

QUALIFYING - CLASSIFICATION

| POS | NO | NAME | NAT | ENTRY | TIME | ON | LAPS | GAP | DIFF | MPH |
|-----|----|---------------------|-----|--|----------|----|------|-------|-------|-------|
| 1 | 29 | Lucas BROWN | GBR | Honda - SENCAT Talent Team / Mortimer Racing | 1:46.372 | 17 | 17 | | | 91.10 |
| 2 | 75 | Filip SUROWIAK | GBR | Honda - Team City Lifting / RS Racing | 1:46.881 | 15 | 15 | 0.509 | 0.509 | 90.67 |
| 3 | 40 | Julian CORREA | USA | Honda - Microlise Cresswell Racing | 1:47.112 | 10 | 10 | 0.740 | 0.231 | 90.47 |
| 4 | 7 | Harley McCABE | GBR | Honda - Fibre Tec Honda | 1:47.841 | 12 | 16 | 1.469 | 0.729 | 89.86 |
| 5 | 24 | Ryan FROST | GBR | Honda - Fibre Tec Honda | 1:47.942 | 14 | 16 | 1.570 | 0.101 | 89.78 |
| 6 | 61 | Harrison MACKAY | GBR | Honda - Wilson Racing / HMR | 1:47.953 | 12 | 13 | 1.581 | 0.011 | 89.77 |
| 7 | 43 | Amanuel BRINTON | GBR | Honda - Kovara Projects / RS Racing | 1:48.024 | 12 | 15 | 1.652 | 0.071 | 89.71 |
| 8 | 66 | Ronnie HARRIS | GBR | Honda - Kovara Projects / RS Racing | 1:48.790 | 12 | 15 | 2.418 | 0.766 | 89.08 |
| 9 | 64 | Clayton EDMUNDS | GBR | Honda - Team City Lifting / RS Racing | 1:49.108 | 11 | 15 | 2.736 | 0.318 | 88.82 |
| 10 | 67 | George BOWES | GBR | Honda - GB67 Racing | 1:49.130 | 14 | 14 | 2.758 | 0.022 | 88.80 |
| 11 | 19 | Scott McPHEE | GBR | Honda - SMP Racing | 1:49.250 | 16 | 16 | 2.878 | 0.120 | 88.70 |
| 12 | 88 | Mason FOSTER | GBR | Honda - BRP Racing | 1:49.311 | 16 | 16 | 2.939 | 0.061 | 88.65 |
| 13 | 65 | Alexander ROWAN | GBR | Honda - Alexander Rowan Racing | 1:49.318 | 10 | 16 | 2.946 | 0.007 | 88.65 |
| 14 | 48 | Ollie WALKER | GBR | Honda - Walker Racing | 1:49.736 | 11 | 15 | 3.364 | 0.418 | 88.31 |
| 15 | 16 | Jack BURROWS | GBR | Honda - Burrows Engineering / RK Racing | 1:49.742 | 6 | 13 | 3.370 | 0.006 | 88.30 |
| 16 | 42 | Ben JOLLIFFE | GBR | Honda - Wilson Racing | 1:49.911 | 15 | 16 | 3.539 | 0.169 | 88.17 |
| 17 | 11 | Iwan JONES | GBR | Honda - Jones Brothers Racing | 1:50.225 | 10 | 14 | 3.853 | 0.314 | 87.92 |
| 18 | 28 | Charlie BARNES | GBR | Honda - SENCAT Talent Team / Mortimer Racing | 1:50.283 | 12 | 12 | 3.911 | 0.058 | 87.87 |
| 19 | 91 | Joshua RAYMOND Jnr | USA | Honda - Fibre Tec Honda | 1:50.737 | 16 | 16 | 4.365 | 0.454 | 87.51 |
| 20 | 14 | Bill HARRIS | GBR | Honda - Team Harris Racing / RS Racing | 1:50.843 | 15 | 15 | 4.471 | 0.106 | 87.43 |
| 21 | 71 | Daniel GOODMAN | GBR | Honda - Fibre Tec Honda | 1:50.955 | 9 | 16 | 4.583 | 0.112 | 87.34 |
| 22 | 99 | Peter WILLIS | GBR | Honda - Clonlough.ie by WM Racing | 1:51.189 | 6 | 7 | 4.817 | 0.234 | 87.16 |
| 23 | 2 | Josh BANNISTER | GBR | Honda - Dunsley Heat Racing | 1:51.613 | 6 | 15 | 5.241 | 0.424 | 86.82 |
| 24 | 45 | Finnan WHERITY | IRL | Honda - WCS Racing | 1:53.238 | 10 | 14 | 6.866 | 1.625 | 85.58 |
| 25 | 76 | Charlie HUNTINGFORD | GBR | Honda - Mototechniks | 1:53.515 | 7 | 8 | 7.143 | 0.277 | 85.37 |

QUALIFYING LAPTIME (110.0% of 1:46.372) = 1:57.009

Weather / Track : Bright / Dry

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

Date: 14/09/2024 Start: 09:30 Finish: 10:00

Oulton Park International: 2.6920 miles

| | | | |
|--|-----------|--|---|
| Race Director: Stuart Higgs <i>S. Higgs</i> <small>Digitally Approved at 10:06 Saturday, 14 September 2024</small> | Stewards: | Timekeeper: Richard Evans <i>R. EVANS</i> <small>Digitally Approved at 10:06 Saturday, 14 September 2024</small> |  |
|--|-----------|--|---|

Results can be found at www.tsl-timing.com

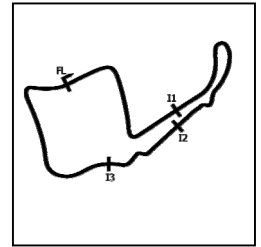
Printed - 10:02 Saturday, 14 September 2024

MCRCB BULLETIN TK093

2024 Bennetts British Superbike Championship - Round 9

2024 R&G British Talent Cup

QUALIFYING - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2 SECTOR 3 = I2 to I3, SECTOR 4 = I3 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P1 29 | | Lucas BROWN | | | | Honda - SENCAT Talent Team / Mortimer Racing | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--|---------------|--------------|---|
| IDEAL LAP TIME : 1:46.011 | | BEST LAP TIME : 1:46.372 | | | | DIFFERENCE : 0.361 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 108.7 | 32.581 | 92.3 | 22.076 | 102.4 | 31.208 | 104.0 | 09:32:00.127 |
| 2 - | 28.090 | 109.8 | 30.838 | 91.9 | 21.593 | 101.2 | 30.353 | 105.0 | 1:50.874 87.40 4.502 09:33:51.001 |
| 3 - | 27.285 | 109.8 | 30.161 | 92.1 | 21.117 | 102.1 | 30.010 | 104.6 | 1:48.573 89.26 2.201 09:35:39.574 |
| 4 - | 27.274 | 110.3 | 30.007 | 91.3 | 21.101 | 101.9 | 29.871 | 105.1 | 1:48.253 89.52 1.881 09:37:27.827 |
| 5 - | 27.047 | 110.5 | 29.778 | 92.4 | 20.922 | 102.6 | 29.791 | 104.5 | 1:47.538 90.11 1.166 09:39:15.365 |
| 6 - | 26.917 | 110.3 | 29.667 | 92.1 | 20.793 | 102.1 | 29.720 | 104.5 | 1:47.097 90.49 0.725 09:41:02.462 |
| 7 - | 26.859 | 110.7 | 29.661 | 92.0 | 20.814 | 102.1 | 29.559 | 104.8 | 1:46.893 90.66 0.521 09:42:49.355 |
| 8 - | 27.092 | 110.0 | 29.607 | 92.3 | 20.854 | 102.2 | 29.712 | 104.2 | 1:47.265 90.34 0.893 09:44:36.620 |
| 9 - | 26.907 | 110.9 | 29.359 | 92.9 | 21.014 | 101.0 | IN PIT | | 1:54.960 P 84.30 8.588 09:46:31.580 |
| 10 - | OUTLAP | 109.8 | 30.899 | 88.5 | 21.250 | 101.8 | 29.774 | 105.0 | 2:03.106 78.72 16.734 09:48:34.686 |
| 11 - | 26.885 | 110.3 | 29.629 | 92.9 | 20.858 | 101.8 | 29.797 | 104.5 | 1:47.169 90.43 0.797 09:50:21.855 |
| 12 - | 27.733 | 110.3 | 30.961 | 68.6 | 23.074 | 103.8 | 29.799 | 105.5 | 1:51.567 86.86 5.195 09:52:13.422 |
| 13 - | 27.017 | 110.9 | 29.865 | 92.9 | 21.360 | 102.1 | 30.690 | 105.3 | 1:48.932 D 88.96 2.560 09:54:02.354 |
| 14 - | 26.618 | 112.4 | 29.607 | 92.8 | 20.906 | 101.6 | 29.641 | 105.1 | 1:46.772 (3) 90.76 0.400 09:55:49.126 |
| 15 - | 27.453 | 110.5 | 30.899 | 88.0 | 21.628 | 100.9 | 33.320 | 105.3 | 1:53.300 85.53 6.928 09:57:42.426 |
| 16 - | 26.955 | 111.6 | 29.431 | 92.9 | 20.774 | 103.0 | 29.407 | 107.0 | 1:46.567 (2) 90.94 0.195 09:59:28.993 |
| 17 - | 26.471 | 113.3 | 29.504 | 93.0 | 20.890 | 104.8 | 29.507 | 105.6 | 1:46.372 (1) 91.10 10:01:15.365 |

| P2 75 | | Filip SUROWIAK | | | | Honda - Team City Lifting / RS Racing | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|---------------------------------------|---------------|--------------|---|
| IDEAL LAP TIME : 1:46.840 | | BEST LAP TIME : 1:46.881 | | | | DIFFERENCE : 0.041 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 109.1 | 33.285 | 90.3 | 22.909 | 93.7 | 31.321 | 104.2 | 09:32:02.068 |
| 2 - | 27.800 | 112.9 | 30.999 | 92.6 | 21.663 | 103.7 | 30.686 | 105.8 | 1:51.148 87.19 4.267 09:33:53.216 |
| 3 - | 27.483 | 113.7 | 30.872 | 93.0 | 21.389 | 102.7 | 30.183 | 107.5 | 1:49.927 88.16 3.046 09:35:43.143 |
| 4 - | 27.110 | 112.7 | 31.140 | 92.5 | 21.283 | 103.2 | 30.313 | 106.0 | 1:49.846 88.22 2.965 09:37:32.989 |
| 5 - | 27.151 | 112.4 | 30.192 | 93.5 | 21.146 | 103.7 | 30.021 | 105.5 | 1:48.510 89.31 1.629 09:39:21.499 |
| 6 - | 27.175 | 112.0 | 30.637 | 92.3 | 22.317 | 93.5 | IN PIT | | 1:59.288 P 81.24 12.407 09:41:20.787 |
| 7 - | OUTLAP | 107.5 | 30.624 | 92.1 | 21.719 | 95.8 | 34.034 | 95.1 | 5:07.237 31.54 3:20.356 09:46:28.024 |
| 8 - | 27.654 | 110.3 | 30.589 | 90.5 | 21.709 | 102.1 | 30.334 | 105.6 | 1:50.286 87.87 3.405 09:48:18.310 |
| 9 - | 27.077 | 112.2 | 32.641 | 91.3 | 21.481 | 103.7 | IN PIT | | 1:55.885 P 83.62 9.004 09:50:14.195 |
| 10 - | OUTLAP | 111.2 | 30.881 | 91.9 | 21.292 | 102.6 | 30.073 | 105.6 | 1:58.678 81.66 11.797 09:52:12.873 |
| 11 - | 27.023 | 111.8 | 30.020 | 92.8 | 21.295 | 102.6 | 30.066 | 105.5 | 1:48.404 89.39 1.523 09:54:01.277 |
| 12 - | 27.157 | 111.6 | 32.738 | 85.2 | 21.673 | 102.7 | 30.203 | 106.0 | 1:51.774 D 86.70 4.890 09:55:53.048 |
| 13 - | 27.126 | 112.2 | 29.871 | 92.5 | 21.075 | 103.7 | 29.875 | 106.0 | 1:47.947 (3) 89.77 1.066 09:57:40.995 |
| 14 - | 27.041 | 112.0 | 29.832 | 93.3 | 20.876 | 104.0 | 29.737 | 107.3 | 1:47.486 (2) 90.16 0.605 09:59:28.481 |
| 15 - | 26.625 | 114.9 | 29.708 | 93.3 | 20.917 | 104.5 | 29.631 | 108.5 | 1:46.881 (1) 90.67 10:01:15.362 |

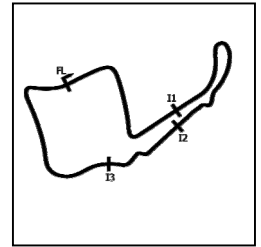
| P3 40 | | Julian CORREA | | | | Honda - Microlise Cresswell Racing | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|------------------------------------|---------------|--------------|--|
| IDEAL LAP TIME : 1:46.764 | | BEST LAP TIME : 1:47.112 | | | | DIFFERENCE : 0.348 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 111.6 | 32.536 | 93.0 | 22.260 | 104.8 | 30.670 | 108.4 | 09:32:02.608 |
| 2 - | 28.299 | 115.9 | 30.881 | 95.3 | 21.302 | 106.8 | 30.238 | 110.7 | 1:50.720 87.52 3.608 09:33:53.328 |
| 3 - | 27.279 | 113.5 | 30.331 | 93.9 | 21.111 | 104.3 | 29.960 | 108.0 | 1:48.681 89.17 1.569 09:35:42.009 |
| 4 - | 27.008 | 113.9 | 30.147 | 93.8 | 21.090 | 105.0 | 29.859 | 108.4 | 1:48.104 89.64 0.992 09:37:30.113 |
| 5 - | 26.811 | 113.7 | 29.876 | 94.1 | 21.089 | 105.1 | 29.818 | 107.8 | 1:47.594 (3) 90.07 0.482 09:39:17.707 |
| 6 - | 27.786 | 111.4 | 31.428 | 89.8 | 21.988 | 98.8 | IN PIT | | 2:02.244 P 79.27 15.132 09:41:19.951 |
| 7 - | OUTLAP | 111.2 | 30.638 | 93.3 | 21.307 | 104.3 | 30.159 | 106.1 | 6:04.983 26.55 4:17.871 09:47:24.934 |
| 8 - | 26.974 | 113.5 | 29.905 | 93.8 | 20.933 | 105.0 | 29.813 | 108.2 | 1:47.625 90.04 0.513 09:49:12.559 |
| 9 - | 26.769 | 114.5 | 29.644 | 94.2 | 20.960 | 105.6 | 29.742 | 108.5 | 1:47.115 (2) 90.47 0.003 09:50:59.674 |
| 10 - | 26.590 | 115.1 | 29.992 | 94.3 | 20.817 | 105.5 | 29.713 | 108.5 | 1:47.112 (1) 90.47 09:52:46.786 |

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| P4 | | 7 | | Harley McCABE | | | | Honda - Fibre Tec Honda | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|--------------|---------------|-------------------------|-----------------|------------|--------------|---------------------|
| IDEAL LAP TIME : 1:47.812 | | BEST LAP TIME : 1:47.841 | | DIFFERENCE : 0.029 | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | |
| 1 - | OUTLAP | 110.0 | 34.238 | 92.3 | 22.893 | 103.5 | 31.205 | 108.4 | | | | 09:32:03.962 |
| 2 - | 28.004 | 114.9 | 32.317 | 94.7 | 22.064 | 106.1 | 30.754 | 109.8 | 1:53.139 | 85.65 | 5.298 | 09:33:57.101 |
| 3 - | 28.013 | 114.3 | 30.698 | 94.2 | 21.493 | 104.0 | 30.050 | 110.7 | 1:50.254 | 87.89 | 2.413 | 09:35:47.355 |
| 4 - | 27.248 | 114.3 | 30.547 | 94.5 | 21.416 | 105.5 | 30.264 | 109.8 | 1:49.475 | 88.52 | 1.634 | 09:37:36.830 |
| 5 - | 27.570 | 112.2 | 30.536 | 94.1 | 21.333 | 104.0 | 30.292 | 107.5 | 1:49.731 | 88.31 | 1.890 | 09:39:26.561 |
| 6 - | 27.363 | 112.4 | 30.405 | 93.9 | 21.238 | 104.6 | 30.018 | 108.2 | 1:49.024 | 88.89 | 1.183 | 09:41:15.585 |
| 7 - | 27.170 | 113.3 | 32.502 | 91.9 | 22.111 | 92.5 | IN PIT | | 2:02.710 | P | 14.869 | 09:43:18.295 |
| 8 - | OUTLAP | 110.9 | 31.810 | 94.9 | 21.564 | 105.8 | 30.334 | 110.0 | 3:12.831 | 50.25 | 1:24.990 | 09:46:31.126 |
| 9 - | 27.207 | 113.7 | 30.259 | 93.8 | 21.241 | 104.8 | 29.943 | 108.4 | 1:48.650 | (3) | 0.809 | 09:48:19.776 |
| 10 - | 27.183 | 113.3 | 30.325 | 94.2 | 21.673 | 102.4 | 34.685 | 108.0 | 1:53.866 | 85.11 | 6.025 | 09:50:13.642 |
| 11 - | 27.297 | 112.5 | 30.163 | 94.2 | 21.273 | 105.1 | 29.936 | 108.0 | 1:48.669 | 89.18 | 0.828 | 09:52:02.311 |
| 12 - | 27.056 | 112.5 | 29.943 | 94.6 | 21.029 | 106.5 | 29.813 | 109.1 | 1:47.841 | (1) | 89.86 | 09:53:50.152 |
| 13 - | 27.052 | 113.3 | 31.021 | 83.0 | 24.639 | 96.5 | 31.890 | 108.4 | 1:54.602 | 84.56 | 6.761 | 09:55:44.754 |
| 14 - | 27.027 | 113.9 | 30.317 | 93.9 | 21.357 | 104.6 | 30.323 | 108.0 | 1:49.024 | 88.89 | 1.183 | 09:57:33.778 |
| 15 - | 27.211 | 113.5 | 30.108 | 94.2 | 21.086 | 105.3 | 30.686 | 108.0 | 1:49.091 | 88.83 | 1.250 | 09:59:22.869 |
| 16 - | 27.174 | 113.1 | 29.966 | 93.9 | 21.163 | 105.5 | 29.884 | 108.5 | 1:48.187 | (2) | 0.346 | 10:01:11.056 |

| P5 | | 24 | | Ryan FROST | | | | Honda - Fibre Tec Honda | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|--------------|---------------|-------------------------|-----------------|------------|--------------|---------------------|
| IDEAL LAP TIME : 1:47.718 | | BEST LAP TIME : 1:47.942 | | DIFFERENCE : 0.224 | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | |
| 1 - | OUTLAP | 111.4 | 34.055 | 76.8 | 23.381 | 104.8 | 31.115 | 110.3 | | | | 09:32:04.045 |
| 2 - | 28.013 | 112.4 | 32.418 | 95.3 | 22.245 | 106.6 | 30.736 | 111.6 | 1:53.412 | 85.45 | 5.470 | 09:33:57.457 |
| 3 - | 27.769 | 110.5 | 31.638 | 96.0 | 21.641 | 106.1 | 30.158 | 108.7 | 1:51.206 | 87.14 | 3.264 | 09:35:48.663 |
| 4 - | 27.333 | 114.1 | 30.500 | 95.5 | 21.417 | 105.6 | 29.853 | 111.4 | 1:49.103 | 88.82 | 1.161 | 09:37:37.766 |
| 5 - | 27.468 | 114.5 | 30.563 | 95.8 | 21.530 | 105.5 | 30.004 | 108.9 | 1:49.565 | 88.45 | 1.623 | 09:39:27.331 |
| 6 - | 27.158 | 114.3 | 30.108 | 95.1 | 21.208 | 105.8 | 29.940 | 109.8 | 1:48.414 | (3) | 0.472 | 09:41:15.745 |
| 7 - | 27.078 | 116.1 | 31.678 | 94.7 | 21.368 | 103.5 | IN PIT | | 1:57.765 | P | 9.823 | 09:43:13.510 |
| 8 - | OUTLAP | 112.7 | 30.963 | 94.3 | 21.465 | 104.5 | 30.259 | 107.7 | 3:16.774 | 49.25 | 1:28.832 | 09:46:30.284 |
| 9 - | 27.488 | 112.9 | 30.265 | 95.0 | 21.206 | 105.6 | 29.872 | 108.7 | 1:48.831 | 89.04 | 0.889 | 09:48:19.115 |
| 10 - | 27.100 | 113.9 | 30.247 | 96.2 | 21.147 | 104.6 | 29.933 | 109.4 | 1:48.427 | 89.38 | 0.485 | 09:50:07.542 |
| 11 - | 27.063 | 113.7 | 30.104 | 95.0 | 21.019 | 106.0 | 29.908 | 108.5 | 1:48.094 | (2) | 0.152 | 09:51:55.636 |
| 12 - | 29.932 | 61.2 | 35.489 | 93.7 | 21.137 | 106.3 | 29.910 | 108.5 | 1:56.468 | 83.21 | 8.526 | 09:53:52.104 |
| 13 - | 26.983 | 115.3 | 30.815 | 95.1 | 21.858 | 104.5 | 30.009 | 108.9 | 1:49.665 | 88.37 | 1.723 | 09:55:41.769 |
| 14 - | 27.040 | 112.9 | 30.054 | 95.1 | 21.076 | 106.5 | 29.772 | 109.4 | 1:47.942 | (1) | 89.78 | 09:57:29.711 |
| 15 - | 27.029 | 114.5 | 30.823 | 94.7 | 21.058 | 106.1 | 29.807 | 109.4 | 1:48.717 | 89.14 | 0.775 | 09:59:18.428 |
| 16 - | 26.873 | 115.9 | 30.563 | 94.2 | 21.442 | 103.5 | 30.616 | 102.7 | 1:49.494 | 88.50 | 1.552 | 10:01:07.922 |

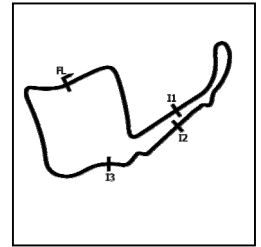
| P6 | | 61 | | Harrison MACKAY | | | | Honda - Wilson Racing / HMR | | | | |
|---------------------------|---------------|--------------------------|---------------|--------------------|---------------|--------------|---------------|-----------------------------|-----------------|------------|--------------|---------------------|
| IDEAL LAP TIME : 1:47.829 | | BEST LAP TIME : 1:47.953 | | DIFFERENCE : 0.124 | | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | |
| 1 - | OUTLAP | 108.7 | 31.941 | 90.0 | 27.572 | 101.2 | 31.290 | 106.1 | | | | 09:32:02.331 |
| 2 - | 28.309 | 113.3 | 31.013 | 94.2 | 21.382 | 104.6 | 30.657 | 107.0 | 1:51.361 | 87.02 | 3.408 | 09:33:53.692 |
| 3 - | 27.505 | 112.7 | 30.516 | 94.1 | 21.312 | 106.0 | 29.939 | 107.5 | 1:49.272 | 88.68 | 1.319 | 09:35:42.964 |
| 4 - | 27.243 | 113.1 | 30.462 | 92.5 | 21.194 | 104.2 | 29.869 | 107.3 | 1:48.768 | 89.10 | 0.815 | 09:37:31.732 |
| 5 - | 27.190 | 112.5 | 30.563 | 91.9 | 21.241 | 104.2 | 31.006 | 98.6 | 1:50.000 | 88.10 | 2.047 | 09:39:21.732 |
| 6 - | 27.388 | 113.1 | 30.328 | 94.2 | 21.819 | 100.3 | 30.955 | 106.5 | 1:50.490 | 87.71 | 2.537 | 09:41:12.222 |
| 7 - | 27.412 | 111.2 | 30.328 | 93.4 | 21.196 | 103.5 | 29.811 | 106.5 | 1:48.747 | 89.11 | 0.794 | 09:43:00.969 |
| 8 - | 29.002 | 102.4 | 33.168 | 91.4 | 22.436 | 101.3 | IN PIT | | 2:01.437 | P | 13.484 | 09:45:02.406 |
| 9 - | OUTLAP | 103.5 | 32.068 | 91.5 | 22.481 | 97.3 | 32.008 | 105.6 | 2:31.549 | 63.94 | 43.596 | 09:47:33.955 |
| 10 - | 27.444 | 111.1 | 30.140 | 93.4 | 21.106 | 103.4 | 29.795 | 106.6 | 1:48.485 | (3) | 0.532 | 09:49:22.440 |
| 11 - | 27.290 | 111.6 | 30.108 | 93.7 | 20.995 | 104.3 | 29.694 | 106.8 | 1:48.087 | (2) | 0.134 | 09:51:10.527 |
| 12 - | 27.158 | 112.5 | 29.982 | 93.0 | 21.074 | 104.3 | 29.739 | 107.3 | 1:47.953 | (1) | 89.77 | 09:52:58.480 |
| 13 - | 27.198 | 111.6 | 31.787 | 88.5 | 29.973 | 99.2 | IN PIT | | 2:05.692 | P | 17.739 | 09:55:04.172 |

MCRCB BULLETIN TK093

2024 Bennetts British Superbike Championship - Round 9

2024 R&G British Talent Cup

QUALIFYING - SECTOR ANALYSIS



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| P7 43 | | Amanuel BRINTON | | | | Honda - Kovara Projects / RS Racing | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|-------------------------------------|---------------|--------------|--|
| IDEAL LAP TIME : 1:47.795 | | BEST LAP TIME : 1:48.024 | | | | DIFFERENCE : 0.229 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 108.4 | 34.088 | 89.0 | 22.855 | 101.5 | 31.084 | 107.3 | 09:32:03.106 |
| 2 - | 28.284 | 112.5 | 31.965 | 92.1 | 22.387 | 102.6 | 31.094 | 105.3 | 1:53.730 85.21 5.706 09:33:56.836 |
| 3 - | 27.646 | 110.5 | 30.569 | 92.6 | 21.388 | 104.3 | 30.561 | 107.7 | 1:50.164 87.97 2.140 09:35:47.000 |
| 4 - | 27.263 | 111.2 | 30.380 | 92.6 | 21.671 | 101.3 | 30.502 | 105.3 | 1:49.816 88.25 1.792 09:37:36.816 |
| 5 - | 27.765 | 110.1 | 30.904 | 92.1 | 21.399 | 101.5 | 30.852 | 106.1 | 1:50.920 87.37 2.896 09:39:27.736 |
| 6 - | 27.190 | 111.6 | 30.192 | 92.8 | 21.207 | 102.9 | 29.992 | 106.5 | 1:48.581 89.25 0.557 09:41:16.317 |
| 7 - | 26.933 | 113.1 | 31.747 | 91.9 | 21.769 | 98.5 | IN PIT | | 1:57.490 P 82.48 9.466 09:43:13.807 |
| 8 - | OUTLAP | 104.3 | 32.050 | 87.8 | 22.423 | 97.5 | IN PIT | | 4:23.418 P 36.79 2:35.394 09:47:37.225 |
| 9 - | OUTLAP | 109.4 | 32.645 | 88.6 | 21.882 | 101.5 | 32.170 | 106.6 | 2:33.107 63.29 45.083 09:50:10.332 |
| 10 - | 27.411 | 112.0 | 30.753 | 90.6 | 21.372 | 102.9 | 30.256 | 106.3 | 1:49.792 88.26 1.768 09:52:00.124 |
| 11 - | 27.288 | 112.0 | 30.064 | 93.2 | 21.002 | 103.0 | 30.055 | 106.3 | 1:48.409 (2) 89.39 0.385 09:53:48.533 |
| 12 - | 26.954 | 112.2 | 29.868 | 94.2 | 21.172 | 104.5 | 30.030 | 106.5 | 1:48.024 (1) 89.71 09:55:36.557 |
| 13 - | 27.120 | 112.2 | 30.481 | 88.8 | 23.373 | 95.3 | 30.699 | 106.0 | 1:51.673 86.78 3.649 09:57:28.230 |
| 14 - | 27.218 | 111.2 | 29.934 | 93.0 | 21.322 | 104.3 | 30.510 | 107.8 | 1:48.984 88.92 0.960 09:59:17.214 |
| 15 - | 27.138 | 111.6 | 30.187 | 92.6 | 21.144 | 104.3 | 30.060 | 107.3 | 1:48.529 (3) 89.29 0.505 10:01:05.743 |

| P8 66 | | Ronnie HARRIS | | | | Honda - Kovara Projects / RS Racing | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|-------------------------------------|---------------|--------------|--|
| IDEAL LAP TIME : 1:48.322 | | BEST LAP TIME : 1:48.790 | | | | DIFFERENCE : 0.468 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 110.0 | 33.803 | 92.9 | 22.724 | 98.5 | 31.437 | 106.3 | 09:32:02.626 |
| 2 - | 28.604 | 114.3 | 32.346 | 92.9 | 22.553 | 104.0 | 31.161 | 109.8 | 1:54.664 84.51 5.874 09:33:57.290 |
| 3 - | 28.260 | 113.3 | 31.851 | 94.9 | 21.897 | 104.8 | 30.844 | 108.5 | 1:52.852 85.87 4.062 09:35:50.142 |
| 4 - | 27.400 | 113.1 | 30.939 | 93.7 | 21.466 | 103.4 | 30.150 | 107.8 | 1:49.955 88.13 1.165 09:37:40.097 |
| 5 - | 26.835 | 115.5 | 30.638 | 93.9 | 21.502 | 104.3 | 30.145 | 107.2 | 1:49.120 88.81 0.330 09:39:29.217 |
| 6 - | 27.108 | 115.5 | 30.235 | 94.5 | 21.388 | 104.2 | 30.127 | 107.5 | 1:48.858 (2) 89.02 0.068 09:41:18.075 |
| 7 - | 27.171 | 113.1 | 30.509 | 94.7 | 21.629 | 102.9 | IN PIT | | 1:57.843 P 82.23 9.053 09:43:15.918 |
| 8 - | OUTLAP | 103.8 | 32.112 | 89.8 | 22.424 | 98.9 | IN PIT | | 4:22.068 P 36.98 2:33.278 09:47:37.986 |
| 9 - | OUTLAP | 110.5 | 32.007 | 92.0 | 22.005 | 99.4 | 30.229 | 107.2 | 2:30.030 64.59 41.240 09:50:08.016 |
| 10 - | 27.017 | 112.4 | 31.075 | 93.8 | 21.352 | 103.5 | 30.197 | 106.8 | 1:49.641 88.39 0.851 09:51:57.657 |
| 11 - | 26.983 | 112.5 | 30.482 | 93.9 | 21.314 | 103.7 | 30.093 | 106.8 | 1:48.872 (3) 89.01 0.082 09:53:46.529 |
| 12 - | 27.160 | 112.2 | 30.357 | 94.2 | 21.247 | 103.8 | 30.026 | 107.7 | 1:48.790 (1) 89.08 09:55:35.319 |
| 13 - | 27.274 | 114.7 | 30.710 | 93.8 | 21.226 | 104.3 | 30.837 | 102.6 | 1:50.047 88.06 1.257 09:57:25.366 |
| 14 - | 27.919 | 112.5 | 31.034 | 93.8 | 21.369 | 103.4 | 30.276 | 106.6 | 1:50.598 87.62 1.808 09:59:15.964 |
| 15 - | 27.241 | 112.0 | 30.513 | 93.7 | 21.249 | 104.0 | 30.180 | 106.3 | 1:49.183 88.76 0.393 10:01:05.147 |

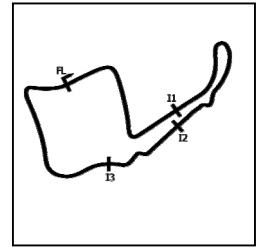
| P9 64 | | Clayton EDMUNDS | | | | Honda - Team City Lifting / RS Racing | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|---------------------------------------|---------------|--------------|---|
| IDEAL LAP TIME : 1:48.886 | | BEST LAP TIME : 1:49.108 | | | | DIFFERENCE : 0.222 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 111.8 | 33.841 | 90.4 | 22.609 | 103.4 | 31.284 | 106.6 | 09:32:03.625 |
| 2 - | 28.022 | 115.3 | 32.090 | 93.5 | 22.103 | 104.0 | 31.265 | 107.5 | 1:53.480 85.40 4.372 09:33:57.105 |
| 3 - | 28.077 | 112.9 | 31.369 | 89.5 | 21.739 | 103.4 | 30.668 | 107.2 | 1:51.853 86.64 2.745 09:35:48.958 |
| 4 - | 27.244 | 113.5 | 30.756 | 94.2 | 21.522 | 103.8 | 30.616 | 107.0 | 1:50.138 87.99 1.030 09:37:39.096 |
| 5 - | 27.534 | 112.0 | 30.642 | 93.4 | 21.490 | 103.5 | 30.262 | 106.6 | 1:49.928 88.16 0.820 09:39:29.024 |
| 6 - | 27.264 | 112.7 | 30.725 | 94.1 | 21.314 | 104.3 | 30.130 | 107.7 | 1:49.433 (2) 88.55 0.325 09:41:18.457 |
| 7 - | 27.246 | 113.5 | 30.745 | 94.2 | 21.174 | 104.3 | 31.166 | 104.0 | 1:50.331 87.83 1.223 09:43:08.788 |
| 8 - | 27.954 | 110.9 | 30.721 | 92.1 | 21.223 | 102.7 | IN PIT | | 1:56.468 P 83.21 7.360 09:45:05.256 |
| 9 - | OUTLAP | 109.1 | 30.886 | 90.5 | 21.201 | 101.8 | 30.692 | 103.0 | 4:03.489 39.80 2:14.381 09:49:08.745 |
| 10 - | 27.324 | 111.2 | 31.244 | 85.2 | 22.481 | 96.1 | 30.763 | 105.0 | 1:51.812 86.67 2.704 09:51:00.557 |
| 11 - | 27.183 | 112.0 | 30.571 | 92.9 | 21.120 | 104.0 | 30.234 | 105.8 | 1:49.108 (1) 88.82 09:52:49.665 |
| 12 - | 27.427 | 112.2 | 30.453 | 92.3 | 22.509 | 101.0 | 30.594 | 104.6 | 1:50.983 87.32 1.875 09:54:40.648 |
| 13 - | 28.036 | 110.1 | 30.516 | 93.3 | 21.381 | 101.5 | 30.471 | 104.2 | 1:50.404 87.78 1.296 09:56:31.052 |
| 14 - | 27.418 | 110.9 | 30.506 | 93.0 | 21.291 | 102.2 | 30.563 | 105.1 | 1:49.778 (3) 88.28 0.670 09:58:20.830 |
| 15 - | 28.013 | 110.5 | 30.780 | 92.6 | 21.197 | 102.4 | 30.625 | 104.8 | 1:50.645 D 87.61 1.507 10:00:11.445 |

MCRCB BULLETIN TK093

2024 Bennetts British Superbike Championship - Round 9

2024 R&G British Talent Cup

QUALIFYING - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2 SECTOR 3 = I2 to I3, SECTOR 4 = I3 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P10 67 | | George BOWES | | | | Honda - GB67 Racing | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|---------------------|---------------|--------------|-----------------|------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:48.883 | | BEST LAP TIME : 1:49.130 | | | | DIFFERENCE : 0.247 | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | SECTOR 4 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 107.5 | 33.227 | 91.1 | 23.275 | 101.2 | 31.444 | 106.5 | | | 09:32:23.544 | | |
| 2 - | 28.044 | 111.8 | 31.203 | 94.1 | 21.348 | 102.7 | 30.737 | 106.6 | 1:51.332 | 87.04 | 2.202 | 09:34:14.876 | |
| 3 - | 27.734 | 111.1 | 30.911 | 93.8 | 21.684 | 103.0 | 30.548 | 107.7 | 1:50.877 | 87.40 | 1.747 | 09:36:05.753 | |
| 4 - | 27.524 | 112.0 | 30.419 | 94.5 | 21.536 | 102.6 | 30.484 | 107.3 | 1:49.963 | 88.13 | 0.833 | 09:37:55.716 | |
| 5 - | 27.521 | 112.0 | 30.608 | 93.9 | 21.372 | 104.2 | 31.206 | 102.2 | 1:50.707 | 87.54 | 1.577 | 09:39:46.423 | |
| 6 - | 27.713 | 112.0 | 32.573 | 62.8 | 24.959 | 97.3 | IN PIT | | 2:08.361 | P | 75.50 | 19.231 | 09:41:54.784 |
| 7 - | OUTLAP | 109.8 | 31.215 | 92.3 | 21.500 | 102.9 | 30.584 | 107.0 | 6:20.466 | 25.47 | 4:31.336 | 09:48:15.250 | |
| 8 - | 27.348 | 112.2 | 31.046 | 94.1 | 21.289 | 102.6 | 30.407 | 106.8 | 1:50.090 | 88.03 | 0.960 | 09:50:05.340 | |
| 9 - | 27.460 | 112.0 | 30.696 | 94.2 | 21.151 | 103.8 | 30.292 | 107.0 | 1:49.599 | (3) | 88.42 | 0.469 | 09:51:54.939 |
| 10 - | 27.418 | 112.2 | 30.531 | 93.8 | 21.320 | 103.5 | 30.287 | 107.2 | 1:49.556 | (2) | 88.45 | 0.426 | 09:53:44.495 |
| 11 - | 27.612 | 112.5 | 30.871 | 93.9 | 21.740 | 103.4 | 30.267 | 108.2 | 1:50.490 | 87.71 | 1.360 | 09:55:34.985 | |
| 12 - | 27.559 | 113.7 | 30.525 | 93.9 | 21.113 | 104.2 | 31.069 | 102.6 | 1:50.266 | 87.89 | 1.136 | 09:57:25.251 | |
| 13 - | 30.927 | 111.4 | 31.962 | 94.1 | 21.346 | 104.5 | 30.623 | 107.7 | 1:54.858 | 84.37 | 5.728 | 09:59:20.109 | |
| 14 - | 27.238 | 112.7 | 30.666 | 94.6 | 21.105 | 105.3 | 30.121 | 108.7 | 1:49.130 | (1) | 88.80 | | 10:01:09.239 |

| P11 19 | | Scott McPHEE | | | | Honda - SMP Racing | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------------|---------------|--------------|---------------------|------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:48.873 | | BEST LAP TIME : 1:49.250 | | | | DIFFERENCE : 0.377 | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | SECTOR 4 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 108.7 | 32.685 | 91.3 | 22.299 | 102.4 | 31.215 | 106.1 | | | 09:32:09.930 | | |
| 2 - | 28.202 | 110.5 | 31.289 | 92.8 | 21.817 | 102.2 | 30.813 | 106.3 | 1:52.121 | 86.43 | 2.871 | 09:34:02.051 | |
| 3 - | 27.739 | 111.6 | 31.463 | 93.2 | 21.566 | 103.5 | 30.662 | 106.5 | 1:51.430 | 86.97 | 2.180 | 09:35:53.481 | |
| 4 - | 27.593 | 112.2 | 31.002 | 92.8 | 21.541 | 104.0 | 30.302 | 108.0 | 1:50.438 | 87.75 | 1.188 | 09:37:43.919 | |
| 5 - | 27.497 | 114.7 | 31.579 | 93.9 | 31.183 | 93.0 | 32.467 | 103.7 | 2:02.726 | D | 78.96 | 13.476 | 09:39:46.645 |
| 6 - | 27.763 | 112.2 | 31.241 | 89.8 | 28.581 | 100.7 | 30.801 | 106.1 | 4:58.386 | D | 81.86 | 9.136 | 09:41:45.031 |
| 7 - | 27.745 | 110.7 | 30.942 | 92.8 | 21.484 | 102.2 | 30.513 | 105.3 | 1:50.684 | 87.55 | 1.434 | 09:43:35.715 | |
| 8 - | 27.886 | 110.1 | 30.988 | 92.6 | 21.350 | 103.0 | 30.434 | 105.1 | 1:50.658 | 87.57 | 1.408 | 09:45:26.373 | |
| 9 - | 28.061 | 110.1 | 31.766 | 91.6 | 21.738 | 101.9 | IN PIT | | 1:57.252 | P | 82.65 | 8.002 | 09:47:23.625 |
| 10 - | OUTLAP | 110.9 | 32.171 | 93.2 | 22.081 | 103.5 | 30.140 | 106.8 | 2:45.049 | 58.71 | 55.799 | 09:50:08.674 | |
| 11 - | 27.253 | 112.0 | 30.735 | 93.7 | 21.453 | 104.8 | 30.188 | 106.0 | 1:49.629 | 88.40 | 0.379 | 09:51:58.303 | |
| 12 - | 27.304 | 112.0 | 30.521 | 93.9 | 21.299 | 104.0 | 30.220 | 106.3 | 1:49.344 | 88.63 | 0.094 | 09:53:47.647 | |
| 13 - | 27.163 | 112.0 | 30.365 | 93.4 | 21.284 | 104.0 | 30.493 | 106.6 | 1:49.305 | (3) | 88.66 | 0.055 | 09:55:36.952 |
| 14 - | 27.193 | 112.9 | 30.429 | 93.9 | 21.317 | 104.8 | 30.330 | 107.7 | 1:49.269 | (2) | 88.69 | 0.019 | 09:57:26.221 |
| 15 - | 27.526 | 114.3 | 30.658 | 93.2 | 21.719 | 103.8 | 30.298 | 106.8 | 1:50.201 | 87.94 | 0.951 | 09:59:16.422 | |
| 16 - | 27.194 | 112.4 | 30.581 | 93.5 | 21.414 | 104.8 | 30.061 | 107.2 | 1:49.250 | (1) | 88.70 | | 10:01:05.672 |

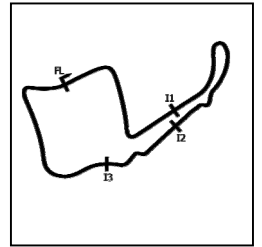
| P12 88 | | Mason FOSTER | | | | Honda - BRP Racing | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------------|---------------|--------------|-----------------|------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:48.812 | | BEST LAP TIME : 1:49.311 | | | | DIFFERENCE : 0.499 | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | SECTOR 4 | | LAP TIME | MPH | DIFF | TIME OF DAY | | |
| 1 - | OUTLAP | 112.5 | 33.752 | 93.9 | 23.030 | 103.2 | 31.428 | 108.0 | | | 09:32:03.220 | | |
| 2 - | 28.287 | 115.3 | 32.667 | 94.3 | 22.139 | 104.8 | 31.384 | 109.2 | 1:54.477 | 84.65 | 5.166 | 09:33:57.697 | |
| 3 - | 27.916 | 112.7 | 31.663 | 94.2 | 21.894 | 104.5 | 30.651 | 107.8 | 1:52.124 | 86.43 | 2.813 | 09:35:49.821 | |
| 4 - | 27.670 | 112.0 | 31.312 | 94.5 | 21.427 | 104.8 | 30.115 | 108.5 | 1:50.524 | 87.68 | 1.213 | 09:37:40.345 | |
| 5 - | 27.210 | 113.7 | 30.921 | 94.3 | 21.283 | 104.8 | 30.068 | 108.2 | 1:49.482 | (3) | 88.51 | 0.171 | 09:39:29.827 |
| 6 - | 27.468 | 113.3 | 30.883 | 92.6 | 21.390 | 104.3 | 30.164 | 107.5 | 1:49.905 | 88.17 | 0.594 | 09:41:19.732 | |
| 7 - | 27.178 | 113.1 | 30.610 | 93.4 | 21.235 | 104.3 | IN PIT | | 1:58.047 | P | 82.09 | 8.736 | 09:43:17.779 |
| 8 - | OUTLAP | 112.5 | 31.359 | 93.5 | 21.383 | 104.3 | 30.540 | 106.3 | 3:13.273 | 50.14 | 1:23.962 | 09:46:31.052 | |
| 9 - | 27.365 | 114.3 | 30.566 | 93.7 | 21.406 | 103.4 | 30.407 | 106.6 | 1:49.744 | 88.30 | 0.433 | 09:48:20.796 | |
| 10 - | 27.291 | 111.6 | 30.542 | 93.2 | 21.232 | 104.6 | 30.307 | 106.5 | 1:49.372 | (2) | 88.60 | 0.061 | 09:50:10.168 |
| 11 - | 27.199 | 112.7 | 31.030 | 85.5 | 21.710 | 104.8 | 30.228 | 107.5 | 1:50.167 | 87.96 | 0.856 | 09:52:00.335 | |
| 12 - | 27.150 | 110.9 | 30.862 | 93.8 | 21.180 | 104.5 | 30.668 | 103.7 | 1:49.860 | 88.21 | 0.549 | 09:53:50.195 | |
| 13 - | 27.190 | 113.7 | 30.796 | 90.6 | 24.699 | 72.3 | 32.922 | 105.3 | 1:55.607 | 83.82 | 6.296 | 09:55:45.802 | |
| 14 - | 27.452 | 112.2 | 30.663 | 92.5 | 21.424 | 104.6 | 30.490 | 107.0 | 1:50.029 | 88.07 | 0.718 | 09:57:35.831 | |
| 15 - | 27.193 | 112.7 | 30.428 | 93.2 | 21.451 | 103.4 | 30.561 | 106.5 | 1:49.633 | 88.39 | 0.322 | 09:59:25.464 | |
| 16 - | 27.260 | 112.2 | 30.414 | 92.9 | 21.374 | 103.5 | 30.263 | 106.6 | 1:49.311 | (1) | 88.65 | | 10:01:14.775 |

MCRCB BULLETIN TK093

2024 Bennetts British Superbike Championship - Round 9

2024 R&G British Talent Cup

QUALIFYING - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2 SECTOR 3 = I2 to I3, SECTOR 4 = I3 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P13 65 | | Alexander ROWAN | | | | Honda - Alexander Rowan Racing | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------------------------|---------------|--------------|---------------------|--------------|--------|--------------|---------------------|
| IDEAL LAP TIME : 1:49.146 | | BEST LAP TIME : 1:49.318 | | | | DIFFERENCE : 0.172 | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | |
| 1 - | OUTLAP | 110.9 | 33.363 | 93.9 | 23.219 | 104.5 | 30.731 | 111.2 | 09:32:04.476 | | | | |
| 2 - | 28.354 | 113.7 | 32.321 | 94.5 | 22.175 | 105.5 | 30.982 | 109.2 | 1:53.832 | 85.13 | 4.514 | 09:33:58.308 | |
| 3 - | 27.924 | 115.7 | 31.899 | 93.9 | 21.913 | 104.8 | 30.441 | 111.1 | 1:52.177 | 86.39 | 2.859 | 09:35:50.485 | |
| 4 - | 27.760 | 113.7 | 30.835 | 94.6 | 21.462 | 104.2 | 29.967 | 110.3 | 1:50.024 | 88.08 | 0.706 | 09:37:40.509 | |
| 5 - | 27.332 | 114.3 | 30.889 | 94.9 | 21.463 | 105.5 | 30.324 | 108.5 | 1:50.008 | 88.09 | 0.690 | 09:39:30.517 | |
| 6 - | 27.867 | 112.9 | 30.838 | 94.2 | 21.349 | 105.3 | 30.058 | 108.5 | 1:50.112 | 88.01 | 0.794 | 09:41:20.629 | |
| 7 - | 27.394 | 112.5 | 30.840 | 92.9 | 21.400 | 104.0 | 30.147 | 106.8 | 1:49.781 | 88.27 | 0.463 | 09:43:10.410 | |
| 8 - | 27.444 | 112.4 | 30.665 | 93.5 | 21.223 | 104.5 | IN PIT | | 1:56.624 | P | 83.09 | 7.306 | 09:45:07.034 |
| 9 - | OUTLAP | 112.5 | 31.980 | 93.8 | 22.313 | 101.8 | 32.155 | 107.2 | 2:27.244 | 65.81 | 37.926 | 09:47:34.278 | |
| 10 - | 27.429 | 112.5 | 30.624 | 93.9 | 21.286 | 104.0 | 29.979 | 106.6 | 1:49.318 (1) | 88.65 | | | 09:49:23.596 |
| 11 - | 27.382 | 112.2 | 30.746 | 93.8 | 21.414 | 103.8 | 30.094 | 107.0 | 1:49.636 | (2) | 88.39 | 0.318 | 09:51:13.232 |
| 12 - | 27.500 | 112.2 | 30.739 | 92.8 | 21.356 | 104.5 | 30.184 | 107.3 | 1:49.779 | (3) | 88.28 | 0.461 | 09:53:03.011 |
| 13 - | 27.606 | 110.5 | 30.878 | 93.7 | 25.443 | 92.6 | 32.557 | 103.4 | 1:56.484 | | 83.19 | 7.166 | 09:54:59.495 |
| 14 - | 28.765 | 106.1 | 32.519 | 91.4 | 22.710 | 101.2 | 31.254 | 106.3 | 1:55.248 | D | 84.09 | 5.930 | 09:56:54.743 |
| 15 - | 27.497 | 111.2 | 30.692 | 93.7 | 21.567 | 103.7 | 30.347 | 107.2 | 1:50.103 | | 88.02 | 0.785 | 09:58:44.846 |
| 16 - | 27.528 | 112.2 | 30.625 | 93.3 | 21.528 | 103.5 | 30.817 | 106.3 | 1:50.498 | | 87.70 | 1.180 | 10:00:35.344 |

| P14 48 | | Ollie WALKER | | | | Honda - Walker Racing | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|-----------------------|---------------|--------------|---------------------|--------------|-------|--------------|---------------------|
| IDEAL LAP TIME : 1:49.643 | | BEST LAP TIME : 1:49.736 | | | | DIFFERENCE : 0.093 | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | |
| 1 - | OUTLAP | 111.2 | 33.201 | 91.0 | 22.751 | 102.2 | 31.567 | 108.2 | 09:32:02.204 | | | | |
| 2 - | 28.929 | 113.7 | 31.313 | 92.9 | 22.008 | 103.2 | 30.628 | 107.5 | 1:52.878 | 85.85 | 3.142 | 09:33:55.082 | |
| 3 - | 27.929 | 112.7 | 31.371 | 93.4 | 21.840 | 103.0 | 30.676 | 106.1 | 1:51.816 | 86.67 | 2.080 | 09:35:46.898 | |
| 4 - | 27.721 | 111.8 | 30.955 | 93.0 | 21.626 | 103.4 | 30.460 | 107.7 | 1:50.762 | 87.49 | 1.026 | 09:37:37.660 | |
| 5 - | 27.644 | 111.6 | 30.852 | 92.8 | 21.651 | 103.4 | 30.396 | 107.7 | 1:50.543 | 87.66 | 0.807 | 09:39:28.203 | |
| 6 - | 27.376 | 112.4 | 30.588 | 93.2 | 21.546 | 103.0 | 30.470 | 107.8 | 1:49.980 | (2) | 88.11 | 0.244 | 09:41:18.183 |
| 7 - | 27.495 | 112.9 | 33.432 | 83.8 | 22.421 | 101.5 | IN PIT | | 2:03.155 | P | 78.69 | 13.419 | 09:43:21.338 |
| 8 - | OUTLAP | 108.0 | 34.490 | 88.6 | 28.133 | 100.1 | IN PIT | | 3:46.122 | P | 42.85 | 1:56.386 | 09:47:07.460 |
| 9 - | OUTLAP | 109.1 | 31.185 | 92.0 | 21.862 | 101.6 | 30.792 | 105.1 | 2:04.207 | | 78.02 | 14.471 | 09:49:11.667 |
| 10 - | 27.893 | 111.4 | 30.467 | 92.6 | 21.614 | 101.8 | 30.457 | 106.3 | 1:50.431 | | 87.75 | 0.695 | 09:51:02.098 |
| 11 - | 27.469 | 111.6 | 30.402 | 92.6 | 21.479 | 103.4 | 30.386 | 107.8 | 1:49.736 (1) | 88.31 | | | 09:52:51.834 |
| 12 - | 27.610 | 113.7 | 31.384 | 89.7 | 23.276 | 100.4 | 30.833 | 106.0 | 1:53.103 | | 85.68 | 3.367 | 09:54:44.937 |
| 13 - | 27.720 | 110.1 | 30.537 | 91.8 | 21.667 | 102.4 | 30.482 | 106.1 | 1:50.406 | (3) | 87.77 | 0.670 | 09:56:35.343 |
| 14 - | 27.642 | 110.9 | 30.600 | 92.8 | 21.652 | 102.2 | 30.539 | 107.0 | 1:50.433 | | 87.75 | 0.697 | 09:58:25.776 |
| 15 - | 27.550 | 111.1 | 30.731 | 91.5 | 22.241 | 100.0 | 30.977 | 107.2 | 1:51.499 | | 86.91 | 1.763 | 10:00:17.275 |

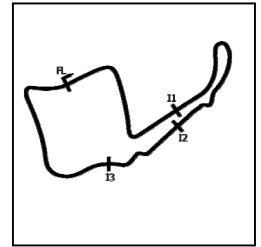
| P15 16 | | Jack BURROWS | | | | Honda - Burrows Engineering / RK Racing | | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|---|---------------|--------------|---------------------|--------------|-------|--------------|---------------------|
| IDEAL LAP TIME : 1:49.556 | | BEST LAP TIME : 1:49.742 | | | | DIFFERENCE : 0.186 | | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | | | | | |
| 1 - | OUTLAP | 108.0 | 32.753 | 91.3 | 22.587 | 102.4 | 31.297 | 104.8 | | | | | 09:32:00.606 |
| 2 - | 28.396 | 110.7 | 31.353 | 92.4 | 21.919 | 102.7 | 30.988 | 105.8 | 1:52.656 | 86.02 | 2.914 | 09:33:53.262 | |
| 3 - | 28.318 | 112.0 | 30.824 | 93.2 | 21.524 | 103.0 | 30.807 | 105.8 | 1:51.473 | 86.93 | 1.731 | 09:35:44.735 | |
| 4 - | 28.493 | 107.3 | 31.203 | 92.9 | 21.964 | 103.0 | 30.702 | 107.3 | 1:52.362 | 86.25 | 2.620 | 09:37:37.097 | |
| 5 - | 27.517 | 109.4 | 31.117 | 92.9 | 21.636 | 103.2 | 30.563 | 107.0 | 1:50.833 | 87.44 | 1.091 | 09:39:27.930 | |
| 6 - | 27.198 | 112.7 | 30.522 | 92.4 | 21.527 | 103.2 | 30.495 | 106.1 | 1:49.742 (1) | 88.30 | | | 09:41:17.672 |
| 7 - | 27.630 | 109.6 | 30.836 | 93.9 | 21.341 | 103.8 | IN PIT | | 1:56.910 | P | 82.89 | 7.168 | 09:43:14.582 |
| 8 - | OUTLAP | 100.0 | 31.778 | 88.0 | 22.370 | 98.3 | 30.848 | 106.0 | 7:46.261 | | 20.78 | 5:56.519 | 09:51:00.843 |
| 9 - | 27.809 | 111.2 | 30.751 | 92.4 | 21.548 | 102.9 | 30.782 | 105.3 | 1:50.890 | | 87.39 | 1.148 | 09:52:51.733 |
| 10 - | 27.645 | 111.1 | 30.835 | 91.8 | 22.259 | 102.2 | 30.599 | 106.0 | 1:51.338 | | 87.04 | 1.596 | 09:54:43.071 |
| 11 - | 27.418 | 111.8 | 30.580 | 93.5 | 21.723 | 104.0 | 30.588 | 105.5 | 1:50.309 | (2) | 87.85 | 0.567 | 09:56:33.380 |
| 12 - | 27.551 | 111.1 | 30.785 | 90.0 | 23.962 | 102.7 | 30.554 | 107.2 | 1:52.852 | | 85.87 | 3.110 | 09:58:26.232 |
| 13 - | 27.341 | 112.7 | 30.689 | 92.8 | 21.815 | 102.9 | 30.732 | 106.0 | 1:50.577 | (3) | 87.64 | 0.835 | 10:00:16.809 |

MCRCB BULLETIN TK093

2024 Bennetts British Superbike Championship - Round 9

2024 R&G British Talent Cup

QUALIFYING - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2 SECTOR 3 = I2 to I3, SECTOR 4 = I3 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P16 42 | | Ben JOLLIFFE | | | | Honda - Wilson Racing | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|-----------------------|---------------|--------------|-----------------|------------|--------------|---------------------|
| IDEAL LAP TIME : 1:49.850 | | BEST LAP TIME : 1:49.911 | | | | DIFFERENCE : 0.061 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | SECTOR 4 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 109.8 | 32.622 | 90.4 | 22.766 | 100.1 | 32.048 | 104.6 | | | 09:32:00.767 | |
| 2 - | 28.308 | 110.1 | 31.509 | 92.4 | 21.824 | 102.6 | 31.300 | 105.3 | 1:52.941 | 85.80 | 3.030 | 09:33:53.708 |
| 3 - | 27.943 | 112.9 | 31.093 | 93.0 | 21.725 | 102.1 | 30.787 | 104.8 | 1:51.548 | 86.88 | 1.637 | 09:35:45.256 |
| 4 - | 27.995 | 110.9 | 31.076 | 91.1 | 30.640 | 98.6 | 31.000 | 105.1 | 2:00.744 | D | 10.800 | 09:37:45.967 |
| 5 - | 27.867 | 111.1 | 31.003 | 92.0 | 21.843 | 102.1 | 30.604 | 104.6 | 1:51.317 | 87.06 | 1.406 | 09:39:37.284 |
| 6 - | 27.597 | 108.7 | 32.690 | 87.9 | 22.868 | 97.3 | IN PIT | | 2:04.290 | P | 14.379 | 09:41:41.574 |
| 7 - | OUTLAP | 108.9 | 31.968 | 89.9 | 22.129 | 100.6 | 31.288 | 102.2 | 3:23.324 | 47.66 | 1:33.413 | 09:45:04.898 |
| 8 - | 27.933 | 110.1 | 31.277 | 91.1 | 21.741 | 101.6 | 30.948 | 103.5 | 1:51.899 | 86.60 | 1.988 | 09:46:56.797 |
| 9 - | 27.834 | 110.1 | 31.112 | 91.5 | 21.612 | 101.0 | 30.696 | 102.9 | 1:51.254 | 87.10 | 1.343 | 09:48:48.051 |
| 10 - | 27.666 | 109.8 | 30.799 | 91.8 | 26.847 | 101.6 | 31.158 | 104.0 | 4:56.470 | D | 6.559 | 09:50:44.521 |
| 11 - | 27.700 | 109.6 | 30.986 | 91.3 | 21.747 | 101.6 | 30.633 | 104.0 | 1:51.066 | 87.25 | 1.155 | 09:52:35.587 |
| 12 - | 27.574 | 110.5 | 30.717 | 90.5 | 21.764 | 101.3 | 30.810 | 104.6 | 1:50.865 | 87.41 | 0.954 | 09:54:26.452 |
| 13 - | 27.363 | 110.9 | 30.698 | 92.0 | 21.749 | 101.0 | 30.567 | 104.5 | 1:50.377 | (2) | 0.466 | 09:56:16.829 |
| 14 - | 27.489 | 110.1 | 30.653 | 91.3 | 21.649 | 101.6 | 30.632 | 104.2 | 1:50.423 | (3) | 0.512 | 09:58:07.252 |
| 15 - | 27.226 | 110.1 | 30.461 | 91.5 | 21.596 | 101.6 | 30.628 | 105.0 | 1:49.911 | (1) | 88.17 | 09:59:57.163 |
| 16 - | 27.446 | 110.3 | 30.930 | 91.5 | 21.836 | 101.3 | 30.906 | 101.6 | 1:51.118 | 87.21 | 1.207 | 10:01:48.281 |

| P17 11 | | Iwan JONES | | | | Honda - Jones Brothers Racing | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|-------------------------------|---------------|--------------|-----------------|------------|--------------|---------------------|
| IDEAL LAP TIME : 1:50.116 | | BEST LAP TIME : 1:50.225 | | | | DIFFERENCE : 0.109 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | SECTOR 4 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 109.6 | 33.707 | 91.3 | 22.912 | 98.9 | 31.767 | 106.5 | | | 09:32:03.012 | |
| 2 - | 28.423 | 113.1 | 32.598 | 92.9 | 22.589 | 103.7 | 31.476 | 108.4 | 1:55.086 | 84.20 | 4.861 | 09:33:58.098 |
| 3 - | 27.990 | 113.1 | 31.842 | 92.8 | 22.174 | 102.2 | 31.281 | 105.5 | 1:53.287 | 85.54 | 3.062 | 09:35:51.385 |
| 4 - | 27.830 | 113.7 | 31.372 | 92.1 | 21.903 | 102.7 | 30.743 | 106.6 | 1:51.848 | 86.64 | 1.623 | 09:37:43.233 |
| 5 - | 28.406 | 112.5 | 31.674 | 92.4 | 22.197 | 100.0 | IN PIT | | 2:02.292 | P | 12.067 | 09:39:45.525 |
| 6 - | OUTLAP | 100.1 | 32.419 | 87.8 | 22.396 | 99.4 | 31.893 | 103.5 | 5:11.760 | 31.08 | 3:21.535 | 09:44:57.285 |
| 7 - | 28.431 | 110.1 | 37.736 | 73.0 | 23.333 | 101.2 | 32.913 | 103.4 | 2:02.413 | D | 12.188 | 09:46:59.698 |
| 8 - | 29.562 | 97.5 | 34.721 | 85.8 | 21.956 | 101.2 | 31.685 | 104.2 | 4:57.924 | D | 7.699 | 09:48:57.622 |
| 9 - | 27.760 | 110.0 | 30.805 | 92.1 | 21.486 | 102.1 | 30.831 | 104.3 | 1:50.882 | (2) | 0.657 | 09:50:48.504 |
| 10 - | 27.483 | 110.5 | 30.625 | 91.9 | 21.468 | 102.6 | 30.649 | 104.6 | 1:50.225 | (1) | 87.92 | 09:52:38.729 |
| 11 - | 27.374 | 110.5 | 32.208 | 82.3 | 32.127 | 98.8 | 30.935 | 104.6 | 2:02.644 | D | 12.419 | 09:54:41.373 |
| 12 - | 27.781 | 110.7 | 30.955 | 90.0 | 21.913 | 101.3 | 31.932 | 106.3 | 1:52.581 | 86.08 | 2.356 | 09:56:33.954 |
| 13 - | 27.396 | 112.9 | 31.226 | 91.9 | 21.818 | 101.8 | 31.039 | 104.6 | 1:51.479 | 86.93 | 1.254 | 09:58:25.433 |
| 14 - | 27.495 | 112.0 | 31.067 | 91.8 | 21.603 | 103.8 | 30.823 | 105.8 | 1:50.988 | (3) | 0.763 | 10:00:16.421 |

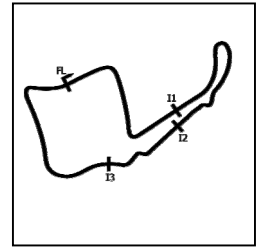
| P18 28 | | Charlie BARNES | | | | Honda - SENCAT Talent Team / Mortimer Racing | | | | | | |
|---------------------------|----------|--------------------------|---------------|-------------|---------------|--|---------------|--------------|-----------------|------------|--------------|---------------------|
| IDEAL LAP TIME : 1:49.861 | | BEST LAP TIME : 1:50.283 | | | | DIFFERENCE : 0.422 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | SECTOR 4 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 110.7 | 33.761 | 92.3 | 23.125 | 102.9 | 31.072 | 107.5 | | | 09:32:04.388 | |
| 2 - | 28.045 | 112.5 | 32.434 | 92.9 | 22.146 | 103.8 | 30.919 | 107.5 | 1:53.544 | 85.35 | 3.261 | 09:33:57.932 |
| 3 - | 27.948 | 112.4 | 31.873 | 93.0 | 22.097 | 102.7 | IN PIT | | 1:57.932 | P | 7.649 | 09:35:55.864 |
| 4 - | OUTLAP | 108.4 | 31.007 | 91.9 | 21.797 | 102.2 | 30.787 | 105.1 | 2:01.123 | 80.01 | 10.840 | 09:37:56.987 |
| 5 - | 27.933 | 109.6 | 30.910 | 91.0 | 21.769 | 101.8 | 30.577 | 104.5 | 1:51.189 | 87.16 | 0.906 | 09:39:48.176 |
| 6 - | 27.660 | 110.0 | 30.760 | 91.8 | 21.772 | 101.8 | 30.681 | 104.5 | 1:50.873 | (3) | 0.590 | 09:41:39.049 |
| 7 - | 27.997 | 108.5 | 30.804 | 91.1 | 21.602 | 101.6 | 30.486 | 103.8 | 1:50.889 | 87.39 | 0.606 | 09:43:29.938 |
| 8 - | 27.954 | 108.5 | 30.875 | 91.6 | 21.586 | 101.2 | 30.523 | 104.5 | 1:50.938 | 87.35 | 0.655 | 09:45:20.876 |
| 9 - | 29.355 | 96.2 | 38.232 | 81.3 | 22.740 | 101.3 | IN PIT | | 2:08.454 | P | 18.171 | 09:47:29.330 |
| 10 - | OUTLAP | 101.2 | 32.858 | 90.6 | 21.989 | 101.2 | 30.649 | 103.5 | 5:07.239 | 31.54 | 3:16.956 | 09:52:36.569 |
| 11 - | 27.774 | 108.7 | 30.676 | 91.4 | 21.583 | 102.4 | 30.357 | 105.1 | 1:50.390 | (2) | 0.107 | 09:54:26.959 |
| 12 - | 27.680 | 110.3 | 30.614 | 91.9 | 21.545 | 102.6 | 30.444 | 105.1 | 1:50.283 | (1) | 87.87 | 09:56:17.242 |

MCRCB BULLETIN TK093

2024 Bennetts British Superbike Championship - Round 9

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QUALIFYING - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2 SECTOR 3 = I2 to I3, SECTOR 4 = I3 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P19 91 | | Joshua RAYMOND Jnr | | | | Honda - Fibre Tec Honda | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|-------------------------|---------------|--------------|--|
| IDEAL LAP TIME : 1:50.402 | | BEST LAP TIME : 1:50.737 | | | | DIFFERENCE : 0.335 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 109.6 | 34.340 | 93.4 | 22.731 | 103.7 | 31.935 | 108.2 | 09:32:02.130 |
| 2 - | 28.691 | 114.3 | 32.289 | 94.6 | 22.429 | 104.3 | 31.348 | 109.4 | 1:54.757 84.45 4.020 09:33:56.887 |
| 3 - | 28.217 | 112.5 | 31.578 | 95.1 | 22.376 | 105.0 | 31.367 | 109.8 | 1:53.538 85.35 2.801 09:35:50.425 |
| 4 - | 27.968 | 115.9 | 31.550 | 94.9 | 21.923 | 104.8 | 30.799 | 108.4 | 1:52.240 86.34 1.503 09:37:42.665 |
| 5 - | 28.002 | 113.1 | 31.211 | 94.5 | 21.829 | 104.8 | 30.873 | 107.3 | 1:51.915 86.59 1.178 09:39:34.580 |
| 6 - | 28.019 | 112.7 | 31.307 | 93.7 | 21.776 | 104.6 | 30.831 | 107.5 | 1:51.933 86.58 1.196 09:41:26.513 |
| 7 - | 28.207 | 112.2 | 32.199 | 94.2 | 22.220 | 103.4 | 31.812 | 107.2 | 1:54.438 84.68 3.701 09:43:20.951 |
| 8 - | 28.190 | 113.5 | 31.223 | 94.9 | 21.757 | 104.2 | 30.962 | 107.2 | 1:52.132 86.42 1.395 09:45:13.083 |
| 9 - | 27.814 | 113.3 | 31.087 | 94.9 | 21.585 | 104.8 | 30.685 | 107.7 | 1:51.171 (3) 87.17 0.434 09:47:04.254 |
| 10 - | 27.838 | 113.1 | 31.159 | 94.6 | 22.241 | 101.0 | 32.475 | 106.3 | 1:53.713 85.22 2.976 09:48:57.967 |
| 11 - | 28.182 | 113.3 | 31.048 | 94.9 | 21.761 | 105.0 | 31.001 | 107.0 | 1:51.992 86.53 1.255 09:50:49.959 |
| 12 - | 28.009 | 113.5 | 30.866 | 94.9 | 21.352 | 105.6 | 30.648 | 107.7 | 1:50.875 (2) 87.40 0.138 09:52:40.834 |
| 13 - | 27.784 | 112.5 | 30.837 | 94.3 | 21.775 | 104.0 | 30.837 | 106.8 | 1:51.233 87.12 0.496 09:54:32.067 |
| 14 - | 27.911 | 112.5 | 30.877 | 94.7 | 21.615 | 104.5 | IN PIT | | 1:57.147 P 82.72 6.410 09:56:29.214 |
| 15 - | OUTLAP | 109.1 | 32.029 | 92.4 | 22.129 | 106.1 | 30.580 | 109.1 | 2:47.672 57.79 56.935 09:59:16.886 |
| 16 - | 27.918 | 113.3 | 30.841 | 94.9 | 21.549 | 105.8 | 30.429 | 108.5 | 1:50.737 (1) 87.51 10:01:07.623 |

| P20 14 | | Bill HARRIS | | | | Honda - Team Harris Racing / RS Racing | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--|---------------|--------------|--|
| IDEAL LAP TIME : 1:50.639 | | BEST LAP TIME : 1:50.843 | | | | DIFFERENCE : 0.204 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 110.7 | 33.821 | 90.9 | 23.030 | 102.7 | 31.168 | 107.7 | 09:32:05.645 |
| 2 - | 28.026 | 112.2 | 32.368 | 93.7 | 22.154 | 103.8 | 30.617 | 108.9 | 1:53.165 85.63 2.322 09:33:58.810 |
| 3 - | 27.990 | 114.7 | 32.054 | 94.1 | 21.876 | 104.8 | 30.754 | 108.7 | 1:52.674 86.01 1.831 09:35:51.484 |
| 4 - | 27.634 | 113.1 | 31.197 | 93.7 | 21.886 | 104.0 | 30.639 | 108.5 | 1:51.356 87.02 0.513 09:37:42.840 |
| 5 - | 28.025 | 113.5 | 31.353 | 93.8 | 21.833 | 103.7 | 30.808 | 106.6 | 1:52.019 86.51 1.176 09:39:34.859 |
| 6 - | 27.835 | 113.1 | 31.809 | 92.5 | 22.238 | 102.7 | IN PIT | | 2:01.493 P 79.76 10.650 09:41:36.352 |
| 7 - | OUTLAP | 109.6 | 31.860 | 90.9 | 22.148 | 101.8 | 30.968 | 104.8 | 3:19.031 48.69 1:28.188 09:44:55.383 |
| 8 - | 28.064 | 110.1 | 31.615 | 92.6 | 21.951 | 103.2 | 31.030 | 105.8 | 1:52.660 86.02 1.817 09:46:48.043 |
| 9 - | 27.922 | 110.9 | 31.390 | 93.0 | 21.776 | 102.2 | 30.733 | 105.8 | 1:51.821 86.66 0.978 09:48:39.864 |
| 10 - | 27.854 | 110.7 | 31.125 | 93.0 | 21.778 | 102.2 | 30.508 | 106.0 | 1:51.265 (3) 87.10 0.422 09:50:31.129 |
| 11 - | 27.636 | 110.9 | 31.220 | 92.6 | 21.723 | 103.0 | 30.623 | 105.3 | 1:51.202 (2) 87.15 0.359 09:52:22.331 |
| 12 - | 27.972 | 109.6 | 31.412 | 92.8 | 21.854 | 102.7 | IN PIT | | 2:01.755 P 79.59 10.912 09:54:24.086 |
| 13 - | OUTLAP | 111.2 | 31.342 | 93.5 | 21.888 | 102.6 | 30.448 | 105.6 | 2:02.506 79.10 11.663 09:56:26.592 |
| 14 - | 28.028 | 110.1 | 31.228 | 92.8 | 21.632 | 102.7 | 30.604 | 105.5 | 1:51.492 86.92 0.649 09:58:18.084 |
| 15 - | 27.749 | 111.6 | 30.981 | 93.0 | 21.721 | 103.8 | 30.392 | 106.5 | 1:50.843 (1) 87.43 10:00:08.927 |

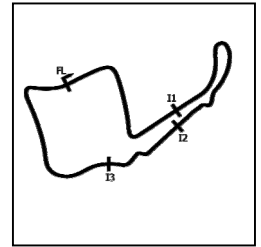
| P21 71 | | Daniel GOODMAN | | | | Honda - Fibre Tec Honda | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|-------------------------|---------------|--------------|--|
| IDEAL LAP TIME : 1:50.659 | | BEST LAP TIME : 1:50.955 | | | | DIFFERENCE : 0.296 | | | |
| LAP | SECTOR 1 | SECTOR 2 | SECTOR 3 | SECTOR 4 | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 109.2 | 34.578 | 90.8 | 23.177 | 101.9 | 31.195 | 106.5 | 09:32:05.285 |
| 2 - | 28.248 | 111.6 | 32.025 | 92.0 | 22.188 | 102.1 | 30.804 | 107.8 | 1:53.265 85.56 2.310 09:33:58.550 |
| 3 - | 28.165 | 112.4 | 31.773 | 92.4 | 21.947 | 102.6 | 31.235 | 106.3 | 1:53.120 85.67 2.165 09:35:51.670 |
| 4 - | 27.986 | 112.5 | 31.191 | 92.0 | 21.837 | 102.7 | 30.746 | 106.3 | 1:51.760 86.71 0.805 09:37:43.430 |
| 5 - | 27.854 | 112.9 | 31.452 | 92.0 | 21.821 | 102.9 | 30.541 | 106.6 | 1:51.668 86.78 0.713 09:39:35.098 |
| 6 - | 27.910 | 112.4 | 31.698 | 92.5 | 22.139 | 102.6 | 31.010 | 104.0 | 1:52.757 85.94 1.802 09:41:27.855 |
| 7 - | 27.819 | 110.9 | 31.582 | 91.5 | 22.042 | 101.9 | 31.259 | 103.0 | 1:52.702 85.99 1.747 09:43:20.557 |
| 8 - | 28.030 | 110.1 | 30.964 | 91.6 | 21.733 | 101.8 | 30.799 | 105.0 | 1:51.526 86.89 0.571 09:45:12.083 |
| 9 - | 27.628 | 110.7 | 30.944 | 92.3 | 21.647 | 101.9 | 30.736 | 104.3 | 1:50.955 (1) 87.34 09:47:03.038 |
| 10 - | 27.864 | 109.8 | 31.705 | 88.4 | 27.472 | 100.1 | 31.716 | 105.0 | 4:58.757 D 81.60 7.802 09:49:01.795 |
| 11 - | 28.575 | 109.2 | 32.235 | 91.1 | 22.179 | 101.5 | 31.786 | 105.3 | 1:54.775 84.43 3.820 09:50:56.570 |
| 12 - | 28.309 | 108.9 | 31.819 | 91.3 | 22.014 | 100.3 | IN PIT | | 1:58.995 P 81.44 8.040 09:52:55.565 |
| 13 - | OUTLAP | 103.2 | 32.256 | 88.7 | 22.853 | 98.1 | 31.419 | 104.2 | 2:39.044 60.93 48.089 09:55:34.609 |
| 14 - | 27.995 | 110.0 | 31.286 | 92.0 | 21.608 | 102.7 | 30.555 | 105.0 | 1:51.444 86.96 0.489 09:57:26.053 |
| 15 - | 27.659 | 112.4 | 31.072 | 92.6 | 21.853 | 102.1 | 30.502 | 107.5 | 1:51.086 (2) 87.24 0.131 09:59:17.139 |
| 16 - | 27.899 | 112.5 | 31.063 | 92.9 | 21.677 | 102.6 | 30.479 | 107.3 | 1:51.118 (3) 87.21 0.163 10:01:08.257 |

MCRCB BULLETIN TK093

2024 Bennetts British Superbike Championship - Round 9

2024 R&G British Talent Cup

QUALIFYING - SECTOR ANALYSIS



SECTOR 1 = FL to I1, SECTOR 2 = I1 to I2 SECTOR 3 = I2 to I3, SECTOR 4 = I3 to FL, DIFF = Difference To Personal Best Lap, P = Crossed Finish Line in Pit Lane, D = Time Disallowed

| P22 99 | | Peter WILLIS | | | | Honda - Clonlough.ie by WM Racing | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|-----------------------------------|---------------|--------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:50.682 | | BEST LAP TIME : 1:51.189 | | | | DIFFERENCE : 0.507 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | SECTOR 4 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 102.1 | 33.982 | 89.9 | 22.971 | 100.3 | 31.854 | 104.8 | | | 09:49:01.604 | |
| 2 - | 28.507 | 110.3 | 32.260 | 91.9 | 22.323 | 101.3 | 31.542 | 104.8 | 1:54.632 | 84.54 | 3.443 | 09:50:56.236 |
| 3 - | 28.302 | 110.5 | 31.636 | 92.3 | 21.580 | 103.4 | 30.955 | 105.1 | 1:52.473 | 86.16 | 1.284 | 09:52:48.709 |
| 4 - | 28.357 | 110.3 | 31.387 | 91.6 | 22.799 | 101.2 | 30.852 | 106.8 | 1:53.395 | 85.46 | 2.206 | 09:54:42.104 |
| 5 - | 27.703 | 112.2 | 31.045 | 93.0 | 21.789 | 103.0 | 31.058 | 105.8 | 1:51.595 (3) | 86.84 | 0.406 | 09:56:33.699 |
| 6 - | 27.442 | 112.0 | 31.055 | 93.2 | 21.743 | 101.9 | 30.949 | 104.5 | 1:51.189 (1) | 87.16 | | 09:58:24.888 |
| 7 - | 27.755 | 110.7 | 31.128 | 91.9 | 21.692 | 102.4 | 30.615 | 105.6 | 1:51.190 (2) | 87.15 | 0.001 | 10:00:16.078 |

| P23 2 | | Josh BANNISTER | | | | Honda - Dunsley Heat Racing | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|-----------------------------|---------------|--------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:51.289 | | BEST LAP TIME : 1:51.613 | | | | DIFFERENCE : 0.324 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | SECTOR 4 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 108.9 | 32.553 | 90.8 | 22.716 | 101.0 | 32.118 | 104.5 | | | 09:32:00.946 | |
| 2 - | 28.758 | 108.2 | 31.839 | 91.4 | 22.071 | 101.9 | 31.035 | 105.0 | 1:53.703 | 85.23 | 2.090 | 09:33:54.649 |
| 3 - | 28.144 | 108.7 | 31.560 | 90.5 | 21.959 | 102.7 | 30.987 | 105.1 | 1:52.650 | 86.03 | 1.037 | 09:35:47.299 |
| 4 - | 27.986 | 110.1 | 31.189 | 91.3 | 21.753 | 102.2 | 30.719 | 103.8 | 1:51.647 (2) | 86.80 | 0.034 | 09:37:38.946 |
| 5 - | 27.966 | 110.5 | 31.347 | 91.9 | 21.774 | 102.4 | 30.721 | 106.1 | 1:51.808 | 86.67 | 0.195 | 09:39:30.754 |
| 6 - | 27.860 | 111.4 | 31.153 | 91.8 | 21.731 | 101.3 | 30.869 | 103.5 | 1:51.613 (1) | 86.82 | | 09:41:22.367 |
| 7 - | 27.884 | 108.9 | 31.554 | 91.3 | 21.824 | 100.4 | IN PIT | | 1:59.403 P | 81.16 | 7.790 | 09:43:21.770 |
| 8 - | OUTLAP | 105.1 | 32.366 | 88.7 | 22.453 | 99.4 | 31.519 | 101.8 | 4:51.666 | 33.22 | 3:00.053 | 09:48:13.436 |
| 9 - | 28.403 | 106.0 | 31.725 | 90.0 | 21.992 | 99.4 | 30.989 | 102.7 | 1:53.109 | 85.68 | 1.496 | 09:50:06.545 |
| 10 - | 28.166 | 107.3 | 31.346 | 91.0 | 21.876 | 101.9 | 30.804 | 104.3 | 1:52.192 | 86.38 | 0.579 | 09:51:58.737 |
| 11 - | 27.842 | 107.7 | 31.641 | 91.4 | 21.735 | 102.2 | 30.960 | 104.0 | 1:52.178 | 86.39 | 0.565 | 09:53:50.915 |
| 12 - | 27.897 | 108.0 | 31.472 | 91.9 | 22.025 | 100.4 | 30.923 | 103.8 | 1:52.317 | 86.28 | 0.704 | 09:55:43.232 |
| 13 - | 27.907 | 108.4 | 31.517 | 90.8 | 21.631 | 101.2 | 30.943 | 103.7 | 1:51.998 | 86.53 | 0.385 | 09:57:35.230 |
| 14 - | 27.909 | 108.2 | 31.122 | 91.3 | 21.738 | 100.9 | 31.117 | 103.7 | 1:51.886 | 86.61 | 0.273 | 09:59:27.116 |
| 15 - | 27.916 | 108.9 | 31.097 | 91.0 | 21.793 | 101.0 | 30.990 | 104.2 | 1:51.796 (3) | 86.68 | 0.183 | 10:01:18.912 |

| P24 45 | | Finnan WHERITY | | | | Honda - WCS Racing | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|--------------------|---------------|--------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:53.112 | | BEST LAP TIME : 1:53.238 | | | | DIFFERENCE : 0.126 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | SECTOR 4 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 107.8 | 33.952 | 89.4 | 23.608 | 99.7 | 32.142 | 105.3 | | | 09:32:04.027 | |
| 2 - | 29.181 | 110.3 | 32.658 | 91.4 | 22.775 | 101.0 | 31.363 | 104.5 | 1:55.977 | 83.56 | 2.739 | 09:34:00.004 |
| 3 - | 28.700 | 108.2 | 32.400 | 89.9 | 22.339 | 101.2 | 31.540 | 103.4 | 1:54.979 | 84.28 | 1.741 | 09:35:54.983 |
| 4 - | 28.879 | 107.5 | 32.941 | 88.3 | 31.245 | 95.1 | IN PIT | | 2:12.100 P | 73.36 | 18.862 | 09:38:07.083 |
| 5 - | OUTLAP | 106.3 | 32.706 | 89.0 | 22.157 | 100.0 | 31.648 | 103.0 | 3:07.016 | 51.82 | 1:13.778 | 09:41:14.099 |
| 6 - | 28.372 | 107.7 | 32.143 | 89.4 | 22.098 | 99.2 | 31.398 | 101.5 | 1:54.011 (3) | 85.00 | 0.773 | 09:43:08.110 |
| 7 - | 28.878 | 109.1 | 32.145 | 90.0 | 22.193 | 99.5 | 31.615 | 102.2 | 1:54.831 | 84.39 | 1.593 | 09:45:02.941 |
| 8 - | 28.594 | 107.5 | 32.068 | 89.4 | 31.785 | 96.5 | IN PIT | | 2:09.120 P | 75.05 | 15.882 | 09:47:12.061 |
| 9 - | OUTLAP | 106.0 | 32.044 | 90.0 | 22.200 | 99.1 | 31.654 | 101.9 | 3:09.364 | 51.17 | 1:16.126 | 09:50:21.425 |
| 10 - | 28.498 | 108.7 | 31.535 | 90.0 | 22.054 | 100.4 | 31.151 | 103.0 | 1:53.238 (1) | 85.58 | | 09:52:14.663 |
| 11 - | 28.790 | 107.0 | 32.162 | 88.0 | 29.245 | 99.8 | 31.628 | 102.2 | 2:04.825 D | 79.55 | 8.587 | 09:54:16.488 |
| 12 - | 28.552 | 108.0 | 31.825 | 90.4 | 22.243 | 99.7 | 31.668 | 101.3 | 1:54.288 | 84.79 | 1.050 | 09:56:10.776 |
| 13 - | 29.426 | 100.7 | 32.903 | 81.5 | 27.630 | 98.5 | 32.012 | 102.4 | 2:04.974 D | 79.45 | 8.733 | 09:58:12.747 |
| 14 - | 28.491 | 107.3 | 31.660 | 89.8 | 22.114 | 100.0 | 31.643 | 102.2 | 1:53.908 (2) | 85.08 | 0.670 | 10:00:06.655 |

| P25 76 | | Charlie HUNTINGFORD | | | | Honda - Mototechniks | | | | | | |
|---------------------------|---------------|--------------------------|---------------|-------------|---------------|----------------------|---------------|--------------|---------------------|--------------|--------------|---------------------|
| IDEAL LAP TIME : 1:53.267 | | BEST LAP TIME : 1:53.515 | | | | DIFFERENCE : 0.248 | | | | | | |
| LAP | SECTOR 1 | SECTOR 2 | | SECTOR 3 | | SECTOR 4 | | LAP TIME | MPH | DIFF | TIME OF DAY | |
| 1 - | OUTLAP | 107.8 | 34.641 | 90.1 | 23.150 | 101.2 | 31.935 | 105.1 | | | 09:32:09.204 | |
| 2 - | 28.942 | 108.7 | 32.855 | 91.1 | 22.675 | 101.5 | 31.277 | 105.5 | 1:55.749 | 83.72 | 2.234 | 09:34:04.953 |
| 3 - | 28.584 | 108.9 | 32.187 | 91.3 | 22.300 | 101.2 | 31.154 | 105.0 | 1:54.225 (3) | 84.84 | 0.710 | 09:35:59.178 |
| 4 - | 29.411 | 105.5 | 33.464 | 89.0 | 23.462 | 97.6 | IN PIT | | 2:07.022 P | 76.29 | 13.507 | 09:38:06.200 |
| 5 - | OUTLAP | 106.3 | 33.729 | 89.0 | 22.952 | 101.9 | 31.462 | 105.1 | 15:56.912 | 10.12 | 14:03.397 | 09:54:03.112 |
| 6 - | 28.469 | 109.6 | 31.797 | 91.0 | 22.283 | 101.6 | 31.063 | 105.1 | 1:53.612 (2) | 85.30 | 0.097 | 09:55:56.724 |
| 7 - | 28.342 | 109.6 | 31.664 | 90.8 | 22.198 | 101.5 | 31.311 | 103.4 | 1:53.515 (1) | 85.37 | | 09:57:50.239 |
| 8 - | 29.370 | 106.6 | 33.355 | 87.7 | 23.091 | 100.3 | IN PIT | | 2:11.354 P | 73.78 | 17.839 | 10:00:01.593 |

MCRCB BULLETIN TK094

2024 Bennetts British Superbike Championship - Round 9

2024 R&G British Talent Cup

QUALIFYING - BEST SECTORS

| SECTOR 1 | | | | SECTOR 2 | | | | SECTOR 3 | | | | SECTOR 4 | | | | IDEAL / BEST COMPARISON | | |
|----------|----|---------|--------|----------|---------|--------|----|----------|--------|----|---------|----------|-----|----|--------------------|-------------------------|----------|-------|
| POS | NO | NAME | TIME | NO | NAME | TIME | NO | NAME | TIME | NO | NAME | TIME | POS | NO | NAME | IDEAL | BEST | DIFF |
| | | | | | | | | | | | | | | | PERFECT LAP | 1:46.011 | | |
| 1 | 29 | BROWN | 26.471 | 29 | BROWN | 29.359 | 29 | BROWN | 20.774 | 29 | BROWN | 29.407 | 1 | 29 | BROWN | 1:46.011 | 1:46.372 | 0.361 |
| 2 | 40 | CORREA | 26.590 | 40 | CORREA | 29.644 | 40 | CORREA | 20.817 | 75 | SUROWIA | 29.631 | 2 | 40 | CORREA | 1:46.764 | 1:47.112 | 0.348 |
| 3 | 75 | SUROWIA | 26.625 | 75 | SUROWIA | 29.708 | 75 | SUROWIA | 20.876 | 61 | MACKAY | 29.694 | 3 | 75 | SUROWIAK | 1:46.840 | 1:46.881 | 0.041 |
| 4 | 66 | HARRIS | 26.835 | 43 | BRINTON | 29.868 | 61 | MACKAY | 20.995 | 40 | CORREA | 29.713 | 4 | 24 | FROST | 1:47.718 | 1:47.942 | 0.224 |
| 5 | 24 | FROST | 26.873 | 7 | McCABE | 29.943 | 43 | BRINTON | 21.002 | 24 | FROST | 29.772 | 5 | 43 | BRINTON | 1:47.795 | 1:48.024 | 0.229 |
| 6 | 43 | BRINTON | 26.933 | 61 | MACKAY | 29.982 | 24 | FROST | 21.019 | 7 | McCABE | 29.813 | 6 | 7 | McCABE | 1:47.812 | 1:47.841 | 0.029 |
| 7 | 7 | McCABE | 27.027 | 24 | FROST | 30.054 | 7 | McCABE | 21.029 | 65 | ROWAN | 29.967 | 7 | 61 | MACKAY | 1:47.829 | 1:47.953 | 0.124 |
| 8 | 88 | FOSTER | 27.150 | 66 | HARRIS | 30.235 | 67 | BOWES | 21.105 | 43 | BRINTON | 29.992 | 8 | 66 | HARRIS | 1:48.322 | 1:48.790 | 0.468 |
| 9 | 61 | MACKAY | 27.158 | 19 | McPHEE | 30.365 | 64 | EDMUNDS | 21.120 | 66 | HARRIS | 30.026 | 9 | 88 | FOSTER | 1:48.812 | 1:49.311 | 0.499 |
| 10 | 19 | McPHEE | 27.163 | 48 | WALKER | 30.402 | 88 | FOSTER | 21.180 | 19 | McPHEE | 30.061 | 10 | 19 | McPHEE | 1:48.873 | 1:49.250 | 0.377 |
| 11 | 64 | EDMUNDS | 27.183 | 88 | FOSTER | 30.414 | 65 | ROWAN | 21.223 | 88 | FOSTER | 30.068 | 11 | 67 | BOWES | 1:48.883 | 1:49.130 | 0.247 |
| 12 | 16 | BURROWS | 27.198 | 67 | BOWES | 30.419 | 66 | HARRIS | 21.226 | 67 | BOWES | 30.121 | 12 | 64 | EDMUNDS | 1:48.886 | 1:49.108 | 0.222 |
| 13 | 42 | JOLLIFF | 27.226 | 64 | EDMUNDS | 30.453 | 19 | McPHEE | 21.284 | 64 | EDMUNDS | 30.130 | 13 | 65 | ROWAN | 1:49.146 | 1:49.318 | 0.172 |
| 14 | 67 | BOWES | 27.238 | 42 | JOLLIFF | 30.461 | 16 | BURROWS | 21.341 | 28 | BARNES | 30.357 | 14 | 16 | BURROWS | 1:49.556 | 1:49.742 | 0.186 |
| 15 | 65 | ROWAN | 27.332 | 16 | BURROWS | 30.522 | 91 | RAYMOND | 21.352 | 48 | WALKER | 30.386 | 15 | 48 | WALKER | 1:49.643 | 1:49.736 | 0.093 |
| 16 | 28 | BARNES | 27.345 | 28 | BARNES | 30.614 | 11 | JONES | 21.468 | 14 | HARRIS | 30.392 | 16 | 42 | JOLLIFFE | 1:49.850 | 1:49.911 | 0.061 |
| 17 | 11 | JONES | 27.374 | 65 | ROWAN | 30.624 | 48 | WALKER | 21.479 | 91 | RAYMOND | 30.429 | 17 | 28 | BARNES | 1:49.861 | 1:50.283 | 0.422 |
| 18 | 48 | WALKER | 27.376 | 11 | JONES | 30.625 | 28 | BARNES | 21.545 | 71 | GOODMAN | 30.479 | 18 | 11 | JONES | 1:50.116 | 1:50.225 | 0.109 |
| 19 | 99 | WILLIS | 27.442 | 91 | RAYMOND | 30.837 | 99 | WILLIS | 21.580 | 16 | BURROWS | 30.495 | 19 | 91 | RAYMOND Jnr | 1:50.402 | 1:50.737 | 0.335 |
| 20 | 71 | GOODMAN | 27.628 | 71 | GOODMAN | 30.944 | 42 | JOLLIFF | 21.596 | 42 | JOLLIFF | 30.567 | 20 | 14 | HARRIS | 1:50.639 | 1:50.843 | 0.204 |
| 21 | 14 | HARRIS | 27.634 | 14 | HARRIS | 30.981 | 71 | GOODMAN | 21.608 | 99 | WILLIS | 30.615 | 21 | 71 | GOODMAN | 1:50.659 | 1:50.955 | 0.296 |
| 22 | 91 | RAYMOND | 27.784 | 99 | WILLIS | 31.045 | 2 | BANNIST | 21.631 | 11 | JONES | 30.649 | 22 | 99 | WILLIS | 1:50.682 | 1:51.189 | 0.507 |
| 23 | 2 | BANNIST | 27.842 | 2 | BANNIST | 31.097 | 14 | HARRIS | 21.632 | 2 | BANNIST | 30.719 | 23 | 2 | BANNISTER | 1:51.289 | 1:51.613 | 0.324 |
| 24 | 76 | HUNTING | 28.342 | 45 | WHERITY | 31.535 | 45 | WHERITY | 22.054 | 76 | HUNTING | 31.063 | 24 | 45 | WHERITY | 1:53.112 | 1:53.238 | 0.126 |
| 25 | 45 | WHERITY | 28.372 | 76 | HUNTING | 31.664 | 76 | HUNTING | 22.198 | 45 | WHERITY | 31.151 | 25 | 76 | HUNTINGFORD | 1:53.267 | 1:53.515 | 0.248 |

MCRCB BULLETIN TK095**2024 Bennetts British Superbike Championship - Round 9****2024 R&G British Talent Cup****QUALIFYING - BEST SPEEDS**

| POS | INTERMEDIATE 1 | | | INTERMEDIATE 2 | | | INTERMEDIATE 3 | | | FINISH LINE | | |
|-----|----------------|-------------|-------|----------------|-------------|------|----------------|-------------|-------|-------------|-------------|-------|
| | NO | NAME | MPH | NO | NAME | MPH | NO | NAME | MPH | NO | NAME | MPH |
| 1 | 24 | FROST | 116.1 | 24 | FROST | 96.2 | 40 | CORREA | 106.8 | 24 | FROST | 111.6 |
| 2 | 40 | CORREA | 115.9 | 40 | CORREA | 95.3 | 24 | FROST | 106.6 | 65 | ROWAN | 111.2 |
| 3 | 91 | RAYMOND Jnr | 115.9 | 91 | RAYMOND Jnr | 95.1 | 7 | McCABE | 106.5 | 40 | CORREA | 110.7 |
| 4 | 65 | ROWAN | 115.7 | 7 | McCABE | 94.9 | 91 | RAYMOND Jnr | 106.1 | 7 | McCABE | 110.7 |
| 5 | 66 | HARRIS | 115.5 | 66 | HARRIS | 94.9 | 61 | MACKAY | 106.0 | 66 | HARRIS | 109.8 |
| 6 | 64 | EDMUNDS | 115.3 | 65 | ROWAN | 94.9 | 65 | ROWAN | 105.5 | 91 | RAYMOND Jnr | 109.8 |
| 7 | 88 | FOSTER | 115.3 | 67 | BOWES | 94.6 | 67 | BOWES | 105.3 | 88 | FOSTER | 109.2 |
| 8 | 75 | SUROWIAK | 114.9 | 88 | FOSTER | 94.5 | 29 | BROWN | 104.8 | 14 | HARRIS | 108.9 |
| 9 | 7 | McCABE | 114.9 | 61 | MACKAY | 94.2 | 66 | HARRIS | 104.8 | 67 | BOWES | 108.7 |
| 10 | 19 | McPHEE | 114.7 | 43 | BRINTON | 94.2 | 19 | McPHEE | 104.8 | 75 | SUROWIAK | 108.5 |
| 11 | 14 | HARRIS | 114.7 | 64 | EDMUNDS | 94.2 | 88 | FOSTER | 104.8 | 11 | JONES | 108.4 |
| 12 | 67 | BOWES | 113.7 | 14 | HARRIS | 94.1 | 14 | HARRIS | 104.8 | 48 | WALKER | 108.2 |
| 13 | 48 | WALKER | 113.7 | 19 | McPHEE | 93.9 | 75 | SUROWIAK | 104.5 | 19 | McPHEE | 108.0 |
| 14 | 11 | JONES | 113.7 | 16 | BURROWS | 93.9 | 43 | BRINTON | 104.5 | 43 | BRINTON | 107.8 |
| 15 | 29 | BROWN | 113.3 | 75 | SUROWIAK | 93.5 | 64 | EDMUNDS | 104.3 | 71 | GOODMAN | 107.8 |
| 16 | 61 | MACKAY | 113.3 | 48 | WALKER | 93.4 | 16 | BURROWS | 104.0 | 64 | EDMUNDS | 107.7 |
| 17 | 43 | BRINTON | 113.1 | 99 | WILLIS | 93.2 | 11 | JONES | 103.8 | 61 | MACKAY | 107.5 |
| 18 | 42 | JOLLIFFE | 112.9 | 29 | BROWN | 93.0 | 28 | BARNES | 103.8 | 28 | BARNES | 107.5 |
| 19 | 71 | GOODMAN | 112.9 | 42 | JOLLIFFE | 93.0 | 48 | WALKER | 103.4 | 16 | BURROWS | 107.3 |
| 20 | 16 | BURROWS | 112.7 | 28 | BARNES | 93.0 | 99 | WILLIS | 103.4 | 29 | BROWN | 107.0 |
| 21 | 28 | BARNES | 112.5 | 11 | JONES | 92.9 | 71 | GOODMAN | 102.9 | 99 | WILLIS | 106.8 |
| 22 | 99 | WILLIS | 112.2 | 71 | GOODMAN | 92.9 | 2 | BANNISTER | 102.7 | 2 | BANNISTER | 106.1 |
| 23 | 2 | BANNISTER | 111.4 | 2 | BANNISTER | 91.9 | 42 | JOLLIFFE | 102.6 | 76 | HUNTINGFORD | 105.5 |
| 24 | 45 | WHERITY | 110.3 | 45 | WHERITY | 91.4 | 76 | HUNTINGFORD | 101.9 | 42 | JOLLIFFE | 105.3 |
| 25 | 76 | HUNTINGFORD | 109.6 | 76 | HUNTINGFORD | 91.3 | 45 | WHERITY | 101.2 | 45 | WHERITY | 105.3 |

MCRCB BULLETIN TK096

2024 Bennetts British Superbike Championship - Round 9

2024 R&G British Talent Cup

QUALIFYING - STATISTICS

Competitors Started 25
Planned Start 2024-09-14 @ 09:30:00.000
Actual Start 2024-09-14 @ 09:30:01.294
Finish Time 2024-09-14 @ 10:00:01.294
Track Length 2.6920mi.
Total Laps 355
Total Distance Covered 955.6701mi.

Session Fastest Lap History

| NO | NAME | LAP TIME | TIME OF DAY | LAP | VEHICLE |
|----|---------------|----------|--------------|-----|---------|
| 29 | Lucas BROWN | 1:50.874 | 09:33:51.001 | 2 | Honda |
| 40 | Julian CORREA | 1:50.720 | 09:33:53.328 | 2 | Honda |
| 29 | Lucas BROWN | 1:48.573 | 09:35:39.574 | 3 | Honda |
| 29 | Lucas BROWN | 1:48.253 | 09:37:27.827 | 4 | Honda |
| 40 | Julian CORREA | 1:48.104 | 09:37:30.113 | 4 | Honda |
| 29 | Lucas BROWN | 1:47.538 | 09:39:15.365 | 5 | Honda |
| 29 | Lucas BROWN | 1:47.097 | 09:41:02.462 | 6 | Honda |
| 29 | Lucas BROWN | 1:46.893 | 09:42:49.355 | 7 | Honda |
| 29 | Lucas BROWN | 1:46.772 | 09:55:49.126 | 14 | Honda |
| 29 | Lucas BROWN | 1:46.567 | 09:59:28.993 | 16 | Honda |
| 29 | Lucas BROWN | 1:46.372 | 10:01:15.365 | 17 | Honda |

Flag History

| TYPE | TIME OF DAY |
|--------|--------------|
| GREEN | 09:30:01.294 |
| FINISH | 10:00:01.294 |

Flag Statistics

| TYPE | COUNT | TOTAL LAPS | TOTAL TIME |
|------------|-------|------------|------------|
| Green | 1 | 17 | 33:33.971 |
| Red | 0 | 0 | 0.000 |
| Safety Car | 0 | 0 | 0.000 |
| FCY | 0 | 0 | 0.000 |

MCRCB BULLETIN TK097

2024 Bennetts British Superbike Championship - Round 9

2024 R&G British Talent Cup

QUALIFYING - SESSION NOTES

| TIME | MESSAGE |
|----------|--|
| 09:31:12 | NO.99 STOPPED TECHNICAL PROBLEM - CASCADES |
| 09:37:50 | NO. 42 - COURSE CUT T10/T11/T12 - LAP TIME CANCELLED |
| 09:39:49 | NO. 19 - COURSE CUT T10/T11/T12 - LAP TIME CANCELLED |
| 09:41:48 | |
| 09:47:04 | NO. 11 - COURSE CUT T7/T8/T9 - LAP TIME CANCELLED |
| 09:49:03 | |
| 09:49:10 | NO. 71 - COURSE CUT T10/T11/T12 - LAP TIME CANCELLED |
| 09:50:48 | NO. 42 - COURSE CUT T10/T11/T12 - LAP TIME CANCELLED |
| 09:52:42 | NO.29 EXCEEDED TRACK LIMITS T1 - LAPTIME CANCELLED |
| 09:54:22 | NO. 45 - COURSE CUT T10/T11/T12 - LAP TIME CANCELLED |
| 09:54:47 | NO.40 FALLER AT T10/11 HIZZYS - RIDER OK |
| 09:54:48 | NO. 11 - COURSE CUT T10/T11/T12 - LAP TIME CANCELLED |
| 09:55:21 | NO.64 EXCEEDED TRACK LIMITS T1 - LAPTIME CANCELLED |
| 09:56:17 | NO. 75 - COURSE CUT T7/T8/T9 - LAP TIME CANCELLED |
| 09:56:21 | UPDATE: NO.40 - RIDER TO MEDICAL CENTRE |
| 09:57:57 | NO.28 FALLER AT T12 KNICKERBROOK - RIDER OK |
| 09:58:17 | NO. 45 - COURSE CUT T10/T11/T12 - LAP TIME CANCELLED |
| 09:58:51 | NO.54 EXCEEDED TRACK LIMITS T1 - LAPTIME CANCELLED |
| 09:59:15 | CORRECTION: NO.64 EXCEEDED TRACK LIMITS T1 - LAPTIME CANCELLED |

MCRCB BULLETIN TK098

2024 Bennetts British Superbike Championship - Round 9

2024 R&G British Talent Cup

QUALIFYING - WEATHER CONDITIONS

