------------|--------------|---------------|--------------|-----------------|------------|---------------------------|--------------|---------------|--------------|-----------------|
| 15 | James WALKER | | | | | GBR | Dallara F306 Mercedes HWA | | | | C |
| 1 - | X:00.000 | 117.7 | 31.274 | 108.0 | X:00.000 | 6 - | 45.843 | 140.9 | 28.927 | 112.4 | 1:14.770 |
| 2 - | 45.797 | 136.3 | 30.201 | 107.7 | 1:15.998 | 7 - | 45.246 | 141.5 | 31.164 | 111.1 | 1:16.410 |
| 3 - | 45.051 | 135.8 | 29.887 | 108.5 | 1:14.938 | 8 - | 44.646 | 141.5 | 29.346 | 112.0 | 1:13.992 |
| 4 - | 45.196 | 135.2 | 3:30.224 | | 4:15.420 P | 9 - | 44.268 | 143.7 | 29.346 | 110.1 | 1:13.614 |
| 5 - | 1:00.886 | 130.8 | 29.939 | 110.5 | 1:30.825 | 10 - | 46.327 | 140.1 | 29.962 | 107.5 | 1:16.289 |
| 16 | Alberto VALERIO | | | | | BRA | Dallara F306 Mugen-Honda | | | | C |
| 1 - | X:00.000 | 117.7 | 31.481 | 109.4 | X:00.000 | 12 - | 46.114 | 146.5 | 29.099 | 108.2 | 1:15.213 |
| 2 - | 45.568 | 145.2 | 28.992 | 110.7 | 1:14.560 | 13 - | X:00.000 | 137.2 | 31.776 | 107.2 | X:00.000 |
| 3 - | 45.372 | 146.5 | 28.495 | 111.6 | 1:13.867 | 14 - | 46.075 | 139.2 | 30.291 | 108.4 | 1:16.366 |
| 4 - | 44.289 | 145.5 | 28.237 | 112.7 | 1:12.526 | 15 - | 46.737 | 140.3 | 30.223 | 107.7 | 1:16.960 |
| 5 - | 45.450 | 143.0 | 28.389 | 114.5 | 1:13.839 | 16 - | 46.548 | 135.0 | 31.636 | 108.4 | 1:18.184 |
| 6 - | 43.302 | 144.6 | 28.158 | 114.5 | 1:11.460 | 17 - | 45.629 | 138.6 | 29.772 | 108.4 | 1:15.401 |
| 7 - | 43.119 | 145.2 | 27.662 | 114.9 | 1:10.781 | 18 - | 44.965 | 140.1 | 29.687 | 107.5 | 1:14.652 |
| 8 - | 43.334 | 146.2 | 27.609 | 115.5 | 1:10.943 | 19 - | 45.228 | 138.9 | 29.693 | 110.0 | 1:14.921 |
| 9 - | 43.312 | 147.1 | 27.493 | 115.5 | 1:10.805 | 20 - | 44.931 | 137.7 | 29.720 | 108.9 | 1:14.651 |
| 10 - | 43.207 | 147.4 | 27.432 | 115.7 | 1:10.639 | 21 - | 47.002 | 139.5 | 30.205 | 108.7 | 1:17.207 |
| 11 - | 43.229 | 148.1 | 27.957 | 115.3 | 1:11.186 | | | | | | |
| 21 | Bruno SENNA | | | | | BRA | Dallara F306 Mercedes HWA | | | | C |
| 1 - | X:00.000 | 140.1 | 29.116 | 109.4 | X:00.000 | 11 - | 44.070 | 148.4 | 29.046 | 109.1 | 1:13.116 |
| 2 - | 44.141 | 143.0 | 28.769 | 109.1 | 1:12.910 | 12 - | X:00.000 | 136.9 | 30.321 | 108.2 | X:00.000 |
| 3 - | 44.852 | 119.8 | 29.436 | 111.2 | 1:14.288 | 13 - | 46.056 | 140.6 | 29.722 | 108.2 | 1:15.778 |
| 4 - | 44.506 | 141.5 | 28.802 | 109.1 | 1:13.308 | 14 - | 47.448 | 135.2 | 29.618 | 108.2 | 1:17.066 |
| 5 - | 44.132 | 141.2 | 28.968 | 109.8 | 1:13.100 | 15 - | 44.994 | 139.2 | 29.528 | 108.7 | 1:14.522 |
| 6 - | 48.964 | 125.9 | 30.131 | 109.6 | 1:19.095 | 16 - | 44.412 | 139.5 | 29.402 | 108.7 | 1:13.814 |
| 7 - | 44.338 | 139.8 | 3:16.012 | | 4:00.350 P | 17 - | 44.084 | 141.2 | 29.391 | 109.4 | 1:13.475 |
| 8 - | 58.044 | 140.6 | 32.332 | 112.9 | 1:30.376 | 18 - | 44.392 | 140.3 | 29.315 | 108.7 | 1:13.707 |
| 9 - | 47.520 | 147.4 | 29.858 | 114.1 | 1:17.378 | 19 - | 44.455 | 140.3 | 30.431 | 110.0 | 1:14.886 |
| 10 - | 43.459 | | 28.159 | 113.5 | 1:11.618 | 20 - | 44.254 | 138.9 | 29.495 | 109.4 | 1:13.749 |
| 22 | Stephen JELLEY | | | | | GBR | Dallara F306 Mercedes HWA | | | | C |
| 1 - | X:00.000 | 134.7 | 29.797 | 109.2 | X:00.000 | 11 - | 47.597 | 145.8 | 29.665 | 108.7 | 1:17.262 |
| 2 - | 45.233 | 139.5 | 28.957 | 110.5 | 1:14.190 | 12 - | 49.909 | 134.4 | 32.692 | 108.7 | 1:22.601 |
| 3 - | 44.096 | 144.0 | 28.761 | 110.1 | 1:12.857 | 13 - | X:00.000 | 137.2 | 31.044 | 107.7 | X:00.000 |
| 4 - | 44.031 | 144.0 | 28.881 | 110.1 | 1:12.912 | 14 - | 47.106 | 140.1 | 30.196 | 107.8 | 1:17.302 |
| 5 - | 44.796 | 141.2 | 29.065 | 109.6 | 1:13.861 | 15 - | 47.181 | 142.1 | 30.711 | 108.7 | 1:17.892 |
| 6 - | 44.902 | 136.1 | 2:47.539 | | 3:32.441 P | 16 - | 45.492 | 141.5 | 30.238 | 109.1 | 1:15.730 |
| 7 - | 51.245 | 144.3 | 28.270 | 112.9 | 1:19.515 | 17 - | 45.293 | 140.9 | 29.887 | 108.7 | 1:15.180 |
| 8 - | 44.808 | 148.7 | 27.674 | 113.3 | 1:12.482 | 18 - | 45.302 | 142.4 | 31.162 | 108.4 | 1:16.464 |
| 9 - | 42.901 | | 27.408 | 115.1 | 1:10.309 | 19 - | 44.807 | 141.2 | 29.330 | 109.1 | 1:14.137 |
| 10 - | 43.997 | 149.4 | 28.488 | 114.1 | 1:12.485 | 20 - | 44.540 | 141.5 | 29.426 | 108.9 | 1:13.966 |

Weather / Track : Cloudy / Drying

British F3 International Series
QUALIFYING 1- ROUND 22 - SECTOR ANALYSIS
 (contd.)

| | | | | | | | | | | | |
|-----------|--------------------------|--------------|---------------|--------------|-----------------|------------------------------|----------|--------------|---------------|--------------|----------|
| 26 | Mike CONWAY | GBR | | | | Dallara F306 Mercedes HWA | | | | C | |
| 1 - | X:00.000 | 135.5 | 29.945 | 110.3 | X:00.000 | 10 - | 44.629 | 141.8 | 29.240 | 109.4 | 1:13.869 |
| 2 - | 45.235 | 141.8 | 28.932 | 109.8 | 1:14.167 | 11 - | X:00.000 | 138.3 | 34.274 | 108.7 | X:00.000 |
| 3 - | 46.235 | 123.1 | 29.672 | 109.8 | 1:15.907 | 12 - | 45.954 | 140.3 | 29.820 | 108.4 | 1:15.774 |
| 4 - | 45.119 | 141.2 | 4:21.794 | | X:00.000 P | 13 - | 45.873 | 141.2 | 29.842 | 109.6 | 1:15.715 |
| 5 - | 54.623 | 144.9 | 27.667 | 114.1 | 1:22.290 | 14 - | 45.477 | 140.6 | 29.459 | 109.4 | 1:14.936 |
| 6 - | 44.451 | 147.4 | 27.310 | 115.5 | 1:11.761 | 15 - | 45.731 | 138.6 | 29.495 | 109.2 | 1:15.226 |
| 7 - | 43.574 | 148.4 | 27.496 | 115.1 | 1:11.070 | 16 - | 45.120 | 139.8 | 29.499 | 109.6 | 1:14.619 |
| 8 - | 43.613 | 149.1 | 27.231 | 114.7 | 1:10.844 | 17 - | 45.077 | 138.0 | 29.601 | 108.5 | 1:14.678 |
| 9 - | 44.080 | 144.0 | 28.992 | 114.9 | 1:13.072 | | | | | | |
| 32 | Rodolfo GONZALEZ | VEN | | | | Dallara F304 Mugen-Honda | | | | N | |
| 1 - | X:00.000 | 134.2 | 30.684 | 106.5 | X:00.000 | 10 - | 45.158 | 146.2 | 29.404 | 106.1 | 1:14.562 |
| 2 - | 45.713 | 140.1 | 29.252 | 108.0 | 1:14.965 | 11 - | 51.032 | 126.1 | 29.560 | 109.6 | 1:20.592 |
| 3 - | 44.548 | 141.2 | 29.166 | 109.1 | 1:13.714 | 12 - | X:00.000 | 134.7 | 31.641 | 105.3 | X:00.000 |
| 4 - | 49.393 | 109.2 | 34.492 | 109.8 | 1:23.885 | 13 - | 47.159 | 138.3 | 30.621 | 106.8 | 1:17.780 |
| 5 - | 44.504 | 140.9 | 28.922 | 109.8 | 1:13.426 | 14 - | 46.152 | 139.5 | 30.065 | 106.5 | 1:16.217 |
| 6 - | 45.106 | 138.0 | 3:31.506 | | 4:16.612 P | 15 - | 46.906 | 137.5 | 30.281 | 107.7 | 1:17.187 |
| 7 - | 52.370 | 142.4 | 28.526 | 112.0 | 1:20.896 | 16 - | 46.740 | 140.1 | 29.739 | 108.0 | 1:16.479 |
| 8 - | 1:05.811 | 144.0 | 28.878 | 112.2 | 1:34.689 | 17 - | 45.477 | 140.6 | 29.724 | 108.2 | 1:15.201 |
| 9 - | 44.659 | 148.1 | 28.055 | 112.4 | 1:12.714 | | | | | | |
| 33 | Alex WATERS | GBR | | | | Dallara F304 Mugen-Honda | | | | N | |
| 1 - | X:00.000 | 127.5 | 31.743 | 106.3 | X:00.000 | 10 - | 47.028 | 140.6 | 30.389 | 105.6 | 1:17.417 |
| 2 - | 47.821 | 135.2 | 30.789 | 106.8 | 1:18.610 | 11 - | 47.792 | 138.9 | 29.627 | 107.7 | 1:17.419 |
| 3 - | 47.293 | 135.2 | 30.311 | 107.5 | 1:17.604 | 12 - | X:00.000 | 133.6 | 32.096 | 104.2 | X:00.000 |
| 4 - | 46.544 | 136.6 | 29.924 | 107.8 | 1:16.468 | 13 - | 49.165 | 133.4 | 34.740 | 104.5 | 1:23.905 |
| 5 - | 46.219 | 137.2 | 29.587 | 108.5 | 1:15.806 | 14 - | 48.637 | 134.2 | 31.644 | 104.0 | 1:20.281 |
| 6 - | 46.085 | 136.6 | 29.660 | 109.1 | 1:15.745 | 15 - | 48.720 | 134.7 | 31.058 | 105.8 | 1:19.778 |
| 7 - | 46.341 | 136.1 | 3:01.578 | | 3:47.919 P | 16 - | 49.123 | 133.9 | 31.451 | 105.0 | 1:20.574 |
| 8 - | 57.662 | 138.0 | 29.959 | 108.5 | 1:27.621 | 17 - | 47.875 | 134.4 | 31.283 | 104.8 | 1:19.158 |
| 9 - | 47.797 | 133.4 | 30.208 | 109.6 | 1:18.005 | | | | | | |
| 37 | Cristiano MORGADO | RSA | | | | Lola-Dome F106/4 Mugen Honda | | | | N | |
| 1 - | X:00.000 | 121.7 | 30.872 | 108.4 | X:00.000 | 10 - | X:00.000 | 133.9 | 31.548 | 107.0 | X:00.000 |
| 2 - | 45.638 | 136.6 | 29.586 | 109.8 | 1:15.224 | 11 - | 47.145 | 136.3 | 36.482 | 86.8 | 1:23.627 |
| 3 - | 44.814 | 137.7 | 29.225 | 110.1 | 1:14.039 | 12 - | 46.765 | 136.9 | 31.743 | 106.1 | 1:18.508 |
| 4 - | 48.710 | 125.9 | 29.815 | 110.9 | 1:18.525 | 13 - | 46.138 | 136.9 | 30.588 | 107.2 | 1:16.726 |
| 5 - | 44.565 | 137.2 | 29.397 | 108.5 | 1:13.962 | 14 - | 47.284 | 136.3 | 30.363 | 108.2 | 1:17.647 |
| 6 - | 44.840 | 136.1 | 3:22.536 | | 4:07.376 P | 15 - | 45.823 | 136.9 | 30.740 | 107.5 | 1:16.563 |
| 7 - | 1:00.803 | 127.5 | 33.710 | 110.5 | 1:34.513 | 16 - | 46.720 | 133.6 | 31.230 | 108.2 | 1:17.950 |
| 8 - | 45.905 | 137.5 | 29.582 | 111.8 | 1:15.487 | 17 - | 45.872 | 135.8 | 30.292 | 108.2 | 1:16.164 |
| 9 - | 45.212 | 141.8 | 29.931 | 105.6 | 1:15.143 | | | | | | |
| 38 | Rodolfo AVILA | MAC | | | | Dallara F304 Mugen-Honda | | | | N | |
| 1 - | X:00.000 | 132.3 | 32.989 | 107.0 | X:00.000 | 6 - | 59.198 | 134.2 | 30.945 | 109.8 | 1:30.143 |
| 2 - | 47.840 | 135.2 | 29.813 | 108.9 | 1:17.653 | 7 - | 51.311 | 140.1 | 29.750 | 110.0 | 1:21.061 |
| 3 - | 46.451 | 137.7 | 29.831 | 107.7 | 1:16.282 | 8 - | 49.187 | 138.0 | 30.343 | 108.0 | 1:19.530 |
| 4 - | 45.768 | 137.2 | 29.909 | 108.0 | 1:15.677 | 9 - | 49.197 | 138.9 | 31.692 | 106.1 | 1:20.889 |
| 5 - | 45.880 | 135.5 | 5:26.196 | | X:00.000 P | | | | | | |

Weather / Track : Cloudy / Drying

British F3 International Series
QUALIFYING 1- ROUND 22 - SECTOR ANALYSIS
 (contd.)

| | | | | | | | | | | | |
|-----------|---------------------|--------------|---------------|--------------|-----------------|--------------------------|---------------|---------------|---------------|----------|-----------------|
| 39 | Juho ANNALA | | | | FIN | Dallara F304 Mugen-Honda | | N | | | |
| 1 - | X:00.000 | 130.5 | 31.197 | 107.2 | X:00.000 | 7 - 44.628 | 144.6 | 27.944 | 111.4 | 1:12.572 | |
| 2 - | 46.604 | 134.2 | 29.606 | 106.5 | 1:16.210 | 8 - 44.507 | 144.6 | 27.717 | 111.8 | 1:12.224 | |
| 3 - | 45.563 | 138.0 | 29.310 | 107.3 | 1:14.873 | 9 - | 43.586 | 145.5 | 28.197 | 110.7 | 1:11.783 |
| 4 - | 45.461 | 138.0 | 3:15.826 | | 4:01.287 P | 10 - | X:00.000 | 127.5 | 32.751 | 102.9 | X:00.000 |
| 5 - | 1:00.414 | 136.1 | 29.686 | 108.5 | 1:30.100 | 11 - | 50.332 | 134.2 | 31.417 | 105.0 | 1:21.749 |
| 6 - | 46.272 | 143.0 | 28.260 | 110.9 | 1:14.532 | | | | | | |
| 44 | Leo MANSELL | | | | GBR | Dallara F306 Mercedes | | I | | | |
| 1 - | X:00.000 | 125.6 | 32.533 | 107.5 | X:00.000 | 9 - | 47.633 | 138.3 | 29.640 | 110.7 | 1:17.273 |
| 2 - | 48.839 | 128.3 | 31.227 | 108.2 | 1:20.066 | 10 - | X:00.000 | 124.0 | 34.013 | 104.8 | X:00.000 |
| 3 - | 47.409 | 130.0 | 30.738 | 108.0 | 1:18.147 | 11 - | 52.774 | 127.5 | 32.129 | 104.6 | 1:24.903 |
| 4 - | 46.392 | 131.8 | 30.030 | 108.0 | 1:16.422 | 12 - | 49.420 | 128.0 | 32.327 | 106.1 | 1:21.747 |
| 5 - | 45.967 | 133.4 | 30.034 | 108.5 | 1:16.001 | 13 - | 48.674 | 131.8 | 31.401 | 107.2 | 1:20.075 |
| 6 - | 46.251 | 131.3 | 1:50.756 | | 2:37.007 P | 14 - | 48.672 | 133.4 | 30.747 | 107.3 | 1:19.419 |
| 7 - | 1:02.754 | 117.7 | 31.200 | 110.9 | 1:33.954 | 15 - | 47.033 | 133.9 | 30.693 | 107.7 | 1:17.726 |
| 8 - | 1:23.047 | 124.5 | 31.561 | 111.1 | 1:54.608 | 16 - | 47.028 | 133.9 | 30.700 | 108.2 | 1:17.728 |
| 50 | Greg MANSELL | | | | GBR | Dallara F306 Mercedes | | I | | | |
| 1 - | X:00.000 | 132.3 | 30.868 | 107.0 | X:00.000 | 12 - | 48.378 | 137.7 | 32.205 | 101.8 | 1:20.583 |
| 2 - | 46.144 | 134.7 | 29.637 | 109.4 | 1:15.781 | 13 - | 48.732 | 138.0 | 30.087 | 108.9 | 1:18.819 |
| 3 - | 45.338 | 140.1 | 29.486 | 109.8 | 1:14.824 | 14 - | X:00.000 | 132.1 | 31.971 | 105.6 | X:00.000 |
| 4 - | 44.596 | 140.1 | 29.011 | 110.5 | 1:13.607 | 15 - | 48.469 | 128.5 | 31.799 | 108.0 | 1:20.268 |
| 5 - | 45.305 | 138.0 | 2:02.447 | | 2:47.752 P | 16 - | 46.309 | 138.9 | 30.386 | 108.0 | 1:16.695 |
| 6 - | 58.865 | 136.6 | 29.772 | 111.4 | 1:28.637 | 17 - | 48.597 | 132.8 | 33.306 | 107.2 | 1:21.903 |
| 7 - | 45.611 | 144.3 | 28.327 | 112.9 | 1:13.938 | 18 - | 46.608 | 138.3 | 30.147 | 108.5 | 1:16.755 |
| 8 - | 44.664 | 146.8 | 28.230 | 112.5 | 1:12.894 | 19 - | 45.700 | 138.6 | 30.024 | 109.1 | 1:15.724 |
| 9 - | 43.918 | 147.8 | 28.063 | 113.3 | 1:11.981 | 20 - | 44.992 | 140.1 | 29.690 | 109.6 | 1:14.682 |
| 10 - | 45.320 | 147.4 | 28.537 | 112.0 | 1:13.857 | 21 - | 44.766 | 140.3 | 29.957 | 108.5 | 1:14.723 |
| 11 - | 44.773 | 144.3 | 28.996 | 109.6 | 1:13.769 | 22 - | 44.460 | 140.1 | 29.988 | 108.5 | 1:14.448 |
| 68 | Danny WATTS | | | | GBR | Dallara F306 Mercedes | | I | | | |
| 1 - | X:00.000 | 136.3 | 30.159 | 109.8 | X:00.000 | 11 - | 44.198 | 148.7 | 29.267 | 108.7 | 1:13.465 |
| 2 - | 45.259 | 141.8 | 29.179 | 111.1 | 1:14.438 | 12 - | 47.129 | 144.3 | 28.958 | 113.1 | 1:16.087 |
| 3 - | 44.339 | 144.0 | 29.478 | 110.9 | 1:13.817 | 13 - | X:00.000 | 135.8 | 30.307 | 108.9 | X:00.000 |
| 4 - | 45.456 | 141.5 | 29.487 | 111.2 | 1:14.943 | 14 - | 45.396 | 140.6 | 29.797 | 107.8 | 1:15.193 |
| 5 - | 44.379 | 142.7 | 29.001 | 111.2 | 1:13.380 | 15 - | 45.018 | 140.6 | 29.794 | 108.9 | 1:14.812 |
| 6 - | 44.287 | 141.8 | 28.996 | 110.7 | 1:13.283 | 16 - | 44.662 | 141.5 | 29.649 | 109.1 | 1:14.311 |
| 7 - | 51.102 | 132.1 | 2:53.779 | | 3:44.881 P | 17 - | 44.700 | 141.2 | 30.110 | 109.1 | 1:14.810 |
| 8 - | 59.929 | 140.3 | 32.416 | 113.5 | 1:32.345 | 18 - | 44.757 | 140.9 | 29.912 | 109.4 | 1:14.669 |
| 9 - | 46.209 | 142.7 | 30.748 | 115.1 | 1:16.957 | 19 - | 44.560 | 139.8 | 29.814 | 108.9 | 1:14.374 |
| 10 - | 43.731 | | 27.927 | 112.4 | 1:11.658 | | | | | | |

Weather / Track : Cloudy / Drying

British F3 International Series
QUALIFYING 1- ROUND 22 - SECTOR ANALYSIS
 (contd.)

| 84 | Oliver TURVEY | | | | GBR | Dallara F304 Mugen-Honda | | | | I | |
|------------|----------------------|--------------|---------------|--------------|-----------------|---------------------------------|--------|-------|--------|----------|----------|
| 1 - | X:00.000 | 128.3 | 7:44.024 | | X:00.000P | 8 - | 48.714 | 133.6 | 31.857 | 105.5 | 1:20.571 |
| 2 - | 1:03.402 | 133.6 | 30.764 | 111.6 | 1:34.166 | 9 - | 48.148 | 134.7 | 31.234 | 106.6 | 1:19.382 |
| 3 - | 48.398 | 136.6 | 32.036 | 110.5 | 1:20.434 | 10 - | 48.218 | 134.7 | 31.347 | 106.3 | 1:19.565 |
| 4 - | 1:02.478 | 136.9 | 30.054 | 110.9 | 1:32.532 | 11 - | 47.574 | 135.2 | 31.412 | 107.7 | 1:18.986 |
| 5 - | 46.705 | 139.8 | 30.277 | 108.0 | 1:16.982 | 12 - | 47.430 | 135.0 | 31.180 | 107.3 | 1:18.610 |
| 6 - | 47.253 | 138.0 | 30.540 | 106.6 | 1:17.793 | 13 - | 47.318 | 133.9 | 31.007 | 106.6 | 1:18.325 |
| 7 - | X:00.000 | 132.6 | 32.164 | 105.1 | X:00.000 | 14 - | 46.784 | 133.9 | 30.879 | 107.5 | 1:17.663 |

Weather / Track : Cloudy / Drying

British F3 International Series

QUALIFYING - ROUND 22 - BEST SECTOR TIMES

| | | SECTOR 1 | | SECTOR 2 | | IDEAL / BEST COMPARISON | | | | | |
|-----|----|----------|--------|----------|----------|-------------------------|----------|------|---------------------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 2 | JARVIS | 42.272 | 12 | ENGEL | 112 | ENGEL | | 1:09.621 | 1:09.705 | 0.084 |
| 2 | 12 | ENGEL | 42.447 | 26 | CONWAY | 22 | JARVIS | | 1:09.725 | 1:09.881 | 0.156 |
| 3 | 6 | JAKES | 42.873 | 22 | JELLEY | 322 | JELLEY | | 1:10.309 | 1:10.309 | 0.000 |
| 4 | 22 | JELLEY | 42.901 | 16 | VALERIO | 46 | JAKES | | 1:10.329 | 1:10.530 | 0.201 |
| 5 | 16 | VALERIO | 43.119 | 2 | JARVIS | 516 | VALERIO | | 1:10.551 | 1:10.639 | 0.088 |
| 6 | 1 | BAKKERUD | 43.227 | 6 | JAKES | 626 | CONWAY | | 1:10.805 | 1:10.844 | 0.039 |
| 7 | 7 | HALL | 43.363 | 3 | BUURMAN | 73 | BUURMAN | | 1:11.082 | 1:11.328 | 0.246 |
| 8 | 21 | SENNA | 43.459 | 39 | ANNALA | 81 | BAKKERUD | | 1:11.256 | 1:11.271 | 0.015 |
| 9 | 3 | BUURMAN | 43.467 | 68 | WATTS | 939 | ANNALA | | 1:11.303 | 1:11.783 | 0.480 |
| 10 | 26 | CONWAY | 43.574 | 1 | BAKKERUD | 107 | HALL | | 1:11.416 | 1:11.444 | 0.028 |
| 11 | 39 | ANNALA | 43.586 | 7 | HALL | 1121 | SENNA | | 1:11.618 | 1:11.618 | 0.000 |
| 12 | 9 | KENNARD | 43.594 | 32 | GONZALEZ | 1268 | WATTS | | 1:11.658 | 1:11.658 | 0.000 |
| 13 | 68 | WATTS | 43.731 | 50 | MANSELL | 1350 | MANSELL | | 1:11.981 | 1:11.981 | 0.000 |
| 14 | 50 | MANSELL | 43.918 | 21 | SENNA | 149 | KENNARD | | 1:12.208 | 1:12.724 | 0.516 |
| 15 | 15 | WALKER | 44.268 | 9 | KENNARD | 1532 | GONZALEZ | | 1:12.559 | 1:12.714 | 0.155 |
| 16 | 32 | GONZALEZ | 44.504 | 15 | WALKER | 1615 | WALKER | | 1:13.195 | 1:13.614 | 0.419 |
| 17 | 37 | MORGADO | 44.565 | 37 | MORGADO | 1737 | MORGADO | | 1:13.790 | 1:13.962 | 0.172 |
| 18 | 11 | IHARA | 45.560 | 33 | WATERS | 1838 | AVILA | | 1:15.518 | 1:15.677 | 0.159 |
| 19 | 38 | AVILA | 45.768 | 44 | MANSELL | 1944 | MANSELL | | 1:15.607 | 1:16.001 | 0.394 |
| 20 | 44 | MANSELL | 45.967 | 38 | AVILA | 2033 | WATERS | | 1:15.672 | 1:15.745 | 0.073 |
| 21 | 33 | WATERS | 46.085 | 84 | TURVEY | 2111 | IHARA | | 1:16.250 | 1:16.385 | 0.135 |
| 22 | 84 | TURVEY | 46.705 | 11 | IHARA | 2284 | TURVEY | | 1:16.759 | 1:16.982 | 0.223 |
| | | | | | | | | | Perfect Lap Time 1:09.446 | | |

Thruxton
 Circuit Length = 2.356 miles
 Start: 14:10 End: 14:52

British F3 International Series

QUALIFYING - ROUND 22 - SPEED TRAPS

| POS | SECTOR 1 | | SECTOR 2 | | FINISH LINE | |
|-----|----------|--------------------|----------|----|--------------------|-------|
| | NO | NAME | SPEED | NO | NAME | SPEED |
| 1 | 22 | Stephen JELLEY | 149.4 | 2 | Oliver JARVIS | 116.5 |
| 2 | 2 | Oliver JARVIS | 149.1 | 16 | Alberto VALERIO | 115.7 |
| 3 | 26 | Mike CONWAY | 149.1 | 12 | Maro ENGEL | 115.5 |
| 4 | 12 | Maro ENGEL | 148.7 | 26 | Mike CONWAY | 115.5 |
| 5 | 68 | Danny WATTS | 148.7 | 1 | Christian BAKKERUD | 115.1 |
| 6 | 21 | Bruno SENNA | 148.4 | 22 | Stephen JELLEY | 115.1 |
| 7 | 3 | Yelmer BUURMAN | 148.1 | 68 | Danny WATTS | 115.1 |
| 8 | 6 | James JAKES | 148.1 | 6 | James JAKES | 114.7 |
| 9 | 16 | Alberto VALERIO | 148.1 | 9 | Jonathan KENNARD | 114.1 |
| 10 | 32 | Rodolfo GONZALEZ | 148.1 | 21 | Bruno SENNA | 114.1 |
| 11 | 50 | Greg MANSELL | 147.8 | 3 | Yelmer BUURMAN | 113.9 |
| 12 | 7 | Stuart HALL | 147.1 | 7 | Stuart HALL | 113.7 |
| 13 | 39 | Juho ANNALA | 145.5 | 50 | Greg MANSELL | 113.3 |
| 14 | 1 | Christian BAKKERUD | 145.2 | 15 | James WALKER | 112.4 |
| 15 | 9 | Jonathan KENNARD | 145.2 | 32 | Rodolfo GONZALEZ | 112.4 |
| 16 | 15 | James WALKER | 143.7 | 37 | Cristiano MORGADO | 111.8 |
| 17 | 37 | Cristiano MORGADO | 141.8 | 39 | Juho ANNALA | 111.8 |
| 18 | 33 | Alex WATERS | 140.6 | 84 | Oliver TURVEY | 111.6 |
| 19 | 38 | Rodolfo AVILA | 140.1 | 44 | Leo MANSELL | 111.1 |
| 20 | 84 | Oliver TURVEY | 139.8 | 38 | Rodolfo AVILA | 110.0 |
| 21 | 11 | Keiko IHARA | 138.3 | 33 | Alex WATERS | 109.6 |
| 22 | 44 | Leo MANSELL | 138.3 | 11 | Keiko IHARA | 109.2 |

Thruxton
 Circuit Length = 2.356 miles
 Start: 14:10 End: 14:52

British F3 International Series

GRID - ROUND 22 (RACE 10)

| | | |
|---|------------------------|-------------------------|
| ROW 11 | 1:16.385 11 IHARA | 1:16.982 84 TURVEY |
| ROW 10 | 1:15.745 33 WATERS | 1:16.001 44 MANSELL |
| ROW 9 | 1:13.962 37 MORGADO | 1:15.677 38 AVILA |
| ROW 8 | 1:12.724 9 KENNARD | 1:13.614 15 WALKER |
| ROW 7 | 1:11.981 50 MANSELL | 1:12.714 32 GONZALEZ |
| ROW 6 | 1:11.658 68 WATTS | 1:11.783 39 ANNALA |
| ROW 5 | 1:11.444 7 HALL | 1:11.618 21 SENNA |
| ROW 4 | 1:11.271 1 BAKKERUD | 1:11.328 3 BUURMAN |
| ROW 3 | 1:10.639 16 VALERIO | 1:10.844 26 CONWAY |
| ROW 2 | 1:10.309 22 JELLEY | 1:10.530 6 JAKES |
| ROW 1 | 1:09.705 12 ENGEL | 1:09.881 2 JARVIS |
| POLE | | |
|  | | |

Weather / Track : Cloudy / Drying

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

Thruxton

Circuit Length = 2.3560 miles.

Start: 14:10 End: 14:52

Clerk of Course:

Stewards:

Timekeeper:

British F3 International Series

GRID - ROUND 22 (RACE 10) Amended

| | | |
|--------|-------------------------|------------------------|
| ROW 11 | 1:16.982 84 TURVEY | 1:16.385 11 IHARA |
| ROW 10 | 1:16.001 44 MANSELL | 1:15.745 33 WATERS |
| ROW 9 | 1:15.677 38 AVILA | 1:13.962 37 MORGADO |
| ROW 8 | 1:13.614 15 WALKER | 1:12.724 9 KENNARD |
| ROW 7 | 1:12.714 32 GONZALEZ | 1:11.981 50 MANSELL |
| ROW 6 | 1:11.783 39 ANNALA | 1:11.618 21 SENNA |
| ROW 5 | 1:11.444 7 HALL | 1:11.328 3 BUURMAN |
| ROW 4 | 1:11.271 1 BAKKERUD | 1:10.844 26 CONWAY |
| ROW 3 | 1:10.639 16 VALERIO | 1:10.530 6 JAKES |
| ROW 2 | 1:10.309 22 JELLEY | 1:09.881 2 JARVIS |
| ROW 1 | 1:09.705 12 ENGEL | |

POLE



Weather / Track : Cloudy / Drying

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

Thruxton

Circuit Length = 2.3560 miles.

Start: 14:10 End: 14:52

Clerk of Course:

Stewards:

Timekeeper:

British F3 International Series

RACE CLASSIFICATION - ROUND 22 (RACE 10)

| POS | NO | CL | TEAM / DRIVERS | TYRES | CAR | TIME | LAPS | GAP | MPH | BEST |
|-----|----|-----|--|-------|------------------------------|-----------|------|----------|--------|----------|
| 1 | 3 | C | Yelmer BUURMAN (NED) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 30:46.132 | 25 | | 114.85 | 1:12.921 |
| 2 | 1 | C | Christian BAKKERUD (DEN) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 30:47.327 | 25 | 1.195 | 114.78 | 1:12.851 |
| 3 | 2 | C | Oliver JARVIS (GBR) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 30:47.437 | 25 | 1.305 | 114.77 | 1:12.704 |
| 4 | 26 | C | Mike CONWAY (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 30:53.472 | 25 | 7.340 | 114.40 | 1:12.523 |
| 5 | 22 | C | Stephen JELLEY (GBR) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 30:56.034 | 25 | 9.902 | 114.24 | 1:12.724 |
| 6 | 21 | C | Bruno SENNA (BRA) Räikkönen Robertson Racing (GBR) | A | Dallara F306 Mercedes HWA | 30:56.949 | 25 | 10.817 | 114.18 | 1:13.022 |
| 7 | 16 | C | Alberto VALERIO (BRA) Cesário Formula UK (GBR) | A | Dallara F306 Mugen-Honda | 31:01.589 | 25 | 15.457 | 113.90 | 1:11.292 |
| 8 | 6 | C | James JAKES (GBR) Hitech Racing (GBR) | A | Dallara F306 Mercedes HWA | 31:04.341 | 25 | 18.209 | 113.73 | 1:13.338 |
| 9 | 9 | C | Jonathan KENNARD (GBR) Alan Docking Racing (GBR) | A | Dallara F306 Mugen-Honda | 31:04.629 | 25 | 18.497 | 113.71 | 1:11.785 |
| 10 | 7 | C | Stuart HALL (GBR) T-Sport (GBR) | A | Dallara F306 Mugen-Honda | 31:05.907 | 25 | 19.775 | 113.63 | 1:13.261 |
| 11 | 15 | C | James WALKER (GBR) Hitech Racing (GBR) | A | Dallara F306 Mercedes HWA | 31:43.354 | 25 | 57.222 | 111.40 | 1:14.253 |
| 12 | 37 | N | Cristiano MORGADO (RSA) Fluid Motorsport (GBR) | A | Lola-Dome F106/4 Mugen-Honda | 31:47.116 | 25 | 1:00.984 | 111.18 | 1:14.203 |
| 13 | 44 | INV | Leo MANSELL (GBR) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 31:59.712 | 25 | 1:13.580 | 110.45 | 1:14.418 |
| 14 | 33 | N | Alex WATERS (GBR) Promatecme F3 (GBR) | A | Dallara F304 Mugen-Honda | 30:56.510 | 24 | 1 LAP | 109.64 | 1:15.648 |
| 15 | 11 | C | Keiko IHARA (JPN) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 31:05.648 | 24 | 1 LAP | 109.10 | 1:15.575 |
| 16 | 84 | INV | Oliver TURVEY (GBR) Team Locfile (GBR) | A | Dallar F304 Mugen-Honda | 31:13.678 | 24 | 1 LAP | 108.64 | 1:15.474 |
| 17 | 38 | N | Rodolfo AVILA (MAC) Performance Racing Europe (GBR) | A | Dallara F304 Mugen-Honda | 31:49.578 | 24 | 1 LAP | 106.59 | 1:16.398 |
| 18 | 50 | INV | Greg MANSELL (GBR) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 31:52.421 | 24 | 1 LAP | 106.44 | 1:13.905 |

NOT CLASSIFIED

| | | | | | | | | | |
|----|---|--|---|--------------------------|-----------|----|--------|--------|----------|
| 32 | N | Rodolfo GONZALEZ (VEN) T-Sport (GBR) | A | Dallara F304 Mugen-Honda | 27:50.629 | 22 | D.N.F. | 111.69 | 1:14.002 |
| 12 | C | Maro ENGEL (GER) Carlin Motorsport (GBR) | A | Dallara F306 Mugen-Honda | 27:09.822 | 21 | D.N.F. | 109.28 | 1:12.206 |
| 39 | N | Juho ANNALA (FIN) Performance Racing Europe (GBR) | A | Dallara F304 Mugen-Honda | 15:55.482 | 10 | D.N.F. | 88.76 | 1:14.258 |

FASTEST LAP

| | | | | | | | | |
|----|-----|---|---|---------------------------|----------|----|-----------|-----------|
| 16 | C | Alberto VALERIO (BRA) Cesário Formula UK (GBR) | A | Dallara F306 Mugen-Honda | 1:11.292 | 25 | 191.46kph | 118.97mph |
| 50 | INV | Greg MANSELL (GBR) Fortec Motorsport (GBR) | A | Dallara F306 Mercedes HWA | 1:13.905 | 3 | 184.69kph | 114.76mph |
| 32 | N | Rodolfo GONZALEZ (VEN) T-Sport (GBR) | A | Dallara F304 Mugen-Honda | 1:14.002 | 5 | 184.45kph | 114.61mph |

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

Thruxton
Circuit Length = 2.3560 miles.
Start: 15:38 End: 16:09

| | | |
|----------------|-----------|-------------|
| Race Director: | Stewards: | Timekeeper: |
|----------------|-----------|-------------|

British F3 International Series

ROUND 22 (RACE 10) - 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 |
| 22 | | 1:18.998 | 22 | | 1:13.171 | 22 | | 1:13.071 | 22 | | 1:12.724 | 22 | | 1:13.183 |
| 2 | 0.439 | 1:19.437 | 2 | 0.897 | 1:13.629 | 2 | 0.615 | 1:12.789 | 2 | 0.595 | 1:12.704 | 2 | 1.024 | 1:13.612 |
| 6 | 0.965 | 1:19.963 | 6 | 1.509 | 1:13.715 | 26 | 1.350 | 1:12.523 | 26 | 1.468 | 1:12.842 | 26 | 1.705 | 1:13.420 |
| 26 | 2.189 | 1:21.187 | 26 | 1.898 | 1:12.880 | 6 | 1.776 | 1:13.338 | 1 | 3.446 | 1:13.307 | 3 | 3.530 | 1:13.105 |
| 1 | 2.902 | 1:21.900 | 1 | 3.066 | 1:13.335 | 1 | 2.863 | 1:12.868 | 3 | 3.608 | 1:12.975 | 1 | 4.001 | 1:13.738 |
| 3 | 3.220 | 1:22.218 | 3 | 3.303 | 1:13.254 | 3 | 3.357 | 1:13.125 | 12 | 4.504 | 1:13.188 | 6 | 6.229 | 1:13.599 |
| 12 | 4.447 | 1:23.445 | 12 | 3.994 | 1:12.718 | 12 | 4.040 | 1:13.117 | 6 | 5.813 | 1:16.761 | 21 | 7.296 | 1:13.063 |
| 7 | 5.926 | 1:24.924 | 7 | 6.494 | 1:13.739 | 7 | 6.684 | 1:13.261 | 21 | 7.416 | 1:13.364 | 7 | 8.504 | 1:13.289 |
| 16 | 6.096 | 1:25.094 | 21 | 6.717 | 1:13.738 | 21 | 6.776 | 1:13.130 | 7 | 8.398 | 1:14.438 | 16 | 15.319 | 1:13.628 |
| 21 | 6.150 | 1:25.148 | 50 | 8.889 | 1:15.718 | 50 | 9.723 | 1:13.905 | 16 | 14.874 | 1:15.052 | 32 | 16.944 | 1:14.002 |
| 50 | 6.342 | 1:25.340 | 16 | 10.173 | 1:17.248 | 16 | 12.546 | 1:15.444 | 39 | 15.028 | 1:14.258 | 15 | 18.766 | 1:14.342 |
| 39 | 6.414 | 1:25.412 | 39 | 10.288 | 1:17.045 | 39 | 13.494 | 1:16.277 | 32 | 16.125 | 1:14.313 | 12 | 20.735 | 1:29.414 |
| 15 | 6.738 | 1:25.736 | 32 | 10.572 | 1:16.489 | 32 | 14.536 | 1:17.035 | 15 | 17.607 | 1:15.245 | 50 | 21.902 | 1:15.794 |
| 32 | 7.254 | 1:26.252 | 15 | 10.723 | 1:17.156 | 15 | 15.086 | 1:17.434 | 50 | 19.291 | 1:22.292 | 9 | 24.306 | 1:15.069 |
| 9 | 10.666 | 1:29.664 | 9 | 14.657 | 1:17.162 | 9 | 18.743 | 1:17.157 | 9 | 22.420 | 1:16.401 | 84 | 27.082 | 1:16.026 |
| 37 | 11.734 | 1:30.732 | 84 | 18.610 | 1:19.136 | 84 | 21.489 | 1:15.950 | 84 | 24.239 | 1:15.474 | 37 | 33.529 | 1:17.818 |
| 38 | 12.381 | 1:31.379 | 37 | 18.762 | 1:20.199 | 37 | 23.931 | 1:18.240 | 44 | 28.359 | 1:16.879 | 33 | 33.648 | 1:17.747 |
| 84 | 12.645 | 1:31.643 | 44 | 20.724 | 1:20.776 | 44 | 24.204 | 1:16.551 | 37 | 28.894 | 1:17.687 | 44 | 35.984 | 1:20.808 |
| 11 | 12.893 | 1:31.891 | 33 | 20.878 | 1:20.980 | 33 | 25.270 | 1:17.463 | 33 | 29.084 | 1:16.538 | 11 | 36.128 | 1:19.591 |
| 33 | 13.069 | 1:32.067 | 11 | 21.479 | 1:21.757 | 11 | 26.136 | 1:17.728 | 11 | 29.720 | 1:16.308 | 39 | 36.698 | 1:34.853 |
| 44 | 13.119 | 1:32.117 | 38 | 25.348 | 1:26.138 | 38 | 30.853 | 1:18.576 | 38 | 35.450 | 1:17.321 | 38 | 39.199 | 1:16.932 |

Weather / Track : Sunny / Drying

**British F3 International Series
ROUND 22 (RACE 10) - 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 |
| 22 | | 1:13.262 | 22 | | 1:13.140 | 22 | | 1:13.310 | 22 | | 1:13.370 | 22 | | 1:14.399 |
| 2 | 0.984 | 1:13.222 | 2 | 0.878 | 1:13.034 | 2 | 0.663 | 1:13.095 | 2 | 0.324 | 1:13.031 | 2 | 0.685 | 1:14.760 |
| 26 | 2.171 | 1:13.728 | 26 | 2.882 | 1:13.851 | 3 | 3.546 | 1:13.587 | 3 | 3.160 | 1:12.984 | 3 | 2.147 | 1:13.386 |
| 3 | 3.397 | 1:13.129 | 3 | 3.269 | 1:13.012 | 26 | 3.744 | 1:14.172 | 26 | 4.695 | 1:14.321 | 1 | 4.145 | 1:13.746 |
| 1 | 3.993 | 1:13.254 | 12 | 1 LAP | 2:10.220P | 1 | 4.203 | 1:13.809 | 1 | 4.798 | 1:13.965 | 26 | 5.061 | 1:14.765 |
| 6 | 7.049 | 1:14.082 | 1 | 3.704 | 1:12.851 | 6 | 8.772 | 1:14.274 | 21 | 9.764 | 1:14.151 | 21 | 9.540 | 1:14.175 |
| 21 | 7.827 | 1:13.793 | 6 | 7.808 | 1:13.899 | 21 | 8.983 | 1:13.927 | 6 | 9.827 | 1:14.425 | 6 | 10.192 | 1:14.764 |
| 7 | 8.757 | 1:13.515 | 21 | 8.366 | 1:13.679 | 7 | 10.242 | 1:14.305 | 7 | 10.911 | 1:14.039 | 7 | 10.621 | 1:14.109 |
| 16 | 15.434 | 1:13.377 | 7 | 9.247 | 1:13.630 | 12 | 1 LAP | 1:23.490 | 16 | 15.200 | 1:13.277 | 16 | 13.450 | 1:12.649 |
| 32 | 18.073 | 1:14.391 | 16 | 15.846 | 1:13.552 | 16 | 15.293 | 1:12.757 | 12 | 1 LAP | 1:14.239 | 12 | 1 LAP | 1:13.564 |
| 15 | 19.757 | 1:14.253 | 32 | 19.591 | 1:14.658 | 32 | 21.076 | 1:14.795 | 32 | 22.984 | 1:15.278 | 32 | 23.808 | 1:15.223 |
| 50 | 25.221 | 1:16.581 | 15 | 21.286 | 1:14.669 | 15 | 23.052 | 1:15.076 | 15 | 25.250 | 1:15.568 | 15 | 26.461 | 1:15.610 |
| 9 | 26.238 | 1:15.194 | 9 | 28.478 | 1:15.380 | 9 | 29.753 | 1:14.585 | 9 | 30.801 | 1:14.418 | 9 | 30.718 | 1:14.316 |
| 84 | 30.095 | 1:16.275 | 50 | 29.651 | 1:17.570 | 50 | 32.817 | 1:16.476 | 50 | 36.545 | 1:17.098 | 50 | 39.110 | 1:16.964 |
| 37 | 36.154 | 1:15.887 | 84 | 33.320 | 1:16.365 | 84 | 36.510 | 1:16.500 | 84 | 39.965 | 1:16.825 | 44 | 44.097 | 1:15.992 |
| 33 | 36.472 | 1:16.086 | 37 | 38.396 | 1:15.382 | 37 | 40.392 | 1:15.306 | 37 | 42.153 | 1:15.131 | 37 | 44.103 | 1:16.349 |
| 44 | 38.434 | 1:15.712 | 33 | 38.980 | 1:15.648 | 44 | 41.397 | 1:14.995 | 44 | 42.504 | 1:14.477 | 84 | 44.416 | 1:18.850 |
| 39 | 40.104 | 1:16.668 | 44 | 39.712 | 1:14.418 | 33 | 41.812 | 1:16.142 | 33 | 44.730 | 1:16.288 | 33 | 47.036 | 1:16.705 |
| 11 | 41.197 | 1:18.331 | 39 | 43.172 | 1:16.208 | 39 | 45.830 | 1:15.968 | 11 | 50.986 | 1:16.788 | 11 | 52.889 | 1:16.302 |
| 38 | 42.655 | 1:16.718 | 11 | 44.021 | 1:15.964 | 11 | 47.568 | 1:16.857 | 38 | 52.248 | 1:16.479 | 38 | 54.504 | 1:16.655 |
| | | | 38 | 46.034 | 1:16.519 | 38 | 49.139 | 1:16.415 | | | | | | |

Weather / Track : Sunny / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 15:38 End: 16:09

Printed - 16:13 Sunday, 01 October 2006

British F3 International Series

ROUND 22 (RACE 10) - 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 |
| 22 | | 1:14.086 | 22 | | 1:14.089 | 22 | | 1:13.865 | 22 | | 1:14.092 | 22 | | 1:13.720 |
| 2 | 0.167 | 1:13.568 | 2 | 0.407 | 1:14.329 | 2 | 0.283 | 1:13.741 | 2 | 0.446 | 1:14.255 | 2 | 0.365 | 1:13.639 |
| 3 | 1.504 | 1:13.443 | 3 | 1.007 | 1:13.592 | 3 | 0.887 | 1:13.745 | 3 | 0.797 | 1:14.002 | 3 | 0.956 | 1:13.879 |
| 1 | 3.112 | 1:13.053 | 1 | 2.020 | 1:12.997 | 1 | 1.314 | 1:13.159 | 1 | 1.390 | 1:14.168 | 1 | 1.379 | 1:13.709 |
| 26 | 5.513 | 1:14.538 | 26 | 5.782 | 1:14.358 | 26 | 6.186 | 1:14.269 | 26 | 6.322 | 1:14.228 | 26 | 6.801 | 1:14.199 |
| 21 | 9.576 | 1:14.122 | 21 | 9.707 | 1:14.220 | 21 | 9.488 | 1:13.646 | 21 | 10.593 | 1:15.197 | 21 | 11.038 | 1:14.165 |
| 6 | 10.341 | 1:14.235 | 6 | 10.602 | 1:14.350 | 16 | 10.969 | 1:13.294 | 6 | 11.836 | 1:14.383 | 12 | 1 LAP | 1:13.242 |
| 7 | 11.077 | 1:14.542 | 16 | 11.540 | 1:13.229 | 6 | 11.545 | 1:14.808 | 12 | 1 LAP | 1:13.280 | 6 | 13.041 | 1:14.925 |
| 16 | 12.400 | 1:13.036 | 7 | 12.062 | 1:15.074 | 7 | 13.149 | 1:14.952 | 7 | 14.387 | 1:15.330 | 7 | 15.442 | 1:14.775 |
| 12 | 1 LAP | 1:13.207 | 12 | 1 LAP | 1:13.432 | 12 | 1 LAP | 1:14.764 | 32 | 29.484 | 1:16.087 | 38 | 1 LAP | 1:43.004 |
| 32 | 24.864 | 1:15.142 | 32 | 25.810 | 1:15.035 | 32 | 27.489 | 1:15.544 | 16 | 29.802 | 1:32.925 | 16 | 28.980 | 1:12.898 |
| 15 | 27.961 | 1:15.586 | 15 | 29.632 | 1:15.760 | 9 | 32.179 | 1:14.814 | 9 | 31.141 | 1:13.054 | 9 | 32.011 | 1:14.590 |
| 9 | 30.808 | 1:14.176 | 9 | 31.230 | 1:14.511 | 15 | 32.424 | 1:16.657 | 15 | 34.678 | 1:16.346 | 32 | 33.115 | 1:17.351 |
| 50 | 42.595 | 1:17.571 | 37 | 46.621 | 1:15.409 | 37 | 47.952 | 1:15.196 | 37 | 48.686 | 1:14.826 | 15 | 36.876 | 1:15.918 |
| 37 | 45.301 | 1:15.284 | 50 | 46.642 | 1:18.136 | 44 | 50.261 | 1:17.032 | 44 | 51.201 | 1:15.032 | 37 | 50.643 | 1:15.677 |
| 44 | 45.435 | 1:15.424 | 44 | 47.094 | 1:15.748 | 50 | 51.242 | 1:18.465 | 50 | 55.312 | 1:18.162 | 44 | 52.345 | 1:14.864 |
| 84 | 47.810 | 1:17.480 | 84 | 51.022 | 1:17.301 | 33 | 54.385 | 1:16.823 | 33 | 56.424 | 1:16.131 | 50 | 58.116 | 1:16.524 |
| 33 | 48.888 | 1:15.938 | 33 | 51.427 | 1:16.628 | 84 | 54.778 | 1:17.621 | 84 | 57.817 | 1:17.131 | 33 | 59.010 | 1:16.306 |
| 39 | 2 LAPS | 3:49.461P | 11 | 56.280 | 1:15.575 | 11 | 58.616 | 1:16.201 | 11 | 1:01.274 | 1:16.750 | 84 | 1:00.978 | 1:16.881 |
| 11 | 54.794 | 1:15.991 | 38 | 59.395 | 1:16.668 | 38 | 1:02.983 | 1:17.453 | | | | 11 | 1:03.618 | 1:16.064 |
| 38 | 56.816 | 1:16.398 | 39 | 2 LAPS | 1:29.332 | | | | | | | | | |

Weather / Track : Sunny / Drying

msttiming.com

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Thruxton
Circuit Length = 2.3560 miles.
Start: 15:38 End: 16:09

Printed - 16:13 Sunday, 01 October 2006

**British F3 International Series
ROUND 22 (RACE 10) - 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 |
| 2 | | 1:13.126 | 2 | | 1:14.077 | 2 | | 1:14.001 | 2 | | 1:13.717 | 2 | | 1:13.937 |
| 22 | 0.616 | 1:14.107 | 22 | 0.764 | 1:14.225 | 22 | 1.091 | 1:14.328 | 1 | 1.437 | 1:13.777 | 1 | 1.836 | 1:14.336 |
| 1 | 1.187 | 1:13.299 | 1 | 1.318 | 1:14.208 | 1 | 1.377 | 1:14.060 | 22 | 1.808 | 1:14.434 | 3 | 2.807 | 1:14.030 |
| 3 | 4.127 | 1:16.662 | 3 | 3.483 | 1:13.433 | 3 | 3.291 | 1:13.809 | 3 | 2.714 | 1:13.140 | 22 | 3.760 | 1:15.889 |
| 26 | 7.433 | 1:14.123 | 26 | 7.647 | 1:14.291 | 26 | 7.447 | 1:13.801 | 26 | 7.490 | 1:13.760 | 11 | 1 LAP | 1:19.560 |
| 21 | 11.592 | 1:14.045 | 12 | 1 LAP | 1:12.849 | 12 | 1 LAP | 1:12.873 | 12 | 1 LAP | 1:12.268 | 84 | 1 LAP | 1:21.943 |
| 12 | 1 LAP | 1:13.126 | 21 | 12.286 | 1:14.771 | 21 | 12.121 | 1:13.836 | 21 | 12.425 | 1:14.021 | 12 | 1 LAP | 1:12.744 |
| 6 | 13.963 | 1:14.413 | 6 | 14.242 | 1:14.356 | 6 | 14.352 | 1:14.111 | 6 | 14.866 | 1:14.231 | 26 | 7.869 | 1:14.316 |
| 7 | 15.984 | 1:14.033 | 7 | 16.205 | 1:14.298 | 7 | 17.618 | 1:15.414 | 7 | 18.423 | 1:14.522 | 21 | 12.463 | 1:13.975 |
| 38 | 1 LAP | 1:17.984 | 16 | 28.086 | 1:13.657 | 16 | 27.072 | 1:12.987 | 16 | 25.881 | 1:12.526 | 6 | 15.422 | 1:14.493 |
| 16 | 28.506 | 1:13.017 | 38 | 1 LAP | 1:19.775 | 9 | 29.757 | 1:13.180 | 9 | 28.511 | 1:12.471 | 7 | 18.600 | 1:14.114 |
| 9 | 31.320 | 1:12.800 | 9 | 30.578 | 1:13.335 | 38 | 1 LAP | 1:18.428 | 38 | 1 LAP | 1:17.708 | 16 | 24.167 | 1:12.223 |
| 32 | 35.294 | 1:15.670 | 32 | 36.741 | 1:15.524 | 32 | 38.587 | 1:15.847 | 50 | 1 LAP | 1:59.270P | 9 | 26.891 | 1:12.317 |
| 15 | 38.932 | 1:15.547 | 15 | 40.852 | 1:15.997 | 15 | 42.680 | 1:15.829 | 32 | 39.981 | 1:15.111 | 38 | 1 LAP | 1:17.320 |
| 37 | 52.230 | 1:15.078 | 37 | 52.817 | 1:14.664 | 37 | 53.155 | 1:14.339 | 15 | 44.662 | 1:15.699 | 32 | 41.215 | 1:15.171 |
| 44 | 55.050 | 1:16.196 | 44 | 56.939 | 1:15.966 | 44 | 57.808 | 1:14.870 | 37 | 53.641 | 1:14.203 | 15 | 46.259 | 1:15.534 |
| 50 | 1:01.535 | 1:16.910 | 33 | 1:05.329 | 1:17.519 | 33 | 1:07.744 | 1:16.416 | 44 | 59.806 | 1:15.715 | 50 | 1 LAP | 1:25.280 |
| 33 | 1:01.887 | 1:16.368 | 50 | 1:06.853 | 1:19.395 | 84 | 1:12.237 | 1:17.930 | 33 | 1:09.984 | 1:15.957 | 37 | 54.199 | 1:14.495 |
| 84 | 1:04.905 | 1:17.418 | 84 | 1:08.308 | 1:17.480 | 11 | 1:12.387 | 1:17.424 | | | | 44 | 1:01.440 | 1:15.571 |
| 11 | 1:06.717 | 1:16.590 | 11 | 1:08.964 | 1:16.324 | | | | | | | 33 | 1:12.023 | 1:15.976 |

Weather / Track : Sunny / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 15:38 End: 16:09

Printed - 16:13 Sunday, 01 October 2006

British F3 International Series

ROUND 22 (RACE 10) - LAP CHART

(contd.)

| Lap 21 | | | Lap 22 | | | Lap 23 | | | Lap 24 | | | Lap 25 | | |
|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|--------|----------|----------|
| No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime | No | Behind | Laptime |
| 2 | | 1:13.363 | 2 | | 1:14.167 | 2 | | 1:13.641 | 2 | | 1:14.045 | 3 | | 1:12.921 |
| 1 | 1.602 | 1:13.129 | 1 | 1.038 | 1:13.603 | 3 | 1.084 | 1:13.290 | 3 | 0.292 | 1:13.253 | 1 | 1.195 | 1:13.801 |
| 3 | 2.421 | 1:12.977 | 3 | 1.435 | 1:13.181 | 1 | 1.209 | 1:13.812 | 1 | 0.607 | 1:13.443 | 2 | 1.305 | 1:14.518 |
| 22 | 4.519 | 1:14.122 | 33 | 1 LAP | 1:17.826 | 33 | 1 LAP | 1:16.404 | 26 | 6.603 | 1:13.480 | 26 | 7.340 | 1:13.950 |
| 12 | 1 LAP | 1:12.436 | 22 | 3.965 | 1:13.613 | 26 | 7.168 | 1:13.570 | 33 | 1 LAP | 1:16.485 | 22 | 9.902 | 1:13.910 |
| 11 | 1 LAP | 1:15.897 | 12 | 1 LAP | 1:12.206 | 22 | 9.867 | 1:19.543 | 22 | 9.205 | 1:13.383 | 33 | 1 LAP | 1:16.069 |
| 26 | 7.911 | 1:13.405 | 26 | 7.239 | 1:13.495 | 21 | 11.518 | 1:13.022 | 21 | 10.900 | 1:13.427 | 21 | 10.817 | 1:13.130 |
| 84 | 1 LAP | 1:18.605 | 11 | 1 LAP | 1:16.991 | 11 | 1 LAP | 1:16.534 | 11 | 1 LAP | 1:16.862 | 16 | 15.457 | 1:11.292 |
| 21 | 12.508 | 1:13.408 | 21 | 12.137 | 1:13.796 | 6 | 17.380 | 1:14.347 | 16 | 17.378 | 1:11.333 | 6 | 18.209 | 1:13.763 |
| 6 | 16.618 | 1:14.559 | 84 | 1 LAP | 1:17.711 | 7 | 18.927 | 1:13.998 | 6 | 17.659 | 1:14.324 | 9 | 18.497 | 1:11.785 |
| 7 | 18.940 | 1:13.703 | 6 | 16.674 | 1:14.223 | 16 | 20.090 | 1:12.467 | 7 | 18.877 | 1:13.995 | 11 | 1 LAP | 1:17.368 |
| 16 | 23.438 | 1:12.634 | 7 | 18.570 | 1:13.797 | 84 | 1 LAP | 1:19.079 | 9 | 19.925 | 1:12.037 | 7 | 19.775 | 1:14.111 |
| 9 | 25.812 | 1:12.284 | 16 | 21.264 | 1:11.993 | 9 | 21.933 | 1:12.113 | 84 | 1 LAP | 1:17.376 | 84 | 1 LAP | 1:16.678 |
| 32 | 43.421 | 1:15.569 | 9 | 23.461 | 1:11.816 | 15 | 53.196 | 1:16.570 | 15 | 54.405 | 1:15.254 | 15 | 57.222 | 1:16.030 |
| 38 | 1 LAP | 1:17.544 | 32 | 45.396 | 1:16.142 | 38 | 1 LAP | 1:20.503 | 37 | 59.082 | 1:16.023 | 37 | 1:00.984 | 1:15.115 |
| 15 | 48.525 | 1:15.629 | 38 | 1 LAP | 1:17.450 | 37 | 57.104 | 1:14.616 | 38 | 1 LAP | 1:18.832 | 38 | 1 LAP | 1:17.379 |
| 50 | 1 LAP | 1:17.140 | 15 | 50.267 | 1:15.909 | 50 | 1 LAP | 1:17.571 | 50 | 1 LAP | 1:17.063 | 50 | 1 LAP | 1:16.080 |
| 37 | 55.419 | 1:14.583 | 37 | 56.129 | 1:14.877 | 44 | 1:07.482 | 1:17.190 | 44 | 1:10.025 | 1:16.588 | 44 | 1:13.580 | 1:16.768 |
| 44 | 1:02.988 | 1:14.911 | 50 | 1 LAP | 1:17.116 | | | | | | | | | |
| | | | 44 | 1:03.933 | 1:15.112 | | | | | | | | | |

Weather / Track : Sunny / Drying

msttiming.com

Page 5 of 5

Thruxton
Circuit Length = 2.3560 miles.
Start: 15:38 End: 16:09

Printed - 16:13 Sunday, 01 October 2006

British F3 International Series

ROUND 22 - SECTOR ANALYSIS

| 1 | Christian BAKKERUD | | | | DEN | Dallara F306 Mugen-Honda | | | | C | |
|----------|---------------------------|-------|---------------|-------|-----------------|--------------------------|--------|--------------|--------|--------------|----------|
| 1 - | 51.625 | 133.4 | 30.275 | 108.0 | 1:21.900 | 14 - | 43.626 | 136.3 | 30.542 | 109.4 | 1:14.168 |
| 2 - | 43.404 | 136.1 | 29.931 | 108.7 | 1:13.335 | 15 - | 43.539 | 135.2 | 30.170 | 109.6 | 1:13.709 |
| 3 - | 43.117 | 136.9 | 29.751 | 109.1 | 1:12.868 | 16 - | 43.467 | 137.2 | 29.832 | 109.4 | 1:13.299 |
| 4 - | 43.006 | 137.2 | 30.301 | 108.2 | 1:13.307 | 17 - | 43.372 | 138.3 | 30.836 | 109.2 | 1:14.208 |
| 5 - | 43.305 | 136.3 | 30.433 | 108.7 | 1:13.738 | 18 - | 43.493 | 135.2 | 30.567 | 108.5 | 1:14.060 |
| 6 - | 43.254 | 136.6 | 30.000 | 109.1 | 1:13.254 | 19 - | 43.715 | 137.2 | 30.062 | 107.7 | 1:13.777 |
| 7 - | 42.937 | 136.1 | 29.914 | 109.2 | 1:12.851 | 20 - | 44.102 | 134.2 | 30.234 | 109.1 | 1:14.336 |
| 8 - | 43.546 | 136.3 | 30.263 | 109.6 | 1:13.809 | 21 - | 43.058 | 136.3 | 30.071 | 109.8 | 1:13.129 |
| 9 - | 43.772 | 138.0 | 30.193 | 110.5 | 1:13.965 | 22 - | 42.922 | 136.3 | 30.681 | 109.6 | 1:13.603 |
| 10 - | 43.726 | 136.3 | 30.020 | 109.1 | 1:13.746 | 23 - | 43.207 | 135.5 | 30.605 | 110.9 | 1:13.812 |
| 11 - | 43.000 | 136.3 | 30.053 | 108.9 | 1:13.053 | 24 - | 43.559 | 135.2 | 29.884 | 111.2 | 1:13.443 |
| 12 - | 43.012 | 136.6 | 29.985 | 108.7 | 1:12.997 | 25 - | 43.214 | 137.5 | 30.587 | 107.3 | 1:13.801 |
| 13 - | 43.106 | 136.9 | 30.053 | 109.2 | 1:13.159 | | | | | | |

| 2 | Oliver JARVIS | | | | GBR | Dallara F306 Mugen-Honda | | | | C | |
|----------|----------------------|--------------|---------------|-------|-----------------|--------------------------|--------|-------|--------|--------------|----------|
| 1 - | 48.475 | 134.7 | 30.962 | 108.5 | 1:19.437 | 14 - | 43.754 | 136.6 | 30.501 | 109.2 | 1:14.255 |
| 2 - | 43.428 | 135.0 | 30.201 | 108.5 | 1:13.629 | 15 - | 43.289 | 136.6 | 30.350 | 108.7 | 1:13.639 |
| 3 - | 42.906 | 137.5 | 29.883 | 109.6 | 1:12.789 | 16 - | 43.327 | 138.3 | 29.799 | 108.5 | 1:13.126 |
| 4 - | 42.856 | 138.0 | 29.848 | 109.4 | 1:12.704 | 17 - | 43.707 | 135.0 | 30.370 | 108.5 | 1:14.077 |
| 5 - | 43.510 | 136.1 | 30.102 | 109.2 | 1:13.612 | 18 - | 43.487 | 135.2 | 30.514 | 109.1 | 1:14.001 |
| 6 - | 43.229 | 136.9 | 29.993 | 108.9 | 1:13.222 | 19 - | 43.490 | 136.1 | 30.227 | 108.9 | 1:13.717 |
| 7 - | 42.933 | 136.6 | 30.101 | 108.0 | 1:13.034 | 20 - | 43.909 | 135.8 | 30.028 | 108.2 | 1:13.937 |
| 8 - | 43.015 | 137.7 | 30.080 | 109.1 | 1:13.095 | 21 - | 43.235 | 136.3 | 30.128 | 109.6 | 1:13.363 |
| 9 - | 43.001 | 139.2 | 30.030 | 109.6 | 1:13.031 | 22 - | 43.909 | 132.3 | 30.258 | 109.8 | 1:14.167 |
| 10 - | 43.554 | 137.5 | 31.206 | 106.1 | 1:14.760 | 23 - | 43.504 | 136.1 | 30.137 | 109.2 | 1:13.641 |
| 11 - | 43.412 | 136.1 | 30.156 | 109.2 | 1:13.568 | 24 - | 43.740 | 134.7 | 30.305 | 110.1 | 1:14.045 |
| 12 - | 44.097 | 134.2 | 30.232 | 108.7 | 1:14.329 | 25 - | 43.079 | 135.8 | 31.439 | 107.3 | 1:14.518 |
| 13 - | 43.231 | 138.0 | 30.510 | 109.2 | 1:13.741 | | | | | | |

| 3 | Yelmer BUURMAN | | | | NED | Dallara F306 Mercedes HWA | | | | C | |
|----------|-----------------------|-------|--------|-------|------------|---------------------------|--------|--------------|---------------|--------------|-----------------|
| 1 - | 51.954 | 132.3 | 30.264 | 108.7 | 1:22.218 | 14 - | 43.610 | 137.5 | 30.392 | 108.9 | 1:14.002 |
| 2 - | 43.455 | 137.7 | 29.799 | 108.2 | 1:13.254 | 15 - | 43.650 | 135.2 | 30.229 | 108.5 | 1:13.879 |
| 3 - | 43.385 | 137.7 | 29.740 | 108.5 | 1:13.125 | 16 - | 43.587 | 134.2 | 33.075 | 106.1 | 1:16.662 |
| 4 - | 42.997 | 139.5 | 29.978 | 109.6 | 1:12.975 | 17 - | 43.295 | 136.1 | 30.138 | 108.4 | 1:13.433 |
| 5 - | 43.454 | 138.0 | 29.651 | 108.5 | 1:13.105 | 18 - | 43.776 | 136.3 | 30.033 | 108.7 | 1:13.809 |
| 6 - | 43.204 | 136.9 | 29.925 | 108.7 | 1:13.129 | 19 - | 43.272 | 137.5 | 29.868 | 108.4 | 1:13.140 |
| 7 - | 43.079 | 138.6 | 29.933 | 108.7 | 1:13.012 | 20 - | 43.496 | 141.2 | 30.534 | 109.4 | 1:14.030 |
| 8 - | 43.527 | 140.1 | 30.060 | 107.7 | 1:13.587 | 21 - | 43.165 | 137.5 | 29.812 | 109.4 | 1:12.977 |
| 9 - | 43.112 | 137.2 | 29.872 | 109.1 | 1:12.984 | 22 - | 43.250 | 137.7 | 29.931 | 110.0 | 1:13.181 |
| 10 - | 43.308 | 137.2 | 30.078 | 108.5 | 1:13.386 | 23 - | 43.211 | 138.0 | 30.079 | 108.5 | 1:13.290 |
| 11 - | 43.457 | 134.2 | 29.986 | 108.2 | 1:13.443 | 24 - | 43.222 | 136.9 | 30.031 | 110.3 | 1:13.253 |
| 12 - | 43.638 | 136.1 | 29.954 | 108.4 | 1:13.592 | 25 - | 43.266 | 138.0 | 29.655 | 108.5 | 1:12.921 |
| 13 - | 43.491 | 136.9 | 30.254 | 107.5 | 1:13.745 | | | | | | |

Weather / Track : Sunny / Drying

British F3 International Series

ROUND 22 - SECTOR ANALYSIS

(contd.)

| 6 | | James JAKES | | | | GBR | Dallara F306 Mercedes HWA | | | | C |
|----------|---------------|--------------------|--------|-------|-----------------|------------|---------------------------|--------------|---------------|--------------|----------|
| 1 - | 49.738 | 135.0 | 30.225 | 108.7 | 1:19.963 | 14 - | 44.022 | 135.0 | 30.361 | 107.7 | 1:14.383 |
| 2 - | 43.716 | 134.7 | 29.999 | 109.2 | 1:13.715 | 15 - | 44.208 | 135.2 | 30.717 | 105.1 | 1:14.925 |
| 3 - | 43.207 | 136.9 | 30.131 | 109.6 | 1:13.338 | 16 - | 44.340 | 135.0 | 30.073 | 108.0 | 1:14.413 |
| 4 - | 46.923 | 134.7 | 29.838 | 108.9 | 1:16.761 | 17 - | 43.985 | 134.7 | 30.371 | 107.8 | 1:14.356 |
| 5 - | 43.613 | 136.3 | 29.986 | 108.5 | 1:13.599 | 18 - | 43.947 | 135.8 | 30.164 | 108.4 | 1:14.111 |
| 6 - | 44.026 | 135.0 | 30.056 | 108.9 | 1:14.082 | 19 - | 44.104 | 135.0 | 30.127 | 107.2 | 1:14.231 |
| 7 - | 43.645 | 136.1 | 30.254 | 108.0 | 1:13.899 | 20 - | 44.184 | 136.1 | 30.309 | 108.2 | 1:14.493 |
| 8 - | 44.102 | 135.0 | 30.172 | 108.4 | 1:14.274 | 21 - | 44.162 | 136.9 | 30.397 | 108.9 | 1:14.559 |
| 9 - | 43.796 | 135.5 | 30.629 | 108.2 | 1:14.425 | 22 - | 44.053 | 135.8 | 30.170 | 108.2 | 1:14.223 |
| 10 - | 44.578 | 136.3 | 30.186 | 109.2 | 1:14.764 | 23 - | 44.404 | 135.5 | 29.943 | 108.9 | 1:14.347 |
| 11 - | 43.966 | 135.2 | 30.269 | 107.2 | 1:14.235 | 24 - | 44.094 | 134.2 | 30.230 | 109.8 | 1:14.324 |
| 12 - | 43.988 | 136.1 | 30.362 | 108.4 | 1:14.350 | 25 - | 43.974 | 135.5 | 29.789 | 109.6 | 1:13.763 |
| 13 - | 44.542 | 135.2 | 30.266 | 108.2 | 1:14.808 | | | | | | |

| 7 | | Stuart HALL | | | | GBR | Dallara F306 Mugen-Honda | | | | C |
|----------|---------------|--------------------|--------|-------|-----------------|------------|--------------------------|-------|---------------|--------------|----------|
| 1 - | 52.769 | 134.4 | 32.155 | 105.8 | 1:24.924 | 14 - | 44.775 | 134.2 | 30.555 | 107.8 | 1:15.330 |
| 2 - | 43.748 | 135.2 | 29.991 | 107.8 | 1:13.739 | 15 - | 44.091 | 131.5 | 30.684 | 108.4 | 1:14.775 |
| 3 - | 43.189 | 135.5 | 30.072 | 108.2 | 1:13.261 | 16 - | 43.741 | 133.9 | 30.292 | 107.8 | 1:14.033 |
| 4 - | 44.435 | 135.2 | 30.003 | 108.9 | 1:14.438 | 17 - | 43.938 | 134.4 | 30.360 | 107.7 | 1:14.298 |
| 5 - | 43.297 | 136.3 | 29.992 | 108.4 | 1:13.289 | 18 - | 44.971 | 133.4 | 30.443 | 108.2 | 1:15.414 |
| 6 - | 43.548 | 135.8 | 29.967 | 108.2 | 1:13.515 | 19 - | 44.182 | 134.7 | 30.340 | 107.8 | 1:14.522 |
| 7 - | 43.639 | 135.2 | 29.991 | 107.8 | 1:13.630 | 20 - | 44.009 | 133.9 | 30.105 | 107.5 | 1:14.114 |
| 8 - | 44.033 | 135.8 | 30.272 | 107.8 | 1:14.305 | 21 - | 43.663 | 135.2 | 30.040 | 108.0 | 1:13.703 |
| 9 - | 43.851 | 134.7 | 30.188 | 107.7 | 1:14.039 | 22 - | 43.711 | 134.4 | 30.086 | 108.0 | 1:13.797 |
| 10 - | 43.912 | 136.3 | 30.197 | 108.5 | 1:14.109 | 23 - | 43.927 | 135.0 | 30.071 | 108.4 | 1:13.998 |
| 11 - | 44.191 | 134.2 | 30.351 | 108.4 | 1:14.542 | 24 - | 44.146 | 134.2 | 29.849 | 109.1 | 1:13.995 |
| 12 - | 44.590 | 133.1 | 30.484 | 108.0 | 1:15.074 | 25 - | 44.347 | 134.4 | 29.764 | 110.0 | 1:14.111 |
| 13 - | 44.668 | 133.9 | 30.284 | 107.7 | 1:14.952 | | | | | | |

| 9 | | Jonathan KENNARD | | | | GBR | Dallara F306 Mugen-Honda | | | | C |
|----------|---------------|-------------------------|--------|-------|----------|------------|--------------------------|--------------|---------------|--------------|-----------------|
| 1 - | 56.176 | 133.4 | 33.488 | 106.0 | 1:29.664 | 14 - | 42.101 | 138.0 | 30.953 | 108.0 | 1:13.054 |
| 2 - | 44.662 | 135.0 | 32.500 | 106.1 | 1:17.162 | 15 - | 43.547 | 135.8 | 31.043 | 108.2 | 1:14.590 |
| 3 - | 44.540 | 132.6 | 32.617 | 107.0 | 1:17.157 | 16 - | 42.061 | 136.3 | 30.739 | 108.0 | 1:12.800 |
| 4 - | 43.754 | 136.1 | 32.647 | 107.0 | 1:16.401 | 17 - | 42.187 | 136.9 | 31.148 | 107.0 | 1:13.335 |
| 5 - | 43.660 | 135.2 | 31.409 | 107.3 | 1:15.069 | 18 - | 42.524 | 138.0 | 30.656 | 108.2 | 1:13.180 |
| 6 - | 43.381 | 137.2 | 31.813 | 107.5 | 1:15.194 | 19 - | 42.010 | 139.2 | 30.461 | 108.0 | 1:12.471 |
| 7 - | 43.834 | 135.8 | 31.546 | 107.3 | 1:15.380 | 20 - | 41.951 | 137.2 | 30.366 | 107.5 | 1:12.317 |
| 8 - | 43.125 | 135.0 | 31.460 | 107.8 | 1:14.585 | 21 - | 41.878 | 138.0 | 30.406 | 109.1 | 1:12.284 |
| 9 - | 42.873 | 136.1 | 31.545 | 107.8 | 1:14.418 | 22 - | 41.684 | 138.9 | 30.132 | 109.8 | 1:11.816 |
| 10 - | 43.050 | 136.6 | 31.266 | 107.7 | 1:14.316 | 23 - | 41.859 | 138.3 | 30.254 | 108.4 | 1:12.113 |
| 11 - | 42.711 | 136.6 | 31.465 | 108.0 | 1:14.176 | 24 - | 42.188 | 138.3 | 29.849 | 111.2 | 1:12.037 |
| 12 - | 42.904 | 137.7 | 31.607 | 106.5 | 1:14.511 | 25 - | 42.248 | 140.3 | 29.537 | 112.5 | 1:11.785 |
| 13 - | 43.415 | 135.8 | 31.399 | 107.2 | 1:14.814 | | | | | | |

Weather / Track : Sunny / Drying

British F3 International Series

ROUND 22 - SECTOR ANALYSIS

(contd.)

| 11 | | Keiko IHARA | | | | JPN | | Dallara F306 Mugen-Honda | | | | C | |
|------|--------|-------------|--------|-------|-----------------|------|---------------|--------------------------|---------------|--------------|----------|---|--|
| 1 - | 58.067 | 129.3 | 33.824 | 102.9 | 1:31.891 | 13 - | 44.895 | 134.2 | 31.306 | 108.0 | 1:16.201 | | |
| 2 - | 47.831 | 131.8 | 33.926 | 90.9 | 1:21.757 | 14 - | 45.100 | 133.9 | 31.650 | 106.8 | 1:16.750 | | |
| 3 - | 46.006 | 134.7 | 31.722 | 107.3 | 1:17.728 | 15 - | 44.766 | 133.6 | 31.298 | 107.5 | 1:16.064 | | |
| 4 - | 45.222 | 133.6 | 31.086 | 107.3 | 1:16.308 | 16 - | 44.996 | 132.6 | 31.594 | 107.2 | 1:16.590 | | |
| 5 - | 45.963 | 134.2 | 33.628 | 103.0 | 1:19.591 | 17 - | 45.022 | 134.2 | 31.302 | 107.7 | 1:16.324 | | |
| 6 - | 47.071 | 134.4 | 31.260 | 107.3 | 1:18.331 | 18 - | 45.261 | 131.5 | 32.163 | 108.5 | 1:17.424 | | |
| 7 - | 44.967 | 133.6 | 30.997 | 106.8 | 1:15.964 | 19 - | 46.738 | 133.1 | 32.822 | 107.3 | 1:19.560 | | |
| 8 - | 45.377 | 133.9 | 31.480 | 106.5 | 1:16.857 | 20 - | 44.736 | 135.5 | 31.161 | 108.7 | 1:15.897 | | |
| 9 - | 45.501 | 133.6 | 31.287 | 107.2 | 1:16.788 | 21 - | 45.798 | 133.1 | 31.193 | 107.8 | 1:16.991 | | |
| 10 - | 45.233 | 134.2 | 31.069 | 107.0 | 1:16.302 | 22 - | 45.202 | 134.2 | 31.332 | 107.8 | 1:16.534 | | |
| 11 - | 44.701 | 133.9 | 31.290 | 107.0 | 1:15.991 | 23 - | 45.603 | 132.6 | 31.259 | 108.4 | 1:16.862 | | |
| 12 - | 44.591 | 133.6 | 30.984 | 107.5 | 1:15.575 | 24 - | 45.570 | 131.8 | 31.798 | 108.0 | 1:17.368 | | |

| 12 | | Maro ENGEL | | | | GER | | Dallara F306 Mugen-Honda | | | | C | |
|------|---------------|------------|----------|-------|------------|------|--------|--------------------------|---------------|--------------|-----------------|---|--|
| 1 - | 52.293 | 132.3 | 31.152 | 107.3 | 1:23.445 | 12 - | 43.770 | 139.2 | 30.994 | 107.5 | 1:14.764 | | |
| 2 - | 43.047 | 137.2 | 29.671 | 109.2 | 1:12.718 | 13 - | 42.665 | 138.3 | 30.615 | 106.8 | 1:13.280 | | |
| 3 - | 43.318 | 136.1 | 29.799 | 109.4 | 1:13.117 | 14 - | 42.381 | 135.0 | 30.861 | 106.0 | 1:13.242 | | |
| 4 - | 43.235 | 136.3 | 29.953 | 108.7 | 1:13.188 | 15 - | 42.522 | 139.5 | 30.604 | 108.4 | 1:13.126 | | |
| 5 - | 56.894 | 60.7 | 32.520 | 108.0 | 1:29.414 | 16 - | 42.441 | 139.5 | 30.408 | 106.5 | 1:12.849 | | |
| 6 - | 43.614 | 135.0 | 1:26.606 | | 2:10.220 P | 17 - | 42.425 | 135.2 | 30.448 | 108.4 | 1:12.873 | | |
| 7 - | 51.859 | 136.1 | 31.631 | 106.0 | 1:23.490 | 18 - | 42.241 | 139.2 | 30.027 | 108.9 | 1:12.268 | | |
| 8 - | 42.995 | 136.9 | 31.244 | 107.3 | 1:14.239 | 19 - | 42.576 | 139.8 | 30.168 | 107.8 | 1:12.744 | | |
| 9 - | 42.695 | 138.3 | 30.869 | 106.3 | 1:13.564 | 20 - | 41.895 | 140.3 | 30.541 | 108.9 | 1:12.436 | | |
| 10 - | 42.490 | 138.0 | 30.717 | 107.2 | 1:13.207 | 21 - | 41.963 | 141.2 | 30.243 | 110.0 | 1:12.206 | | |
| 11 - | 42.295 | 138.6 | 31.137 | 106.8 | 1:13.432 | | | | | | | | |

| 15 | | James WALKER | | | | GBR | | Dallara F306 Mercedes HWA | | | | C | |
|------|---------------|--------------|---------------|--------------|-----------------|------|--------|---------------------------|--------|-------|----------|---|--|
| 1 - | 54.801 | 132.6 | 30.935 | | 1:25.736 | 14 - | 45.372 | 135.0 | 30.974 | 107.3 | 1:16.346 | | |
| 2 - | 46.629 | 134.4 | 30.527 | 109.2 | 1:17.156 | 15 - | 45.181 | 132.8 | 30.737 | 107.5 | 1:15.918 | | |
| 3 - | 45.834 | 135.8 | 31.600 | 105.5 | 1:17.434 | 16 - | 45.096 | 133.4 | 30.451 | 108.0 | 1:15.547 | | |
| 4 - | 44.751 | 136.1 | 30.494 | 107.2 | 1:15.245 | 17 - | 45.453 | 132.8 | 30.544 | 107.7 | 1:15.997 | | |
| 5 - | 44.140 | 135.8 | 30.202 | 107.8 | 1:14.342 | 18 - | 45.439 | 134.2 | 30.390 | 106.6 | 1:15.829 | | |
| 6 - | 44.124 | 135.8 | 30.129 | 107.7 | 1:14.253 | 19 - | 45.147 | 134.4 | 30.552 | 108.0 | 1:15.699 | | |
| 7 - | 44.264 | 134.4 | 30.405 | 107.3 | 1:14.669 | 20 - | 45.012 | 133.9 | 30.522 | 106.8 | 1:15.534 | | |
| 8 - | 44.717 | 135.2 | 30.359 | 107.5 | 1:15.076 | 21 - | 45.048 | 134.2 | 30.581 | 107.7 | 1:15.629 | | |
| 9 - | 44.845 | 135.0 | 30.723 | 106.8 | 1:15.568 | 22 - | 45.439 | 133.9 | 30.470 | 108.0 | 1:15.909 | | |
| 10 - | 44.884 | 135.5 | 30.726 | 106.8 | 1:15.610 | 23 - | 46.163 | 133.1 | 30.407 | 108.0 | 1:16.570 | | |
| 11 - | 45.061 | 134.2 | 30.525 | 108.2 | 1:15.586 | 24 - | 44.896 | 134.2 | 30.358 | 108.2 | 1:15.254 | | |
| 12 - | 45.243 | 134.7 | 30.517 | 107.5 | 1:15.760 | 25 - | 44.899 | 133.1 | 31.131 | 105.3 | 1:16.030 | | |
| 13 - | 45.288 | 136.3 | 31.369 | 108.2 | 1:16.657 | | | | | | | | |

Weather / Track : Sunny / Drying

msttiming.com

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Thruxton
Circuit Length = 2.3560 miles.
Start: 15:38 End: 16:09

Printed - 16:13 Sunday, 01 October 2006

British F3 International Series

ROUND 22 - SECTOR ANALYSIS

(contd.)

| 16 | | Alberto VALERIO | | | | BRA | | Dallara F306 Mugen-Honda | | | | C |
|-----------|---------------|------------------------|--------|-------|----------|-------------|--------|--------------------------|---------------|--------------|-----------------|----------|
| 1 - | 52.026 | 129.8 | 33.068 | 104.2 | 1:25.094 | 14 - | 42.882 | 137.7 | 50.043 | 103.4 | 1:32.925 | |
| 2 - | 45.302 | 137.2 | 31.946 | 105.6 | 1:17.248 | 15 - | 42.749 | 137.5 | 30.149 | 107.3 | 1:12.898 | |
| 3 - | 43.978 | 132.8 | 31.466 | 105.5 | 1:15.444 | 16 - | 42.545 | 137.2 | 30.472 | 107.0 | 1:13.017 | |
| 4 - | 44.176 | 136.6 | 30.876 | 106.1 | 1:15.052 | 17 - | 42.162 | 138.0 | 31.495 | 105.5 | 1:13.657 | |
| 5 - | 42.880 | 136.3 | 30.748 | 106.5 | 1:13.628 | 18 - | 42.557 | 131.5 | 30.430 | 108.2 | 1:12.987 | |
| 6 - | 42.659 | 135.2 | 30.718 | 106.0 | 1:13.377 | 19 - | 42.273 | 134.4 | 30.253 | 107.7 | 1:12.526 | |
| 7 - | 42.751 | 134.2 | 30.801 | 107.3 | 1:13.552 | 20 - | 42.005 | 137.2 | 30.218 | 108.2 | 1:12.223 | |
| 8 - | 42.185 | 138.6 | 30.572 | 106.5 | 1:12.757 | 21 - | 42.199 | 136.6 | 30.435 | 106.3 | 1:12.634 | |
| 9 - | 42.665 | 138.9 | 30.612 | 106.6 | 1:13.277 | 22 - | 42.055 | 136.9 | 29.938 | 108.9 | 1:11.993 | |
| 10 - | 42.217 | 138.6 | 30.432 | 106.5 | 1:12.649 | 23 - | 42.739 | 139.8 | 29.728 | 109.8 | 1:12.467 | |
| 11 - | 42.391 | 138.3 | 30.645 | 105.8 | 1:13.036 | 24 - | 41.870 | 140.9 | 29.463 | 109.8 | 1:11.333 | |
| 12 - | 42.563 | 139.2 | 30.666 | 106.8 | 1:13.229 | 25 - | 41.748 | 139.5 | 29.544 | 110.9 | 1:11.292 | |
| 13 - | 42.941 | 139.5 | 30.353 | 107.3 | 1:13.294 | | | | | | | |

| 21 | | Bruno SENNA | | | | BRA | | Dallara F306 Mercedes HWA | | | | C |
|-----------|---------------|--------------------|--------|--------------|----------|-------------|--------|---------------------------|---------------|-------|-----------------|----------|
| 1 - | 53.544 | 132.8 | 31.604 | 107.0 | 1:25.148 | 14 - | 44.923 | 133.9 | 30.274 | 108.2 | 1:15.197 | |
| 2 - | 44.028 | 137.5 | 29.710 | 110.0 | 1:13.738 | 15 - | 43.839 | 133.4 | 30.326 | 108.2 | 1:14.165 | |
| 3 - | 43.490 | 137.5 | 29.640 | 110.7 | 1:13.130 | 16 - | 43.832 | 133.6 | 30.213 | 107.7 | 1:14.045 | |
| 4 - | 43.676 | 136.1 | 29.688 | 109.1 | 1:13.364 | 17 - | 44.595 | 134.7 | 30.176 | 108.0 | 1:14.771 | |
| 5 - | 43.372 | 137.2 | 29.691 | 108.7 | 1:13.063 | 18 - | 43.764 | 134.7 | 30.072 | 109.4 | 1:13.836 | |
| 6 - | 43.912 | 133.9 | 29.881 | 108.9 | 1:13.793 | 19 - | 43.990 | 134.4 | 30.031 | 108.5 | 1:14.021 | |
| 7 - | 43.636 | 134.4 | 30.043 | 108.4 | 1:13.679 | 20 - | 44.038 | 134.7 | 29.937 | 108.4 | 1:13.975 | |
| 8 - | 43.761 | 135.5 | 30.166 | 109.6 | 1:13.927 | 21 - | 43.451 | 135.0 | 29.957 | 109.4 | 1:13.408 | |
| 9 - | 43.914 | 135.8 | 30.237 | 107.2 | 1:14.151 | 22 - | 43.917 | 135.2 | 29.879 | 109.6 | 1:13.796 | |
| 10 - | 43.868 | 135.2 | 30.307 | 107.8 | 1:14.175 | 23 - | 43.425 | 136.6 | 29.597 | 109.1 | 1:13.022 | |
| 11 - | 43.894 | 133.6 | 30.228 | 107.7 | 1:14.122 | 24 - | 43.257 | 135.0 | 30.170 | 107.7 | 1:13.427 | |
| 12 - | 43.985 | 134.4 | 30.235 | 107.5 | 1:14.220 | 25 - | 43.346 | 135.2 | 29.784 | 109.8 | 1:13.130 | |
| 13 - | 43.615 | 135.5 | 30.031 | 108.0 | 1:13.646 | | | | | | | |

| 22 | | Stephen JELLEY | | | | GBR | | Dallara F306 Mercedes HWA | | | | C |
|-----------|---------------|-----------------------|--------|--------------|-----------------|-------------|--------|---------------------------|---------------|--------------|----------|----------|
| 1 - | 48.931 | 136.6 | 30.067 | 107.8 | 1:18.998 | 14 - | 43.623 | 136.6 | 30.469 | 107.3 | 1:14.092 | |
| 2 - | 43.182 | 136.6 | 29.989 | 108.2 | 1:13.171 | 15 - | 43.424 | 136.1 | 30.296 | 107.3 | 1:13.720 | |
| 3 - | 43.363 | 135.8 | 29.708 | 108.7 | 1:13.071 | 16 - | 43.472 | 136.9 | 30.635 | 108.0 | 1:14.107 | |
| 4 - | 42.930 | 137.2 | 29.794 | 108.5 | 1:12.724 | 17 - | 43.868 | 135.2 | 30.357 | 107.8 | 1:14.225 | |
| 5 - | 43.045 | 136.9 | 30.138 | 107.5 | 1:13.183 | 18 - | 43.999 | 132.6 | 30.329 | 108.5 | 1:14.328 | |
| 6 - | 43.318 | 136.1 | 29.944 | 107.7 | 1:13.262 | 19 - | 43.817 | 136.1 | 30.617 | 108.5 | 1:14.434 | |
| 7 - | 43.092 | 136.3 | 30.048 | 108.5 | 1:13.140 | 20 - | 44.290 | 135.5 | 31.599 | 108.0 | 1:15.889 | |
| 8 - | 43.240 | 136.1 | 30.070 | 107.3 | 1:13.310 | 21 - | 43.879 | 136.1 | 30.243 | 108.2 | 1:14.122 | |
| 9 - | 43.194 | 136.6 | 30.176 | 107.5 | 1:13.370 | 22 - | 43.529 | 135.5 | 30.084 | 108.7 | 1:13.613 | |
| 10 - | 43.658 | 136.1 | 30.741 | 106.1 | 1:14.399 | 23 - | 49.419 | 135.5 | 30.124 | 108.5 | 1:19.543 | |
| 11 - | 43.592 | 135.5 | 30.494 | 105.8 | 1:14.086 | 24 - | 43.466 | 135.0 | 29.917 | 108.2 | 1:13.383 | |
| 12 - | 43.920 | 135.0 | 30.169 | 107.0 | 1:14.089 | 25 - | 43.852 | 135.5 | 30.058 | 95.0 | 1:13.910 | |
| 13 - | 43.457 | 135.8 | 30.408 | 107.0 | 1:13.865 | | | | | | | |

Weather / Track : Sunny / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 15:38 End: 16:09

Printed - 16:13 Sunday, 01 October 2006

British F3 International Series

ROUND 22 - SECTOR ANALYSIS

(contd.)

| 26 | | Mike CONWAY | | | | GBR | | Dallara F306 Mercedes HWA | | | | C |
|-----------|---------------|--------------------|---------------|--------------|-----------------|------------|--------|----------------------------------|--------|--------------|----------|----------|
| 1 - | 51.337 | 133.6 | 29.850 | 108.0 | 1:21.187 | 14 - | 43.934 | 135.5 | 30.294 | 108.0 | 1:14.228 | |
| 2 - | 43.052 | 138.3 | 29.828 | 109.4 | 1:12.880 | 15 - | 43.943 | 135.2 | 30.256 | 108.9 | 1:14.199 | |
| 3 - | 43.116 | 140.1 | 29.407 | 109.8 | 1:12.523 | 16 - | 43.866 | 135.5 | 30.257 | 109.1 | 1:14.123 | |
| 4 - | 43.197 | 137.7 | 29.645 | 109.6 | 1:12.842 | 17 - | 43.910 | 135.0 | 30.381 | 107.8 | 1:14.291 | |
| 5 - | 43.439 | 136.6 | 29.981 | 108.4 | 1:13.420 | 18 - | 43.805 | 135.5 | 29.996 | 109.2 | 1:13.801 | |
| 6 - | 43.775 | 137.2 | 29.953 | 108.7 | 1:13.728 | 19 - | 43.700 | 136.3 | 30.060 | 108.4 | 1:13.760 | |
| 7 - | 43.889 | 133.6 | 29.962 | 109.6 | 1:13.851 | 20 - | 44.504 | 137.7 | 29.812 | 108.9 | 1:14.316 | |
| 8 - | 43.800 | 135.5 | 30.372 | 109.8 | 1:14.172 | 21 - | 43.511 | 137.2 | 29.894 | 109.2 | 1:13.405 | |
| 9 - | 44.115 | 136.9 | 30.206 | 107.7 | 1:14.321 | 22 - | 43.636 | 136.1 | 29.859 | 109.2 | 1:13.495 | |
| 10 - | 44.753 | 135.2 | 30.012 | 108.9 | 1:14.765 | 23 - | 43.677 | 135.0 | 29.893 | 109.6 | 1:13.570 | |
| 11 - | 44.273 | 135.2 | 30.265 | 108.0 | 1:14.538 | 24 - | 43.801 | 135.0 | 29.679 | 109.8 | 1:13.480 | |
| 12 - | 44.117 | 135.0 | 30.241 | 107.5 | 1:14.358 | 25 - | 43.988 | 135.5 | 29.962 | 109.4 | 1:13.950 | |
| 13 - | 44.151 | 135.2 | 30.118 | 107.7 | 1:14.269 | | | | | | | |

| 32 | | Rodolfo GONZALEZ | | | | VEN | | Dallara F304 Mugen-Honda | | | | N |
|-----------|---------------|-------------------------|--------|-------|-----------------|------------|--------|---------------------------------|---------------|--------------|----------|----------|
| 1 - | 54.857 | 131.8 | 31.395 | 106.8 | 1:26.252 | 12 - | 44.611 | 133.9 | 30.424 | 106.6 | 1:15.035 | |
| 2 - | 45.988 | 134.7 | 30.501 | 106.6 | 1:16.489 | 13 - | 44.807 | 134.2 | 30.737 | 106.0 | 1:15.544 | |
| 3 - | 45.582 | 136.6 | 31.453 | 105.1 | 1:17.035 | 14 - | 45.112 | 134.4 | 30.975 | 104.8 | 1:16.087 | |
| 4 - | 44.091 | 134.7 | 30.222 | 106.5 | 1:14.313 | 15 - | 46.692 | 133.9 | 30.659 | 107.0 | 1:17.351 | |
| 5 - | 43.925 | 135.2 | 30.077 | 106.6 | 1:14.002 | 16 - | 44.923 | 132.6 | 30.747 | 106.1 | 1:15.670 | |
| 6 - | 44.317 | 134.4 | 30.074 | 106.5 | 1:14.391 | 17 - | 44.908 | 134.7 | 30.616 | 105.6 | 1:15.524 | |
| 7 - | 44.339 | 134.7 | 30.319 | 105.3 | 1:14.658 | 18 - | 45.353 | 133.1 | 30.494 | 106.3 | 1:15.847 | |
| 8 - | 44.367 | 134.7 | 30.428 | 106.0 | 1:14.795 | 19 - | 44.632 | 135.0 | 30.479 | 106.3 | 1:15.111 | |
| 9 - | 44.740 | 133.9 | 30.538 | 107.0 | 1:15.278 | 20 - | 44.938 | 135.2 | 30.233 | 107.2 | 1:15.171 | |
| 10 - | 44.706 | 135.0 | 30.517 | 104.8 | 1:15.223 | 21 - | 45.290 | 133.6 | 30.279 | 106.5 | 1:15.569 | |
| 11 - | 44.476 | 134.7 | 30.666 | 105.6 | 1:15.142 | 22 - | 45.003 | 132.6 | 31.139 | 83.9 | 1:16.142 | |

| 33 | | Alex WATERS | | | | GBR | | Dallara F304 Mugen-Honda | | | | N |
|-----------|--------|--------------------|--------|-------|-----------------|------------|---------------|---------------------------------|---------------|--------------|----------|----------|
| 1 - | 57.187 | 129.5 | 34.880 | 103.4 | 1:32.067 | 13 - | 45.436 | 131.8 | 31.387 | 105.0 | 1:16.823 | |
| 2 - | 48.070 | 132.1 | 32.910 | 98.6 | 1:20.980 | 14 - | 45.058 | 132.1 | 31.073 | 105.5 | 1:16.131 | |
| 3 - | 46.199 | 133.1 | 31.264 | 105.0 | 1:17.463 | 15 - | 45.100 | 132.3 | 31.206 | 105.8 | 1:16.306 | |
| 4 - | 45.563 | 132.8 | 30.975 | 105.8 | 1:16.538 | 16 - | 45.014 | 133.9 | 31.354 | 106.5 | 1:16.368 | |
| 5 - | 45.682 | 132.8 | 32.065 | 103.0 | 1:17.747 | 17 - | 46.095 | 131.8 | 31.424 | 104.8 | 1:17.519 | |
| 6 - | 45.138 | 133.1 | 30.948 | 105.3 | 1:16.086 | 18 - | 45.241 | 131.5 | 31.175 | 105.6 | 1:16.416 | |
| 7 - | 44.674 | 132.8 | 30.974 | 105.0 | 1:15.648 | 19 - | 44.934 | 132.1 | 31.023 | 105.8 | 1:15.957 | |
| 8 - | 44.976 | 131.3 | 31.166 | 106.3 | 1:16.142 | 20 - | 44.895 | 132.6 | 31.081 | 105.6 | 1:15.976 | |
| 9 - | 44.988 | 132.8 | 31.300 | 105.1 | 1:16.288 | 21 - | 45.369 | 126.6 | 32.457 | 105.8 | 1:17.826 | |
| 10 - | 45.605 | 131.3 | 31.100 | 105.0 | 1:16.705 | 22 - | 45.024 | 133.1 | 31.380 | 106.3 | 1:16.404 | |
| 11 - | 44.754 | 132.1 | 31.184 | 105.3 | 1:15.938 | 23 - | 45.265 | 131.5 | 31.220 | 106.1 | 1:16.485 | |
| 12 - | 44.963 | 132.1 | 31.665 | 105.1 | 1:16.628 | 24 - | 44.960 | 131.8 | 31.109 | 104.8 | 1:16.069 | |

Weather / Track : Sunny / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 15:38 End: 16:09

Printed - 16:13 Sunday, 01 October 2006

British F3 International Series

ROUND 22 - SECTOR ANALYSIS

(contd.)

| | | | | | | | | | | | |
|-----------|--------------------------|--------------|---------------|--------------|-----------------|------------------------------|---------------|--------------|---------------|--------------|-----------------|
| 37 | Cristiano MORGADO | | | RSA | | Lola-Dome F106/4 Mugen Honda | | N | | | |
| 1 - | 56.671 | 131.8 | 34.061 | 104.0 | 1:30.732 | 14 - | 43.285 | 135.2 | 31.541 | 106.1 | 1:14.826 |
| 2 - | 47.894 | 133.1 | 32.305 | 103.8 | 1:20.199 | 15 - | 43.804 | 131.0 | 31.873 | 103.5 | 1:15.677 |
| 3 - | 45.899 | 132.8 | 32.341 | 103.7 | 1:18.240 | 16 - | 43.587 | 134.2 | 31.491 | 105.6 | 1:15.078 |
| 4 - | 45.176 | 133.9 | 32.511 | 105.5 | 1:17.687 | 17 - | 43.393 | 134.4 | 31.271 | 106.1 | 1:14.664 |
| 5 - | 45.452 | 133.6 | 32.366 | 104.3 | 1:17.818 | 18 - | 43.204 | 135.5 | 31.135 | 104.5 | 1:14.339 |
| 6 - | 44.135 | 134.4 | 31.752 | 104.2 | 1:15.887 | 19 - | 43.291 | 136.3 | 30.912 | 106.3 | 1:14.203 |
| 7 - | 43.997 | 134.4 | 31.385 | 105.6 | 1:15.382 | 20 - | 43.579 | 134.2 | 30.916 | 105.6 | 1:14.495 |
| 8 - | 43.692 | 135.5 | 31.614 | 104.8 | 1:15.306 | 21 - | 43.433 | 133.9 | 31.150 | 107.2 | 1:14.583 |
| 9 - | 43.536 | 135.0 | 31.595 | 104.6 | 1:15.131 | 22 - | 43.817 | 133.4 | 31.060 | 107.7 | 1:14.877 |
| 10 - | 43.853 | 135.0 | 32.496 | 105.3 | 1:16.349 | 23 - | 43.580 | 135.8 | 31.036 | 108.2 | 1:14.616 |
| 11 - | 43.788 | 134.4 | 31.496 | 105.5 | 1:15.284 | 24 - | 43.990 | 130.3 | 32.033 | 108.2 | 1:16.023 |
| 12 - | 43.868 | 134.4 | 31.541 | 106.1 | 1:15.409 | 25 - | 43.513 | 135.2 | 31.602 | 108.5 | 1:15.115 |
| 13 - | 43.772 | 133.4 | 31.424 | 105.6 | 1:15.196 | | | | | | |
| 38 | Rodolfo AVILA | | | MAC | | Dallara F304 Mugen-Honda | | N | | | |
| 1 - | 57.285 | 123.3 | 34.094 | 104.6 | 1:31.379 | 13 - | 45.779 | 124.2 | 31.674 | 107.0 | 1:17.453 |
| 2 - | 47.921 | 133.1 | 38.217 | 86.3 | 1:26.138 | 14 - | 1:08.734 | 86.0 | 34.270 | 106.6 | 1:43.004 |
| 3 - | 46.987 | 130.5 | 31.589 | 104.6 | 1:18.576 | 15 - | 46.370 | 131.3 | 31.614 | 106.1 | 1:17.984 |
| 4 - | 46.246 | 131.8 | 31.075 | 106.6 | 1:17.321 | 16 - | 46.658 | 130.3 | 33.117 | 104.6 | 1:19.775 |
| 5 - | 45.894 | 132.6 | 31.038 | 107.2 | 1:16.932 | 17 - | 47.563 | 131.3 | 30.865 | 107.0 | 1:18.428 |
| 6 - | 45.693 | 132.3 | 31.025 | 106.6 | 1:16.718 | 18 - | 46.275 | 128.5 | 31.433 | 106.5 | 1:17.708 |
| 7 - | 45.607 | 131.5 | 30.912 | 104.5 | 1:16.519 | 19 - | 46.176 | 131.3 | 31.144 | 107.2 | 1:17.320 |
| 8 - | 45.603 | 131.8 | 30.812 | 107.0 | 1:16.415 | 20 - | 45.930 | 130.8 | 31.614 | 107.2 | 1:17.544 |
| 9 - | 45.386 | 132.3 | 31.093 | 106.6 | 1:16.479 | 21 - | 46.220 | 130.8 | 31.230 | 106.8 | 1:17.450 |
| 10 - | 45.574 | 132.6 | 31.081 | 105.1 | 1:16.655 | 22 - | 49.349 | 131.8 | 31.154 | 108.0 | 1:20.503 |
| 11 - | 45.421 | 133.1 | 30.977 | 107.0 | 1:16.398 | 23 - | 46.613 | 128.3 | 32.219 | 108.5 | 1:18.832 |
| 12 - | 45.510 | 130.0 | 31.158 | 106.1 | 1:16.668 | 24 - | 46.012 | 131.0 | 31.367 | 105.6 | 1:17.379 |
| 39 | Juho ANNALA | | | FIN | | Dallara F304 Mugen-Honda | | N | | | |
| 1 - | 53.247 | 132.1 | 32.165 | 104.5 | 1:25.412 | 6 - | 46.103 | 129.5 | 30.565 | 105.6 | 1:16.668 |
| 2 - | 46.480 | 132.1 | 30.565 | 105.0 | 1:17.045 | 7 - | 45.354 | 130.5 | 30.854 | 105.8 | 1:16.208 |
| 3 - | 45.711 | 132.6 | 30.566 | 105.8 | 1:16.277 | 8 - | 44.790 | 131.3 | 31.178 | 106.1 | 1:15.968 |
| 4 - | 43.882 | 133.6 | 30.376 | 107.3 | 1:14.258 | 9 - | 58.875 | 126.8 | 2:50.586 | | 3:49.461 P |
| 5 - | 44.627 | 101.0 | 50.226 | 104.6 | 1:34.853 | 10 - | 55.996 | 129.3 | 33.336 | 104.3 | 1:29.332 |
| 44 | Leo MANSELL | | | GBR | | Dallara F306 Mercedes | | I | | | |
| 1 - | 58.660 | 125.4 | 33.457 | 105.3 | 1:32.117 | 14 - | 44.204 | 132.6 | 30.828 | 107.7 | 1:15.032 |
| 2 - | 48.006 | 129.3 | 32.770 | 102.7 | 1:20.776 | 15 - | 44.241 | 132.3 | 30.623 | 108.9 | 1:14.864 |
| 3 - | 45.853 | 132.6 | 30.698 | 107.5 | 1:16.551 | 16 - | 44.919 | 131.0 | 31.277 | 107.5 | 1:16.196 |
| 4 - | 45.737 | 131.3 | 31.142 | 106.8 | 1:16.879 | 17 - | 45.379 | 130.5 | 30.587 | 108.4 | 1:15.966 |
| 5 - | 47.676 | 133.6 | 33.132 | 105.0 | 1:20.808 | 18 - | 44.471 | 131.8 | 30.399 | 108.4 | 1:14.870 |
| 6 - | 45.169 | 133.1 | 30.543 | 108.0 | 1:15.712 | 19 - | 45.065 | 129.8 | 30.650 | 108.2 | 1:15.715 |
| 7 - | 44.150 | 134.2 | 30.268 | 108.5 | 1:14.418 | 20 - | 44.920 | 133.4 | 30.651 | 108.4 | 1:15.571 |
| 8 - | 44.548 | 131.0 | 30.447 | 108.5 | 1:14.995 | 21 - | 44.660 | 131.5 | 30.251 | 109.1 | 1:14.911 |
| 9 - | 43.813 | 132.8 | 30.664 | 108.0 | 1:14.477 | 22 - | 44.758 | 132.6 | 30.354 | 109.1 | 1:15.112 |
| 10 - | 44.397 | 132.6 | 31.595 | 106.8 | 1:15.992 | 23 - | 46.444 | 128.8 | 30.746 | 108.5 | 1:17.190 |
| 11 - | 44.736 | 131.5 | 30.688 | 107.3 | 1:15.424 | 24 - | 45.865 | 130.0 | 30.723 | 109.1 | 1:16.588 |
| 12 - | 44.851 | 132.1 | 30.897 | 107.2 | 1:15.748 | 25 - | 46.108 | 131.0 | 30.660 | 108.5 | 1:16.768 |
| 13 - | 46.291 | 128.8 | 30.741 | 107.8 | 1:17.032 | | | | | | |

Weather / Track : Sunny / Drying

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Thruxton
Circuit Length = 2.3560 miles.
Start: 15:38 End: 16:09

Printed - 16:13 Sunday, 01 October 2006

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ROUND 22 - SECTOR ANALYSIS

(contd.)

| 50 | | Greg MANSELL | | GBR | | Dallara F306 Mercedes | | | | | |
|-----------|--------|---------------------|--------|------------|-----------------|------------------------------|---------------|-------|---------------|--------------|-----------|
| 1 - | 53.787 | 135.2 | 31.553 | 107.5 | 1:25.340 | 13 - | 46.785 | 121.3 | 31.680 | 108.0 | 1:18.465 |
| 2 - | 45.317 | 134.7 | 30.401 | 108.9 | 1:15.718 | 14 - | 46.360 | 128.0 | 31.802 | 107.7 | 1:18.162 |
| 3 - | 43.688 | 136.3 | 30.217 | 108.0 | 1:13.905 | 15 - | 45.279 | 130.3 | 31.245 | 107.5 | 1:16.524 |
| 4 - | 48.221 | 53.7 | 34.071 | 107.7 | 1:22.292 | 16 - | 45.553 | 129.8 | 31.357 | 106.8 | 1:16.910 |
| 5 - | 44.961 | 132.3 | 30.833 | 108.0 | 1:15.794 | 17 - | 47.337 | 128.3 | 32.058 | 106.1 | 1:19.395 |
| 6 - | 45.441 | 131.3 | 31.140 | 106.6 | 1:16.581 | 18 - | 46.224 | 130.5 | 1:13.046 | | 1:59.270P |
| 7 - | 46.047 | 133.1 | 31.523 | 106.8 | 1:17.570 | 19 - | 53.707 | 130.0 | 31.573 | 105.0 | 1:25.280 |
| 8 - | 45.252 | 132.3 | 31.224 | 106.8 | 1:16.476 | 20 - | 45.813 | 130.0 | 31.327 | 108.0 | 1:17.140 |
| 9 - | 45.830 | 131.3 | 31.268 | 107.5 | 1:17.098 | 21 - | 46.034 | 129.8 | 31.082 | 108.0 | 1:17.116 |
| 10 - | 45.724 | 131.8 | 31.240 | 107.8 | 1:16.964 | 22 - | 46.445 | 129.8 | 31.126 | 109.4 | 1:17.571 |
| 11 - | 46.240 | 129.8 | 31.331 | 106.5 | 1:17.571 | 23 - | 45.709 | 132.3 | 31.354 | 108.7 | 1:17.063 |
| 12 - | 46.134 | 129.8 | 32.002 | 106.6 | 1:18.136 | 24 - | 45.535 | 128.8 | 30.545 | 109.1 | 1:16.080 |

| 84 | | Oliver TURVEY | | GBR | | Dallara F304 Mugen-Honda | | | | | |
|-----------|--------|----------------------|--------|------------|-----------------|---------------------------------|---------------|-------|---------------|--------------|----------|
| 1 - | 57.268 | 128.3 | 34.375 | 102.1 | 1:31.643 | 13 - | 45.908 | 119.4 | 31.713 | 106.3 | 1:17.621 |
| 2 - | 47.136 | 132.8 | 32.000 | 105.3 | 1:19.136 | 14 - | 45.686 | 129.8 | 31.445 | 106.5 | 1:17.131 |
| 3 - | 44.822 | 131.0 | 31.128 | 106.3 | 1:15.950 | 15 - | 45.385 | 131.0 | 31.496 | 105.6 | 1:16.881 |
| 4 - | 44.432 | 131.0 | 31.042 | 106.1 | 1:15.474 | 16 - | 45.588 | 129.5 | 31.830 | 105.6 | 1:17.418 |
| 5 - | 45.048 | 131.0 | 30.978 | 103.5 | 1:16.026 | 17 - | 45.955 | 129.8 | 31.525 | 107.0 | 1:17.480 |
| 6 - | 45.058 | 130.3 | 31.217 | 106.8 | 1:16.275 | 18 - | 45.754 | 129.3 | 32.176 | 105.5 | 1:17.930 |
| 7 - | 45.035 | 130.0 | 31.330 | 106.3 | 1:16.365 | 19 - | 50.633 | 130.8 | 31.310 | 106.3 | 1:21.943 |
| 8 - | 45.421 | 130.8 | 31.079 | 107.0 | 1:16.500 | 20 - | 47.365 | 130.5 | 31.240 | 106.5 | 1:18.605 |
| 9 - | 45.438 | 129.5 | 31.387 | 105.8 | 1:16.825 | 21 - | 46.431 | 130.8 | 31.280 | 105.0 | 1:17.711 |
| 10 - | 45.819 | 129.5 | 33.031 | 106.6 | 1:18.850 | 22 - | 47.274 | 119.4 | 31.805 | 107.5 | 1:19.079 |
| 11 - | 45.994 | 129.8 | 31.486 | 106.0 | 1:17.480 | 23 - | 46.354 | 129.3 | 31.022 | 107.8 | 1:17.376 |
| 12 - | 45.551 | 128.5 | 31.750 | 105.3 | 1:17.301 | 24 - | 45.628 | 129.5 | 31.050 | 108.5 | 1:16.678 |

Weather / Track : Sunny / Drying

msttiming.com

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Thruxton
Circuit Length = 2.3560 miles.
Start: 15:38 End: 16:09

Printed - 16:13 Sunday, 01 October 2006

British F3 International Series

ROUND 22 - BEST SECTOR TIMES

| SECTOR 1 | | | | SECTOR 2 | | IDEAL / BEST COMPARISON | | | | | |
|----------|----|----------|--------|----------|----------|-------------------------|----------|------|---------------------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | POS | NO | NAME | IDEAL | BEST | DIFF |
| 1 | 9 | KENNARD | 41.684 | 26 | CONWAY | 116 | VALERIO | | 1:11.211 | 1:11.292 | 0.081 |
| 2 | 16 | VALERIO | 41.748 | 16 | VALERIO | 29 | KENNARD | | 1:11.221 | 1:11.785 | 0.564 |
| 3 | 12 | ENGEL | 41.895 | 9 | KENNARD | 312 | ENGEL | | 1:11.566 | 1:12.206 | 0.640 |
| 4 | 2 | JARVIS | 42.856 | 21 | SENNA | 426 | CONWAY | | 1:12.459 | 1:12.523 | 0.064 |
| 5 | 1 | BAKKERUD | 42.922 | 3 | BUURMAN | 522 | JELLEY | | 1:12.638 | 1:12.724 | 0.086 |
| 6 | 22 | JELLEY | 42.930 | 12 | ENGEL | 63 | BUURMAN | | 1:12.648 | 1:12.921 | 0.273 |
| 7 | 3 | BUURMAN | 42.997 | 22 | JELLEY | 72 | JARVIS | | 1:12.655 | 1:12.704 | 0.049 |
| 8 | 26 | CONWAY | 43.052 | 1 | BAKKERUD | 81 | BAKKERUD | | 1:12.673 | 1:12.851 | 0.178 |
| 9 | 7 | HALL | 43.189 | 7 | HALL | 921 | SENNA | | 1:12.854 | 1:13.022 | 0.168 |
| 10 | 37 | MORGADO | 43.204 | 6 | JAKES | 107 | HALL | | 1:12.953 | 1:13.261 | 0.308 |
| 11 | 6 | JAKES | 43.207 | 2 | JARVIS | 116 | JAKES | | 1:12.996 | 1:13.338 | 0.342 |
| 12 | 21 | SENNA | 43.257 | 32 | GONZALEZ | 1250 | MANSELL | | 1:13.905 | 1:13.905 | 0.000 |
| 13 | 50 | MANSELL | 43.688 | 15 | WALKER | 1332 | GONZALEZ | | 1:13.999 | 1:14.002 | 0.003 |
| 14 | 44 | MANSELL | 43.813 | 50 | MANSELL | 1444 | MANSELL | | 1:14.064 | 1:14.418 | 0.354 |
| 15 | 39 | ANNALA | 43.882 | 44 | MANSELL | 1537 | MORGADO | | 1:14.116 | 1:14.203 | 0.087 |
| 16 | 32 | GONZALEZ | 43.925 | 39 | ANNALA | 1615 | WALKER | | 1:14.253 | 1:14.253 | 0.000 |
| 17 | 15 | WALKER | 44.124 | 38 | AVILA | 1739 | ANNALA | | 1:14.258 | 1:14.258 | 0.000 |
| 18 | 84 | TURVEY | 44.432 | 37 | MORGADO | 1884 | TURVEY | | 1:15.410 | 1:15.474 | 0.064 |
| 19 | 11 | IHARA | 44.591 | 33 | WATERS | 1911 | IHARA | | 1:15.575 | 1:15.575 | 0.000 |
| 20 | 33 | WATERS | 44.674 | 84 | TURVEY | 2033 | WATERS | | 1:15.622 | 1:15.648 | 0.026 |
| 21 | 38 | AVILA | 45.386 | 11 | IHARA | 2138 | AVILA | | 1:16.198 | 1:16.398 | 0.200 |
| | | | | | | | | | Perfect Lap Time 1:11.091 | | |

Thruxton
 Circuit Length = 2.356 miles
 Start: 15:38 End: 16:09

British F3 International Series

ROUND 22 - SPEED TRAPS

| SECTOR 1 | | | SECTOR 2 | | | FINISH LINE | | | |
|----------|----|--------------------|----------|----|--------------------|-------------|----|------|-------|
| POS | NO | NAME | SPEED | NO | NAME | SPEED | NO | NAME | SPEED |
| 1 | 3 | Yelmer BUURMAN | 141.2 | 9 | Jonathan KENNARD | 112.5 | | | |
| 2 | 12 | Maro ENGEL | 141.2 | 1 | Christian BAKKERUD | 111.2 | | | |
| 3 | 16 | Alberto VALERIO | 140.9 | 16 | Alberto VALERIO | 110.9 | | | |
| 4 | 9 | Jonathan KENNARD | 140.3 | 21 | Bruno SENNA | 110.7 | | | |
| 5 | 26 | Mike CONWAY | 140.1 | 3 | Yelmer BUURMAN | 110.3 | | | |
| 6 | 2 | Oliver JARVIS | 139.2 | 2 | Oliver JARVIS | 110.1 | | | |
| 7 | 1 | Christian BAKKERUD | 138.3 | 7 | Stuart HALL | 110.0 | | | |
| 8 | 21 | Bruno SENNA | 137.5 | 12 | Maro ENGEL | 110.0 | | | |
| 9 | 22 | Stephen JELLEY | 137.2 | 6 | James JAKES | 109.8 | | | |
| 10 | 6 | James JAKES | 136.9 | 26 | Mike CONWAY | 109.8 | | | |
| 11 | 32 | Rodolfo GONZALEZ | 136.6 | 50 | Greg MANSELL | 109.4 | | | |
| 12 | 7 | Stuart HALL | 136.3 | 15 | James WALKER | 109.2 | | | |
| 13 | 15 | James WALKER | 136.3 | 44 | Leo MANSELL | 109.1 | | | |
| 14 | 37 | Cristiano MORGADO | 136.3 | 11 | Keiko IHARA | 108.7 | | | |
| 15 | 50 | Greg MANSELL | 136.3 | 22 | Stephen JELLEY | 108.7 | | | |
| 16 | 11 | Keiko IHARA | 135.5 | 37 | Cristiano MORGADO | 108.5 | | | |
| 17 | 44 | Leo MANSELL | 134.2 | 38 | Rodolfo AVILA | 108.5 | | | |
| 18 | 33 | Alex WATERS | 133.9 | 84 | Oliver TURVEY | 108.5 | | | |
| 19 | 39 | Juho ANNALA | 133.6 | 39 | Juho ANNALA | 107.3 | | | |
| 20 | 38 | Rodolfo AVILA | 133.1 | 32 | Rodolfo GONZALEZ | 107.2 | | | |
| 21 | 84 | Oliver TURVEY | 132.8 | 33 | Alex WATERS | 106.5 | | | |

Thruxton
 Circuit Length = 2.356 miles
 Start: 15:38 End: 16:09

