

# 04-07/06 Donington Park (GBR)

## CIK-FIA European Supercart Championship, Round 1



# Supercart

## Free Practice Results

## Document 2

Subject to scrutineering & sporting investigations

| Rnk | No. | Entrant                    | Nat | Driver                    | Nat | Equipment      | Sector 1 | Sector 2 | Sector 3 | Time            | Gap      | Laps |
|-----|-----|----------------------------|-----|---------------------------|-----|----------------|----------|----------|----------|-----------------|----------|------|
| 1   | 3   | Elkmann, Peter             |     | <b>Elkmann, Peter</b>     |     | MS Kart / VM   | 18.991   | 34.461   | 34.447   | <b>1:27.899</b> |          | 11   |
| 2   | 2   | Kout, Adam                 |     | <b>Kout, Adam</b>         |     | MS Kart / DEA  | 18.842   | 34.290   | 34.859   | <b>1:27.991</b> | 0.092    | 14   |
| 3   | 5   | Bennett, Gavin             |     | <b>Bennett, Gavin</b>     |     | Anderson / DEA | 19.282   | 34.047   | 35.185   | <b>1:28.514</b> | 0.615    | 5    |
| 4   | 1   | Vinuales, Emmanuel         |     | <b>Vinuales, Emmanuel</b> |     | Anderson / VM  | 18.876   | 34.497   | 35.571   | <b>1:28.944</b> | 1.045    | 11   |
| 5   | 8   | Maasmann, Marcel           |     | <b>Maasmann, Marcel</b>   |     | Anderson / FPE | 19.197   | 34.769   | 35.509   | <b>1:29.475</b> | 1.576    | 11   |
| 6   | 78  | Dredge, Jason              |     | <b>Dredge, Jason</b>      |     | Anderson / PVP | 19.480   | 35.468   | 36.084   | <b>1:31.032</b> | 3.133    | 5    |
| 7   | 6   | Jost, Andreas              |     | <b>Jost, Andreas</b>      |     | Anderson / VM  | 19.521   | 35.931   | 36.201   | <b>1:31.653</b> | 3.754    | 4    |
| 8   | 15  | Hulme, Carl                |     | <b>Hulme, Carl</b>        |     | Anderson / FPE | 19.495   | 35.697   | 36.503   | <b>1:31.695</b> | 3.796    | 5    |
| 9   | 4   | Lilja, Henrik              |     | <b>Lilja, Henrik</b>      |     | PVP / PVP      | 20.558   | 36.175   | 36.767   | <b>1:33.500</b> | 5.601    | 4    |
| 10  | 96  | Craven, Charles            |     | <b>Craven, Charles</b>    |     | MS Kart / VM   | 20.077   | 37.195   | 37.084   | <b>1:34.356</b> | 6.457    | 9    |
| 11  | 97  | Verhaar, Mark              |     | <b>Verhaar, Mark</b>      |     | MS Kart / VM   | 20.220   | 37.347   | 37.292   | <b>1:34.859</b> | 6.960    | 10   |
| 12  | 86  | Knook, Rob                 |     | <b>Knook, Rob</b>         |     | MS Kart / VM   | 20.535   | 37.513   | 37.752   | <b>1:35.800</b> | 7.901    | 2    |
| 13  | 90  | Automobil-Club Höxter e.V. |     | <b>Kruse, Kai</b>         |     | Anderson / DEA | 20.514   | 38.314   | 37.710   | <b>1:36.538</b> | 8.639    | 9    |
| 14  | 21  | Harvey, David              |     | <b>Harvey, David</b>      |     | Anderson / VM  | 21.005   | 38.180   | 38.299   | <b>1:37.484</b> | 9.585    | 10   |
| 15  | 60  | Kinsey, Carl               |     | <b>Kinsey, Carl</b>       |     | Anderson / VM  | 20.748   | 37.913   | 39.066   | <b>1:37.727</b> | 9.828    | 5    |
| 16  | 47  | Marggraf, Thomas           |     | <b>Marggraf, Thomas</b>   |     | PVP / PVP      | 20.807   | 38.972   | 38.742   | <b>1:38.521</b> | 10.622   | 6    |
| 17  | 46  | Chapeau, Laurent           |     | <b>Chapeau, Laurent</b>   |     | PVP / FPE      | 22.282   | 38.900   | 39.338   | <b>1:40.520</b> | 12.621   | 7    |
| 18  | 70  | Hempshall, Victor          |     | <b>Hempshall, Victor</b>  |     | PVP / FPE      | 22.001   | 40.024   | 39.429   | <b>1:41.454</b> | 13.555   | 5    |
| 19  | 41  | Rushforth, Simon           |     | <b>Rushforth, Simon</b>   |     | Spyda / FPE    | 22.180   | 40.977   | 41.877   | <b>1:45.034</b> | 17.135   | 5    |
| 20  | 92  | Nuy, Bart                  |     | <b>Nuy, Bart</b>          |     | MS Kart / VM   | 24.351   | 43.703   | 42.567   | <b>1:50.621</b> | 22.722   | 1    |
| 21  | 16  | Morley, Liam               |     | <b>Morley, Liam</b>       |     | Anderson / DEA | 5:41.571 | 37.599   | 37.850   | <b>6:57.020</b> | 5:29.121 | 3    |

### Not Classified

|    |                |  |                       |  |                |  |  |  |  |                |  |  |
|----|----------------|--|-----------------------|--|----------------|--|--|--|--|----------------|--|--|
| 11 | Lehtinen, Vesa |  | <b>Lehtinen, Vesa</b> |  | Anderson / DEA |  |  |  |  | <b>No Time</b> |  |  |
|----|----------------|--|-----------------------|--|----------------|--|--|--|--|----------------|--|--|

Start Time : 06/06 - 09:40:03

Best Lap : No.3 Elkmann, Peter

1:27.899 163,94 Kph

Weather : Sunny Air : 15°C Track : Dry

# 04-07/06 Donington Park (GBR)

## CIK-FIA European Superkart Championship, Round 1



# Superkart

## Free Practice Best Sectors Analysis

For information purposes. No official / regulatory value

| S1  |     |        | S2  |     |        | S3  |     |        | Ideal Lap Times |     |                    |     |           |          |          |
|-----|-----|--------|-----|-----|--------|-----|-----|--------|-----------------|-----|--------------------|-----|-----------|----------|----------|
| Rnk | No. | Time   | Rnk | No. | Time   | Rnk | No. | Time   | Rnk             | No. | Driver             | Nat | Ideal Lap | Best Lap | Diff.    |
| 1   | 2   | 18.842 | 1   | 5   | 34.047 | 1   | 3   | 34.447 | 1               | 2   | Kout, Adam         | CZE | 1:27.747  | 1:27.991 | 0.244    |
| 2   | 1   | 18.876 | 2   | 2   | 34.246 | 2   | 2   | 34.659 | 2               | 3   | Elkmann, Peter     | DEU | 1:27.863  | 1:27.899 | 0.036    |
| 3   | 3   | 18.955 | 3   | 1   | 34.442 | 3   | 5   | 35.185 | 3               | 5   | Bennett, Gavin     | GBR | 1:28.396  | 1:28.514 | 0.118    |
| 4   | 5   | 19.164 | 4   | 3   | 34.461 | 4   | 1   | 35.413 | 4               | 1   | Vinuales, Emmanuel | FRA | 1:28.731  | 1:28.944 | 0.213    |
| 5   | 8   | 19.197 | 5   | 8   | 34.769 | 5   | 8   | 35.509 | 5               | 8   | Maasmann, Marcel   | NLD | 1:29.475  | 1:29.475 |          |
| 6   | 6   | 19.389 | 6   | 78  | 35.468 | 6   | 78  | 36.084 | 6               | 78  | Dredge, Jason      | GBR | 1:30.952  | 1:31.032 | 0.080    |
| 7   | 78  | 19.400 | 7   | 15  | 35.522 | 7   | 6   | 36.201 | 7               | 6   | Jost, Andreas      | DEU | 1:31.510  | 1:31.653 | 0.143    |
| 8   | 15  | 19.495 | 8   | 4   | 35.900 | 8   | 15  | 36.503 | 8               | 15  | Hulme, Carl        | GBR | 1:31.520  | 1:31.695 | 0.175    |
| 9   | 4   | 19.956 | 9   | 6   | 35.920 | 9   | 4   | 36.767 | 9               | 4   | Lilja, Henrik      | DNK | 1:32.623  | 1:33.500 | 0.877    |
| 10  | 97  | 20.069 | 10  | 96  | 37.195 | 10  | 96  | 37.016 | 10              | 96  | Craven, Charles    | GBR | 1:34.288  | 1:34.356 | 0.068    |
| 11  | 96  | 20.077 | 11  | 97  | 37.347 | 11  | 97  | 37.115 | 11              | 97  | Verhaar, Mark      | NLD | 1:34.531  | 1:34.859 | 0.328    |
| 12  | 86  | 20.181 | 12  | 86  | 37.513 | 12  | 90  | 37.710 | 12              | 86  | Knook, Rob         | NLD | 1:35.446  | 1:35.800 | 0.354    |
| 13  | 90  | 20.226 | 13  | 16  | 37.599 | 13  | 86  | 37.752 | 13              | 90  | Kruse, Kai         | DEU | 1:36.250  | 1:36.538 | 0.288    |
| 14  | 47  | 20.637 | 14  | 21  | 37.662 | 14  | 16  | 37.850 | 14              | 16  | Morley, Liam       | GBR | 1:36.374  | 6:57.020 | 5:20.646 |
| 15  | 21  | 20.658 | 15  | 60  | 37.913 | 15  | 21  | 38.255 | 15              | 21  | Harvey, David      | GBR | 1:36.575  | 1:37.484 | 0.909    |
| 16  | 60  | 20.748 | 16  | 90  | 38.314 | 16  | 47  | 38.339 | 16              | 60  | Kinsey, Carl       | GBR | 1:37.727  | 1:37.727 |          |
| 17  | 16  | 20.925 | 17  | 46  | 38.900 | 17  | 60  | 39.066 | 17              | 47  | Marggraf, Thomas   | DEU | 1:37.948  | 1:38.521 | 0.573    |
| 18  | 70  | 21.256 | 18  | 47  | 38.972 | 18  | 46  | 39.338 | 18              | 46  | Chapeau, Laurent   | FRA | 1:40.520  | 1:40.520 |          |
| 19  | 41  | 22.180 | 19  | 70  | 40.024 | 19  | 70  | 39.429 | 19              | 70  | Hempshall, Victor  | GBR | 1:40.709  | 1:41.454 | 0.745    |
| 20  | 46  | 22.282 | 20  | 41  | 40.977 | 20  | 41  | 41.877 | 20              | 41  | Rushforth, Simon   | GBR | 1:45.034  | 1:45.034 |          |
| 21  | 92  | 24.351 | 21  | 92  | 43.703 | 21  | 92  | 42.567 | 21              | 92  | Nuy, Bart          | NLD | 1:50.621  | 1:50.621 |          |

# 04-07/06 Donington Park (GBR)

## CIK-FIA European Superkart Championship, Round 1



# Superkart

## Free Practice

### Lap Time Analysis

For information purposes. No official / regulatory value

| Laps                           | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|--------------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.1 Vinuales, Emmanuel</b> |          |       |          |       |          |          |
| 1                              | 20.694   | 201,8 | 37.670   | 207,2 | 38.866   | 1:37.230 |
| 2                              | 19.195   | 220,8 | 36.325   | 210,9 | 37.561   | 1:33.081 |
| 3                              | 19.240   | 222,2 | 34.642   | 210,5 | 36.622   | 1:30.504 |
| 4                              | 19.065   | 226,4 | 35.598   | 203,3 | 36.877   | 1:31.540 |
| 5                              | 19.686   | 224,5 | 34.676   | 210,9 | 35.764   | 1:30.126 |
| 6 IN                           | 18.964   | 224,5 | 34.461   | 211,7 | 38.982   | 1:32.407 |
| 7                              | 3:19.469 | 191,4 | 36.710   | 206,5 | 36.571   | 4:32.750 |
| 8                              | 20.436   | 216,8 | 35.528   | 205,7 | 35.810   | 1:31.774 |
| 9                              | 19.091   | 223,6 | 34.883   | 207,6 | 36.347   | 1:30.321 |
| 10                             | 19.160   | 221,7 | 34.442   | 200,0 | 35.413   | 1:29.015 |
| 11                             | 18.876   | 225,9 | 34.497   | 202,2 | 35.571   | 1:28.944 |

| Laps                   | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.2 Kout, Adam</b> |          |       |          |       |          |          |
| 1                      | 19.549   |       | 35.325   | 209,7 | 35.770   | 1:30.644 |
| 2                      | 19.001   | 221,3 | 35.239   | 210,9 | 35.280   | 1:29.520 |
| 3                      | 19.129   | 213,0 | 35.094   | 210,9 | 35.075   | 1:29.298 |
| 4 IN                   | 19.048   | 224,5 | 35.367   | 208,4 | 38.895   | 1:33.310 |
| 5                      | 2:04.877 | 218,1 | 35.200   | 208,0 | 35.916   | 3:15.993 |
| 6                      | 19.231   | 224,0 | 34.576   | 211,7 | 35.184   | 1:28.991 |
| 7                      | 18.881   | 227,3 | 34.754   | 212,1 | 34.998   | 1:28.633 |
| 8                      | 19.092   | 226,4 | 34.246   | 213,0 | 35.006   | 1:28.344 |
| 9                      | 18.842   | 223,1 | 34.290   | 216,0 | 34.859   | 1:27.991 |
| 10 IN                  | 18.872   | 226,8 | 34.397   | 212,1 | 38.904   | 1:32.173 |
| 11                     | 1:33.770 | 179,1 | 36.423   | 212,1 | 35.209   | 2:45.402 |
| 12                     | 18.953   | 221,3 | 34.475   | 212,1 | 34.659   | 1:28.087 |
| 13                     | 18.862   | 225,0 | 34.754   | 213,0 | 35.141   | 1:28.757 |
| 14                     | 18.988   | 222,6 | 34.609   | 213,0 | 34.935   | 1:28.532 |

| Laps                       | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|----------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.3 Elkmann, Peter</b> |          |       |          |       |          |          |
| 1                          | 28.221   |       | 50.539   | 145,5 | 48.887   | 2:07.647 |
| 2                          | 27.091   |       | 46.390   | 163,8 | 47.483   | 2:00.964 |
| 3                          | 26.142   |       | 43.606   | 173,9 | 43.001   | 1:52.749 |
| 4                          | 23.815   |       | 42.087   | 176,1 | 39.276   | 1:45.178 |
| 5                          | 20.942   |       | 37.277   | 200,3 | 36.519   | 1:34.738 |
| 6                          | 18.955   |       | 34.710   | 212,1 | 34.821   | 1:28.486 |
| 7                          | 19.307   |       | 34.851   | 210,5 | 34.519   | 1:28.677 |
| 8                          | 18.960   |       | 34.687   | 210,5 | 34.509   | 1:28.156 |
| 9                          | 20.462   |       | 37.795   | 120,4 | 40.340   | 1:38.597 |
| 10                         | 18.991   |       | 34.461   | 208,4 | 34.447   | 1:27.899 |
| 11 IN                      | 19.820   |       | 36.658   | 205,7 | 40.785   | 1:37.263 |

| Laps                      | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|---------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.4 Lilja, Henrik</b> |          |       |          |       |          |          |
| 1 IN                      | 20.776   | 208,4 | 37.348   | 199,2 | 43.107   | 1:41.231 |
| 2                         | 1:35.323 | 190,8 | 38.673   | 198,8 | 38.468   | 2:52.464 |
| 3                         | 20.558   | 216,8 | 36.175   | 200,3 | 36.767   | 1:33.500 |
| 4 IN                      | 19.956   | 216,8 | 35.900   | 201,8 | 39.177   | 1:35.033 |

| Laps                       | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|----------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.5 Bennett, Gavin</b> |          |       |          |       |          |          |
| 1                          | 22.672   | 140,8 | 45.140   | 204,9 | 37.258   | 1:45.070 |
| 2                          | 19.401   | 221,3 | 35.433   | 208,0 | 45.057   | 1:39.891 |
| 3                          | 19.357   | 224,0 | 34.250   | 208,0 | 35.207   | 1:28.814 |
| 4                          | 19.282   | 222,2 | 34.047   | 207,6 | 35.185   | 1:28.514 |
| 5 IN                       | 19.164   | 224,0 | 34.233   | 208,4 | 37.322   | 1:30.719 |

| Laps                      | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|---------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.6 Jost, Andreas</b> |          |       |          |       |          |          |
| 1                         | 3:35.790 |       | 37.314   | 205,7 | 36.868   | 4:49.972 |
| 2                         | 19.521   |       | 35.931   | 206,8 | 36.201   | 1:31.653 |
| 3                         | 19.818   |       | 36.146   | 207,6 | 37.148   | 1:33.112 |
| 4 IN                      | 19.389   |       | 35.920   | 205,7 | 38.274   | 1:33.583 |

| Laps                         | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|------------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.8 Maasmann, Marcel</b> |          |       |          |       |          |          |
| 1                            | 25.504   |       | 43.796   | 159,5 | 43.936   | 1:53.236 |
| 2                            | 22.872   |       | 41.830   | 167,1 | 41.954   | 1:46.656 |
| 3                            | 22.215   |       | 39.586   | 202,2 | 37.042   | 1:38.843 |
| 4                            | 19.849   |       | 35.902   | 206,5 | 36.548   | 1:32.299 |
| 5 IN                         | 19.713   |       | 36.538   | 205,3 | 42.262   | 1:38.513 |
| 6                            | 5:00.059 |       | 44.889   | 195,6 | 38.092   | 6:23.040 |
| 7                            | 19.701   |       | 36.493   | 204,9 | 36.341   | 1:32.535 |
| 8                            | 19.545   |       | 36.209   | 204,1 | 35.557   | 1:31.311 |
| 9                            | 19.366   |       | 35.301   | 208,0 | 35.524   | 1:30.191 |
| 10                           | 19.197   |       | 34.769   | 208,4 | 35.509   | 1:29.475 |
| 11 IN                        | 19.324   |       | 36.433   | 189,4 | 43.823   | 1:39.580 |

| Laps                     | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|--------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.15 Hulme, Carl</b> |          |       |          |       |          |          |
| 1                        | 21.962   | 183,0 | 37.383   | 195,6 | 38.712   | 1:38.057 |
| 2                        | 19.981   |       | 36.740   | 201,8 | 37.340   | 1:34.061 |
| 3                        | 20.310   | 213,8 | 35.522   | 204,5 | 36.684   | 1:32.516 |
| 4                        | 19.495   | 218,1 | 35.697   | 206,1 | 36.503   | 1:31.695 |
| 5 IN                     | 19.676   |       | 35.692   | 207,2 | 39.131   | 1:34.499 |

| Laps                      | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|---------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.16 Morley, Liam</b> |          |       |          |       |          |          |
| 1 IN                      | 20.925   | 198,1 | 38.635   | 173,6 | 44.640   | 1:44.200 |
| 2 IN                      | 1:46.320 | 174,7 | 37.645   | 200,3 | 45.107   | 3:09.072 |
| 3                         | 5:41.571 |       | 37.599   | 174,1 | 37.850   | 6:57.020 |

# 04-07/06 Donington Park (GBR)

## CIK-FIA European Superkart Championship, Round 1



# Superkart

## Free Practice

### Lap Time Analysis

For information purposes. No official / regulatory value

| Laps                       | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|----------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.21 Harvey, David</b> |          |       |          |       |          |          |
| 1                          | 21.192   |       | 39.061   | 196,0 | 38.603   | 1:38.856 |
| 2                          | 20.926   |       | 39.238   | 191,8 | 39.180   | 1:39.344 |
| 3                          | 21.005   |       | 38.180   | 193,8 | 38.299   | 1:37.484 |
| 4 IN                       | 20.658   |       | 38.770   | 190,4 | 42.778   | 1:42.206 |
| 5                          | 4:07.851 |       | 39.761   | 191,4 | 39.289   | 5:26.901 |
| 6 IN                       | 20.784   |       | 38.801   | 191,1 | 41.529   | 1:41.114 |
| 7                          | 1:55.698 |       | 38.573   | 189,4 | 38.255   | 3:12.526 |
| 8                          | 20.855   |       | 38.126   | 190,4 | 38.902   | 1:37.883 |
| 9                          | 20.676   |       | 38.383   | 191,8 | 38.568   | 1:37.627 |
| 10 IN                      | 20.815   |       | 37.662   | 190,4 | 40.990   | 1:39.467 |

|                               |        |       |        |       |        |          |
|-------------------------------|--------|-------|--------|-------|--------|----------|
| <b>No.41 Rushforth, Simon</b> |        |       |        |       |        |          |
| 1                             | 24.131 | 163,3 | 44.240 | 163,8 | 44.604 | 1:52.975 |
| 2                             | 24.988 | 172,5 | 43.215 | 168,4 | 43.308 | 1:51.511 |
| 3                             | 23.246 | 178,2 | 41.521 | 173,9 | 42.077 | 1:46.844 |
| 4                             | 22.180 | 173,0 | 40.977 | 176,4 | 41.877 | 1:45.034 |
| 5 IN                          | 22.415 | 178,8 | 41.145 | 174,7 | 43.179 | 1:46.739 |

|                               |          |  |        |       |        |          |
|-------------------------------|----------|--|--------|-------|--------|----------|
| <b>No.46 Chapeau, Laurent</b> |          |  |        |       |        |          |
| 1                             | 24.352   |  | 44.098 | 166,9 | 43.285 | 1:51.735 |
| 2                             | 22.934   |  | 43.211 | 189,8 | 43.899 | 1:50.044 |
| 3                             | 22.933   |  | 39.528 | 195,2 | 39.862 | 1:42.323 |
| 4 IN                          | 22.334   |  | 40.066 | 184,3 | 48.173 | 1:50.573 |
| 5                             | 3:46.648 |  | 44.028 | 176,4 | 43.531 | 5:14.207 |
| 6                             | 22.282   |  | 38.900 | 194,5 | 39.338 | 1:40.520 |
| 7 IN                          | 24.152   |  | 40.594 | 192,8 | 44.016 | 1:48.762 |

|                               |        |       |        |       |        |          |
|-------------------------------|--------|-------|--------|-------|--------|----------|
| <b>No.47 Marggraf, Thomas</b> |        |       |        |       |        |          |
| 1                             | 22.881 | 164,8 | 41.579 | 190,8 | 40.277 | 1:44.737 |
| 2                             | 21.319 | 187,1 | 41.802 | 198,8 | 38.749 | 1:41.870 |
| 3                             | 21.681 | 183,6 | 39.628 | 199,2 | 38.446 | 1:39.755 |
| 4                             | 20.807 | 186,5 | 38.972 | 198,5 | 38.742 | 1:38.521 |
| 5                             | 20.637 | 197,0 | 40.175 | 197,8 | 38.339 | 1:39.151 |
| 6 IN                          | 20.887 | 193,5 | 39.131 | 200,0 | 40.892 | 1:40.910 |

|                           |        |  |        |       |        |          |
|---------------------------|--------|--|--------|-------|--------|----------|
| <b>No.60 Kinsey, Carl</b> |        |  |        |       |        |          |
| 1                         | 23.715 |  | 43.052 | 176,7 | 43.028 | 1:49.795 |
| 2                         | 21.801 |  | 40.957 | 178,2 | 40.965 | 1:43.723 |
| 3                         | 21.339 |  | 39.029 | 191,8 | 39.175 | 1:39.543 |
| 4                         | 20.748 |  | 37.913 | 194,2 | 39.066 | 1:37.727 |
| 5 IN                      | 28.918 |  | 42.967 | 176,7 | 52.352 | 2:04.237 |

| Laps                           | Sector 1 | Spd 1 | Sector 2 | Spd 2 | Sector 3 | Lap Time |
|--------------------------------|----------|-------|----------|-------|----------|----------|
| <b>No.70 Hempshall, Victor</b> |          |       |          |       |          |          |
| 1 IN                           | 23.266   | 158,3 | 43.179   | 168,7 | 45.862   | 1:52.307 |
| 2                              | 2:07.076 | 152,7 | 42.966   | 182,7 | 40.173   | 3:30.215 |
| 3                              | 21.636   | 176,7 | 40.992   | 183,9 | 40.310   | 1:42.938 |
| 4                              | 22.001   | 180,6 | 40.024   | 188,4 | 39.429   | 1:41.454 |
| 5 IN                           | 21.256   | 186,2 | 40.387   | 189,8 | 41.485   | 1:43.128 |

|                            |        |  |        |       |        |          |
|----------------------------|--------|--|--------|-------|--------|----------|
| <b>No.78 Dredge, Jason</b> |        |  |        |       |        |          |
| 1                          | 20.068 |  | 38.492 | 204,5 | 38.210 | 1:36.770 |
| 2                          | 20.474 |  | 36.383 | 208,4 | 37.329 | 1:34.186 |
| 3                          | 19.480 |  | 35.468 | 206,1 | 36.084 | 1:31.032 |
| 4                          | 19.605 |  | 37.080 | 200,0 | 37.434 | 1:34.119 |
| 5 IN                       | 19.400 |  | 59.163 | 194,9 | 41.037 | 1:59.600 |

|                         |        |  |        |       |        |          |
|-------------------------|--------|--|--------|-------|--------|----------|
| <b>No.86 Knook, Rob</b> |        |  |        |       |        |          |
| 1                       | 20.181 |  | 37.562 | 203,3 | 45.940 | 1:43.683 |
| 2                       | 20.535 |  | 37.513 | 200,7 | 37.752 | 1:35.800 |

|                         |          |       |          |       |        |          |
|-------------------------|----------|-------|----------|-------|--------|----------|
| <b>No.90 Kruse, Kai</b> |          |       |          |       |        |          |
| 1                       | 23.803   | 160,7 | 1:13.878 | 88,6  | 48.784 | 2:26.465 |
| 2                       | 22.623   | 172,7 | 43.153   | 186,8 | 43.826 | 1:49.602 |
| 3 IN                    | 21.725   | 184,6 | 42.036   | 190,4 | 43.910 | 1:47.671 |
| 4                       | 4:45.046 | 119,2 | 45.749   | 167,9 | 42.917 | 6:13.712 |
| 5                       | 20.630   | 198,8 | 39.825   | 202,6 | 38.135 | 1:38.590 |
| 6                       | 20.470   | 196,3 | 38.933   | 200,3 | 38.007 | 1:37.410 |
| 7                       | 20.514   | 192,8 | 38.314   | 204,1 | 37.710 | 1:36.538 |
| 8                       | 20.226   | 209,3 | 38.927   | 201,4 | 37.791 | 1:36.944 |
| 9 IN                    | 23.897   | 165,6 | 42.659   | 199,2 | 44.780 | 1:51.336 |

|                        |        |       |        |       |        |          |
|------------------------|--------|-------|--------|-------|--------|----------|
| <b>No.92 Nuy, Bart</b> |        |       |        |       |        |          |
| 1                      | 24.351 | 155,1 | 43.703 | 160,9 | 42.567 | 1:50.621 |

|                              |        |  |        |       |        |          |
|------------------------------|--------|--|--------|-------|--------|----------|
| <b>No.96 Craven, Charles</b> |        |  |        |       |        |          |
| 1                            | 23.560 |  | 45.149 | 170,8 | 43.155 | 1:51.864 |
| 2                            | 22.525 |  | 42.949 | 172,7 | 41.766 | 1:47.240 |
| 3                            | 22.396 |  | 41.202 | 180,9 | 41.372 | 1:44.970 |
| 4                            | 21.159 |  | 39.907 | 201,8 | 39.365 | 1:40.431 |
| 5                            | 20.483 |  | 38.574 | 196,7 | 38.979 | 1:38.036 |
| 6                            | 20.557 |  | 40.042 | 199,6 | 38.139 | 1:38.738 |
| 7                            | 20.198 |  | 38.105 | 202,2 | 37.016 | 1:35.319 |
| 8                            | 20.077 |  | 37.195 | 203,0 | 37.084 | 1:34.356 |
| 9 IN                         | 20.085 |  | 37.793 | 203,3 | 46.591 | 1:44.469 |

# 04-07/06 Donington Park (GBR)

## CIK-FIA European Supercart Championship, Round 1



# Supercart

## Free Practice

### Lap Time Analysis

For information purposes. No official / regulatory value

| Laps                       | Sector 1      | Spd 1 | Sector 2      | Spd 2        | Sector 3      | Lap Time        |
|----------------------------|---------------|-------|---------------|--------------|---------------|-----------------|
| <b>No.97 Verhaar, Mark</b> |               |       |               |              |               |                 |
| 1                          | <b>23.025</b> |       | <b>41.617</b> | 192,1        | <b>40.873</b> | <b>1:45.515</b> |
| 2                          | <b>21.756</b> |       | <b>39.588</b> | 198,5        | <b>38.101</b> | <b>1:39.445</b> |
| 3 IN                       | <b>20.771</b> |       | 46.854        | 157,8        | 43.596        | 1:51.221        |
| 4                          | 2:49.431      |       | 42.380        | 190,1        | 38.417        | 4:10.228        |
| 5                          | <b>20.600</b> |       | <b>38.503</b> | 201,4        | <b>38.045</b> | <b>1:37.148</b> |
| 6                          | <b>20.494</b> |       | <b>37.706</b> | 202,2        | <b>37.501</b> | <b>1:35.701</b> |
| 7                          | 20.586        |       | <b>37.535</b> | 200,0        | 38.267        | 1:36.388        |
| 8                          | 20.495        |       | 37.560        | <b>203,0</b> | <b>37.115</b> | <b>1:35.170</b> |
| 9                          | <b>20.220</b> |       | <b>37.347</b> | 202,2        | 37.292        | <b>1:34.859</b> |
| 10 IN                      | <b>20.069</b> |       | 39.408        | 198,1        | 40.934        | 1:40.411        |